



AGENDA OF THE COMMON COUNCIL

**TUESDAY, SEPTEMBER 17, 2019, 6:00 PM
COUNCIL CHAMBERS
ROOM 203, CITY HALL**

A. Roll Call.

B. Pledge of Allegiance.

C. Invocation.

- I. A moment of silence will be led by Alder Lefebvre, District 6.

D. Approval of Minutes.

- I. Approval of the minutes of the August 20, 2019 Common Council meeting.

E. Approval of the Agenda.

F. Report by the Mayor.

G. Announcements.

H. Recognitions and Awards.

I. Appointments.

I. New Appointments:

Ethics Commission

Brankica Bakovic, 1114 Thorndale St., Green Bay, WI 54304

Term to expire: March 1, 2021

2. Re-Appointments:

Traffic, Bicycle and Pedestrian

Daniel Theno, 621 Schwartz St., Green Bay, WI 54302

Term to expire: March 1, 2022

J. Public Hearings.

- I. General Ordinance No. 19-19
An Ordinance to Repeal and Recreate Subchapter Chapter 13-1700 Green Bay Municipal Code, Off-Street Parking, Drives and Loading.

K. Ordinances - Second Reading for Adoption.

- I. General Ordinance No. 19-19
An Ordinance to Repeal and Recreate Subchapter Chapter 13-1700 Green Bay Municipal Code, Off-Street Parking, Drives and Loading.
2. General Ordinance No. 18-19
An ordinance amending Section 29.208, Green Bay Municipal Code, relating to parking regulations.
3. General Ordinance No. 28-18
An ordinance to repeal and recreate Section 6.15 Green Bay Municipal Code, relating to special events.

L. Report of the Redevelopment Authority (August 20, 2019 AND September 10, 2019).

- I. To adopt a Territory Amendment Resolution and amend the Project Plan for TID Five (5), East and West Downtown. The proposal seeks to remove parcels from TID 5 that are generally located in the area east of S. Maple Street, south of Howard Street, west of the Fox River, and north of Fifth (5th) Street. (August 20, 2019)
2. To adopt an Allocation Amendment Resolution and amend the Project Plan for TID Seven (7), Ashland Avenue and Lombardi Avenue Corridors. (August 20, 2019)
3. To adopt an Affordable Housing Extension Resolution for TID Seven (7), Ashland Avenue and Lombardi Avenue Corridors. (August 20, 2019)
4. To adopt a Termination Resolution for the dissolution of a Project Plan, for the closure of TID Seven (7), Ashland Avenue and Lombardi Avenue Corridors. (August 20, 2019)
5. To adopt an Allocation Amendment Resolution and amend the Project Plan for TID Eight (8), Henry and Morrow Streets. (August 20, 2019)
6. To adopt an Affordable Housing Extension Resolution for TID Eight (8), Henry and Morrow Streets. (August 20, 2019)
7. To adopt a Termination Resolution for the dissolution of a Project Plan, for the closure of TID Eight (8), Henry and Morrow Streets. (August 20, 2019)
8. To adopt a Termination Resolution for the dissolution of a Project Plan, for the closure of TID Nine (9), State Highway 54/57 Business Park. (August 20, 2019)
9. To adopt an Allocation Amendment Resolution and amend the Project Plan for TID Twelve (12), I-43 Commercial Development. (August 20, 2019)
10. To adopt an Affordable Housing Extension Resolution for TID Twelve (12), I-43 Commercial Development. (August 20, 2019)

11. To adopt a Termination Resolution for the dissolution of a TID Plan, for the closure of TID Twelve (12), I-43 Commercial Development. (August 20, 2019)
12. To adopt a Resolution amending the Project Plan for TID Thirteen (13), Downtown Redevelopment. The proposed costs include projects within the proposed boundary and within a one-half (1/2) mile radius of the proposed boundary of the TID. (August 20, 2019)
13. To adopt a Territory Amendment Resolution and amend the Project Plan for TID Fourteen (14), North Broadway Redevelopment. The proposal seeks to add parcels that are generally east of Broadway, south of Mather Street, west of the Fox River, and north of Dousman Street. (August 20, 2019)
14. To adopt a Standard Extension Resolution for TID Fourteen (14), North Broadway Redevelopment. (August 20, 2019)
15. To adopt a Termination Resolution for the dissolution of a TID Plan, for the closure of TID Seventeen (17), 900 Block North Broadway. (August 20, 2019)
16. To adopt a Creation Resolution to establish TID Number Twenty-Two (22), The Shipyard, and adopt the Project Plan. TID 22 is generally located in the area east of S. Maple Street, south of Howard Street, west of the Fox River, and north of Fifth (5th) Street. TID 22 will be classified as a blight elimination district based on the identification and classification of the property proposed to be included within the TID. Proposed projects include cash grants and loans to owners, lessees, or developers of property within the TID; road, pedestrian, bicycle, and other transportation improvements; potable water, sanitary sewer, and storm water infrastructure; public spaces and amenities; land acquisition, environmental remediation, structural rehabilitation, and new construction; and administration. The proposed costs include projects within the proposed boundary and within a one-half (1/2) mile radius of the proposed boundary of the TID. (August 20, 2019)
17. To adopt a Creation Resolution to establish TID Number Twenty-Three (23), Legends District, and adopt the Project Plan. TID 23 is generally located in the area east of Holmgren Way, south of Lombardi Avenue, west of Bart Starr Drive, and north of Mike McCarthy Way. TID 23 will be classified as a blight elimination district based on the identification and classification of the property proposed to be included within the TID. Proposed projects include cash grants and loans to owners, lessees, or developers of property within the TID; road, pedestrian, bicycle, and other transportation improvements; potable water, sanitary sewer, and storm water infrastructure; public spaces and amenities; land acquisition, environmental remediation, structural rehabilitation, and new construction; and administration. The proposed costs include projects within the proposed boundary and within a one-half (1/2) mile radius of the proposed boundary of the TID, subject to the amendment and removal of the blight designation from parcels owned by Ron Smits, Tax Parcels I-1841-E and I-1841-E-1, but keep the parcels within TID 23. (August 20, 2019)

18. To approve Resolution 19-04 Regarding Commitment to Redevelopment of the Pulliam Plant and refer to Common Council for approval as a joint resolution from the Redevelopment Authority and Common Council. (September 10, 2019)

The Council may convene in closed session pursuant to Sections 19.85(1)(e), Wis. Stats., for purposes of deliberating or negotiating the sale of public properties, investing of public funds or conducting other specified public business as necessary for competitive or bargaining reasons. The Council may thereafter reconvene in open session pursuant to Section 19.85(2), Wis. Stats., to report the results of the closed session and consider the balance of the agenda.

19. No action was taken on Development Agreement 18-06 with Breakthrough Fuel, LLC for development project at the Shipyard, 239 Arndt St., 101 Bridge St., and 119 Bridge St. (Tax Parcels 3-551, 3-554-A, 3-556). (September 10, 2019)

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M. Report of the Improvement & Services Committee (September 4, 2019 AND September 11, 2019).

1. To direct Directors Grenier and Vonck to consult with the Law Department for an opinion regarding who is the responsible party to install the private storm sewer system on request by Ald. Nicholson to address surface water drainage issues at 1661-1663 Elkay Lane. (September 4, 2019)
2. To receive and place on file the request by Ald. Brunette on loosening the restrictions and requirements of paved driveways on residential lots to alleviate flooding issues. (September 11, 2019)
3. To hold the request by Ald. Brunette on amending the City's ordinance on landscaping, weeds, vegetation, and gardens on residential lots. (September 11, 2019)
4. To refer to staff the request by Ald. Galvin that the Department of Public Works develop better systems to better and more quickly respond during disasters and, at the September 25, 2019 Improvement and Services Committee meeting, staff will present a summary of lessons learned from the March 2019 floods. (September 11, 2019)
5. To refer to staff the request by Ald. Lefebvre that the gate at the east side yard waste site is left open during the winter and report at the September 25, 2019 Improvement and Services Committee meeting the hours of operation and the procedure for closing the gate at the site. (September 11, 2019)
6. To receive and place on file the request by Ald. Johnson on the authorization of the installation of crosswalk art at the intersection of Broadway and Hubbard Streets. (September 11, 2019)
7. To receive and place on file the request by Ald. Johnson to bring an update on the progress from Storm Lift Stations 110 and 106 and to determine solutions to solve the flooding on Antoinette Street. (September 11, 2019)

8. To receive and place on file the request by Ald. Nicholson to address surface water drainage issues at 1661-1663 Elkay Lane and to approve the City to reimburse Jeremy Kroll \$3,000 of the cost to install the private storm sewer. (September 11, 2019)
9. To receive and place on file the request by Ald. Nicholson to address pavement ponding issues at 2405 Hampton Avenue. (September 11, 2019)
10. To receive and place on file the request by Ald. Nicholson to address chronic flooding in the Schwartz Street/Edison Street area. (September 11, 2019)
11. To approve the report of actions taken by Department of Public Works (September 11, 2019)

A. Granting of Licenses

I. Tree & Brush Trimmer

a. EPIC Innovations LLC

N. Report of the Protection & Policy Committee (September 9, 2019).

1. Informational: To approve a request by Brewski's on Broadway at 1100 S. Broadway to temporarily extend their licensed premises to their parking lot on September 26, 2019 for an event, subject to complaint. (The Protection & Policy Committee took final action at the September 9 meeting.)
2. To approve a request by V3, LLC at 2056 Main St. to temporarily extend their licensed premises to the parking lot on September 28, 2019 for a grand opening party with the condition that the licensee confirm with the Police Department that they will have security and fencing for the event prior to the council meeting on Tuesday, September 17, 2019.
3. To approve the request by Old Bavarian LLC at 1583 Main St. to extend the issuance of their reserve "Class B" liquor license and Class "B" Beer license for 60 additional days.
4. To deny an application for a "Class A" Liquor License and approve the Class "A" Beer license for Singhs C Store 3, LLC at 610 E. Walnut, with the approval of the proper authorities. (Currently licensed with a Class "A" Beer license as Singhs C Store 1, Inc.)
5. To approve an application for a "Class B" Combination license for Brinker Restaurant Corporation at 2363 W. Mason St. with a licensed premises as "Dining and bar areas, locked storage., with the approval of the proper authorities." (Currently licensed as ERJ Dining III, LLC.)
6. Informational: To approve an appeal by Kristi Stascak regarding the denial of her operator's license. (The Protection & Policy Committee took final action at the September 9 meeting.)
7. To approve an appeal by Thomas Williams for the denial of his operator's license.

8. To suspend additional re-inspection fees at the Lang residence at 970 Elmore St. until September 30, 2019 and to hold the appeal for staff and the appellant to meet and work out a plan to address the work and report back to committee at the October 7 Protection & Policy meeting.
9. To receive and place on file the Liquor Violation Report from the Police Department for September 9, 2019.

O. Report of the Protection & Policy Committee Granting Operator Licenses.

1. Report of the Protection & Policy Committee granting Operator Licenses.

P. Report of the Finance Committee (September 10, 2019).

1. To approve the purchase of one Chevrolet Silverado 1500 Pickup Truck with Crew Cab from Sheboygan Motor Company for \$31,258.
2. To approve the purchase of three Chevrolet Silverado 1500 Pickup Trucks with Double Cabs from Sheboygan Motor Company for \$84,803.
3. To hold the request by Ald. Gavin for the Police Department to work with IT to set a system on the City's Request for Service icon for citizens to report problems and request service until the September 24th Finance Committee meeting.
4. To approve the request by the The Information Technology and Services Division to renew a 3 year Microsoft O365 Enterprise 6.6 Agreement with Advanced Threat Protection from CDW and State of Wisconsin State contract pricing for \$681,344.64 or \$227,114.88 annually.
5. To accept Staff's recommendation to stay with CVMIC for liability and EPL insurance for the 2020 insurance year.

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6. To accept the Claims Committee's recommendations in the Report of the Claims Committee.

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Q. Report of the Park Committee (September 11, 2019).

1. To approve the purchase of a 33,000 GVWR Cab & Chassis from Truck Country for \$75,399.
2. To approve the purchase of a 26,000 GVWR Cab & Chassis from Truck Country for \$69,970.
3. To receive and place on file the request by Ald. Dorff to consider adding a playground area separate from the Baird School Playground in Baird Park.

4. To receive and place on file the request by Ald. Lefebvre to review the Forestry policy for tree removal in the downtown, in particular the 100 block North Adams, plus other streets downtown.
5. To refer to staff to gather additional information on the request by Ald. Lefebvre to reinstate the deer management program at the Wildlife Sanctuary and also look at this issue Citywide and report back to the next Park Committee for further discussion.

R. Report of the Personnel Committee (September 10, 2019).

1. To approve the request to fill the following replacement positions and all subsequent vacancies resulting from internal transfers.
 - a. Truck Driver (Sanitation) - Public Works
 - b. Park Maintenance Worker - Parks, Recreation & Forestry
2. To approve the motion to increase the annual salary of the teachers to \$41,486, and increase the wage of the Naturalists to \$18.53/hour.

S. Report of the Public Arts Commission (August 28, 2019).

1. To increase the Rotating Art Program artist stipend to \$1,500.
2. To adjust the Annual Grant Program application deadline to 3 times a year to review all eligible grant applications during the regular monthly meeting of the Green Bay Public Arts Commission during the months of April, August and December.

T. Report of the Traffic, Bicycle, and Pedestrian Commission (August 19, 2019).

1. To receive and place on file the request to look at placing signs that read "STATE LAW - YIELD TO PEDESTRIAN IN CROSSWALK" on Shawano Avenue at the Ben Edinger Trail crossing.
2. For the Police Department to enforce both pedestrian and motorist law on Shawano Avenue at the Ben Edinger Trail.
3. For signs to be installed on the Ben Edinger trail approaching the Shawano Avenue crossing warning pedestrians of the Shawano Avenue crossing.
4. To receive and place on file the request to place SPEED LIMIT 25 signs on eastbound and westbound Bond Street between Military Avenue and Fisk Street because the signs exist.
5. To establish a NO PARKING zone on east side of Vroman Street from Elmore Street to Mather Street.
6. To establish a I-WAY YIELD condition on Ernst Drive at Shirley Street.
7. To establish a I-WAY YIELD condition on Neufeld Street at Shirley Street.

U. Tax Incremental Districts Joint Review Committee (August 19, 2019).

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16. To adopt a Creation Resolution to establish TID Number Twenty-Two (22), The Shipyard, and adopt the Project Plan. TID 22 is generally located in the area east of S. Maple Street, south of Howard Street, west of the Fox River, and north of Fifth (5th) Street. TID 22 will be classified as a blight elimination district based on the identification and classification of the property proposed to be included within the TID. Proposed projects include cash grants and loans to owners, lessees, or developers of property within the TID; road, pedestrian, bicycle, and other transportation improvements; potable water, sanitary sewer, and storm water infrastructure; public spaces and amenities; land acquisition, environmental remediation, structural rehabilitation, and new construction; and administration. The proposed costs include projects within the proposed boundary and within a one-half (1/2) mile radius of the proposed boundary of the TID.
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V. Receive and Place on File.

1. Building Report for August 2019.
2. Municipal Court Report for August 2019.

W. Resolutions.

1. Resolution drawing final orders to contractors for September 17, 2019.
2. Resolution regarding a Territory Amendment for Tax Increment District Number Five (5), East and West Downtown ("TID 5").
3. Resolution regarding an Allocation Amendment for Tax Increment District Number Seven (7), Ashland Avenue and Lombardi Avenue Corridors ("TID 7").
4. Resolution regarding an Affordable Housing Extension for Tax Increment District Number Seven (7), Ashland Avenue and Lombardi Avenue Corridors ("TID 7").
5. Resolution regarding Termination and Dissolution of the Project Plan for TID Seven (7), Ashland Avenue and Lombardi Avenue Corridors.
6. Resolution regarding an Allocation Amendment for Tax Increment District Number Eight (8), Henry and Morrow Streets ("TID 8").

7. Resolution regarding an Affordable Housing Extension for Tax Increment District Number Eight (8), Henry and Morrow Streets ("TID 8").
8. Resolution regarding Termination and Dissolution of the Project Plan for TID Eight (8), Henry and Morrow Streets.
9. Resolution regarding Termination and Dissolution of the Project Plan for TID Nine (9), State Highway 54/57 Business Park.
10. Resolution regarding an Allocation Amendment for Tax Increment District Number Twelve (12), I-43 Commercial Development ("TID 12").
11. Resolution Regarding an Affordable Housing Extension for Tax Increment District Number Twelve (12), I-43 Commercial Development ("TID 12").
12. Resolution regarding Termination and Dissolution of the Project Plan for TID Twelve (12), I-43 Commercial Development.
13. Resolution regarding an Allocation Amendment for Tax Increment District Number Thirteen (13), Downtown Redevelopment ("TID 13").
14. Resolution regarding a Territory Amendment for Tax Increment District Number Fourteen (14), The Rail Yard ("TID 14").
15. Resolution regarding a Standard Extension for Tax Increment District Number Fourteen (14), The Rail Yard ("TID 14").
16. Resolution regarding Termination and Dissolution of the Project Plan for TID Seventeen (17), 900 Block North Broadway.
17. Resolution regarding the Creation of Tax Increment District Number Twenty-Two (22), The Shipyard ("TID 22") and Adoption of the Project Plan.
18. Resolution regarding the Creation of Tax Increment District Number Twenty-Three (23), Legends District ("TID 23") and Adoption of the Project Plan.

X. Referral of Petitions & Communications.

- I. A request by Ald. Wery to the Improvement and Services Committee and the Personnel Committee to discuss, with possible action, policies and procedures of the Inspection Department as it applies to communicating and working with constituents who request their alderman's assistance. Further, to discuss customer service standards and work expectations of inspectors. Investigate the addition of evening and/or weekend inspection hours.

Y. Ordinances - First Reading.

- I. General Ordinance No. 20-19
An ordinance amending Section 29.208, Green Bay Municipal Code, relating to parking regulations.

Z. Adjournment.

- 1) **SUPPLEMENTAL INFORMATION:** The Video of this meeting, Agenda, Agenda Packet, and Minutes are available online at www.greenbaywi.gov/Meetings.
- 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 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.

GENERAL ORDINANCE NO. 19-19

AN ORDINANCE TO REPEAL AND RECREATE SUBCHAPTER 13-1700 GREEN BAY MUNICIPAL CODE, OFF-STREET PARKING, DRIVES AND LOADING

THE COMMON COUNCIL OF THE CITY OF GREEN BAY DOES ORDAIN AS FOLLOWS:

SECTION 1. Subchapter 13-1700, Green Bay Municipal Code, is hereby repealed and recreated as follows:

SECTION I – GENERAL PROVISIONS

13-1701. Purpose. Access, parking and loading facility regulations are established to alleviate or prevent congestion of the public right-of-way, provide for the parking and loading needs of uses and structures, and enhance the compatibility between parking and loading areas and their surroundings. Parking facilities include but are not limited to all driveways, drive aisles, parking spaces, loading areas, and other items associated with access to the site, vehicle parking and loading/unloading operations.

13-1702. Submission of Site Plan. Any application for a building permit or zoning certificate requiring or including the provision of off-street parking or loading shall include a site plan. Said plan shall be drawn to scale and fully dimensioned depicting access, parking and loading facilities in compliance with this ordinance.

13-1703. Nonconforming Facilities. Existing access, parking and loading facilities that were lawfully constructed but are nonconforming to current requirements of this ordinance may be maintained and repaired subject to the following:

- (a) Maintenance and repair of nonconforming facilities is limited to patching and resurfacing where the base is not exposed. Maintenance and repair that exposes the base material is considered reconstruction and must meet the requirements of this ordinance with the following exception:
 - (1) Minor Rehabilitation. Items like replacing catch basins, replacing damaged landscaped islands, repairing cracks/small sinkholes, etc., is permitted. Minor rehabilitation is limited to no greater than 500 square feet or 10% of the surface area annually, whichever is greater.
- (b) Shared driveways (driveways located on multiple lots and typically situated over lot lines) that existed prior to the adoption of this Chapter may remain legal driveways. No new or reconstructed shared driveways may be established unless cross-access easements are recorded with the Register of Deeds.
- (c) Existing nonconforming access, parking and loading facilities shall not be reconstructed, expanded or increased in an area unless the entire facility is brought into compliance with requirements of this code.
- (d) Existing access, parking and loading facilities shall not be reduced below the requirements for a similar new use or, if currently nonconforming, they shall not be reduced further.

13-1704. Change of Use. When the use of a building or site is changed or the intensity of use is increased through the addition of dwelling units, floor area, capacity, or other unit of measurement used for determining parking and loading requirements, parking and loading facilities shall be provided for such change or intensification of use as specified in Section 13-1714. *Figure 2: Number of Off-Street Parking Spaces Required by Land Use.*

13-1705. Use Limitations. Access, parking and loading facilities shall be used for their intended purposes.

- (a) Access, parking and loading facilities shall not be used for storage, display, sales, rental, or repair of motor vehicles or other goods nor for the storage of inoperable vehicles or snow.
- (b) All vehicles shall be in condition for safe and legal performance on public right-of-ways, be registered, and display current license plates.
- (c) No vehicle or equipment shall be used as living quarters.
- (d) Single- and two-family uses are permitted to temporarily use required access and parking areas for recreation and social activities, maintenance of licensed operable vehicles owned/operated by residents of the unit (such as washing, changing fluids, rotating tires), and other activities accessory to the principal single- or two-family use. All such activities/uses shall be limited so that they are discontinued between the hours of 10 p.m. and 7 a.m.

13-1706. Surfacing.

- (a) All off-street parking facilities and driveways leading to such parking facilities, and all other areas upon which motor vehicles may traverse or be parked shall be graded and surfaced with a dust-free all-weather hard surface material capable of carrying a wheel load of 4,000 pounds.
 - (1) Acceptable surfacing materials include asphalt, concrete, brick, cement pavers, or similar material approved by the City and installed and maintained per industry standards.
- (b) Residential drives serving single- and two-family dwellings may contain a grass center, provided that the areas on which the vehicle's wheels touch are a minimum of 12 to 18 inches in width.

13-1707. General Maintenance. Access, parking and loading facilities shall be kept free of dirt, dust, debris, and waste. In winter months, required access, parking and loading facilities that are available to the public shall be cleared of snow within a reasonable time per City Ordinance 9.30.

13-1708. Abandoned Facilities. Parking facilities which have been abandoned, no longer provide access to legal parking area(s), no longer service an approved principal or accessory use, and/or are not included on the approved site plan shall be removed, in their entirety, to the curb/pavement line at the owner's expense.

- (a) Removed parking facilities shall be replaced with curb, sidewalk (where applicable) and vegetated ground cover.

13-1709. Access Limitation by Use. Access to property shall be directed to the most appropriate street classification for the use it is serving.

- (a) Single- and two-family dwelling units shall not have driveways or other access points onto a collector or arterial street that is not primarily residential unless such street has the only available frontage.
- (b) Nonresidential, mixed-use and multi-family uses shall not have driveways or other access points onto a residential local street unless such street has the only available frontage.

- (c) Driveway access existing prior to the adoption of this ordinance is exempt from the access limitation and may be reconstructed at its present size and location.
- (d) Exception to this limitation is permitted if determined by the Department of Public Works based on findings of a traffic impact analysis.

13-1710. Access Distance from

Intersections. Driveway approaches measured along the property line shall be a minimum of 25 feet from the intersection of the street right-of-way lines on a corner lot or 35 feet from the point of intersection of the face of the curbs, whichever is greater. See *Figure 1: Access Distance from Intersections*.

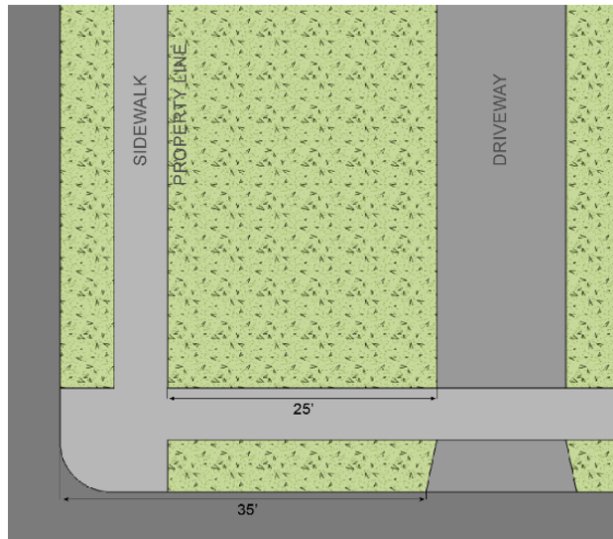
13-1711. Angle of Intersection with Right-of-Way. All driveways and other access points shall intersect with any public right-of-way at an angle of 90 degrees wherever possible but in no case shall the angle be less than 75 degrees.

13-1712. Visibility Standards. All driveways and other access points shall comply with the visibility standards of Section 13-510.

13-1713. Traffic Control. Traffic generated by any use shall be channelized and controlled in a manner that avoids congestion on public streets and other safety hazards.

- (a) All parking and loading areas except those serving single- and two-family dwellings shall be designed so that vehicles enter and exit property in a forward motion so as not to back onto public streets. If deemed necessary for traffic safety, turn-around areas may be required.
- (b) Each required off-street parking space except those serving single- and two-family dwellings shall open directly onto a driveway or drive aisle of such width and design as to provide safe and efficient means of vehicular access, as regulated in Section 13-1718 and *Figure 9: Parking Space Design Standards*.

Figure 1: Access Distance from Intersections



SECTION 2 – OFF-STREET PARKING AND CIRCULTION

13-1714: Minimum Number of Required Off-Street Parking Spaces

- (a) Calculation. Off-street parking requirements for each land use are generally tied to capacity, net floor area, or the number of employees at the subject property during the largest work shift.
 - (1) The term “capacity” means the maximum number of persons that may be accommodated by the use as determined by its design or by building code regulations, whichever is greater. Both indoor and outdoor uses are included in maximum capacity.
 - (2) The term “employees on the largest work shift” means the maximum number of employees working at the facility during a single given day, regardless of the time period and whether any such person is a full-time versus part-time employee.
 - (3) The term “net floor area” shall mean the total floor area inside the building envelope on all levels of a building excluding mechanical rooms, permanent accessory

storage/freezers/coolers, stairwells/elevators, uninhabitable attics or basements, underground parking and other areas deemed appropriate by the Zoning Administrator.

- (4) When calculating the number of off-street parking spaces resulting in a fraction, each fraction of one half (1/2) or more shall be considered a space.
 - (5) Where future potential uses of a building may generate additional parking demand, the City may require a parking plan for the site showing how the anticipated parking demand will be met. The City may require the additional land area identified as anticipated parking to be placed in reserve as landscaped open space until needed.
- (b) Parking spaces for uses with multiple components, such as hotels with dining and conference facilities, shall be based on the sum of the parking requirements of the separate components.
 - (c) Buildings built on speculation or not initially occupied (unknown use) shall be required to provide one (1) stall per three hundred (300) square feet of net floor area.
 - (d) In addition to the requirements in *Figure 2: Number of Off-Street Parking Spaces Required by Land Use*, one (1) parking space shall be provided for each commercial vehicle or vehicle necessary for the operation of the use that is maintained on the premises.
 - (e) See *Figure 2: Number of Off-Street Parking Spaces Required by Land Use* for a list of the number of parking spaces required by land use.
 - (I) Parking Requirement Exceptions in the Downtown Zoning District (D)
 - i. Within the Downtown Zoning District (D), the minimum required parking space requirements for nonresidential uses are waived.
 - ii. Residential uses within the Downtown Zoning District (D) need only provide evidence of the availability of off-street public or private parking within the district in the amount of 1 (one) parking space per dwelling unit.
 - iii. When off-street parking facilities are provided, such facilities shall meet all requirements of this Chapter, except in respect to the required number of spaces.

Figure 2: Number of Off-Street Parking Spaces Required by Land Use

	Land-Use	Minimum Number of Off-Street Parking Spaces Required	Notes
Residential	Single- and two-Family Dwellings, detached or attached	2 spaces per dwelling unit, 1 space per unit must be an enclosed (garage) space.	Exception for narrow lots, as outlined in Section 13-1716 (c).
	Multiple-Family Dwelling	1 Space per dwelling unit plus 1 visitor space per 4 units.	
	Senior (Elderly) Housing	1 space per dwelling unit.	If senior housing has the potential to be converted to general housing, proof of ability to provide additional parking may be required.

	Carriage House	1 space per dwelling unit.	
	Live-work Unit and/or Home Occupations	Same as dwelling unit requirement.	1 space shall be accessible for client parking, if applicable.
	Mobile Home	1 per dwelling unit.	
	Rooming/Boarding House	2 spaces per 3 bedrooms for rent plus 2 spaces per 3 employees on the largest shift.	
	Community Living Arrangement	2 space per 3 employees on the largest shift plus 1 visitor space for every 4 residents based on capacity.	
	Dormitories, student housing, fraternity or sorority house, convent/monastery	To be determined by Zoning Administrator based on parking study.	Parking study required.
	Shelter facility, transitional housing	1 space per 5 residents based on capacity plus 2 spaces per 3 employees on the largest shift.	
	Nursing home, assisted living	1 space per 4 beds plus 3 spaces per 4 employees on the largest shift.	
Educational	Adult/family daycare home	Same as dwelling unit requirement plus 1 drop-off space.	Drop-off space may be on-street adjacent to residence with Approval of the Department of Public Works.
	Group daycare center, preschool	2 spaces per 3 employees on the largest shift plus 1 space per 7 students based on capacity.	
	School, grades K-12	2 spaces per 3 employees on the largest shift plus 1 space per 5 students of legal driving age based on capacity.	Existing schools not meeting this standard may be required to provide a parking management plan but shall not be required to add the minimum number of spaces.
	College or university, other adult learning center	To be determined by Zoning Administrator based on parking study.	Parking study required.
	Trade school, arts school, dance school, etc.	2 spaces per 3 employees on the largest shift plus 1 space per 5 students based on capacity.	If students are expected to drive, Parking study required.
Institutional & Civic	Community center, neighborhood center, cultural institution, library	Parking equal to 30 percent of persons based on design capacity.	
	Cemetery	To be determined by Zoning Administrator based on parking study.	Parking study required.

	Hospital	To be determined by Zoning Administrator based on parking study.	Parking study required.
	Clinic or healthcare facility including veterinary	1 space per 2 exam rooms plus 2 spaces per 3 employees on the largest shift.	
	Park, playground or recreational center	1 space per each 4 persons of maximum design capacity.	
	Religious institution, place of worship	1 space per each 5 persons based on design capacity of the main assembly area.	
Commercial	Offices		
	General office, government office, bank/financial institution, medical office	1 space per 500 square feet net floor area.	
	Artist's studio	1 space per 500 sq. ft. net floor area devoted to sales or display.	
	Accommodation and Food Service		
	Hotel, motel and bed and breakfast	1 space per guest room plus 2 spaces per 3 employees on the largest shift.	Additional spaces as needed for conference/meeting or restaurant facilities.
	Restaurant (with or without drive-through), tavern/bar, nightclub	1 space per 300 sq. ft. of net floor area plus 1 space per 500 sq. ft. exterior seating area.	Drive-through facilities shall include queuing space for at least 3 vehicles in advance of the menu board and 3 vehicles between the menu board and pickup window.
	Service Businesses		
	Personal or business service businesses not listed below	1 spaces per 500 sq. ft. net floor area plus 1 space per 1,000 sq. ft. outside sales or display area.	Includes any service uses not specifically listed.
	Barber shop/beauty salon, spa	2 spaces per 3 work station plus 2 spaces per 3 employees on the largest shift.	
	Funeral home	1 space per each 5 persons based on design capacity of the main assembly hall.	
	Retail		

General retail sales and rental	1 space per 500 sq. ft. net floor area plus 1 space per 1,000 sq. ft. outside sales or display area.	Includes any retail uses not specifically listed.
Motor vehicle rental/sales	1 space per 500 sq. ft. of net floor area plus adequate storage space for vehicles displayed/maintained on-site.	
Motor vehicle repair (major or minor), service station, convenience store	1 space per 500 sq. ft. of net floor area used for sales or customer service plus 2 spaces per service bay.	Service bay shall not be counted as a parking space.
Commercial Recreation and Entertainment		
Auditorium, assembly hall, theater, convention center, and other places of assembly	1 space per each 5 persons based on design capacity of the main assembly area.	
Indoor recreation facilities, health clubs, fitness centers, adult entertainment	1 spaces per 500 sq. ft. net floor area.	
Outdoor recreation facility	To be determined by Zoning Administrator based on parking study.	Parking study required.
Marina	2 spaces per 3 slips.	Additional spaces as needed for accessory uses such as boat sale/rental/service, retail, recreation and restaurant facilities.
Boat landing	4 spaces per launch.	Spaces associate with launches shall be double depth to accommodate vehicles with trailers.
Golf course, bowling alley or similar use	2 spaces per hole, lane or similar recreation station.	Additional spaces for accessory uses such as retail, tavern/bar and restaurant facilities.
Campground	2 spaces per 3 camp site plus 2 spaces per 3 employees on the largest shift.	Additional spaces for accessory uses such as retail, tavern/bar and restaurant facilities.

Industrial, Production & Storage	Agriculture	2 spaces per 3 employees on the largest shift.	Additional spaces for accessory uses such as on-site retail.
	Industrial uses, including limited production and processing, light industrial, general industrial, heavy industrial, and other industrial uses not specified below	2 spaces per 3 employees on the largest shift.	Customer/visitor parking may also be required based on office use.
	Contractor office and showroom	1 space per 500 square feet net floor area.	
	Self-service storage facility	1 space per 500 sq. ft. net floor area of office or sales area plus 1 space per 10 individual storage units.	
	Wholesaling, warehousing, and distribution	1 space per 500 sq. ft. net floor area of office or sales area plus 2 spaces per 3 employees on the largest shift.	
	Other industrial activities that are conducted largely out-of-doors, including concrete, asphalt, and rock crushing facility, scrap yard, recycling, etc.	2 spaces per 3 employees on the largest shift.	
Transportation	Ground transportation service	To be determined by Zoning Administrator based on parking study.	Parking study required.
	Freight terminal- motor, rail or ship	3 spaces per 4 employees on the largest shift.	
	Package delivery service	2 spaces per 3 employees on the largest shift.	Additional parking may be required for delivery service vehicles.
	Airport	To be determined by Zoning Administrator based on parking study.	Parking study required.
Public Service & Utility	Government or public utility uses and buildings, public safety buildings	To be determined by Zoning Administrator.	Based on type of use (offices, storage, production, etc.).
	Communication facilities	As approved by CUP.	
	Yard waste site	As approved by CUP.	

- (f) **Limit on the Number of Off-Street Parking Spaces Provided.** No site plan may be approved for a multiple-family or nonresidential use which contains more than two (2) times the development's minimum number of required parking spaces, except as granted through a conditional use permit. Parking facilities containing 20 stalls or less are exempt from this regulation. The following criteria shall be reviewed in considering a conditional use permit request:
 - (1) The proposed development has unique or unusual characteristics (such as high sales volume or low parking turnover) which creates a parking demand that exceeds the maximum ratio and does not typically apply to comparable uses.
 - (2) The lot is designed to allow for more intensive future site development that will create and utilize the additional parking demand.
 - (3) The need for additional parking cannot be reasonably met through provision of shared parking with nearby uses.
- (g) **Parking Studies.** Where a parking study is required, the study shall be performed by a qualified transportation engineer or transportation planner. The study shall contain information on the anticipated number of employees, customers, visitors, clients, shifts, events, or deliveries to the use, and may refer to other studies or similar situations elsewhere.

SECTION 3 – REGULATIONS SPECIFIC TO SINGLE- AND TWO-FAMILY USES

13-1715. Single- and Two-Family Residential Driveways. Driveways shall lead from the public right-of-way directly to a garage opening or parking space and are regulated as follows:

- (a) **Number of Driveways.** Single-family uses are permitted one driveway per lot unless otherwise regulated in the ordinance, subject to the design regulations specified herein. Two-family uses are permitted two driveways per lot unless otherwise regulated in the ordinance, subject to the design regulations specified herein.
- (b) **Minimum Driveway Setback from Property Lines.**
 - (1) **Narrow Lots.** On lots with less than 60 feet of lot width/frontage, driveways shall be set back a minimum of one (1) foot from the side lot line.
 - i. On lots where the available side yard area prohibits the ability to create/maintain an 8-foot wide driveway and the required setback as listed below, the setback may be administratively reduced or eliminated.
 - (2) **Detached Garages.** Driveways leading to detached garages shall meet the applicable side or rear setbacks for accessory structures established in the district in which it is situated or shall meet the side setback of an existing detached garage, whichever is less.
 - (3) **Attached Garages.** Driveways leading to attached garages shall meet the applicable side or rear setbacks for principal structures established in the district in which it is situated or shall meet the side setback of the existing attached garage, whichever is less.
 - (4) **Uncovered Parking.** Driveways leading to uncovered parking areas shall meet the applicable side or rear setbacks established within the parking section or shall meet the side setback of the existing legal uncovered parking area, whichever is less.

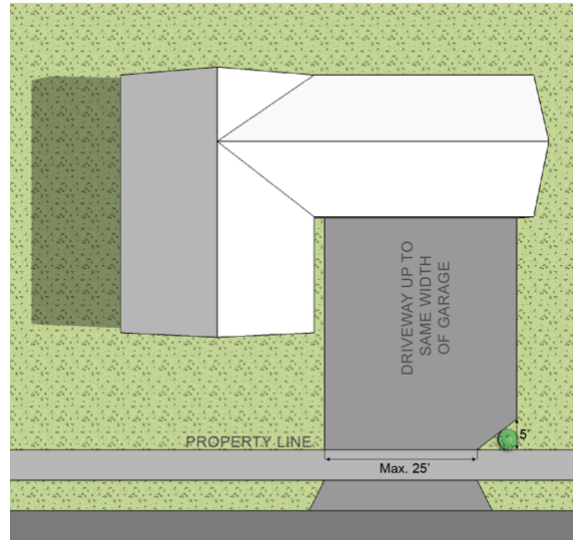
(c) Driveway Width

- (1) Driveways shall be a minimum width of eight (8) feet. Driveways leading to garages are limited to a maximum width of 25 feet at the property line and 30 at the curb/pavement line (2.5 foot apron flares), but may increase to the width of the garage. See Figure 3.A: Single & Two-Family Drive Width & 3.B: Single & Two-Family Drive Width-Enlarged with Taper.

Figure 3.A: Single & Two-Family Drive Width-Standard

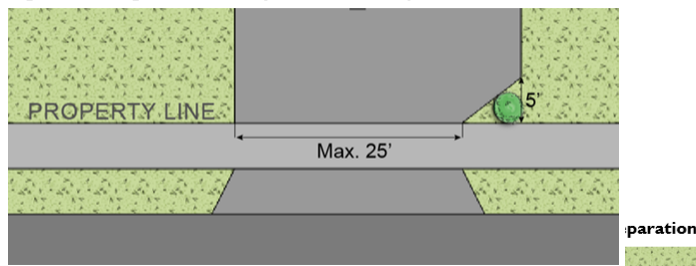


Figure 3.B: Single & Two-Family Drive Width-Enlarged with Taper

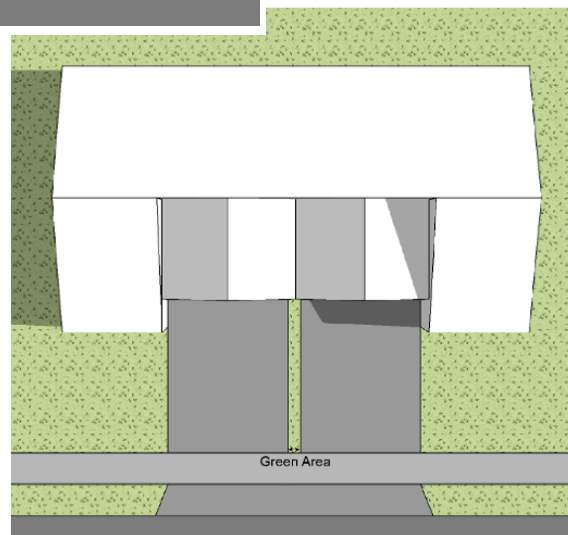


- (2) Where no garage exists, the maximum driveway width shall be twelve (12) feet.
- (3) Where the width of the driveway at the garage or other legal parking space exceeds the maximum width of the driveway at the property line, the driveway shall be tapered between the garage or the edge of a legal uncovered space and the property line starting a minimum of five (5) feet inside the parcel. Said taper “triangle” shall contain vegetation or other item designed to limit vehicular trespass. See Figure 3.C: Single & Two-Family Drive Width-Taper Detail.

Figure 3.C: Single & Two-Family Drive Width-Taper Detail



- a. When leading to a legal uncovered space, the driveway width shall be the least possible needed and shall not exceed 25 feet in width at the property line.
- (4) Driveways for two-family dwellings with adjacent garages are limited to



the 25 feet maximum width at the property line for each individual driveway. Each individual driveway must be separated by a minimum of a 2-foot green area extending the full length from the property line to the garage/uncovered parking space. Separation area shall contain vegetation or other item designed to limit vehicular trespass. See *Figure 4: Two-Family Drive Separation*.

- (5) Side-Loading Drives: The maximum width of driveway leading to a side-loaded garage shall not exceed 12 feet, except for the area directly leading of the garage, where it can be increased to the width of the garage. See *Figure 5.A: Alternative Single & Two-Family Drives-Side Loading*.
 - a. The driveway shall not be located within the side yard setback.
- (6) Circular Drives: The maximum width of circular, horseshoe, and similar type driveways shall not exceed 12 feet, except for the area directly leading of the garage, where it can be increased to the width of the garage. See *Figure 5.B: Alternative Single & Two-Family Drives-Circular*.
 - a. The driveway shall not be located within the side yard setback.
 - b. The inside edge of the arc of the driveway shall be at least 15 feet from the lot line.
 - c. The interior area between the drive and the street must be landscaped.

Figure 5.A: Alternative Single & Two-Family Drives-Side Loading

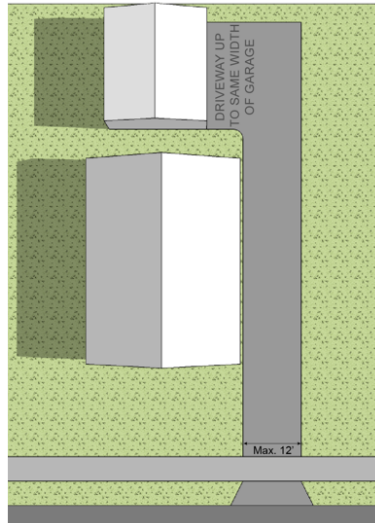


Figure 5.B: Alternative Single & Two-Family Drives-Circular

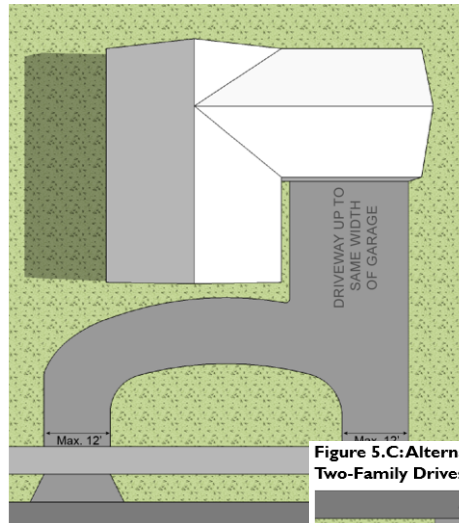
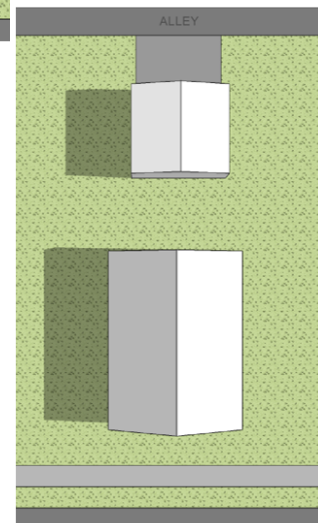


Figure 5.C: Alternative Single & Two-Family Drives-Alley



- (7) Alley Drives: The driveway may extend to the garage opening or may extend into the lot for 30 feet in width and 40 feet in depth but shall not extend into the side

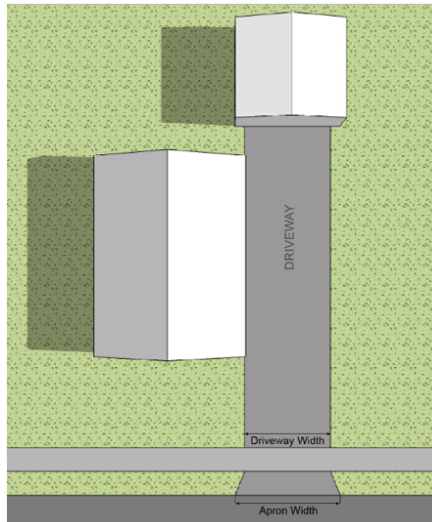
yard setbacks. See *Figure 5.C: Alternative Single & Two-Family Drives-Alley*.

- (8) In no case shall the maximum driveway width(s) be cumulatively greater than 50 percent of the lot frontage.

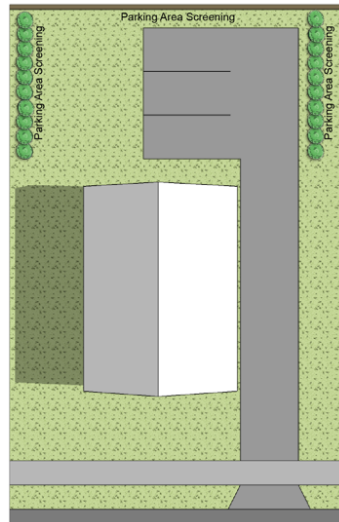
13-1716: Parking for Single- and Two-Family Uses

- (a) A minimum number of legal parking spaces shall be provided in conformance with Section 13-1714 and *Figure 2: Number of Off-Street Parking Spaces Required by Land Use*.
- (b) On a lot containing a single- or two-family dwelling unit, off-street parking shall not be located between the principal structure and a street right-of-way, except within residential driveways leading to a legal parking space or as otherwise permitted in this chapter.
- (1) Parking spaces must be provided either within a garage, in a driveway, or uncovered parking spaces on the same lot of the use it is serving and shall meet the requirements of this Section. See *Figure 6.A: Single & Two-Family Parking Space-Garage* or *6.B: Single & Two-Family Parking Space-Uncovered*.

Figure 6.A: Single & Two-Family Parking Space-Garage



6.B: Single & Two-Family Parking Space-Uncovered

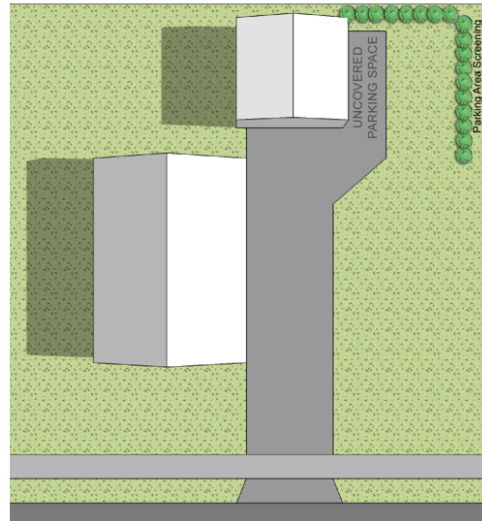


- (2) Driveway Parking. Driveways shall not count towards minimum parking stall requirement except as provided for narrow lots in Section 13-1716 below.
- (3) Uncovered Parking Spaces (Not Located in Driveways).
a. No more than four (4) uncovered parking spaces are permitted per unit per lot.

b. Uncovered parking spaces may be located in the rear yard and shall be setback from the side and rear lot lines by no less than 2.5 feet. Said spaces shall be screened from view per Section 13-1716(f). See *Figure 6.B: Single & Two-Family Parking Space-Uncovered*.

c. One (1) uncovered parking space is permitted in the side yard alongside a garage provided said space is not located between the building and the street and shall be setback from the side and rear lot lines by no less than 2.5 feet. Said space shall be screened from view per Section 13-1716(f). See *Figure 7: Single & Two-Family Parking Space Beside Garage*.

Figure 7: Single & Two-Family Parking Space Beside Garage



d. Front Yard Parking Space Exception. For single- or two-family lots with attached single stall garages that are unable to provide parking as regulated in this ordinance, a single parking space may be established next to the driveway between the front façade of the residence and the public right-of-way as regulated below:

e. Front yard space is limited to no greater than eight (8) feet in width beyond the garage door opening but shall not be located in front of the primary entrance to the residence.

f. Lots shall not exceed the maximum impervious surface ratio for the applicable zoning district.

(c) Driveway as Legal Parking Space for Single- and Two-Family Uses on Narrow Lots.

(1) Driveways may be considered legal “stacked” (meaning in front of one another) parking spaces for required stalls. A driveway parking space need not lead to a legal parking space but must be a minimum of eight (8) feet wide and fifteen (15) feet deep.

(d) Except for driveways leading to legal parking spaces or otherwise regulated in this ordinance, parking is not permitted in the front yard.

(e) The Director of Community and Economic Development and/or Director of Public Works may permit residential vehicles to be parked on the front, side, and rear yards of single- and two-family dwellings as follows:

(1) On the days games are played in Green Bay by professional football teams of the National Football League.

- (2) During the day of a special event held at Lambeau Field when the event is expected to exceed an estimated attendance of 20,000 or more individuals.
- (f) Uncovered parking spaces situated beyond the front façade of the principal structure must be screened with a minimum of 5-foot tall vegetation, fencing, or other material that creates a solid screen, impervious to sight from adjacent properties, excluding views from where access is provided.
- (g) Parking of commercial vehicles and trailers in residential districts. The intent of this section is to preserve the orderly appearance and quiet enjoyment of residential neighborhoods while allowing reasonable flexibility for parking business-related vehicles. Specifically, this applies to motor vehicles that are driven off-site by a resident but are kept on the premises when not in use. This section shall apply to the following types of vehicles: (1) commercial trucks, tractors, vans, pickups, or other motor vehicles not exceeding 10,000 pounds gross vehicle weight; and (2) commercial trailers capable of being trailed behind a commercial motor vehicle that is allowed to be parked on the premises by this section.
 - (1) Engines of commercial vehicles may not run continuously. A 30-minute engine warm-up time shall be permitted immediately prior to the commercial vehicle and/or any other motorized equipment leaving the premises. The warm-up period shall begin no earlier than 7:00 a.m. and end no later than 10:00 p.m.
 - (2) Commercial trailers parked outside in residential districts shall be fully enclosed or be empty when not in transport.
 - (3) Commercial trailers parked in residential districts shall be actually trailed and transported from the property no less than once per week.

SECTION 4 – REGULATIONS SPECIFIC TO MULTIPLE-FAMILY, MIXED-USE, INSTITUTIONAL, COMMERCIAL AND INDUSTRIAL USES

13-1717. Multi-Family Residential, Mixed-Use, Institutional, Commercial, and Industrial Use Driveways.

- (a) Number of Driveways. A maximum of one two-way driveway or two one-way driveways shall be permitted from each street right-of-way to which a lot or parcel has frontage, except under the following circumstances:
 - (1) Multiple two-way driveways may be permitted on one street frontage provided the distance between the driveway centerlines is no less than 200 feet.
 - (2) Mixed two-way and one-way driveways may be permitted on one street frontage provided the distance between the driveway centerlines is no less than 200 feet.
 - (3) One three-lane driveway consisting of a one twelve-foot ingress lane, a three-foot mountable rumble strip dividing island, and two ten-foot egress lanes may be administratively permitted per street frontage with concurrence of the Zoning Administrator and Traffic Engineer. This option should be limited to sites on streets with high traffic volumes and speeds and/or unique timeframes of mass ingress/egress, or other conditions making a standard driveway operate less than optimally.

- (4) Additional driveways may be permitted if necessary for the public safety and sufficient level of traffic circulation with approval of the Director of Public Works.
- (b) Minimum Driveway Setback.
- (1) Driveways shall be setback as established for buildings in the zoning district for which the property they service is situated.
- i. Driveway access through the front yard setback area should be designed to minimize its presence within the front yard to the greatest extent practical.
- (2) Parking facility perimeter buffers. Parking facilities in any yard abutting a public street or public walkway shall be separated from the street or walkway by a landscaped buffer meeting the requirements of Section 13-1822. Parking facilities accessing parking areas abutting residential uses in residential districts shall be separated by a perimeter landscape buffer meeting the requirements of Section 13-1820.
- (c) Distances between curb openings.
- (1) On the same parcel - The minimum distance between one-way driveways at the curb line shall be no less than 15 feet. Minimum distance between two-way drives at the curb line shall be 200 feet from center.
- (2) On adjoining parcels - Where two adjoining driveways abut, the maximum opening at the curb shall be the maximum for a single driveway, as listed in Section 13-1717(d). Both parcels must share the curb opening.
- (d) Driveway Width
- (1) Driveway sizes are regulated at the property/right-of-way line and the curb/road pavement line as follows (See Figure 8: Three-Lane, Full Access Drive Detail):
- i. One-Lane, One-Way Access Drives.

One-Way Drives (Single Direction – Ingress or Egress)	Maximum Width of Drive at Property & Setback Line	Maximum Width of drive at Curb or Pavement Line
Autos & Single Axle Trucks	15 feet	25 feet
Semi-Trailers	20 feet	30 feet

- ii. Two-Lane, Full Access Drives.

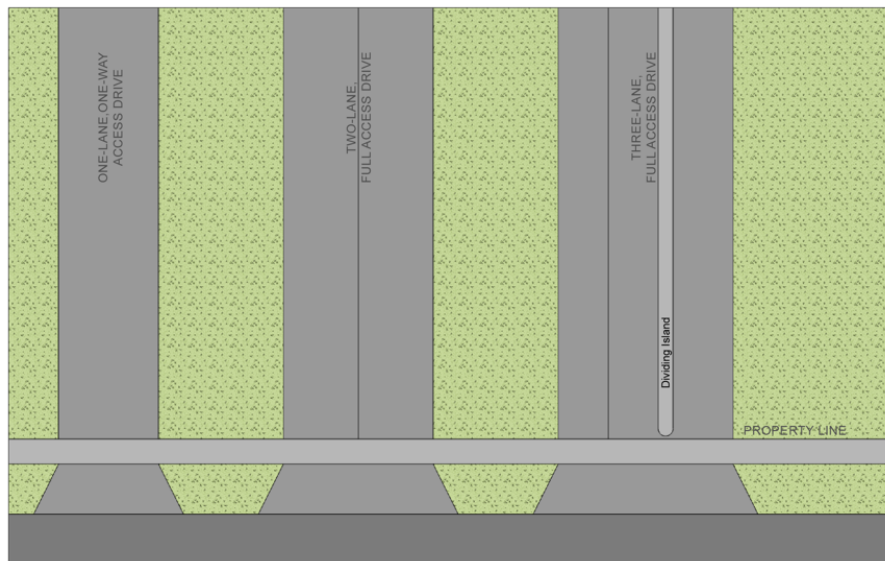
Two-Way Drives (One-Ingress & One-Egress Lane)	Maximum Width of Drive at Property & Setback Line	Maximum Width of drive at Curb or Pavement Line

Autos & Single Axle Trucks	25 feet	35 feet
Semi-Trailers	30 feet	40 feet

- iii. Three-Lane, Full Access Drive (consisting of one twelve-foot ingress lane, a three-foot mountable “rumble strip” dividing island, and two ten-foot egress lanes).

Three-Lane Drives (One-Ingress, Divider & Two-Egress Lanes)	Maximum Width of Drive at Property & Setback Line	Maximum Width of drive at Curb or Pavement Line
All	35 feet	45 feet

Figure 8: One-Lane, Two-Lane and Three-Lane Access Drive Detail



- (e) Flow. Traffic may be restricted as to direction of flow.

- (1) Driveways approved for one-way movement only or three-lane drives shall be equipped with signage and pavement markings indicating its direction to motorists.
- (2) Signs for directional movement of traffic shall be constructed and installed in accordance with City of Green Bay Standard Specifications and Construction Standards for Public Works.

13-1718: Off-Street Parking and Traffic Circulation Standards for Multiple-Family and Nonresidential Uses.

- (a) Location. Required parking and loading spaces shall be located on the same lot or development site as the use served unless otherwise regulated in this ordinance.

- (l) Off-site parking may be located up to one thousand (1,000) feet from the lot containing the use being served if the under common ownership or protected by a recorded instrument acceptable to the City.
- (b) Setbacks. Parking areas shall be setback as established for buildings in the zoning district for which the property it services is situated.
 - (l) Special Provisions for Nonconforming Parking Facilities. Legally established parking facilities constructed prior to the effective date of this ordinance which do not meet the minimum setbacks required by this ordinance shall be permitted to be reconstructed with reduced setbacks, subject to approval of a parking plan by the Zoning Administrator. Said parking lot layout shall be designed in accordance with the dimensions identified in *Figure 9: Parking Space Design Standards*. Parking lot setback reductions shall only be permitted in the following instances:
 - i. To prevent the loss of legal parking spaces required by this ordinance.
 - ii. To prevent the loss of required internal circulation aisles.
- (c) Circulation. Parking facilities shall be designed to provide for the safe and efficient movement of all traffic entering, exiting, and circulating on the site. Circulation patterns shall conform to the general rules of the road. All traffic control measures shall meet the requirements of the Manual of Uniform Traffic Control Devices.
- (d) Marking. All off-street parking and traffic circulation areas shall be marked, striped, and maintained in a clear and visible manner which clearly indicates parking spaces, pedestrian walkways, and other designated areas.
- (e) Curbing. A minimum 6-inch high curb shall be installed within parking areas where parking surface is adjacent to pedestrian and/or bicycle ways and internal landscape islands, except:
 - (l) Where bio-filtration or bio-retention methods of stormwater management are utilized as part of an approved grading and drainage plan, alternatives to the installation of curbing may be considered by the Department of Public Works, provided that measures are taken to protect landscaping from vehicular circulation damage.
- (f) Access. Each off-street parking space shall open directly upon a drive aisle or driveway that is wide enough to provide a safe and efficient means of vehicular access without directly maneuvering a vehicle into any pedestrian way or public right-of-way.
- (g) Lighting. All off-street parking and traffic circulation areas shall be lit to ensure their safe and efficient use during evening hours. An illumination level shall meet the standards of Section 13-500.
- (h) Landscaping and Screening. Parking lots shall meet the landscaping requirements of Section 13-1820 through 13-1825.
- (i) Parking Space Design Standards. Other than handicapped parking and permitted parking in residential driveways, each off-street parking space shall comply with the minimum requirements of *Figure 9: Parking Space Design Standards*.

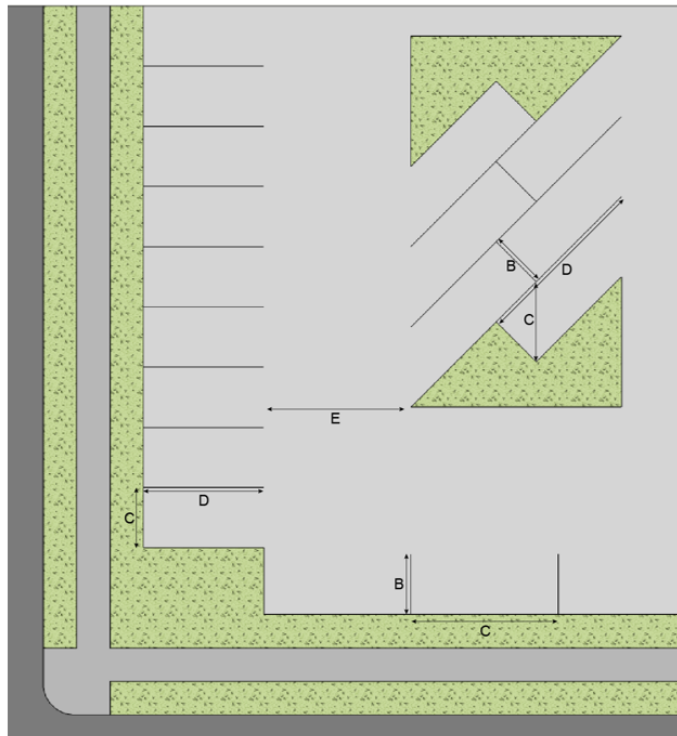
Figure 9: Parking Space Design Standards

Angle (A)	Width (B) *	Curb Length (C)	Stall Depth (D) **	1-Way Aisle Width (E)	2-Way Aisle Width (E)
0 (Parallel)	9'	22	8'6"	14'	22'
45°	9'	12'	18'9"	14'	22'
60°	9'	9'10"	19'10"	18'	22'
90°	9'	8'6"	18'	20'	22'

* Subcompact spaces may account for up to 20 percent of the total parking area required. They may be reduced in size to a width of 8' and a stall depth of 12 percent less than (D) above and must be grouped and signed appropriately.

** Parking spaces that use an appropriately sized curb overhang over a landscaped island or buffer may be reduced in depth by 1.5'. A concrete curb or other means shall be provided to prevent parked vehicles from damaging plant materials.

Figure 9: Parking Space Design Standards



SECTION 5 – ALTERNATE PARKING OPTIONS FOR MULTIPLE-FAMILY, MIXED-USE, INSTITUTIONAL, COMMERCIAL AND INDUSTRIAL USES

13-1719. Shared Parking Facilities.

- (a) Joint parking facilities which provide required parking for two or more uses are allowed a reduction in required number of parking spaces as specified below:
 - (1) Up to a 15 percent reduction in the number of required parking spaces for 4 or more separate uses, 10 percent for 3 separate uses, and 5 percent for 2 separate uses may be utilized for a collective parking facility.
- (b) Day-Night Use Parking Facility. Shared day-night use parking facilities may provide a reduction in required number of parking spaces as specified below:
 - (1) Up to 70 percent of the parking facilities of nighttime/Sunday uses may be supplied by off-street parking facilities of daytime uses. Up to 70 percent of the parking facilities of daytime uses may be supplied by the off-street parking facilities of nighttime/Sunday uses.
 - (2) Daytime uses. For the purpose of this section, the following uses are considered as primarily daytime uses: banks, offices, certain retail stores and personal service shops, service and repair shops, wholesale, and similar uses as determined by the Zoning Administrator.
 - (3) Nighttime and Sunday uses. For the purpose of this section, the following uses are considered as primarily nighttime and weekend uses: theater, bowling alley, tavern/nightclub, auditorium incidental to a public or parochial schools, churches, and similar uses as determined by the Zoning Administrator.
 - (4) The applicant shall show that there is no substantial conflict in the principal operating hours of the buildings or uses for which shared parking is proposed.
 - (5) The use for which application is being made for shared parking shall be located within one thousand (1,000) feet of the use providing the parking facilities.
- (c) A legally binding instrument, executed by the parties concerned, for joint use of off-street parking facilities shall be approved by the City Attorney and filed with the City within sixty (60) days after City approval of the joint parking use. Said agreement shall cover a period of no less than twenty (20) years. Shared use parking privileges shall continue in effect only so long as such an instrument remains in effect, and if such instrument becomes legally ineffective, parking shall be provided as otherwise required in this ordinance.

13-1720. Valet Parking.

- (a) Up to fifty (50) percent of the off-street parking for restaurants, hotels, theaters, and similar uses may be fulfilled by maintaining a valet parking service for customers.
- (b) The valet service shall provide service to and from the main entrance with a passenger loading area, as approved by the Department of Public Works.
- (c) The parking area shall be located no farther than one thousand (1,000) feet from the main entrance.

13-1721. Employee Off-Site Parking. Retail, service businesses, large employers, major institutions and similar uses are encouraged to provide designated employee parking.

- (a) If a shuttle service is provided, such parking may be off-site in a remote location.

13-1722. Ride-Sharing and Autonomous Vehicles. The intent of this section is to encourage the installation of passenger loading zone spaces to meet demand for passenger pick-up/drop-off generated by ride-sharing and/or autonomous vehicles on all land uses except single- and two-family residential dwellings.

- (a) **Reduction to Required Parking Spaces.** The number of required parking spaces for a use may be reduced by 10 percent for each passenger loading zone space provided up to a maximum of 30 percent.

- (1) The Zoning Administrator is authorized, at his or her discretion, to require the submission of a parking study per Section 13-1714(g) upon making the determination that such a reduction will result in a shortage of parking spaces needed for the subject land-use.

- (b) **Passenger Loading Zone Space Standards.**

- (1) **Location.** Each passenger loading zone space shall be located within 100 feet of the primary entrance/exit of a stand-alone use. Passenger loading zone spaces located in shopping centers and other multiple use developments may be located more than 100 feet from the primary entrance/exit of a tenant when placed in a centralized location, provided that a minimum of five (5) foot wide pedestrian access to all tenants of the development is present.
 - (2) Passenger loading zone spaces shall be separate and distinct from parking facility drive aisles, fire lanes, off-street loading areas, or other uses not explicitly dedicated to passenger loading/unloading.
 - (3) **Dimensions.** Minimum of eight (8) feet wide by twenty-two (22) feet long with appropriate taper for safe ingress/egress.
 - (4) **Design.** All vehicular ingress/egress to and from passenger loading zone spaces shall be in forward motion only. All passenger loading zone spaces shall be clearly marked and signed to signify that they are for loading and unloading of passengers and shall not be used for other purposes.
 - (5) **Amenities.** Amenities such as sitting areas, shade structures, and landscaping are encouraged to be provided adjacent to the passenger loading zone spaces.
 - (6) **Accessibility.** Passenger loading zone spaces shall be compliant with the Americans with Disability Act (ADA).

SECTION 6 – PEDESTRIAN AND BICYCLE ACCESS AND PARKING

13-1723: Pedestrian and Bicycle Access

- (a) **Quantity.** For all multi-family, commercial, institutional, and industrial uses, a minimum of one pedestrian/bicycle access way is required to at least one street frontage.

- (b) Off-Site Connections. Pedestrian/bicycle access shall include appropriate connections to existing and planned public pedestrian and bicycle facilities. If none exist, the connection is unnecessary, however the site plan must depict a location such access can be installed should public pedestrian and bicycle facilities be installed in the right of way in the future.
- (c) On-Site Connections. The entire development shall provide walkways for full and safe pedestrian and bicycle circulation within the development.
 - (1) Walkways shall provide pedestrian access through or around off-street parking areas from public walks and/or bicycle facilities to building entries which directly and continuously connect areas of pedestrian origin and destination.
 - (2) Design Requirements.
 - i. Walkways shall have an acceptable dust-free surface not less than 5 feet in width, be separate from the parking lot drive aisle and delineated with pavement markings or alternate paving materials.
 - ii. The entirety of the on-site pedestrian walkway system shall be consistent with the Americans with Disabilities Act.
 - iii. The material and layout of the pedestrian walkway shall be continuous as the pedestrian access crosses a driveway or internal drive.

13-1724: Bicycle Parking Standards for Multiple-Family and Nonresidential Uses.

- (a) Required provision of bicycle parking areas.
 - (1) For all multi-family, commercial, institutional, and industrial uses, a minimum of four (4) bicycle spaces shall be provided if off-street parking for vehicles is provided.
 - (2) For parking lots containing more than 40 automobile parking spaces, off-street bicycle parking spaces shall be provided equal to five (5) percent of the automobile parking space requirement, or twenty (20) bicycle parking spaces, whichever is less.
 - (3) A nonresidential use's automobile parking requirement may be reduced by providing additional bicycle parking. After the bicycle parking requirement has been met, a minimum of four (4) bicycle parking spaces may be provided in lieu of one (1) required automobile parking space, with a maximum reduction of up to five (5) automobile parking spaces.
- (b) Specifications for Bicycle Parking Spaces.
 - (1) All bicycle parking provided shall be on a hard-surfaced area and be set back from walls and other objects so as to be functional. Freestanding bicycle parking racks shall be securely fastened to the ground.
 - (2) Bicycle parking spaces and racks shall be located in a convenient and visible area no farther from the principal entrance to the building served than the closest automobile parking space. With the permission of the Department of Public Works, bicycle parking may be located in the public right-of-way.
 - (3) Bicycle parking spaces shall be installed in conformance with setback requirements applicable to automobile parking lots. The placement of the racks shall not conflict with pedestrians and motorized traffic movements.

- (4) Covered spaces. If accessory automobile parking spaces are covered, bicycle parking spaces shall also be covered.

SECTION 7 – OFF-STREET LOADING STANDARDS

13-1725. Off-Street Loading Requirements. Off-street loading space shall be provided for any nonresidential use which requires the receipt or distribution of materials or merchandise by trucks or similar vehicles and which will have a gross floor area of five thousand (5,000) square feet or more, subject to following minimum standards:

- (a) The off-street loading requirement for buildings with less than 20,000 square feet of gross floor area may be satisfied by the designation of a loading zone area on the site. This loading zone area shall be separate from any required off-street parking area, and access to it shall not conflict with automobile or pedestrian circulation within the site.
- (b) Buildings with 20,001 to 50,000 square feet of gross floor shall provide one (1) loading space.
- (c) Buildings with 50,001 to 100,000 square feet of gross floor shall provide two (2) loading spaces.
- (d) Buildings with 101,000 or more square feet of gross floor shall provide one (1) additional loading space per additional 300,000 sq. ft.

13-1726. Size and location

- (a) Semi-trailer spaces shall be at least 55 feet in length, 10 feet in width, and 14 feet in height, plus necessary additional maneuvering space.
- (b) No loading space shall be located in a front yard or at the front of a building. Loading spaces shall not be located between any building and a public street unless provided with adequate screening and landscaping, in compliance with Chapter 13-1800.
- (c) Spaces shall be at least fifty (50) feet from the property line of any residential property or residentially-zoned property.
- (d) All loading spaces and driveways shall be surfaced with a dustless all-weather material meeting the standards for off-street parking areas and driveways and subject to the approval of the City Engineer.

SECTION 2. All ordinances, or parts of ordinances, in conflict herewith are hereby repealed.

SECTION 3. Effective date. This ordinance shall take effect on and after its passage and publication.

Dated at Green Bay, Wisconsin, this _____ day of _____, 2019.

APPROVED:

Mayor

ATTEST:

Clerk

LJM

08/20/19

DRAFT PARKING CODE – CHANGES SUMMARY

SECTION 1 – GENERAL PROVISIONS

- A. **13-1701. Purpose** – Better define what's included in a parking facility.
- B. **13-1703. Nonconforming Facilities**
- **Shared Driveways.** New or reconstructed shared driveways require cross-access easements.
 - **Existing Nonconforming Facilities.** Shall not be reconstructed or expanded unless the entire facility is brought into compliance with requirements of this code.
- C. **13-1705. Use Limitations** - Single and two-family uses are permitted to temporarily use driveways and parking areas for recreational and social activities, maintenance of licensed operable vehicles owned/operated by residents of the unit.
- D. **13-1708. Abandoned Facilities.** If facility is no longer serving a permitted use, providing access to a legal parking area, or on an approved site plan it must be removed in its entirety at the owners expense.
- E. **13-1709. Access Limitation by Use.**
- Single and two family dwelling units shall not have driveways onto a collector or arterial street that is not primarily residential unless such street has the only available frontage.
 - Nonresidential, mixed-use and multi-family uses shall not have driveways onto a residential local street unless such street has the only available frontage.
 - Exemption for existing as well as findings of a traffic impact analysis.
- F. **13-1711. Angle of Intersection with Right-of-Way** - All driveways and other access points shall intersect with any public right-of-way at an angle of not less than 75 degrees, and shall intersect at an angle of 90 degrees wherever possible.

SECTION 2 – OFF-STREET PARKING AND CIRCULATION

- A. **13-1714: Minimum Number of Required Off-Street Parking Spaces.**
- **Floor Area.** Use net floor area versus gross floor area in determining minimum parking requirements. Net floor area excludes mechanical rooms, permanent accessory storage/freezers/coolers, stairwells/elevators, uninhabitable attics or basements, underground parking, etc.
 - **Building Built on Speculation.** Added that buildings built with unknown use shall be required to provide one stall per 300 square feet from 1 per 200 square feet.
 - **Downtown Exception.** Parking requirements waived in the Downtown Zoning District except residential uses which require 1 stall per unit. Developer only needs to provide evidence of availability of off-street public or private parking.
 - **Number of Off-Street Parking Spaces Required by Land Use.** Decreased the required number of stalls for land uses.
 - **Limit on the Number of Off-Street Parking Spaces Provided.** Require a CUP for developments providing more than two times the minimum required parking, except through a CUP. Exemption for lots of 20 stalls or less. Included CUP criteria.

SECTION 3 – REGULATIONS SPECIFIC TO SINGLE- AND TWO-FAMILY USES

A. 13-1715. Single- and Two-Family Residential Driveways.

- **Number of Driveways.** Single-family uses are permitted one driveway per lot.
- **Driveway Setback.** On lots with less than 60 feet of lot width, setback minimum of 1 foot. Admin. exception if 8 foot driveway can't be achieved.
- **Driveway setback.** Linked to garage or uncovered parking space setback.
- **Driveway Width.** Minimum width of 8 feet. Max width 25 feet at property line and match garage opening within lot. Taper area required for of wider driveway must include item to prohibit vehicular trespass. Max. 12 feet if no garage.

B. 13-1716: Parking for Single- and Two-Family Uses

- **Uncovered Parking Spaces (Not Located in Driveways).** No more than 4 uncovered parking spaces are permitted per unit per lot and must be screened. Allow 1 screened uncovered space alongside garage. Allow 1 front yard parking space exception for lots that can't provide required spaces but must not be located in front of homes entrance.
- **Parking Space Design for Single and Two Family Uses on Narrow Lots.** Allow driveways spaces to be considered legal "stacked" spaces.
- **Screening.** Uncovered parking spaces situated beyond the front façade of the principal structure must be screened with 5' "solid" barrier.

SECTION 4 – REGULATIONS SPECIFIC TO MULTIPLE-FAMILY, MIXED-USE, INSTITUTIONAL, COMMERCIAL AND INDUSTRIAL USES

A. 13-1717. Multi-Family Residential, Mixed-Use, Institutional, Commercial, and Industrial Use Driveways.

- **Number of Driveways.** Added ability to have a three-lane driveway (one ingress lane, mountable dividing island, and two egress lanes) at 35/45'. Limited to sites on streets with high traffic volumes and speeds and/or unique timeframes of mass ingress/egress, or other conditions making a standard driveway less than optimal.
- **Driveway Width.** Increased one-way drives for semis from 15/25' to 20/30'.
- **Driveway Width.** Increased two-way drives for autos from 20/30' to 25/35' and for semis from 25/35' to 30/40'.

B. 13-1718: Off-Street Parking and Traffic Circulation Standards for Multiple-Family and Nonresidential Uses

- **Special Provision for Nonconforming Parking Facilities.** Zoning Administrator may allow reduced setbacks for the reconstruction of parking facilities if meeting code will result in a loss of required spaces or functionality of internal circulation.
- **Marking.** Off-street parking & circulation areas shall be marked, striped, and maintained in a clear and visible manner (indicates spaces, walkways, and other designated areas)
- **Curbing.** Minimum 6-inch-high curb required around parking areas that are adjacent to pedestrian and/or bicycle ways and internal landscape islands, except to allow bio-retention to be utilized.

SECTION 5 – ALTERNATE PARKING OPTIONS FOR MULTIPLE-FAMILY, MIXED-USE, INSTITUTIONAL, COMMERCIAL AND INDUSTRIAL USES

A. 13-1719. Shared Parking Facilities.

- **Joint Parking.** Added that up to a 15 percent reduction in the number of required parking spaces for 4 or more separate uses, 10 percent for 3 separate uses, and 5 percent for 2 separate uses in a collective parking facility.
- **Nighttime and Sunday Uses.** Defined as theatres, bowling alleys, tavern/nightclub, auditoriums incidental to a public or parochial schools, churches, multiple-family apartments, and similar uses.

B. 13-1722. Ride-Sharing and Autonomous Vehicles.

- Required spaces for a use may be reduced by 10 percent for each passenger loading zone space provided up to a maximum of 30 percent. Must be clearly marked/signed, no more than 100' from entrance, have full pedestrian connection and be ADA compliant.

SECTION 6 – PEDESTRIAN AND BICYCLE ACCESS AND PARKING

A. 13-1723: Pedestrian and Bicycle Access

- **Quantity.** A pedestrian/bicycle access way is required to at least one street frontage
- **Off-Site Connections.** Pedestrian/bicycle access shall connect to existing and planned pedestrian/bicycle facilities. If none exist, must at least show how it could be installed.
- **On-Site Connections.** Must provide walkways for pedestrian and bicycle access within the development site. Separated from off-street parking areas, dust free surface, and ADA compliant.

B. 13-1724: Bicycle Parking Standards for Multiple-Family and Nonresidential Uses

- **Number of Spaces.** Minimum of 4 bicycle spaces shall be provided. For lots containing more than 40 auto spaces, bicycle parking spaces shall be provided equal to 5 percent of the auto space requirement or 20, whichever is less.
- **Incentive.** After the bicycle parking requirement has been met, 4 bicycle parking spaces may be provided in lieu of 1 required automobile parking space, with a maximum reduction of up to 5 automobile parking spaces.
- **Design.** Bicycle parking must be on hard surface, secured to ground, located no farther than auto spaces (ROW with DPW ok), not conflict with pedestrians or automobiles, covered if automobile spaces are covered.

GENERAL ORDINANCE NO. 19-19

AN ORDINANCE TO REPEAL AND RECREATE SUBCHAPTER 13-1700 GREEN BAY MUNICIPAL CODE, OFF-STREET PARKING, DRIVES AND LOADING

THE COMMON COUNCIL OF THE CITY OF GREEN BAY DOES ORDAIN AS FOLLOWS:

SECTION 1. Subchapter 13-1700, Green Bay Municipal Code, is hereby repealed and recreated as follows:

SECTION I – GENERAL PROVISIONS

13-1701. Purpose. Access, parking and loading facility regulations are established to alleviate or prevent congestion of the public right-of-way, provide for the parking and loading needs of uses and structures, and enhance the compatibility between parking and loading areas and their surroundings. Parking facilities include but are not limited to all driveways, drive aisles, parking spaces, loading areas, and other items associated with access to the site, vehicle parking and loading/unloading operations.

13-1702. Submission of Site Plan. Any application for a building permit or zoning certificate requiring or including the provision of off-street parking or loading shall include a site plan. Said plan shall be drawn to scale and fully dimensioned depicting access, parking and loading facilities in compliance with this ordinance.

13-1703. Nonconforming Facilities. Existing access, parking and loading facilities that were lawfully constructed but are nonconforming to current requirements of this ordinance may be maintained and repaired subject to the following:

- (a) Maintenance and repair of nonconforming facilities is limited to patching and resurfacing where the base is not exposed. Maintenance and repair that exposes the base material is considered reconstruction and must meet the requirements of this ordinance with the following exception:
 - (1) Minor Rehabilitation. Items like replacing catch basins, replacing damaged landscaped islands, repairing cracks/small sinkholes, etc., is permitted. Minor rehabilitation is limited to no greater than 500 square feet or 10% of the surface area annually, whichever is greater.
- (b) Shared driveways (driveways located on multiple lots and typically situated over lot lines) that existed prior to the adoption of this Chapter may remain legal driveways. No new or reconstructed shared driveways may be established unless cross-access easements are recorded with the Register of Deeds.
- (c) Existing nonconforming access, parking and loading facilities shall not be reconstructed, expanded or increased in an area unless the entire facility is brought into compliance with requirements of this code.
- (d) Existing access, parking and loading facilities shall not be reduced below the requirements for a similar new use or, if currently nonconforming, they shall not be reduced further.

13-1704. Change of Use. When the use of a building or site is changed or the intensity of use is increased through the addition of dwelling units, floor area, capacity, or other unit of measurement used for determining parking and loading requirements, parking and loading facilities shall be provided for such change or intensification of use as specified in Section 13-1714. *Figure 2: Number of Off-Street Parking Spaces Required by Land Use.*

13-1705. Use Limitations. Access, parking and loading facilities shall be used for their intended purposes.

- (a) Access, parking and loading facilities shall not be used for storage, display, sales, rental, or repair of motor vehicles or other goods nor for the storage of inoperable vehicles or snow.
- (b) All vehicles shall be in condition for safe and legal performance on public right-of-ways, be registered, and display current license plates.
- (c) No vehicle or equipment shall be used as living quarters.
- (d) Single- and two-family uses are permitted to temporarily use required access and parking areas for recreation and social activities, maintenance of licensed operable vehicles owned/operated by residents of the unit (such as washing, changing fluids, rotating tires), and other activities accessory to the principal single- or two-family use. All such activities/uses shall be limited so that they are discontinued between the hours of 10 p.m. and 7 a.m.

13-1706. Surfacing.

- (a) All off-street parking facilities and driveways leading to such parking facilities, and all other areas upon which motor vehicles may traverse or be parked shall be graded and surfaced with a dust-free all-weather hard surface material capable of carrying a wheel load of 4,000 pounds.
 - (1) Acceptable surfacing materials include asphalt, concrete, brick, cement pavers, or similar material approved by the City and installed and maintained per industry standards.
- (b) Residential drives serving single- and two-family dwellings may contain a grass center, provided that the areas on which the vehicle's wheels touch are a minimum of 12 to 18 inches in width.

13-1707. General Maintenance. Access, parking and loading facilities shall be kept free of dirt, dust, debris, and waste. In winter months, required access, parking and loading facilities that are available to the public shall be cleared of snow within a reasonable time per City Ordinance 9.30.

13-1708. Abandoned Facilities. Parking facilities which have been abandoned, no longer provide access to legal parking area(s), no longer service an approved principal or accessory use, and/or are not included on the approved site plan shall be removed, in their entirety, to the curb/pavement line at the owner's expense.

- (a) Removed parking facilities shall be replaced with curb, sidewalk (where applicable) and vegetated ground cover.

13-1709. Access Limitation by Use. Access to property shall be directed to the most appropriate street classification for the use it is serving.

- (a) Single- and two-family dwelling units shall not have driveways or other access points onto a collector or arterial street that is not primarily residential unless such street has the only available frontage.
- (b) Nonresidential, mixed-use and multi-family uses shall not have driveways or other access points onto a residential local street unless such street has the only available frontage.

- (c) Driveway access existing prior to the adoption of this ordinance is exempt from the access limitation and may be reconstructed at its present size and location.
- (d) Exception to this limitation is permitted if determined by the Department of Public Works based on findings of a traffic impact analysis.

13-1710. Access Distance from

Intersections. Driveway approaches measured along the property line shall be a minimum of 25 feet from the intersection of the street right-of-way lines on a corner lot or 35 feet from the point of intersection of the face of the curbs, whichever is greater. See *Figure 1: Access Distance from Intersections*.

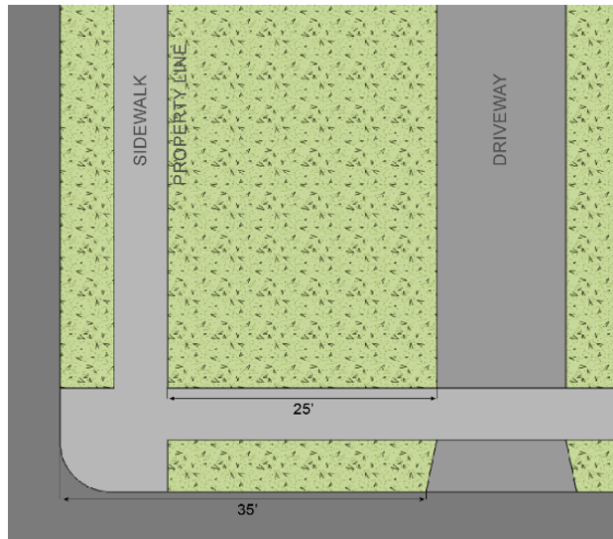
13-1711. Angle of Intersection with Right-of-Way. All driveways and other access points shall intersect with any public right-of-way at an angle of 90 degrees wherever possible but in no case shall the angle be less than 75 degrees.

13-1712. Visibility Standards. All driveways and other access points shall comply with the visibility standards of Section 13-510.

13-1713. Traffic Control. Traffic generated by any use shall be channelized and controlled in a manner that avoids congestion on public streets and other safety hazards.

- (a) All parking and loading areas except those serving single- and two-family dwellings shall be designed so that vehicles enter and exit property in a forward motion so as not to back onto public streets. If deemed necessary for traffic safety, turn-around areas may be required.
- (b) Each required off-street parking space except those serving single- and two-family dwellings shall open directly onto a driveway or drive aisle of such width and design as to provide safe and efficient means of vehicular access, as regulated in Section 13-1718 and *Figure 9: Parking Space Design Standards*.

Figure 1: Access Distance from Intersections



SECTION 2 – OFF-STREET PARKING AND CIRCULTION

13-1714: Minimum Number of Required Off-Street Parking Spaces

- (a) Calculation. Off-street parking requirements for each land use are generally tied to capacity, net floor area, or the number of employees at the subject property during the largest work shift.
 - (1) The term “capacity” means the maximum number of persons that may be accommodated by the use as determined by its design or by building code regulations, whichever is greater. Both indoor and outdoor uses are included in maximum capacity.
 - (2) The term “employees on the largest work shift” means the maximum number of employees working at the facility during a single given day, regardless of the time period and whether any such person is a full-time versus part-time employee.
 - (3) The term “net floor area” shall mean the total floor area inside the building envelope on all levels of a building excluding mechanical rooms, permanent accessory

storage/freezers/coolers, stairwells/elevators, uninhabitable attics or basements, underground parking and other areas deemed appropriate by the Zoning Administrator.

- (4) When calculating the number of off-street parking spaces resulting in a fraction, each fraction of one half (1/2) or more shall be considered a space.
 - (5) Where future potential uses of a building may generate additional parking demand, the City may require a parking plan for the site showing how the anticipated parking demand will be met. The City may require the additional land area identified as anticipated parking to be placed in reserve as landscaped open space until needed.
- (b) Parking spaces for uses with multiple components, such as hotels with dining and conference facilities, shall be based on the sum of the parking requirements of the separate components.
 - (c) Buildings built on speculation or not initially occupied (unknown use) shall be required to provide one (1) stall per three hundred (300) square feet of net floor area.
 - (d) In addition to the requirements in *Figure 2: Number of Off-Street Parking Spaces Required by Land Use*, one (1) parking space shall be provided for each commercial vehicle or vehicle necessary for the operation of the use that is maintained on the premises.
 - (e) See *Figure 2: Number of Off-Street Parking Spaces Required by Land Use* for a list of the number of parking spaces required by land use.
 - (I) Parking Requirement Exceptions in the Downtown Zoning District (D)
 - i. Within the Downtown Zoning District (D), the minimum required parking space requirements for nonresidential uses are waived.
 - ii. Residential uses within the Downtown Zoning District (D) need only provide evidence of the availability of off-street public or private parking within the district in the amount of 1 (one) parking space per dwelling unit.
 - iii. When off-street parking facilities are provided, such facilities shall meet all requirements of this Chapter, except in respect to the required number of spaces.

Figure 2: Number of Off-Street Parking Spaces Required by Land Use

	Land-Use	Minimum Number of Off-Street Parking Spaces Required	Notes
Residential	Single- and two-Family Dwellings, detached or attached	2 spaces per dwelling unit, 1 space per unit must be an enclosed (garage) space.	Exception for narrow lots, as outlined in Section 13-1716 (c).
	Multiple-Family Dwelling	1 Space per dwelling unit plus 1 visitor space per 4 units.	
	Senior (Elderly) Housing	1 space per dwelling unit.	If senior housing has the potential to be converted to general housing, proof of ability to provide additional parking may be required.

	Carriage House	1 space per dwelling unit.	
	Live-work Unit and/or Home Occupations	Same as dwelling unit requirement.	1 space shall be accessible for client parking, if applicable.
	Mobile Home	1 per dwelling unit.	
	Rooming/Boarding House	2 spaces per 3 bedrooms for rent plus 2 spaces per 3 employees on the largest shift.	
	Community Living Arrangement	2 space per 3 employees on the largest shift plus 1 visitor space for every 4 residents based on capacity.	
	Dormitories, student housing, fraternity or sorority house, convent/monastery	To be determined by Zoning Administrator based on parking study.	Parking study required.
	Shelter facility, transitional housing	1 space per 5 residents based on capacity plus 2 spaces per 3 employees on the largest shift.	
	Nursing home, assisted living	1 space per 4 beds plus 3 spaces per 4 employees on the largest shift.	
Educational	Adult/family daycare home	Same as dwelling unit requirement plus 1 drop-off space.	Drop-off space may be on-street adjacent to residence with Approval of the Department of Public Works.
	Group daycare center, preschool	2 spaces per 3 employees on the largest shift plus 1 space per 7 students based on capacity.	
	School, grades K-12	2 spaces per 3 employees on the largest shift plus 1 space per 5 students of legal driving age based on capacity.	Existing schools not meeting this standard may be required to provide a parking management plan but shall not be required to add the minimum number of spaces.
	College or university, other adult learning center	To be determined by Zoning Administrator based on parking study.	Parking study required.
	Trade school, arts school, dance school, etc.	2 spaces per 3 employees on the largest shift plus 1 space per 5 students based on capacity.	If students are expected to drive, Parking study required.
Institutional & Civic	Community center, neighborhood center, cultural institution, library	Parking equal to 30 percent of persons based on design capacity.	
	Cemetery	To be determined by Zoning Administrator based on parking study.	Parking study required.

	Hospital	To be determined by Zoning Administrator based on parking study.	Parking study required.
	Clinic or healthcare facility including veterinary	1 space per 2 exam rooms plus 2 spaces per 3 employees on the largest shift.	
	Park, playground or recreational center	1 space per each 4 persons of maximum design capacity.	
	Religious institution, place of worship	1 space per each 5 persons based on design capacity of the main assembly area.	
Commercial	Offices		
	General office, government office, bank/financial institution, medical office	1 space per 500 square feet net floor area.	
	Artist's studio	1 space per 500 sq. ft. net floor area devoted to sales or display.	
	Accommodation and Food Service		
	Hotel, motel and bed and breakfast	1 space per guest room plus 2 spaces per 3 employees on the largest shift.	Additional spaces as needed for conference/meeting or restaurant facilities.
	Restaurant (with or without drive-through), tavern/bar, nightclub	1 space per 300 sq. ft. of net floor area plus 1 space per 500 sq. ft. exterior seating area.	Drive-through facilities shall include queuing space for at least 3 vehicles in advance of the menu board and 3 vehicles between the menu board and pickup window.
	Service Businesses		
	Personal or business service businesses not listed below	1 spaces per 500 sq. ft. net floor area plus 1 space per 1,000 sq. ft. outside sales or display area.	Includes any service uses not specifically listed.
	Barber shop/beauty salon, spa	2 spaces per 3 work station plus 2 spaces per 3 employees on the largest shift.	
	Funeral home	1 space per each 5 persons based on design capacity of the main assembly hall.	
	Retail		

General retail sales and rental	1 space per 500 sq. ft. net floor area plus 1 space per 1,000 sq. ft. outside sales or display area.	Includes any retail uses not specifically listed.
Motor vehicle rental/sales	1 space per 500 sq. ft. of net floor area plus adequate storage space for vehicles displayed/maintained on-site.	
Motor vehicle repair (major or minor), service station, convenience store	1 space per 500 sq. ft. of net floor area used for sales or customer service plus 2 spaces per service bay.	Service bay shall not be counted as a parking space.
Commercial Recreation and Entertainment		
Auditorium, assembly hall, theater, convention center, and other places of assembly	1 space per each 5 persons based on design capacity of the main assembly area.	
Indoor recreation facilities, health clubs, fitness centers, adult entertainment	1 spaces per 500 sq. ft. net floor area.	
Outdoor recreation facility	To be determined by Zoning Administrator based on parking study.	Parking study required.
Marina	2 spaces per 3 slips.	Additional spaces as needed for accessory uses such as boat sale/rental/service, retail, recreation and restaurant facilities.
Boat landing	4 spaces per launch.	Spaces associate with launches shall be double depth to accommodate vehicles with trailers.
Golf course, bowling alley or similar use	2 spaces per hole, lane or similar recreation station.	Additional spaces for accessory uses such as retail, tavern/bar and restaurant facilities.
Campground	2 spaces per 3 camp site plus 2 spaces per 3 employees on the largest shift.	Additional spaces for accessory uses such as retail, tavern/bar and restaurant facilities.

Industrial, Production & Storage	Agriculture	2 spaces per 3 employees on the largest shift.	Additional spaces for accessory uses such as on-site retail.
	Industrial uses, including limited production and processing, light industrial, general industrial, heavy industrial, and other industrial uses not specified below	2 spaces per 3 employees on the largest shift.	Customer/visitor parking may also be required based on office use.
	Contractor office and showroom	1 space per 500 square feet net floor area.	
	Self-service storage facility	1 space per 500 sq. ft. net floor area of office or sales area plus 1 space per 10 individual storage units.	
	Wholesaling, warehousing, and distribution	1 space per 500 sq. ft. net floor area of office or sales area plus 2 spaces per 3 employees on the largest shift.	
	Other industrial activities that are conducted largely out-of-doors, including concrete, asphalt, and rock crushing facility, scrap yard, recycling, etc.	2 spaces per 3 employees on the largest shift.	
Transportation	Ground transportation service	To be determined by Zoning Administrator based on parking study.	Parking study required.
	Freight terminal- motor, rail or ship	3 spaces per 4 employees on the largest shift.	
	Package delivery service	2 spaces per 3 employees on the largest shift.	Additional parking may be required for delivery service vehicles.
	Airport	To be determined by Zoning Administrator based on parking study.	Parking study required.
Public Service & Utility	Government or public utility uses and buildings, public safety buildings	To be determined by Zoning Administrator.	Based on type of use (offices, storage, production, etc.).
	Communication facilities	As approved by CUP.	
	Yard waste site	As approved by CUP.	

- (f) Limit on the Number of Off-Street Parking Spaces Provided. No site plan may be approved for a multiple-family or nonresidential use which contains more than two (2) times the development's minimum number of required parking spaces, except as granted through a conditional use permit. Parking facilities containing 20 stalls or less are exempt from this regulation. The following criteria shall be reviewed in considering a conditional use permit request:
 - (1) The proposed development has unique or unusual characteristics (such as high sales volume or low parking turnover) which creates a parking demand that exceeds the maximum ratio and does not typically apply to comparable uses.
 - (2) The lot is designed to allow for more intensive future site development that will create and utilize the additional parking demand.
 - (3) The need for additional parking cannot be reasonably met through provision of shared parking with nearby uses.
- (g) Parking Studies. Where a parking study is required, the study shall be performed by a qualified transportation engineer or transportation planner. The study shall contain information on the anticipated number of employees, customers, visitors, clients, shifts, events, or deliveries to the use, and may refer to other studies or similar situations elsewhere.

SECTION 3 – REGULATIONS SPECIFIC TO SINGLE- AND TWO-FAMILY USES

13-1715. Single- and Two-Family Residential Driveways. Driveways shall lead from the public right-of-way directly to a garage opening or parking space and are regulated as follows:

- (a) Number of Driveways. Single-family uses are permitted one driveway per lot unless otherwise regulated in the ordinance, subject to the design regulations specified herein. Two-family uses are permitted two driveways per lot unless otherwise regulated in the ordinance, subject to the design regulations specified herein.
- (b) Minimum Driveway Setback from Property Lines.
 - (1) Narrow Lots. On lots with less than 60 feet of lot width/frontage, driveways shall be set back a minimum of one (1) foot from the side lot line.
 - i. On lots where the available side yard area prohibits the ability to create/maintain an 8-foot wide driveway and the required setback as listed below, the setback may be administratively reduced or eliminated.
 - (2) Detached Garages. Driveways leading to detached garages shall meet the applicable side or rear setbacks for accessory structures established in the district in which it is situated or shall meet the side setback of an existing detached garage, whichever is less.
 - (3) Attached Garages. Driveways leading to attached garages shall meet the applicable side or rear setbacks for principal structures established in the district in which it is situated or shall meet the side setback of the existing attached garage, whichever is less.
 - (4) Uncovered Parking. Driveways leading to uncovered parking areas shall meet the applicable side or rear setbacks established within the parking section or shall meet the side setback of the existing legal uncovered parking area, whichever is less.

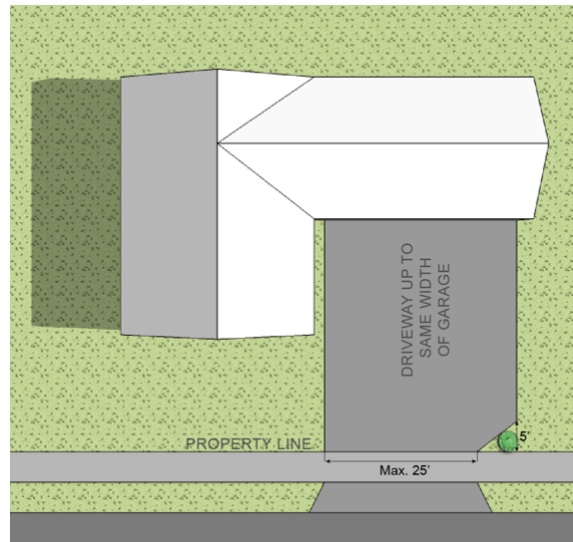
(c) Driveway Width

- (1) Driveways shall be a minimum width of eight (8) feet. Driveways leading to garages are limited to a maximum width of 25 feet at the property line and 30 at the curb/pavement line (2.5 foot apron flares), but may increase to the width of the garage. See *Figure 3.A: Single & Two-Family Drive Width-Standard* & *3.B: Single & Two-Family Drive Width-Enlarged with Taper*.

Figure 3.A: Single & Two-Family Drive Width-Standard

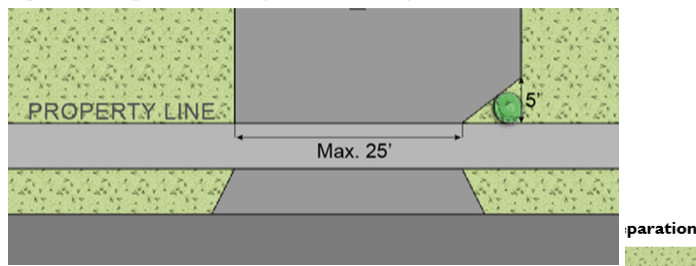


Figure 3.B: Single & Two-Family Drive Width-Enlarged with Taper

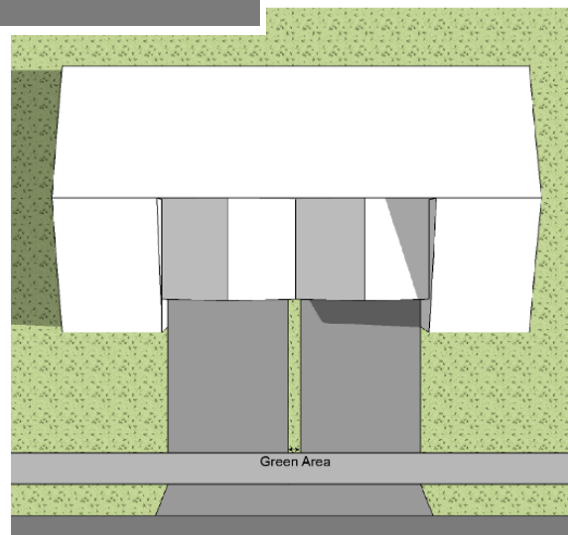


- (2) Where no garage exists, the maximum driveway width shall be twelve (12) feet.
- (3) Where the width of the driveway at the garage or other legal parking space exceeds the maximum width of the driveway at the property line, the driveway shall be tapered between the garage or the edge of a legal uncovered space and the property line starting a minimum of five (5) feet inside the parcel. Said taper “triangle” shall contain vegetation or other item designed to limit vehicular trespass. See *Figure 3.C: Single & Two-Family Drive Width-Taper Detail*.

Figure 3.C: Single & Two-Family Drive Width-Taper Detail



- a. When leading to a legal uncovered space, the driveway width shall be the least possible needed and shall not exceed 25 feet in width at the property line.
- (4) Driveways for two-family dwellings with adjacent garages are limited to



the 25 feet maximum width at the property line for each individual driveway. Each individual driveway must be separated by a minimum of a 2-foot green area extending the full length from the property line to the garage/uncovered parking space. Separation area shall contain vegetation or other item designed to limit vehicular trespass. See *Figure 4: Two-Family Drive Separation*.

- (5) Side-Loading Drives: The maximum width of driveway leading to a side-loaded garage shall not exceed 12 feet, except for the area directly leading of the garage, where it can be increased to the width of the garage. See *Figure 5.A: Alternative Single & Two-Family Drives-Side Loading*.
 - a. The driveway shall not be located within the side yard setback.
- (6) Circular Drives: The maximum width of circular, horseshoe, and similar type driveways shall not exceed 12 feet, except for the area directly leading of the garage, where it can be increased to the width of the garage. See *Figure 5.B: Alternative Single & Two-Family Drives-Circular*.
 - a. The driveway shall not be located within the side yard setback.
 - b. The inside edge of the arc of the driveway shall be at least 15 feet from the lot line.
 - c. The interior area between the drive and the street must be landscaped.

Figure 5.A: Alternative Single & Two-Family Drives-Side Loading

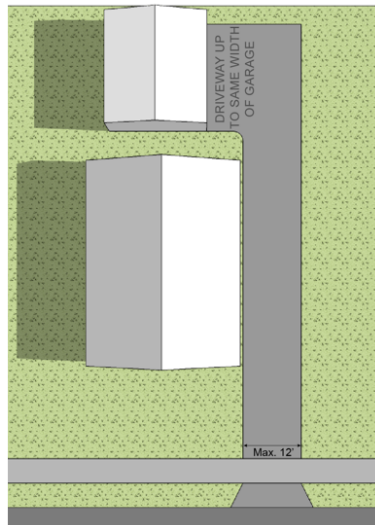


Figure 5.B: Alternative Single & Two-Family Drives-Circular

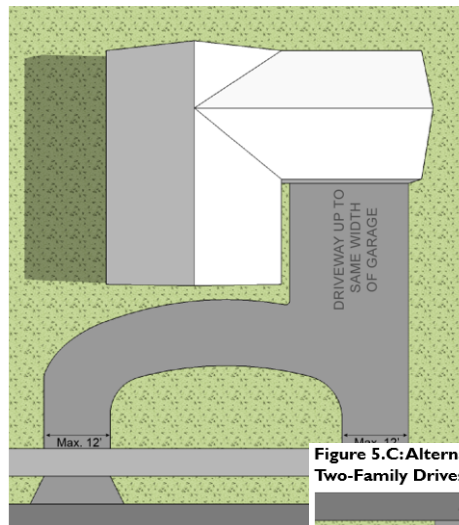
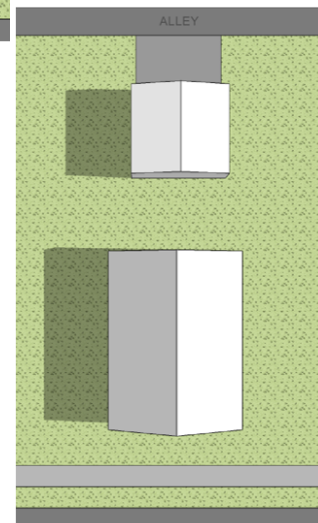


Figure 5.C: Alternative Single & Two-Family Drives-Alley



- (7) Alley Drives: The driveway may extend to the garage opening or may extend into the lot for 30 feet in width and 40 feet in depth but shall not extend into the side

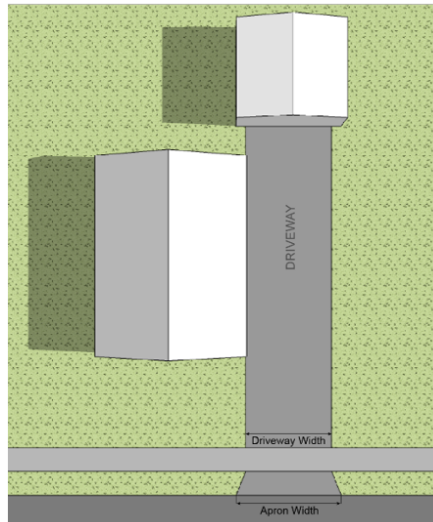
yard setbacks. See *Figure 5.C: Alternative Single & Two-Family Drives-Alley*.

- (8) In no case shall the maximum driveway width(s) be cumulatively greater than 50 percent of the lot frontage.

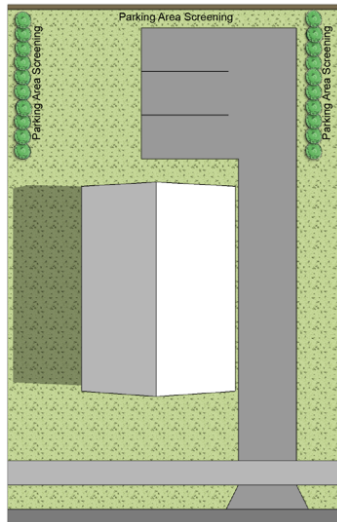
13-1716: Parking for Single- and Two-Family Uses

- (a) A minimum number of legal parking spaces shall be provided in conformance with Section 13-1714 and *Figure 2: Number of Off-Street Parking Spaces Required by Land Use*.
- (b) On a lot containing a single- or two-family dwelling unit, off-street parking shall not be located between the principal structure and a street right-of-way, except within residential driveways leading to a legal parking space or as otherwise permitted in this chapter.
- (1) Parking spaces must be provided either within a garage, in a driveway, or uncovered parking spaces on the same lot of the use it is serving and shall meet the requirements of this Section. See *Figure 6.A: Single & Two-Family Parking Space-Garage* or *6.B: Single & Two-Family Parking Space-Uncovered*.

Figure 6.A: Single & Two-Family Parking Space-Garage



6.B: Single & Two-Family Parking Space-Uncovered

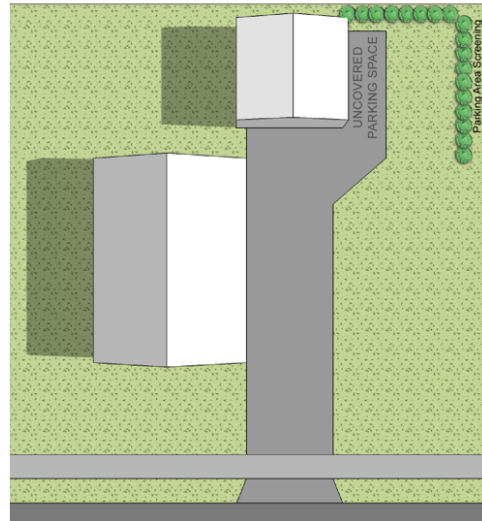


- (2) Driveway Parking. Driveways shall not count towards minimum parking stall requirement except as provided for narrow lots in Section 13-1716 below.
- (3) Uncovered Parking Spaces (Not Located in Driveways).
a. No more than four (4) uncovered parking spaces are permitted per unit per lot.

b. Uncovered parking spaces may be located in the rear yard and shall be setback from the side and rear lot lines by no less than 2.5 feet. Said spaces shall be screened from view per Section 13-1716(f). See *Figure 6.B: Single & Two-Family Parking Space-Uncovered*.

c. One (1) uncovered parking space is permitted in the side yard alongside a garage provided said space is not located between the building and the street and shall be setback from the side and rear lot lines by no less than 2.5 feet. Said space shall be screened from view per Section 13-1716(f). See *Figure 7: Single & Two-Family Parking Space Beside Garage*.

Figure 7: Single & Two-Family Parking Space Beside Garage



d. Front Yard Parking Space Exception. For single- or two-family lots with attached single stall garages that are unable to provide parking as regulated in this ordinance, a single parking space may be established next to the driveway between the front façade of the residence and the public right-of-way as regulated below:

e. Front yard space is limited to no greater than eight (8) feet in width beyond the garage door opening but shall not be located in front of the primary entrance to the residence.

f. Lots shall not exceed the maximum impervious surface ratio for the applicable zoning district.

(c) Driveway as Legal Parking Space for Single- and Two-Family Uses on Narrow Lots.

(1) Driveways may be considered legal “stacked” (meaning in front of one another) parking spaces for required stalls. A driveway parking space need not lead to a legal parking space but must be a minimum of eight (8) feet wide and fifteen (15) feet deep.

(d) Except for driveways leading to legal parking spaces or otherwise regulated in this ordinance, parking is not permitted in the front yard.

(e) The Director of Community and Economic Development and/or Director of Public Works may permit residential vehicles to be parked on the front, side, and rear yards of single- and two-family dwellings as follows:

(1) On the days games are played in Green Bay by professional football teams of the National Football League.

- (2) During the day of a special event held at Lambeau Field when the event is expected to exceed an estimated attendance of 20,000 or more individuals.
- (f) Uncovered parking spaces situated beyond the front façade of the principal structure must be screened with a minimum of 5-foot tall vegetation, fencing, or other material that creates a solid screen, impervious to sight from adjacent properties, excluding views from where access is provided.
- (g) Parking of commercial vehicles and trailers in residential districts. The intent of this section is to preserve the orderly appearance and quiet enjoyment of residential neighborhoods while allowing reasonable flexibility for parking business-related vehicles. Specifically, this applies to motor vehicles that are driven off-site by a resident but are kept on the premises when not in use. This section shall apply to the following types of vehicles: (1) commercial trucks, tractors, vans, pickups, or other motor vehicles not exceeding 10,000 pounds gross vehicle weight; and (2) commercial trailers capable of being trailed behind a commercial motor vehicle that is allowed to be parked on the premises by this section.
 - (1) Engines of commercial vehicles may not run continuously. A 30-minute engine warm-up time shall be permitted immediately prior to the commercial vehicle and/or any other motorized equipment leaving the premises. The warm-up period shall begin no earlier than 7:00 a.m. and end no later than 10:00 p.m.
 - (2) Commercial trailers parked outside in residential districts shall be fully enclosed or be empty when not in transport.
 - (3) Commercial trailers parked in residential districts shall be actually trailed and transported from the property no less than once per week.

SECTION 4 – REGULATIONS SPECIFIC TO MULTIPLE-FAMILY, MIXED-USE, INSTITUTIONAL, COMMERCIAL AND INDUSTRIAL USES

13-1717. Multi-Family Residential, Mixed-Use, Institutional, Commercial, and Industrial Use Driveways.

- (a) Number of Driveways. A maximum of one two-way driveway or two one-way driveways shall be permitted from each street right-of-way to which a lot or parcel has frontage, except under the following circumstances:
 - (1) Multiple two-way driveways may be permitted on one street frontage provided the distance between the driveway centerlines is no less than 200 feet.
 - (2) Mixed two-way and one-way driveways may be permitted on one street frontage provided the distance between the driveway centerlines is no less than 200 feet.
 - (3) One three-lane driveway consisting of a one twelve-foot ingress lane, a three-foot mountable rumble strip dividing island, and two ten-foot egress lanes may be administratively permitted per street frontage with concurrence of the Zoning Administrator and Traffic Engineer. This option should be limited to sites on streets with high traffic volumes and speeds and/or unique timeframes of mass ingress/egress, or other conditions making a standard driveway operate less than optimally.

- (4) Additional driveways may be permitted if necessary for the public safety and sufficient level of traffic circulation with approval of the Director of Public Works.
- (b) Minimum Driveway Setback.
- (1) Driveways shall be setback as established for buildings in the zoning district for which the property they service is situated.
- i. Driveway access through the front yard setback area should be designed to minimize its presence within the front yard to the greatest extent practical.
- (2) Parking facility perimeter buffers. Parking facilities in any yard abutting a public street or public walkway shall be separated from the street or walkway by a landscaped buffer meeting the requirements of Section 13-1822. Parking facilities accessing parking areas abutting residential uses in residential districts shall be separated by a perimeter landscape buffer meeting the requirements of Section 13-1820.
- (c) Distances between curb openings.
- (1) On the same parcel - The minimum distance between one-way driveways at the curb line shall be no less than 15 feet. Minimum distance between two-way drives at the curb line shall be 200 feet from center.
- (2) On adjoining parcels - Where two adjoining driveways abut, the maximum opening at the curb shall be the maximum for a single driveway, as listed in Section 13-1717(d). Both parcels must share the curb opening.
- (d) Driveway Width
- (1) Driveway sizes are regulated at the property/right-of-way line and the curb/road pavement line as follows (See *Figure 8: Three-Lane, Full Access Drive Detail*):
- i. One-Lane, One-Way Access Drives.

One-Way Drives (Single Direction – Ingress or Egress)	Maximum Width of Drive at Property & Setback Line	Maximum Width of drive at Curb or Pavement Line
Autos & Single Axle Trucks	15 feet	25 feet
Semi-Trailers	20 feet	30 feet

- ii. Two-Lane, Full Access Drives.

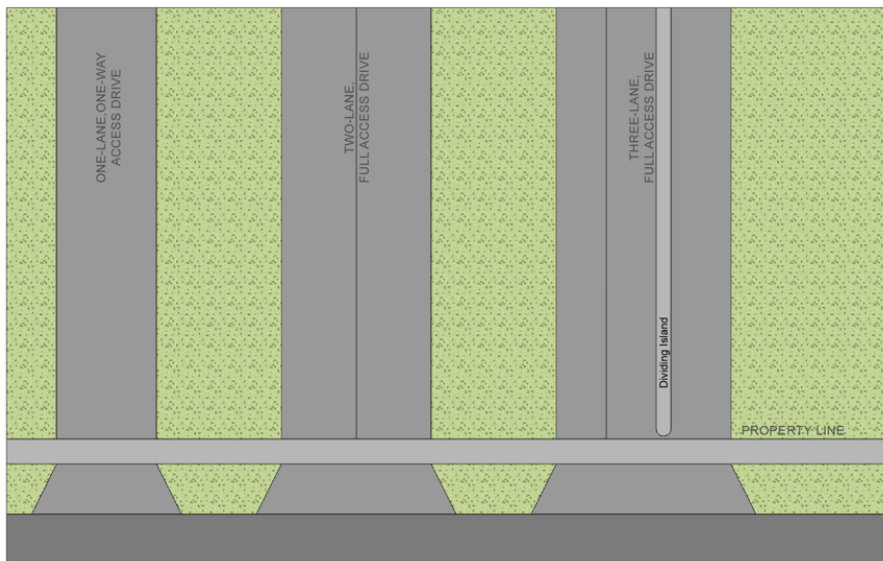
Two-Way Drives (One-Ingress & One-Egress Lane)	Maximum Width of Drive at Property & Setback Line	Maximum Width of drive at Curb or Pavement Line

Autos & Single Axle Trucks	25 feet	35 feet
Semi-Trailers	30 feet	40 feet

- iii. Three-Lane, Full Access Drive (consisting of one twelve-foot ingress lane, a three-foot mountable “rumble strip” dividing island, and two ten-foot egress lanes).

Three-Lane Drives (One-Ingress, Divider & Two-Egress Lanes)	Maximum Width of Drive at Property & Setback Line	Maximum Width of drive at Curb or Pavement Line
All	35 feet	45 feet

Figure 8: One-Lane, Two-Lane and Three-Lane Access Drive Detail



- (e) Flow. Traffic may be restricted as to direction of flow.

- (1) Driveways approved for one-way movement only or three-lane drives shall be equipped with signage and pavement markings indicating its direction to motorists.
- (2) Signs for directional movement of traffic shall be constructed and installed in accordance with City of Green Bay Standard Specifications and Construction Standards for Public Works.

13-1718: Off-Street Parking and Traffic Circulation Standards for Multiple-Family and Nonresidential Uses.

- (a) Location. Required parking and loading spaces shall be located on the same lot or development site as the use served unless otherwise regulated in this ordinance.

- (l) Off-site parking may be located up to one thousand (1,000) feet from the lot containing the use being served if the under common ownership or protected by a recorded instrument acceptable to the City.
- (b) Setbacks. Parking areas shall be setback as established for buildings in the zoning district for which the property it services is situated.
 - (l) Special Provisions for Nonconforming Parking Facilities. Legally established parking facilities constructed prior to the effective date of this ordinance which do not meet the minimum setbacks required by this ordinance shall be permitted to be reconstructed with reduced setbacks, subject to approval of a parking plan by the Zoning Administrator. Said parking lot layout shall be designed in accordance with the dimensions identified in *Figure 9: Parking Space Design Standards*. Parking lot setback reductions shall only be permitted in the following instances:
 - i. To prevent the loss of legal parking spaces required by this ordinance.
 - ii. To prevent the loss of required internal circulation aisles.
- (c) Circulation. Parking facilities shall be designed to provide for the safe and efficient movement of all traffic entering, exiting, and circulating on the site. Circulation patterns shall conform to the general rules of the road. All traffic control measures shall meet the requirements of the Manual of Uniform Traffic Control Devices.
- (d) Marking. All off-street parking and traffic circulation areas shall be marked, striped, and maintained in a clear and visible manner which clearly indicates parking spaces, pedestrian walkways, and other designated areas.
- (e) Curbing. A minimum 6-inch high curb shall be installed within parking areas where parking surface is adjacent to pedestrian and/or bicycle ways and internal landscape islands, except:
 - (l) Where bio-filtration or bio-retention methods of stormwater management are utilized as part of an approved grading and drainage plan, alternatives to the installation of curbing may be considered by the Department of Public Works, provided that measures are taken to protect landscaping from vehicular circulation damage.
- (f) Access. Each off-street parking space shall open directly upon a drive aisle or driveway that is wide enough to provide a safe and efficient means of vehicular access without directly maneuvering a vehicle into any pedestrian way or public right-of-way.
- (g) Lighting. All off-street parking and traffic circulation areas shall be lit to ensure their safe and efficient use during evening hours. An illumination level shall meet the standards of Section 13-500.
- (h) Landscaping and Screening. Parking lots shall meet the landscaping requirements of Section 13-1820 through 13-1825.
- (i) Parking Space Design Standards. Other than handicapped parking and permitted parking in residential driveways, each off-street parking space shall comply with the minimum requirements of *Figure 9: Parking Space Design Standards*.

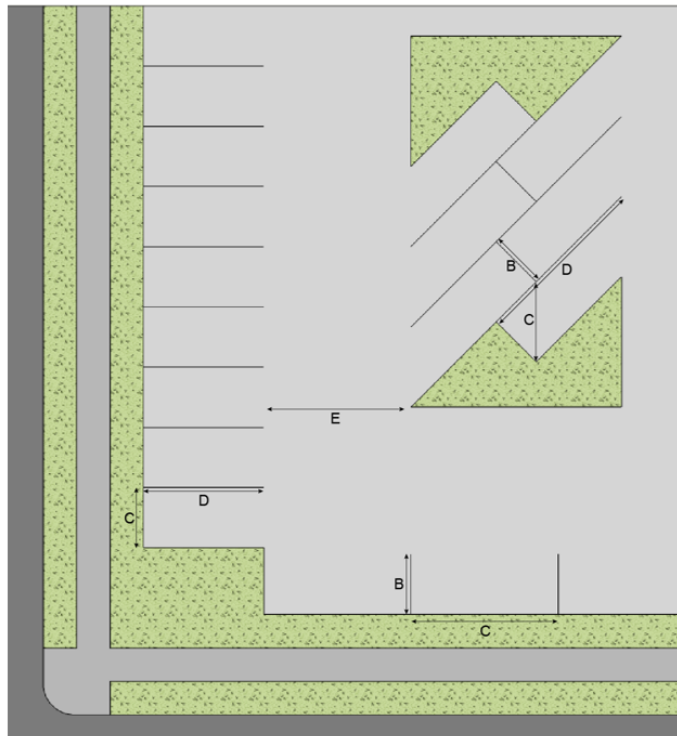
Figure 9: Parking Space Design Standards

Angle (A)	Width (B) *	Curb Length (C)	Stall Depth (D) **	1-Way Aisle Width (E)	2-Way Aisle Width (E)
0 (Parallel)	9'	22	8'6"	14'	22'
45°	9'	12'	18'9"	14'	22'
60°	9'	9'10"	19'10"	18'	22'
90°	9'	8'6"	18'	20'	22'

* Subcompact spaces may account for up to 20 percent of the total parking area required. They may be reduced in size to a width of 8' and a stall depth of 12 percent less than (D) above and must be grouped and signed appropriately.

** Parking spaces that use an appropriately sized curb overhang over a landscaped island or buffer may be reduced in depth by 1.5'. A concrete curb or other means shall be provided to prevent parked vehicles from damaging plant materials.

Figure 9: Parking Space Design Standards



SECTION 5 – ALTERNATE PARKING OPTIONS FOR MULTIPLE-FAMILY, MIXED-USE, INSTITUTIONAL, COMMERCIAL AND INDUSTRIAL USES

13-1719. Shared Parking Facilities.

- (a) Joint parking facilities which provide required parking for two or more uses are allowed a reduction in required number of parking spaces as specified below:
 - (1) Up to a 15 percent reduction in the number of required parking spaces for 4 or more separate uses, 10 percent for 3 separate uses, and 5 percent for 2 separate uses may be utilized for a collective parking facility.
- (b) Day-Night Use Parking Facility. Shared day-night use parking facilities may provide a reduction in required number of parking spaces as specified below:
 - (1) Up to 70 percent of the parking facilities of nighttime/Sunday uses may be supplied by off-street parking facilities of daytime uses. Up to 70 percent of the parking facilities of daytime uses may be supplied by the off-street parking facilities of nighttime/Sunday uses.
 - (2) Daytime uses. For the purpose of this section, the following uses are considered as primarily daytime uses: banks, offices, certain retail stores and personal service shops, service and repair shops, wholesale, and similar uses as determined by the Zoning Administrator.
 - (3) Nighttime and Sunday uses. For the purpose of this section, the following uses are considered as primarily nighttime and weekend uses: theater, bowling alley, tavern/nightclub, auditorium incidental to a public or parochial schools, churches, and similar uses as determined by the Zoning Administrator.
 - (4) The applicant shall show that there is no substantial conflict in the principal operating hours of the buildings or uses for which shared parking is proposed.
 - (5) The use for which application is being made for shared parking shall be located within one thousand (1,000) feet of the use providing the parking facilities.
- (c) A legally binding instrument, executed by the parties concerned, for joint use of off-street parking facilities shall be approved by the City Attorney and filed with the City within sixty (60) days after City approval of the joint parking use. Said agreement shall cover a period of no less than twenty (20) years. Shared use parking privileges shall continue in effect only so long as such an instrument remains in effect, and if such instrument becomes legally ineffective, parking shall be provided as otherwise required in this ordinance.

13-1720. Valet Parking.

- (a) Up to fifty (50) percent of the off-street parking for restaurants, hotels, theaters, and similar uses may be fulfilled by maintaining a valet parking service for customers.
- (b) The valet service shall provide service to and from the main entrance with a passenger loading area, as approved by the Department of Public Works.
- (c) The parking area shall be located no farther than one thousand (1,000) feet from the main entrance.

13-1721. Employee Off-Site Parking. Retail, service businesses, large employers, major institutions and similar uses are encouraged to provide designated employee parking.

- (a) If a shuttle service is provided, such parking may be off-site in a remote location.

13-1722. Ride-Sharing and Autonomous Vehicles. The intent of this section is to encourage the installation of passenger loading zone spaces to meet demand for passenger pick-up/drop-off generated by ride-sharing and/or autonomous vehicles on all land uses except single- and two-family residential dwellings.

- (a) **Reduction to Required Parking Spaces.** The number of required parking spaces for a use may be reduced by 10 percent for each passenger loading zone space provided up to a maximum of 30 percent.

- (1) The Zoning Administrator is authorized, at his or her discretion, to require the submission of a parking study per Section 13-1714(g) upon making the determination that such a reduction will result in a shortage of parking spaces needed for the subject land-use.

- (b) **Passenger Loading Zone Space Standards.**

- (1) **Location.** Each passenger loading zone space shall be located within 100 feet of the primary entrance/exit of a stand-alone use. Passenger loading zone spaces located in shopping centers and other multiple use developments may be located more than 100 feet from the primary entrance/exit of a tenant when placed in a centralized location, provided that a minimum of five (5) foot wide pedestrian access to all tenants of the development is present.
 - (2) Passenger loading zone spaces shall be separate and distinct from parking facility drive aisles, fire lanes, off-street loading areas, or other uses not explicitly dedicated to passenger loading/unloading.
 - (3) **Dimensions.** Minimum of eight (8) feet wide by twenty-two (22) feet long with appropriate taper for safe ingress/egress.
 - (4) **Design.** All vehicular ingress/egress to and from passenger loading zone spaces shall be in forward motion only. All passenger loading zone spaces shall be clearly marked and signed to signify that they are for loading and unloading of passengers and shall not be used for other purposes.
 - (5) **Amenities.** Amenities such as sitting areas, shade structures, and landscaping are encouraged to be provided adjacent to the passenger loading zone spaces.
 - (6) **Accessibility.** Passenger loading zone spaces shall be compliant with the Americans with Disability Act (ADA).

SECTION 6 – PEDESTRIAN AND BICYCLE ACCESS AND PARKING

13-1723: Pedestrian and Bicycle Access

- (a) **Quantity.** For all multi-family, commercial, institutional, and industrial uses, a minimum of one pedestrian/bicycle access way is required to at least one street frontage.

- (b) Off-Site Connections. Pedestrian/bicycle access shall include appropriate connections to existing and planned public pedestrian and bicycle facilities. If none exist, the connection is unnecessary, however the site plan must depict a location such access can be installed should public pedestrian and bicycle facilities be installed in the right of way in the future.
- (c) On-Site Connections. The entire development shall provide walkways for full and safe pedestrian and bicycle circulation within the development.
 - (1) Walkways shall provide pedestrian access through or around off-street parking areas from public walks and/or bicycle facilities to building entries which directly and continuously connect areas of pedestrian origin and destination.
 - (2) Design Requirements.
 - i. Walkways shall have an acceptable dust-free surface not less than 5 feet in width, be separate from the parking lot drive aisle and delineated with pavement markings or alternate paving materials.
 - ii. The entirety of the on-site pedestrian walkway system shall be consistent with the Americans with Disabilities Act.
 - iii. The material and layout of the pedestrian walkway shall be continuous as the pedestrian access crosses a driveway or internal drive.

13-1724: Bicycle Parking Standards for Multiple-Family and Nonresidential Uses.

- (a) Required provision of bicycle parking areas.
 - (1) For all multi-family, commercial, institutional, and industrial uses, a minimum of four (4) bicycle spaces shall be provided if off-street parking for vehicles is provided.
 - (2) For parking lots containing more than 40 automobile parking spaces, off-street bicycle parking spaces shall be provided equal to five (5) percent of the automobile parking space requirement, or twenty (20) bicycle parking spaces, whichever is less.
 - (3) A nonresidential use's automobile parking requirement may be reduced by providing additional bicycle parking. After the bicycle parking requirement has been met, a minimum of four (4) bicycle parking spaces may be provided in lieu of one (1) required automobile parking space, with a maximum reduction of up to five (5) automobile parking spaces.
- (b) Specifications for Bicycle Parking Spaces.
 - (1) All bicycle parking provided shall be on a hard-surfaced area and be set back from walls and other objects so as to be functional. Freestanding bicycle parking racks shall be securely fastened to the ground.
 - (2) Bicycle parking spaces and racks shall be located in a convenient and visible area no farther from the principal entrance to the building served than the closest automobile parking space. With the permission of the Department of Public Works, bicycle parking may be located in the public right-of-way.
 - (3) Bicycle parking spaces shall be installed in conformance with setback requirements applicable to automobile parking lots. The placement of the racks shall not conflict with pedestrians and motorized traffic movements.

- (4) Covered spaces. If accessory automobile parking spaces are covered, bicycle parking spaces shall also be covered.

SECTION 7 – OFF-STREET LOADING STANDARDS

13-1725. Off-Street Loading Requirements. Off-street loading space shall be provided for any nonresidential use which requires the receipt or distribution of materials or merchandise by trucks or similar vehicles and which will have a gross floor area of five thousand (5,000) square feet or more, subject to following minimum standards:

- (a) The off-street loading requirement for buildings with less than 20,000 square feet of gross floor area may be satisfied by the designation of a loading zone area on the site. This loading zone area shall be separate from any required off-street parking area, and access to it shall not conflict with automobile or pedestrian circulation within the site.
- (b) Buildings with 20,001 to 50,000 square feet of gross floor shall provide one (1) loading space.
- (c) Buildings with 50,001 to 100,000 square feet of gross floor shall provide two (2) loading spaces.
- (d) Buildings with 101,000 or more square feet of gross floor shall provide one (1) additional loading space per additional 300,000 sq. ft.

13-1726. Size and location

- (a) Semi-trailer spaces shall be at least 55 feet in length, 10 feet in width, and 14 feet in height, plus necessary additional maneuvering space.
- (b) No loading space shall be located in a front yard or at the front of a building. Loading spaces shall not be located between any building and a public street unless provided with adequate screening and landscaping, in compliance with Chapter 13-1800.
- (c) Spaces shall be at least fifty (50) feet from the property line of any residential property or residentially-zoned property.
- (d) All loading spaces and driveways shall be surfaced with a dustless all-weather material meeting the standards for off-street parking areas and driveways and subject to the approval of the City Engineer.

SECTION 2. All ordinances, or parts of ordinances, in conflict herewith are hereby repealed.

SECTION 3. Effective date. This ordinance shall take effect on and after its passage and publication.

Dated at Green Bay, Wisconsin, this _____ day of _____, 2019.

APPROVED:

Mayor

ATTEST:

Clerk

LJM

08/20/19

DRAFT PARKING CODE – CHANGES SUMMARY

SECTION 1 – GENERAL PROVISIONS

- A. **13-1701. Purpose** – Better define what's included in a parking facility.
- B. **13-1703. Nonconforming Facilities**
- **Shared Driveways.** New or reconstructed shared driveways require cross-access easements.
 - **Existing Nonconforming Facilities.** Shall not be reconstructed or expanded unless the entire facility is brought into compliance with requirements of this code.
- C. **13-1705. Use Limitations** - Single and two-family uses are permitted to temporarily use driveways and parking areas for recreational and social activities, maintenance of licensed operable vehicles owned/operated by residents of the unit.
- D. **13-1708. Abandoned Facilities.** If facility is no longer serving a permitted use, providing access to a legal parking area, or on an approved site plan it must be removed in its entirety at the owners expense.
- E. **13-1709. Access Limitation by Use.**
- Single and two family dwelling units shall not have driveways onto a collector or arterial street that is not primarily residential unless such street has the only available frontage.
 - Nonresidential, mixed-use and multi-family uses shall not have driveways onto a residential local street unless such street has the only available frontage.
 - Exemption for existing as well as findings of a traffic impact analysis.
- F. **13-1711. Angle of Intersection with Right-of-Way** - All driveways and other access points shall intersect with any public right-of-way at an angle of not less than 75 degrees, and shall intersect at an angle of 90 degrees wherever possible.

SECTION 2 – OFF-STREET PARKING AND CIRCULATION

- A. **13-1714: Minimum Number of Required Off-Street Parking Spaces.**
- **Floor Area.** Use net floor area versus gross floor area in determining minimum parking requirements. Net floor area excludes mechanical rooms, permanent accessory storage/freezers/coolers, stairwells/elevators, uninhabitable attics or basements, underground parking, etc.
 - **Building Built on Speculation.** Added that buildings built with unknown use shall be required to provide one stall per 300 square feet from 1 per 200 square feet.
 - **Downtown Exception.** Parking requirements waived in the Downtown Zoning District except residential uses which require 1 stall per unit. Developer only needs to provide evidence of availability of off-street public or private parking.
 - **Number of Off-Street Parking Spaces Required by Land Use.** Decreased the required number of stalls for land uses.
 - **Limit on the Number of Off-Street Parking Spaces Provided.** Require a CUP for developments providing more than two times the minimum required parking, except through a CUP. Exemption for lots of 20 stalls or less. Included CUP criteria.

SECTION 3 – REGULATIONS SPECIFIC TO SINGLE- AND TWO-FAMILY USES

A. 13-1715. Single- and Two-Family Residential Driveways.

- **Number of Driveways.** Single-family uses are permitted one driveway per lot.
- **Driveway Setback.** On lots with less than 60 feet of lot width, setback minimum of 1 foot. Admin. exception if 8 foot driveway can't be achieved.
- **Driveway setback.** Linked to garage or uncovered parking space setback.
- **Driveway Width.** Minimum width of 8 feet. Max width 25 feet at property line and match garage opening within lot. Taper area required for of wider driveway must include item to prohibit vehicular trespass. Max. 12 feet if no garage.

B. 13-1716: Parking for Single- and Two-Family Uses

- **Uncovered Parking Spaces (Not Located in Driveways).** No more than 4 uncovered parking spaces are permitted per unit per lot and must be screened. Allow 1 screened uncovered space alongside garage. Allow 1 front yard parking space exception for lots that can't provide required spaces but must not be located in front of homes entrance.
- **Parking Space Design for Single and Two Family Uses on Narrow Lots.** Allow driveways spaces to be considered legal "stacked" spaces.
- **Screening.** Uncovered parking spaces situated beyond the front façade of the principal structure must be screened with 5' "solid" barrier.

SECTION 4 – REGULATIONS SPECIFIC TO MULTIPLE-FAMILY, MIXED-USE, INSTITUTIONAL, COMMERCIAL AND INDUSTRIAL USES

A. 13-1717. Multi-Family Residential, Mixed-Use, Institutional, Commercial, and Industrial Use Driveways.

- **Number of Driveways.** Added ability to have a three-lane driveway (one ingress lane, mountable dividing island, and two egress lanes) at 35/45'. Limited to sites on streets with high traffic volumes and speeds and/or unique timeframes of mass ingress/egress, or other conditions making a standard driveway less than optimal.
- **Driveway Width.** Increased one-way drives for semis from 15/25' to 20/30'.
- **Driveway Width.** Increased two-way drives for autos from 20/30' to 25/35' and for semis from 25/35' to 30/40'.

B. 13-1718: Off-Street Parking and Traffic Circulation Standards for Multiple-Family and Nonresidential Uses

- **Special Provision for Nonconforming Parking Facilities.** Zoning Administrator may allow reduced setbacks for the reconstruction of parking facilities if meeting code will result in a loss of required spaces or functionality of internal circulation.
- **Marking.** Off-street parking & circulation areas shall be marked, striped, and maintained in a clear and visible manner (indicates spaces, walkways, and other designated areas)
- **Curbing.** Minimum 6-inch-high curb required around parking areas that are adjacent to pedestrian and/or bicycle ways and internal landscape islands, except to allow bio-retention to be utilized.

SECTION 5 – ALTERNATE PARKING OPTIONS FOR MULTIPLE-FAMILY, MIXED-USE, INSTITUTIONAL, COMMERCIAL AND INDUSTRIAL USES

A. 13-1719. Shared Parking Facilities.

- **Joint Parking.** Added that up to a 15 percent reduction in the number of required parking spaces for 4 or more separate uses, 10 percent for 3 separate uses, and 5 percent for 2 separate uses in a collective parking facility.
- **Nighttime and Sunday Uses.** Defined as theatres, bowling alleys, tavern/nightclub, auditoriums incidental to a public or parochial schools, churches, multiple-family apartments, and similar uses.

B. 13-1722. Ride-Sharing and Autonomous Vehicles.

- Required spaces for a use may be reduced by 10 percent for each passenger loading zone space provided up to a maximum of 30 percent. Must be clearly marked/signed, no more than 100' from entrance, have full pedestrian connection and be ADA compliant.

SECTION 6 – PEDESTRIAN AND BICYCLE ACCESS AND PARKING

A. 13-1723: Pedestrian and Bicycle Access

- **Quantity.** A pedestrian/bicycle access way is required to at least one street frontage
- **Off-Site Connections.** Pedestrian/bicycle access shall connect to existing and planned pedestrian/bicycle facilities. If none exist, must at least show how it could be installed.
- **On-Site Connections.** Must provide walkways for pedestrian and bicycle access within the development site. Separated from off-street parking areas, dust free surface, and ADA compliant.

B. 13-1724: Bicycle Parking Standards for Multiple-Family and Nonresidential Uses

- **Number of Spaces.** Minimum of 4 bicycle spaces shall be provided. For lots containing more than 40 auto spaces, bicycle parking spaces shall be provided equal to 5 percent of the auto space requirement or 20, whichever is less.
- **Incentive.** After the bicycle parking requirement has been met, 4 bicycle parking spaces may be provided in lieu of 1 required automobile parking space, with a maximum reduction of up to 5 automobile parking spaces.
- **Design.** Bicycle parking must be on hard surface, secured to ground, located no farther than auto spaces (ROW with DPW ok), not conflict with pedestrians or automobiles, covered if automobile spaces are covered.

GENERAL ORDINANCE NO. 18-19

**AN ORDINANCE
AMENDING SECTION 29.208,
GREEN BAY MUNICIPAL CODE,
RELATING TO PARKING REGULATIONS**

THE COMMON COUNCIL OF THE CITY OF GREEN BAY DOES ORDAIN AS FOLLOWS:

SECTION 1. Section 29.208, Green Bay Municipal Code, is hereby amended by removing therefrom the following NO PARKING zone:

PINE STREET, north side, from Adams Street to a point 120 feet west of Madison Street.

SECTION 2. Section 29.208, Green Bay Municipal Code, is hereby amended by adding thereto the following NO PARKING zones:

PINE STREET, north side, from Adams Street to a point 50 feet east of Adams Street.

PINE STREET, north side, from a point 160 feet east of Adams Street to a point 120 feet west of Madison Street.

SECTION 3. Section 29.208, Green Bay Municipal Code, is hereby amended by adding thereto a NO PARKING 15-MINUTE LOADING ONLY zone:

PINE STREET, north side, from a point 50 feet east of Adams Street to a point 160 feet east of Adams Street.

Dated at Green Bay, Wisconsin this _____ day of _____, 2019.

APPROVED:

Mayor

ATTEST:

City Clerk

SEF



Report to the
Protection and Policy Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # K.3.

General Ordinance No. 28-18

An ordinance to repeal and recreate Section 6.15 Green Bay Municipal Code, relating to special events.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. DRAFT GO 28-18 - Repeal and Recreate Section 6.15 relating to Special Events (USE THIS ONE)

GENERAL ORDINANCE NO. 28-18

**AN ORDINANCE
TO REPEAL AND RECREATE SECTION 6.15
GREEN BAY MUNICIPAL CODE,
RELATING TO SPECIAL EVENTS**

THE COMMON COUNCIL OF THE CITY OF GREEN BAY DOES ORDAIN AS FOLLOWS:

SECTION 1. Section 6.15, Green Bay Municipal Code, is hereby repealed and recreated as follows:

Sec. 6.15. Special events.

(1) Definitions.

- (a) *Attendees.* The total number of participants and spectators in attendance at an event. Vendors are not considered attendees.
- (b) *Customary use of a park.* Customary use of a park will depend on the type of park engaged for that activity and will be determined by the Director of Parks, Recreation and Forestry or his/her designee.
- (c) *Large events.* Special events involving crowd sizes over 5,000 attendees, as well as events specifically designated as large events, such as those involving the use of fireworks or pyrotechnics, the use of the bay or the Fox River, major physical activity by participants, moderate to severe exposure of spectators to hazards, and/or the inclusion of animals or alcoholic beverages. Large events may include, but are not limited to, team or individual sporting events, circuses, carnivals with rides, parades with floats, marathons or similar races, walks for charity, social gatherings, music festivals, art festivals, farmers markets, performances, and exhibitions. Vehicle barriers may be required for large events.
- (d) *Medium events.* Special events involving crowd sizes between 1,000 and 5,000 attendees, as well as events specifically designated as medium events, such as those involving physical activity by participants, moderate exposure of spectators to hazards, and/or the inclusion of animals or alcoholic beverages. Medium events may include, but are not limited to, team or individual sporting events, circuses, carnivals with rides, parades with floats, marathons or similar races, walks for charity, social gatherings, music festivals, art festivals, farmers markets, performances, and exhibitions.

- (e) *Person*. Any person, firm, partnership, association, corporation, company, or organization of any kind.
- (f) *Resident*. A resident is any person who maintains his/her primary living quarters within the City of Green Bay city limits.
- (g) *Safety Manager*. The Safety Manager of the City of Green Bay or his/her designee.
- (h) *Simple events*. Special events involving a small non-profit or neighborhood association where the principal applicants reside within the City of Green Bay city limits. Simple events are limited to neighborhood or small non-profit events that take place either in a City park or occur as a block party. Simple events involve crowd sizes of fewer than 250 attendees, limited physical activity by participants, and no severe exposure of spectators to hazards. Simple events may include, but are not limited to, picnics, annual meetings, movies in the park, and block parties.
- (i) *Small events*. Special events involving crowd sizes of fewer than 1,000 attendees, as well as events specifically designated as small events, such as those involving limited physical activity by participants and/or no exposure of spectators to hazards. Small events may include, but are not limited to, team or individual sporting events, walks for charity, social gatherings, small-budget film making, music festivals, art festivals, farmers markets, performances, and exhibitions.
- (j) *Special Event*. An athletic event, ceremony, demonstration, exhibition, march, pageant, parade, procession, race, show, or other similar display which interferes with the normal flow or regulation of traffic upon the streets, sidewalks, and/or rights-of-way, or the customary use of parks or other public grounds.
- (k) *Special Event Committee*. In an effort to streamline the approval process for the benefit of applicants, a Special Event Committee is established so that applications may be reviewed by all necessary City staff at one time instead of requiring individual approvals. The Special Event Committee shall be made up of the Special Event Coordinator, the Safety Manager, and at least one (1) representative from each of the following City departments: Police Department, Fire Department, Department of Public Works, Community and Economic Development Department, and the Parks Department. The Special Event Committee shall be responsible for evaluating and taking action on applications for special events.

- (l) *Special Event Coordinator.* The person who will coordinate between applicants and City departments, ensuring appropriate departmental approval of special events applications.
 - (m) *Special Hazard Events.* Special events involving greater potential for exposure of spectators to hazards. Special hazard events may include, but are not limited to, professional or collegiate sporting events, vehicle races, athletic events in the bay or on the Fox River, and fireworks displays. Vehicle barriers may be required.
- (2) *Permit required.* No person shall conduct, manage, or engage in a special event unless a permit has been approved by and obtained from the Special Event Coordinator and Special Events Committee. Any person seeking to offer goods and/or services at a special event is responsible for verifying that the required permit has been approved as described herein prior to participating in the event.
- (3) *Exceptions.* This section shall not apply to funeral processions or governmental agencies acting within the scope of their functions.
- (4) *Application.*
- (a) *Deadlines.* An application for a special event permit shall be filed with the Special Event Coordinator in the following timeframes:
 - 1. For a large, medium, or small event, not less than sixty (60) days before the event is to take place.
 - 2. For a simple event, not less than fifteen (15) days before the event is to take place.
 - 3. *Late applications.* The Special Event Coordinator, where good cause is shown, may consider any application which is not timely filed, and shall assess a late fee as described in the Special Event Fee Schedule.
 - (b) *Filing and contents.* The applicant shall submit the application form prescribed by the Special Events Committee, which shall set forth the following information:
 - 1. The name, address, and telephone number of the person seeking to conduct such event.
 - 2. The name, address, and telephone number of the applicant.
 - 3. The date(s) of the special event. If the special event consists of a series of consecutive or successive events occurring in the same location, include all applicable dates.
 - 4. A detailed map identifying all relevant information, including, but not limited to:
 - a. The event location or route to be traveled, the starting and termination point(s), and any other important points along the route;

- b. The portions of the sidewalk, street, or other right-of-way proposed to be included or utilized in the event;
 - c. The location of all assembly areas for the event;
 - d. The location of any tents or other structures;
 - e. The location of any vendor(s) not located within a tent or other structure;
 - f. Points of ingress and egress;
 - g. Any location at which alcohol will be sold; and
 - h. Any other important points to be noted.
- 5. A written description of the event location or route to be traveled, the starting point, the termination point, and any other important points to be noted (e.g., "Starting at 100 N. Jefferson, then West on Walnut St. to Washington St., ending at the Cherry Street ramp."). The written description must match the map provided.
 - 6. A written description of the location of any assembly areas for such event. Streets and nearest intersections should be used in describing the location (e.g., "At City Hall, located at 100 N. Jefferson St.," or, "In the City Hall parking lot located at the corner of Jefferson St. and Cherry St."). The written description must match the map provided.
 - 7. The approximate number of attendees anticipated, the number of animals and vehicles included in the event, the type of animals, a description of the vehicles, and a description of how the animals and vehicles will be utilized (e.g., walking, performing, on exhibit only, etc.).
 - 8. The start and end time of the event. For any event continuing past 10:00 p.m., the applicant must indicate whether any necessary permits have been obtained pursuant to City noise ordinances.
 - 9. If multiple activities will occur during the special event, a list of times when any activity of the event will begin, as well as the time when participants are expected to begin gathering at all assembly areas.
 - 10. The distance to be maintained between each part or activity of the event. If multiple vendors will be present during the special event, the distance of vendor booths should also be identified.
 - 11. Whether alcoholic beverages will be served and/or consumed in conjunction with the event, the locations of such activities, and whether all necessary licenses have been obtained.
 - 12. Verification that the applicant agrees to pay, within thirty (30) days of billing, the costs of any additional city services. If the applicant fails to pay all such costs within thirty (30) days of billing, the applicant may be denied a permit for future events.
 - 13. Any additional information which the Special Event Coordinator finds reasonably necessary to determine whether a permit should be issued.

- (c) *Insurance and indemnification.* Proof of insurance or indemnification is required for all events, except for recognized neighborhood associations hosting simple events. The applicant shall furnish a certificate of insurance and indemnification meeting the requirements set by resolution of the Common Council.
- (d) *Application Fee.* A non-refundable application fee to cover the administrative costs of processing the permit shall be paid to the City by the applicant when the application is filed, in accordance with the Special Event Fee Schedule.

(5) *Administration.*

- (a) *Action upon application.* Upon receipt, the application shall be reviewed as provided for in this ordinance. The Special Event Coordinator shall provide written notice of the issuance or denial of the permit within fifteen (15) days of receipt of an application. If the application is denied, the notice shall state the reasons for the denial.
 - (b) *Event designation.* The Special Event Coordinator, in consultation with the Safety Manager, will have full discretion to determine whether the proposed event qualifies as a simple, small, medium, or large event, based on the information in the application and the specific features of the proposed special event, regardless of the applicant's designation on the application. The Special Event Coordinator and Safety Manager will also have full discretion as to whether the proposed event poses any special hazard(s) and/or requires any additional permit(s).
 - (c) *Special Event Fee Schedule.* The Special Event Fee Schedule shall be established by resolution of the Common Council. The Safety Manager shall review the Special Event Fee Schedule no less than annually to determine whether the fees reflect the actual costs incurred by the City, and shall make recommendations to the Common Council regarding changes to the Special Event Fee Schedule resolution. A copy of the Special Event Fee Schedule shall be available in the City Clerk's Office and on the City's website.
 - (d) *Special Hazard Fee.* A special hazard fee will be charged for special hazard events in addition to the application fee. Special hazard fees will be invoiced to the applicant after the application has been approved and it has been determined that the event qualifies as a special hazard event. The special hazard fee will be established by the Special Event Fee Schedule.
 - (e) *Cancellation Fee.* A cancellation fee may be charged for any events cancelled within 15 days of the scheduled event date. The cancellation fee will be established by the Special Event Fee Schedule.
- (6) *Additional city services.* If the special event will require more than minimal use of any city equipment or services, the applicant shall pay the actual costs for the use of such equipment or services. This may include, but is not limited to,

Community and Economic Development Department services, Parks, Recreation and Forestry services, Fire Department services, Police Department services, Department of Public Works services, and/or barricades.

- (a) To ensure public safety for the event and the City, the City reserves the right to require special events to maintain minimum levels of dedicated fire/EMS services and police/security services throughout the duration of the event. Estimated minimum services will be determined prior to the event, but may reasonably increase or decrease as actual event conditions change to ensure public safety. Actual public safety services shall be determined at the sole discretion of the Police Chief and Fire Chief, or their respective designees. Outside vendors may be retained for such services; however, City approval of such vendors and services shall be obtained prior to the event.
- (7) *Public Safety and Security Resource Staffing for Special Events.* Public Safety and Security Staff consisting of the Police Chief, Fire Chief, and Director of Public Works, or their designees, will determine the need for multiple or additional resources based on special risk considerations, which will be communicated to the event organizer. Public Safety and Security Staff may waive the requirement for services depending on the event, location, time of year, etc. Costs associated with these resources are the responsibility of the event organizer.
- (8) *Event risk considerations.* Event risk considerations may affect the required Police, Fire, Medical, or Public Works resources referenced in Sections (6) and (7). Examples of event risk considerations include, but are not limited to:
- (a) The time of day during which the event takes place (i.e., day or night);
 - (b) Whether alcohol will be available for sale and/or consumption;
 - (c) The total duration of the event;
 - (d) The type of event;
 - (e) Whether the event will be general admission or contain reserved seating for spectators;
 - (f) The location and geography of the event, including whether the event will span multiple locations;
 - (g) The anticipated traffic control needs associated with the event;
 - (h) The time of year at which the event takes place and the type of weather expected;
 - (i) Whether the event has been held in the past, and whether there were any associated problems; and
 - (j) Whether the event will involve the use of fireworks or other pyrotechnics.
- (9) *Standards for issuance.* The Special Event Coordinator shall perform an initial review of the application for completeness, then forward it to the Special Event Committee for action. The Special Event Committee may consult with the Safety Manager and other city departments as necessary, and consider any

other such information obtained by or provided to the Special Event Coordinator, prior to taking action on the application. The permit shall be issued when the Special Event Committee has determined that:

- (a) The applicant has complied with all of the application requirements of Section (4).
 - (b) The conduct of the event will not substantially interrupt the safe and orderly movement of other traffic in the vicinity of its location.
 - (c) The conduct of the event will not require the diversion of so great a number of police officers as to prevent normal police protection to the City.
 - (d) The concentration of persons, animals, and vehicles at the event will not unduly interfere with proper fire and police protection of or ambulance service to areas in the vicinity of the event.
 - (e) The conduct of the event will not unduly interfere with the operation of hospitals, schools, or other public institutions.
 - (f) In the case of a parade, race, or march, the event is scheduled to move from its point of origin to its point of termination expeditiously and without unreasonable delays.
 - (g) The special event will not conflict or interfere with another special event for which a permit has already been approved.
 - (h) There are a sufficient number of parking spaces within a reasonable distance to accommodate the number of vehicles expected.
 - (i) Adequate sanitation or other necessary health facilities will be available at the event.
 - (j) The conduct of the event is not reasonably likely to cause injury to persons or property.
- (10) *Appeal procedure.* An applicant may appeal the denial of a special event permit to the Protection and Policy committee. The applicant shall file written notice of appeal with the City Clerk within seven (7) days after receiving notice of the denial. Within fifteen (15) days of receipt of the appeal, the Committee shall give the applicant an opportunity to be heard.
- (11) *Notice to city and other officials.* Immediately upon the approval of a special event permit, the Special Event Coordinator shall send a copy thereof to the Mayor, the Chief of Police, the Fire Chief, the Director of Parks, Recreation and Forestry, the Director of Community and Economic Development, and the Director of Public Works.
- (12) *Duties of permittee.* Once the application is granted, the applicant becomes the permittee. All permittees shall comply with all permit directions and conditions and with all applicable laws and ordinances, and shall follow all safety directives from the Police Department, Fire Department, and/or Department of Public Works. The permittee's failure to follow any safety directives, or his/her allowance of any unsafe conditions to develop or continue,

shall be grounds for citation and for denial of future special event permit applications.

(13) *Public conduct during special events.*

(a) *Generally.* All attendees at any special event must obey all City ordinances, including Section 27.304, Conduct at Public Events, as amended from time to time. The permittee shall take necessary remedial measures to ensure attendee compliance with City ordinances and to prevent unsafe conditions from developing or continuing, up to and including stopping the special event if attendee conduct is creating a nuisance or disturbance.

(b) *Public conduct during parades, races, walks, or marches.*

- i. *Interference.* No person shall obstruct, impede, interfere with, or unreasonably hamper any parade, race, walk, march, or parade assembly, nor any person, vehicle, or animal participating or used in a parade.
- ii. *Driving through parades, races, walks, or marches.* No person shall drive a vehicle between the vehicles or persons comprising a parade, race, walk, or march when such vehicles or persons are in motion and are conspicuously designated as participating in such an event.
- iii. *Parking on parade, race, walk, or march route.* The Chief of Police may prohibit or restrict the parking of vehicles along a highway or part thereof constituting a part of the route of a parade, race, walk, or march. The Chief of Police shall post signs to such effect, and no person shall park or leave unattended any vehicle in violation thereof.

SECTION 2. All ordinances, or parts of ordinances, in conflict herewith are hereby repealed.

SECTION 3. Effective date. This ordinance shall take effect on and after its passage and publication.

Dated at Green Bay, Wisconsin, this _____ day of _____, 2019.

APPROVED:

Mayor

ATTEST:

Clerk

LJM

08/20/19



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # L.I.

To adopt a Territory Amendment Resolution and amend the Project Plan for TID Five (5), East and West Downtown. The proposal seeks to remove parcels from TID 5 that are generally located in the area east of S. Maple Street, south of Howard Street, west of the Fox River, and north of Fifth (5th) Street. (August 20, 2019)

BACKGROUND

Remove any parcel within TID 5 that falls within the boundary for TID 22, as identified within the Map and table in Appendix C. Amend the Legal Description in Appendix B to reflect the new TID 5 boundary.

RECOMMENDATION

Recommend the RDA and the City adopt a Territory Amendment Resolution and amend the Project Plan for TID Five (5), East and West Downtown. The proposal seeks to remove parcels from TID 5 that are generally located in the area east of S. Maple Street, south of Howard Street, west of the Fox River, and north of Fifth (5th) Street.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

I. LI - 6.2 - TID - TID 5 - Project Plan - Amended - 190917 - Council



City of Green Bay
Department of Community and Economic Development

Tax Increment District Five (5)

East and West Downtown

Amended **PROJECT PLAN**

City of Green Bay, Wisconsin **DRAFT** 17 September 2019

Joint Review Board of the City of Green Bay

Diana Ellenbecker, *City of Green Bay*
Chad Weininger, *Brown County*
Cale Pulczynski, *Green Bay Area Public Schools*
Bob Mathews, *Northeast Wisconsin Technical College*
Brent Weycker, *Citizen Member*

Common Council of the City of Green Bay

Eric Genrich, *Mayor*
Mark Steuer, *President, District 10*
Bill Galvin, *Vice-President, District 4*
Barbara Dorff, *District 1*
Veronica Corpus-Dax, *District 2*
Andy Nicholson, *District 3*
Craig Stevens, *District 5*
Kathy Lefebvre, *District 6*
Randy Scannell, *District 7*
Chris Wery, *District 8*
Brian Johnson, *District 9*
John S. VanderLeest, *District 11*
Jesse Brunette, *District 12*

Redevelopment Authority of the City of Green Bay

Gary Delveaux, *Chair*
Matt Schueller, *Vice Chair*
James Blumreich
Melanie Parma
Alderson Barbara Dorff
Kathy Hinkfuss
Deby Dehn

This Project Plan was prepared by
Kevin J. Vonck, *Development Director*
Erin Roznik, *Design Specialist*
David Buck, *Principal Planner*
Diana Ellenbecker, *Finance Director*
Vanessa Chavez, *City Attorney*
Tom Giese, *Right-of-Way Specialist*

Table of Contents

Summary of Findings 4

Proposed Amendment 5

Map of Parcels to be Removed from TID 5 6

Appendix A: City Attorney Legal Opinion..... 7

Appendix B: Amended Legal Description for TID 5..... 8

Appendix C: Parcels to be Removed from TID 5 and Assessed Values 9

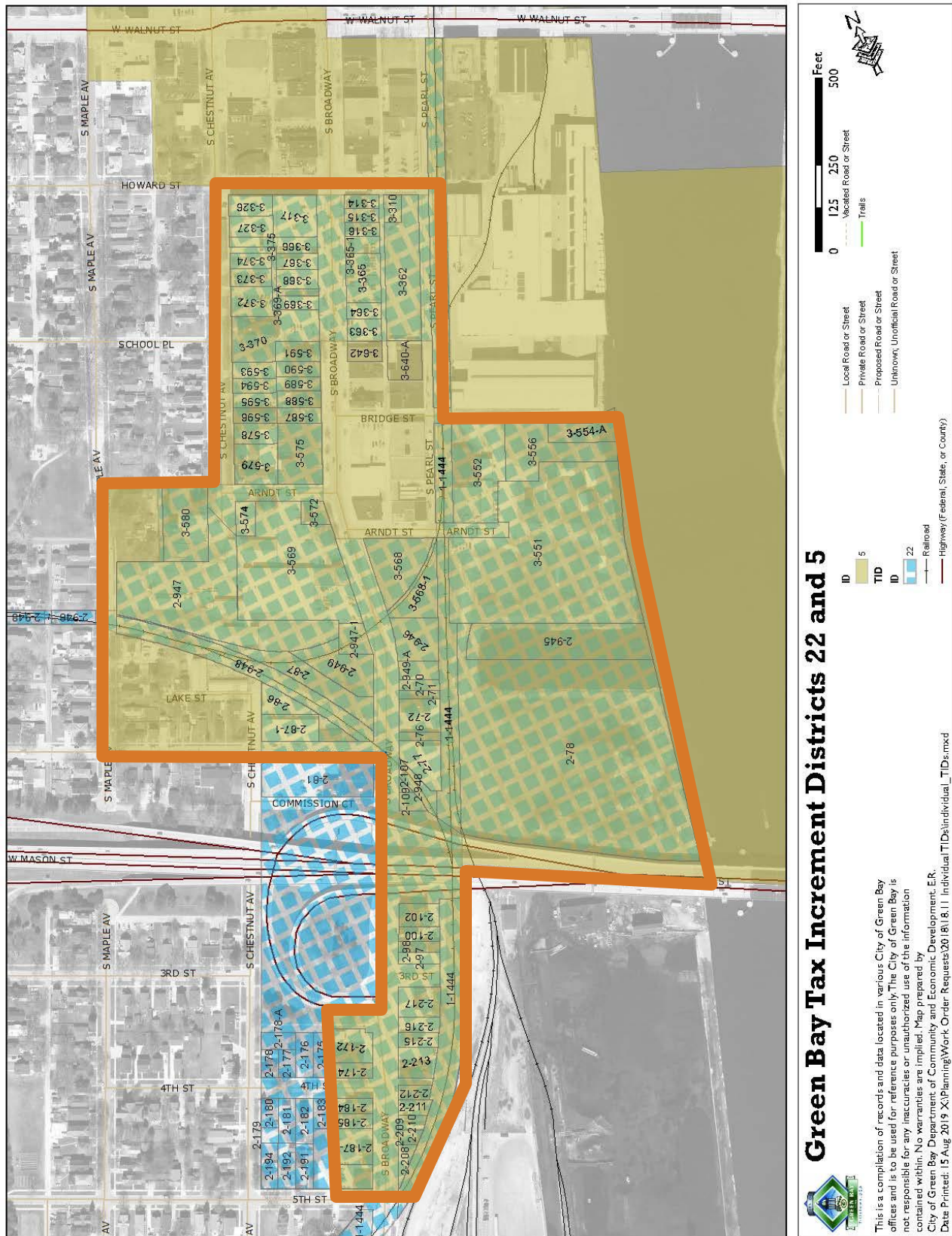
Summary of Findings

1. In accordance with Wis. Stats. §66.1105, the City of Green Bay (“City”) created Tax Increment District Number Five (5), East and West Downtown, (“TID 5”) on December 21, 1999; and
2. In accordance with Wis. Stats. §66.1105, the City and the Redevelopment Authority of the City of Green Bay (“RDA”) desire to remove parcels from TID 5 that are generally located in the area east of S. Maple Street, south of Howard Street, west of the Fox River, and north of Fifth (5th) Street; and
3. The Common Council of the City designated the RDA to perform all acts necessary to adopt a Territory Amendment Resolution and amend the Project Plan for TID 5 on Tuesday, July 16, 2019; and
4. The RDA performed the following acts, in accordance with Wis. Stats. §66.1105, to wit:
 - 4.1. On Tuesday, August 20, 2019, at 1:30 p.m. in Room 604 of City Hall, 100 N. Jefferson St., held a public hearing on the proposed amendments to TID 5, in which interested parties were afforded reasonable opportunity to express their views on the Amended Project Plan; and
 - 4.2. On Wednesday, August 7, 2019, and Monday, August 12, 2019, published a notice of said public hearing in the Green Bay Press-Gazette; and
 - 4.3. On Monday, August 5, 2019, mailed, by first-class mail, the chief executive officer of Brown County, the Green Bay Area School District, and Northeast Wisconsin Technical College a copy of the notice of said public hearing; and
 - 4.4. On Monday, August 5, 2019, made a hard copy of the Amended Project Plan available for public review in Room 608 of City Hall and posted it on the City website; and
5. The Amended Project Plan meets all the requirements of Wis. Stats. §66.1105, to wit:
 - 5.1. An economic feasibility study; and
 - 5.2. A detailed list of estimated project costs; and
 - 5.3. 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; and
 - 5.4. A map showing existing uses and conditions of real property within TID 5; and
 - 5.5. A map showing proposed improvements and uses in TID 5; and
 - 5.6. A statement confirming that the estimated percentage of land devoted to retail uses within the territory of TID 5 will not exceed thirty-five percent (35%); and
 - 5.7. Statements indicating proposed changes in zoning ordinances, master plan, official map, building codes and city ordinances, if any; and
 - 5.8. A list of estimated non-project costs; and
 - 5.9. A statement relating to the proposed method for the relocation of any persons to be displaced; and
 - 5.10. A statement indicating how creation of TID 5 promotes the orderly development of the City; and
 - 5.11. An opinion of the City Attorney that the Project Plan is complete and complies with Wis. Stats. §66.1105; and
6. The RDA makes the following findings as required by Wis. Stats. §66.1105, to wit:
 - 6.1. That “but for” the Territory Amendment to TID 5, the development projected to occur as detailed in the *Comprehensive Plan* would not occur in the manner desired by the City and RDA; and
 - 6.2. TID 5 shall remain a blighted area district, as greater than fifty percent (50%) by area of the real property within the proposed Territory Amendment is in need of blight elimination thereby exceeding the fifty percent (50%) threshold as defined in Wis. Stats. §66.1337 (2m)(b); and
 - 6.3. The proposed activities and project costs in the Amended Project Plan will continue to relate directly to blight elimination within TID 5 consistent with the purpose for which the District is created; and
 - 6.4. The proposed activities and project costs in the Amended Project Plan are in concurrence with Wis. Stats. §66.1337, which enable the City to conduct specific blight elimination and rehabilitation and conservation work, including:
 - 6.4.1. A program of voluntary or compulsory repair and rehabilitation of buildings or other improvements; and
 - 6.4.2. 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
- 6.4.3. Installation, construction or reconstruction of streets, utilities, parks, playgrounds, and other improvements necessary for carrying out an urban renewal project; and
- 6.4.4. The disposition, for uses in accordance with the objectives of the urban renewal project, of any property acquired in the area of the project; and
- 6.5. The improvement of the area is likely to significantly enhance the value of substantially all of the other real property in TID 5; and
- 6.6. The economic benefits of TID 5, as measured by increased property value, employment, and income,
 - 6.6.1. are greater than the cost of the improvements identified in the Amended Project Plan; and
 - 6.6.2. are greater than the anticipated tax increments to be paid by owners of real property within the overlying taxing jurisdictions; and
- 6.7. The TID 5 Amended Project Plan is feasible and in conformity with the City *Comprehensive Plan*.

Proposed Amendment

Remove any parcel within TID 5 that falls within the boundary for TID 22, as identified within the Map and table in Appendix C. Amend the Legal Description in Appendix B to reflect the new TID 5 boundary.



Appendix A: City Attorney Legal Opinion



Law Department

Vanessa R. Chavez
City Attorney

September 13, 2019

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. 5
City of Green Bay, Brown County, Wisconsin

This opinion relates to the compliance of the proposed amended project plan for Tax Increment District No. 5, 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 an amended 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 amendment [§66.1105(4)(e), Wis. Stats.]. This hearing was held on August 20, 2019. Resolutions adopting the amended project plan and subtracting territory from the District will be considered by the Common Council on the evening of September 17, 2019.

I have examined the amended project plan and find that, together with the original project plan, it is complete and complies with the requirements of §66.1105(4)(f), Wis. Stats. This opinion is provided pursuant to §66.1105(4)(f), Wis. Stats.

Thank you for your attention to this matter.

Sincerely,

Vanessa R. Chavez
City Attorney

100 North Jefferson Street | Green Bay, WI 54301 | 920 448 3080 | Fax 920 448 3081

World Wide Web <http://www.greenbaywi.gov>

Appendix B: Amended Legal Description for TID 5

TO BE INSERTED

Appendix C: Parcels to be Removed from TID 5 and Assessed Values

TAX PARCEL	ADDRESS	ACRES	LAND VALUE	IMPROVEMENT VALUE	TOTAL VALUE
2-70	515 S BROADWAY		\$ -	\$ -	\$ -
2-71	517 S BROADWAY		\$ -	\$ -	\$ -
2-72	519 S BROADWAY		\$ 43,200	\$ 88,400	\$ 131,600
2-76	525 S BROADWAY		\$ -	\$ -	\$ -
2-77	531 S BROADWAY		\$ -	\$ -	\$ -
2-78	100 W MASON ST		\$ -	\$ -	\$ -
2-86	410 CLINTON ST		\$ 30,300	\$ 27,300	\$ 57,600
2-87	S BROADWAY		\$ -	\$ -	\$ -
2-88	502 CLINTON ST	0.14	\$ 10,000	\$ 4,700	\$ 14,700
2-89	504 CLINTON ST	0.14	\$ 10,000	\$ 59,900	\$ 69,900
2-90	508 CLINTON ST	0.14	\$ 10,000	\$ 69,700	\$ 79,700
2-91	514 CLINTON ST	0.14	\$ 10,000	\$ 83,100	\$ 93,100
2-92	516 CLINTON ST	0.17	\$ 12,000	\$ 67,800	\$ 79,800
2-93	517 LAKE ST	0.09	\$ 2,100	\$ -	\$ 2,100
2-94	505 LAKE ST	0.21	\$ 14,000	\$ 27,500	\$ 41,500
2-95	520 S CHESTNUT AVE	0.07	\$ 4,500	\$ 5,200	\$ 9,700
2-97	723 S BROADWAY		\$ 10,900	\$ 3,100	\$ 14,000
2-98	719 S BROADWAY		\$ 10,900	\$ 74,400	\$ 85,300

1-1444	S ASHLAND AVE		\$ -	\$ -	\$ -
2-100	715 S BROADWAY		\$ 13,800	\$ 108,200	\$ 122,000
2-102	709 S BROADWAY		\$ 21,400	\$ 286,500	\$ 307,900
2-107	S BROADWAY		\$ -	\$ -	\$ -
2-109	613 S BROADWAY		\$ -	\$ -	\$ -
2-172	818 S BROADWAY		\$ 31,700	\$ 88,400	\$ 120,100
2-174	822 S BROADWAY		\$ 14,500	\$ 13,400	\$ 27,900
2-184	824 S BROADWAY		\$ 14,600	\$ 48,800	\$ 63,400
2-185	828 S BROADWAY		\$ 8,700	\$ 73,500	\$ 82,200
2-187-A	836 S BROADWAY		\$ 34,700	\$ 64,800	\$ 99,500
2-188	840 S BROADWAY		\$ 33,700	\$ 129,100	\$ 162,800
2-208	837 S BROADWAY		\$ 8,900	\$ 35,300	\$ 44,200
2-209	833 S BROADWAY		\$ 9,200	\$ -	\$ 9,200
2-210	829 S BROADWAY		\$ 9,500	\$ -	\$ 9,500
2-211	825 S BROADWAY		\$ 10,200	\$ -	\$ 10,200
2-212	823 S BROADWAY		\$ 11,000	\$ 73,100	\$ 84,100
2-213	821 S BROADWAY		\$ 25,900	\$ 131,700	\$ 157,600
2-215	813 S BROADWAY		\$ 13,600	\$ 69,800	\$ 83,400
2-216	809 S BROADWAY		\$ 14,100	\$ -	\$ 14,100
2-217	801 S BROADWAY		\$ 28,700	\$ 50,700	\$ 79,400

2-263	522 CLINTON ST	0.05	\$ 5,400	\$ 65,800	\$ 71,200
2-264	535 S MAPLE	0.10	\$ 9,200	\$ 47,400	\$ 56,600
2-265	527 S MAPLE	0.15	\$ 11,200	\$ 51,200	\$ 62,400
2-266	521 S MAPLE	0.15	\$ 11,200	\$ 53,400	\$ 64,600
2-267	509 S MAPLE	0.15	\$ -	\$ -	\$ -
2-268	501 S MAPLE	0.21	\$ 19,600	\$ 89,400	\$ 109,000
2-87-1	416 CLINTON ST		\$ 35,600	\$ 66,000	\$ 101,600
2-93-A	519 LAKE ST	0.09	\$ 7,100	\$ 23,900	\$ 31,000
2-945	S PEARL ST		\$ -	\$ -	\$ -
2-946	505 S BROADWAY		\$ -	\$ -	\$ -
2-947	419 S MAPLE AVE		\$ -	\$ -	\$ -
2-947-1	504 S BROADWAY		\$ -	\$ -	\$ -
2-948	S CHESTNUT AVE		\$ -	\$ -	\$ -
2-949	506 S BROADWAY		\$ -	\$ -	\$ -
2-949-A	511 S BROADWAY		\$ -	\$ -	\$ -
2-94-A	515 LAKE ST	0.13	\$ 9,400	\$ 5,700	\$ 15,100
3-1144-B	339 S MAPLE	0.17	\$ 11,600	\$ 67,000	\$ 78,600
3-1144-B-1	411 S MAPLE	0.31	\$ 22,000	\$ 53,600	\$ 75,600
3-1144-B-2	403 S MAPLE	0.16	\$ 11,500	\$ 88,600	\$ 100,100
3-310	307 HOWARD ST		\$ 22,300	\$ -	\$ 22,300

3-314	201 S BROADWAY		\$ 22,000	\$ 113,000	\$ 135,000
3-315	205 S BROADWAY		\$ 22,300	\$ -	\$ 22,300
3-316	211 S BROADWAY		\$ 22,000	\$ 16,600	\$ 38,600
3-317	200 S BROADWAY		\$ -	\$ -	\$ -
3-326	201 S CHESTNUT AVE		\$ -	\$ -	\$ -
3-327	209 S CHESTNUT AVE		\$ -	\$ -	\$ -
3-345	315 S BROADWAY	0.10	\$ 12,400	\$ 111,200	\$ 123,600
3-362	301 S PEARL ST		\$ 105,000	\$ 14,300	\$ 119,300
3-363	S BROADWAY		\$ 34,700	\$ 800	\$ 35,500
3-364	223 S BROADWAY		\$ 26,400	\$ 600	\$ 27,000
3-365	217 S BROADWAY		\$ -	\$ -	\$ -
3-365-1	S BROADWAY		\$ -	\$ -	\$ -
3-366	S BROADWAY		\$ -	\$ -	\$ -
3-367	218 S BROADWAY		\$ -	\$ -	\$ -
3-368	220 S BROADWAY		\$ -	\$ -	\$ -
3-369	228 S BROADWAY		\$ -	\$ -	\$ -
3-369-A	226 S BROADWAY		\$ 13,200	\$ 65,200	\$ 78,400
3-370	232 S BROADWAY		\$ -	\$ -	\$ -
3-372	225 S CHESTNUT AVE		\$ -	\$ -	\$ -
3-373	223 S CHESTNUT AVE		\$ -	\$ -	\$ -

3-374	219 S CHESTNUT AVE		\$ -	\$ -	\$ -
3-375	211 S CHESTNUT AVE		\$ -	\$ -	\$ -
3-551	239 ARNDT ST		\$ -	\$ -	\$ -
3-552	345 S PEARL ST		\$ -	\$ -	\$ -
3-554-A	101 BRIDGE ST		\$ -	\$ -	\$ -
3-556	119 BRIDGE ST		\$ -	\$ -	\$ -
3-559	301 BRIDGE ST	0.65	\$ 23,400	\$ 244,800	\$ 268,200
3-562	325 S BROADWAY	0.13	\$ 10,700	\$ 1,600	\$ 12,300
3-563	327 S BROADWAY	0.39	\$ 32,100	\$ 52,500	\$ 84,600
3-563-1	339 S BROADWAY	0.12	\$ 22,400	\$ 165,000	\$ 187,400
3-568	401 S BROADWAY		\$ -	\$ -	\$ -
3-568-1	S BROADWAY		\$ -	\$ -	\$ -
3-569	420 S BROADWAY		\$ -	\$ -	\$ -
3-572	402 S BROADWAY		\$ -	\$ -	\$ -
3-574	421 ARNDT ST		\$ -	\$ -	\$ -
3-575	336 S BROADWAY		\$ -	\$ -	\$ -
3-578	325 S CHESTNUT AVE		\$ -	\$ -	\$ -
3-579	335 S CHESTNUT AVE		\$ -	\$ -	\$ -
3-580	338 S CHESTNUT AVE		\$ -	\$ -	\$ -
3-587	324 S BROADWAY		\$ -	\$ -	\$ -

3-588	316 S BROADWAY		\$ 33,000	\$ 67,100	\$ 100,100
3-589	312 S BROADWAY		\$ 7,800	\$ -	\$ 7,800
3-590	304 S BROADWAY		\$ 8,600	\$ -	\$ 8,600
3-591	300 S BROADWAY		\$ 29,000	\$ 147,800	\$ 176,800
3-593	305 S CHESTNUT AVE		\$ -	\$ -	\$ -
3-594	311 S CHESTNUT AVE		\$ -	\$ -	\$ -
3-595	315 S CHESTNUT AVE		\$ -	\$ -	\$ -
3-596	319 S CHESTNUT AVE		\$ -	\$ -	\$ -
3-640	310 S PEARL ST	0.18	\$ 15,100	\$ 106,400	\$ 121,500
3-640-A	306 PEARL ST	0.26	\$ 21,400	\$ 114,800	\$ 136,200
3-642	301 S BROADWAY	0.13	\$ 32,500	\$ 149,400	\$ 181,900
3-643	307 S BROADWAY	0.10	\$ 24,200	\$ 107,300	\$ 131,500
3-644	309 S BROADWAY	0.10	\$ 24,200	\$ 2,200	\$ 26,400
110	TOTAL	4.92	\$ 1,190,600	\$ 3,777,000	\$ 4,967,600



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # L.2.

To adopt an Allocation Amendment Resolution and amend the Project Plan for TID Seven (7), Ashland Avenue and Lombardi Avenue Corridors. (August 20, 2019)

BACKGROUND

Amend the Non-Project Costs section of the TID 7 Project Plan to include an allocation, in an amount not to exceed one million dollars (\$1,000,000.00), from TID 7 to Tax Increment District Number Nine (9), State Highway 54/57 Business Park ("TID 9"), for the purposes of industrial development in TID 9, which is consistent with the purpose for which TID 9 was created.

RECOMMENDATION

Recommend the RDA and the City adopt an Allocation Amendment Resolution and amend the Project Plan for TID Seven (7), Ashland Avenue and Lombardi Avenue Corridors.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

- I. L2 - 6.2 - TID - TID 7 - Project Plan - Amended - 190917 - Council



City of Green Bay
Department of Community and Economic Development

Tax Increment District Seven (7)

Ashland Avenue and Lombardi Avenue Corridors

Amended **PROJECT PLAN**

City of Green Bay, Wisconsin
DRAFT 17 September 2019

Joint Review Board of the City of Green Bay

Diana Ellenbecker, *City of Green Bay*
Chad Weininger, *Brown County*
Cale Pulczynski, *Green Bay Area Public Schools*
Bob Mathews, *Northeast Wisconsin Technical College*
Brent Weycker, *Citizen Member*

Common Council of the City of Green Bay

Eric Genrich, *Mayor*
Mark Steuer, *President, District 10*
Bill Galvin, *Vice-President, District 4*
Barbara Dorff, *District 1*
Veronica Corpus-Dax, *District 2*
Andy Nicholson, *District 3*
Craig Stevens, *District 5*
Kathy Lefebvre, *District 6*
Randy Scannell, *District 7*
Chris Wery, *District 8*
Brian Johnson, *District 9*
John S. VanderLeest, *District 11*
Jesse Brunette, *District 12*

Redevelopment Authority of the City of Green Bay

Gary Delveaux, *Chair*
Matt Schueller, *Vice Chair*
James Blumreich
Melanie Parma
Aldersperson Barbara Dorff
Kathy Hinkfuss
Deby Dehn

This Project Plan was prepared by
Kevin J. Vonck, *Development Director*
Erin Roznik, *Design Specialist*
David Buck, *Principal Planner*
Diana Ellenbecker, *Finance Director*
Vanessa Chavez, *City Attorney*
Tom Giese, *Right-of-Way Specialist*

Table of Contents

Summary of Findings 4

Proposed Amendment 5

Appendix A: City Attorney Legal Opinion..... 6

Summary of Findings

1. In accordance with Wis. Stats. §66.1105, the City of Green Bay (“City”) created Tax Increment District Number Seven (7), Ashland Avenue and Lombardi Avenue Corridors (“TID 7”), on January 15, 2002; and
2. The Common Council of the City designated the Redevelopment Authority of the City of Green Bay (“RDA”) to perform all acts necessary to adopt an Allocation Amendment Resolution and amend the Project Plan for TID 7 on Tuesday, July 16, 2019; and
3. The RDA proposed allocating excess incremental property taxes from TID 7 to Tax Increment District Number Nine (9), State Highway 54/57 Business Park (“TID 9”); and
4. The RDA performed the following acts, in accordance with Wis. Stats. §66.1105, to wit:
 - 4.1. On Tuesday, August 20, 2019, at 1:30 p.m. in Room 604 of City Hall, 100 N. Jefferson St., held a public hearing on the proposed amendments to TID 7, in which interested parties were afforded reasonable opportunity to express their views on the Amended Project Plan; and
 - 4.2. On Wednesday, August 7, 2019, and Monday, August 12, 2019, published a notice of said public hearing in the Green Bay Press-Gazette; and
 - 4.3. On Monday, August 5, 2019, mailed, by first-class mail, the chief executive officer of Brown County, the Green Bay Area School District, and Northeast Wisconsin Technical College a copy of the notice of said public hearing; and
 - 4.4. On Monday, August 5, 2019, made a hard copy of the Amended Project Plan available for public review in Room 608 of City Hall and posted it on the City website; and
5. The Amended Project Plan meets all the requirements of Wis. Stats. §66.1105, to wit:
 - 5.1. An economic feasibility study; and
 - 5.2. A detailed list of estimated project costs; and
 - 5.3. 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; and
 - 5.4. A map showing existing uses and conditions of real property within TID 7; and
 - 5.5. A map showing proposed improvements and uses in TID 7; and
 - 5.6. A statement confirming that the estimated percentage of land devoted to retail uses within the territory of TID 7 will not exceed thirty-five percent (35%); and
 - 5.7. Statements indicating proposed changes in zoning ordinances, master plan, official map, building codes and city ordinances, if any; and
 - 5.8. A list of estimated non-project costs; and
 - 5.9. A statement relating to the proposed method for the relocation of any persons to be displaced; and
 - 5.10. A statement indicating how creation of TID 7 promotes the orderly development of the City; and
 - 5.11. An opinion of the City Attorney that the Project Plan is complete and complies with Wis. Stats. §66.1105; and
6. The RDA makes the following findings as required by Wis. Stats. §66.1105, to wit:
 - 6.1. The Amended Project Plan demonstrates that TID 7 has accumulated aggregate incremental property taxes greater than the amount of total project costs; and
 - 6.2. In accordance with Wis. Stats. §66.1105(6)(f)3, that TID 7 has satisfied all of its current year debt service and project cost obligations; and
 - 6.3. Prior to the mandatory termination date of October 7, 2026, TID 9 will not have accumulated aggregate incremental property taxes equal to or greater than the amount of total project costs; and
 - 6.4. Wis. Stats. §66.1105 permits the City to donate surplus funds from TID 7 to TID 9; and
 - 6.5. That “but for” the adoption of an Allocation Amendment, the development projected to occur in both TID 7 and TID 9, as detailed in the City *Comprehensive Plan*, would not occur in the manner desired by the City and RDA; and
 - 6.6. The improvement of the area is likely to significantly enhance the value of substantially all of the other real property in both TID 7 and TID 9; and
 - 6.7. The economic benefits of both TID 7 and TID 9, as measured by increased property value, employment, and income,
 - 6.7.1. Are greater than the cost of the improvements identified in the respective Project Plans; and

- 6.7.2. Are greater than the anticipated tax increments to be paid by owners of real property within the overlying taxing jurisdictions; and
- 6.8. The TID 7 and TID 9 Project Plans are feasible and in conformity with the *City Comprehensive Plan*.

Proposed Amendment

Amend the Non-Project Costs section of the TID 7 Project Plan to include an allocation, in an amount not to exceed one million dollars (\$1,000,000.00), from TID 7 to Tax Increment District Number Nine (9), State Highway 54/57 Business Park ("TID 9"), for the purposes of industrial development in TID 9, which is consistent with the purpose for which TID 9 was created.

Appendix A: City Attorney Legal Opinion



Law Department

Vanessa R. Chavez
City Attorney

September 13, 2019

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. 7
City of Green Bay, Brown County, Wisconsin

This opinion relates to the compliance of the proposed amended project plan for Tax Increment District No. 7, 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 an amended 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 amendment [§66.1105(4)(e), Wis. Stats.]. This hearing was held on August 20, 2019. Resolutions adopting the amended project plan and authorizing allocation of positive tax increments from the District will be considered by the Common Council on the evening of September 17, 2019.

I have examined the amended project plan and find that, together with the original project plan, it is complete and complies with the requirements of §66.1105(4)(f), Wis. Stats. This opinion is provided pursuant to §66.1105(4)(f), Wis. Stats.

Thank you for your attention to this matter.

Sincerely,

Vanessa R. Chavez
City Attorney

100 North Jefferson Street | Green Bay, WI 54301 | 920 448 3080 | Fax 920 448 3081

World Wide Web <http://www.greenbaywi.gov>



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # L.3.

To adopt an Affordable Housing Extension Resolution for TID Seven (7), Ashland Avenue and Lombardi Avenue Corridors. (August 20, 2019)

BACKGROUND

Prior to December 1, 2020, TID 7 will have accumulated aggregate incremental property taxes equal to or greater than the amount of total project costs, and in accordance with Wis. Stats. §66.1105, shall be required to close. Wis. Stats. §66.1105(6)(g) permits the City to extend the life of a TID that is required to close for one (1) additional year, so long as all incremental property taxes from such additional year are used to improve housing stock within the City so long as no less than seventy-five percent (75%) of said incremental property taxes from such additional year shall be allocated to affordable housing projects, with affordable being defined as housing that costs no more than thirty percent (30%) of the gross monthly income of a household.

Even with the Affordable Housing Extension, TID 7 will close before its mandatory termination date of January 15, 2029.

RECOMMENDATION

Recommend the RDA and City adopt an Affordable Housing Extension Resolution for TID Seven (7), Ashland Avenue and Lombardi Avenue Corridors.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # L.4.

To adopt a Termination Resolution for the dissolution of a Project Plan, for the closure of TID Seven (7), Ashland Avenue and Lombardi Avenue Corridors. (August 20, 2019)

BACKGROUND

Sufficient property tax increment will be collected as of the 2020 tax roll, payable in 2021, to cover TID 7 project costs, and thus should be closed before its mandatory termination date of January 15, 2029.

RECOMMENDATION

Recommend RDA and the City adopt a Termination Resolution for the dissolution of a Project Plan, for the closure of TID Seven (7), Ashland Avenue and Lombardi Avenue Corridors.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # L.5.

To adopt an Allocation Amendment Resolution and amend the Project Plan for TID Eight (8), Henry and Morrow Streets. (August 20, 2019)

BACKGROUND

Amend the Non-Project Costs section of the TID 8 Project Plan to include an allocation, in an amount not to exceed one million, five hundred thousand dollars (\$1,500,000.00), from TID 8 to TID 9, for the purposes of industrial development in TID 9, which is consistent with the purpose for which TID 9 was created.

Amend the Non-Project Costs section of the TID 8 Project Plan to include an allocation, in an amount not to exceed one hundred thousand dollars (\$100,000.00), from TID 8 to TID 17, for the purposes of blight elimination in TID 17, which is consistent with the purpose for which TID 17 was created.

RECOMMENDATION

Recommend RDA and the City adopt an Allocation Amendment Resolution and amend the Project Plan for TID Eight (8), Henry and Morrow Streets.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

- I. L5 - 6.2 - TID - TID 8 - Project Plan - Amended - 190917 - Council



City of Green Bay
Department of Community and Economic Development

Tax Increment District Eight (8)

Henry and Morrow Streets

Amended **PROJECT PLAN**

City of Green Bay, Wisconsin **DRAFT** 17 September 2019

Joint Review Board of the City of Green Bay

Diana Ellenbecker, *City of Green Bay*
Chad Weininger, *Brown County*
Cale Pulczynski, *Green Bay Area Public Schools*
Bob Mathews, *Northeast Wisconsin Technical College*
Brent Weycker, *Citizen Member*

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Andy Nicholson, *District 3*
Craig Stevens, *District 5*
Kathy Lefebvre, *District 6*
Randy Scannell, *District 7*
Chris Wery, *District 8*
Brian Johnson, *District 9*
John S. VanderLeest, *District 11*
Jesse Brunette, *District 12*

Redevelopment Authority of the City of Green Bay

Gary Delveaux, *Chair*
Matt Schueller, *Vice Chair*
James Blumreich
Melanie Parma
Alderson Barbara Dorff
Kathy Hinkfuss
Deby Dehn

This Project Plan was prepared by
Kevin J. Vonck, *Development Director*
Erin Roznik, *Design Specialist*
David Buck, *Principal Planner*
Diana Ellenbecker, *Finance Director*
Vanessa Chavez, *City Attorney*
Tom Giese, *Right-of-Way Specialist*

Table of Contents

Summary of Findings 4

Proposed Amendment 5

Appendix A: City Attorney Legal Opinion..... 6

Summary of Findings

1. In accordance with Wis. Stats. §66.1105, the City of Green Bay (“City”) created Tax Increment District Number Eight (8), Henry and Morrow Streets (“TID 8”), on August 20, 2002; and
2. The Common Council of the City designated the Redevelopment Authority of the City of Green Bay (“RDA”) to perform all acts necessary to adopt an Allocation Amendment Resolution and amend the Project Plan for TID 7 on Tuesday, July 16, 2019; and
3. The RDA proposed allocating excess incremental property taxes from TID 8 to Tax Increment District Number Nine (9), State Highway 54/57 Business Park (“TID 9”) and from TID 8 to Tax Increment District Number Seventeen (17), 900 Block North Broadway (“TID 17”); and
4. The RDA performed the following acts, in accordance with Wis. Stats. §66.1105, to wit:
 - 4.1. On Tuesday, August 20, 2019, at 1:30 p.m. in Room 604 of City Hall, 100 N. Jefferson St., held a public hearing on the proposed amendments to TID 7, in which interested parties were afforded reasonable opportunity to express their views on the Amended Project Plan; and
 - 4.2. On Wednesday, August 7, 2019, and Monday, August 12, 2019, published a notice of said public hearing in the Green Bay Press-Gazette; and
 - 4.3. On Monday, August 5, 2019, mailed, by first-class mail, the chief executive officer of Brown County, the Green Bay Area School District, and Northeast Wisconsin Technical College a copy of the notice of said public hearing; and
 - 4.4. On Monday, August 5, 2019, made a hard copy of the Amended Project Plan available for public review in Room 608 of City Hall and posted it on the City website; and
5. The Amended Project Plan meets all the requirements of Wis. Stats. §66.1105, to wit:
 - 5.1. An economic feasibility study; and
 - 5.2. A detailed list of estimated project costs; and
 - 5.3. 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; and
 - 5.4. A map showing existing uses and conditions of real property within TID 8; and
 - 5.5. A map showing proposed improvements and uses in TID 8; and
 - 5.6. A statement confirming that the estimated percentage of land devoted to retail uses within the territory of TID 8 will not exceed thirty-five percent (35%); and
 - 5.7. Statements indicating proposed changes in zoning ordinances, master plan, official map, building codes and city ordinances, if any; and
 - 5.8. A list of estimated non-project costs; and
 - 5.9. A statement relating to the proposed method for the relocation of any persons to be displaced; and
 - 5.10. A statement indicating how creation of TID 8 promotes the orderly development of the City; and
 - 5.11. An opinion of the City Attorney that the Amended Project Plan is complete and complies with Wis. Stats. §66.1105; and
6. The RDA makes the following findings as required by Wis. Stats. §66.1105, to wit:
 - 6.1. The Amended Project Plan demonstrates that TID 8 has accumulated aggregate incremental property taxes greater than the amount of total project costs; and
 - 6.2. In accordance with Wis. Stats. §66.1105(6)(f)3, that TID 8 has satisfied all of its current year debt service and project cost obligations; and
 - 6.3. Prior to the mandatory termination date of October 7, 2026, TID 9 will not have accumulated aggregate incremental property taxes equal to or greater than the amount of total project costs; and
 - 6.4. Prior to the mandatory termination date of September 2, 2035, TID 17 will not have accumulated aggregate incremental property taxes equal to or greater than the amount of total project costs; and
 - 6.5. Wis. Stats. §66.1105 permits the City to donate surplus funds from TID 8 to TID 9 and/or TID 17; and
 - 6.6. That “but for” the adoption of an Allocation Amendment, the development projected to occur in both TID 8, TID 9, and TID 17, as detailed in the *City Comprehensive Plan*, would not occur in the manner desired by the City and RDA; and

- 6.7. The improvement of the area is likely to significantly enhance the value of substantially all of the other real property in both TID 8, TID 9, and TID 17; and
- 6.8. The economic benefits of both TID 8, TID 9, and TID 17, as measured by increased property value, employment, and income,
 - 6.8.1. Are greater than the cost of the improvements identified in the respective Project Plans; and
 - 6.8.2. Are greater than the anticipated tax increments to be paid by owners of real property within the overlying taxing jurisdictions; and
- 6.9. The TID 8, TID 9, and TID 17 Project Plans are feasible and in conformity with the City *Comprehensive Plan*.

Proposed Amendment

Amend the Non-Project Costs section of the TID 8 Project Plan to include an allocation, in an amount not to exceed one million, five hundred thousand dollars (\$1,500,000.00), from TID 8 to TID 9, for the purposes of industrial development in TID 9, which is consistent with the purpose for which TID 9 was created.

Amend the Non-Project Costs section of the TID 8 Project Plan to include an allocation, in an amount not to exceed one hundred thousand dollars (\$100,000.00), from TID 8 to TID 17, for the purposes of blight elimination in TID 17, which is consistent with the purpose for which TID 17 was created.

Appendix A: City Attorney Legal Opinion



Law Department

Vanessa R. Chavez
City Attorney

September 13, 2019

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. 8
City of Green Bay, Brown County, Wisconsin

This opinion relates to the compliance of the proposed amended project plan for Tax Increment District No. 8, 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 an amended 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 amendment [§66.1105(4)(e), Wis. Stats.]. This hearing was held on August 20, 2019. Resolutions adopting the amended project plan and authorizing allocation of positive tax increments from the District will be considered by the Common Council on the evening of September 17, 2019.

I have examined the amended project plan and find that, together with the original project plan, it is complete and complies with the requirements of §66.1105(4)(f), Wis. Stats. This opinion is provided pursuant to §66.1105(4)(f), Wis. Stats.

Thank you for your attention to this matter.

Sincerely,

Vanessa R. Chavez
City Attorney

100 North Jefferson Street | Green Bay, WI 54301 | 920 448 3080 | Fax 920 448 3081

World Wide Web <http://www.greenbaywi.gov>



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # L.6.

To adopt an Affordable Housing Extension Resolution for TID Eight (8), Henry and Morrow Streets. (August 20, 2019)

BACKGROUND

Prior to December 1, 2020, TID 8 will have accumulated aggregate incremental property taxes equal to or greater than the amount of total project costs, and in accordance with Wis. Stats. §66.1105, shall be required to close. Wis. Stats. §66.1105(6)(g) permits the City to extend the life of a TID that is required to close for one (1) additional year, so long as all incremental property taxes from such additional year are used to improve housing stock within the City so long as no less than seventy-five percent (75%) of said incremental property taxes from such additional year shall be allocated to affordable housing projects, with affordable being defined as housing that costs no more than thirty percent (30%) of the gross monthly income of a household.

Even with the Affordable Housing Extension, TID 8 will close before its mandatory termination date of August 20, 2029.

RECOMMENDATION

Recommend RDA and the City adopt an Affordable Housing Extension Resolution for TID Eight (8), Henry and Morrow Streets.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # L.7.

To adopt a Termination Resolution for the dissolution of a Project Plan, for the closure of TID Eight (8), Henry and Morrow Streets. (August 20, 2019)

BACKGROUND

Sufficient property tax increment will be collected as of the 2020 tax roll, payable in 2021, to cover TID 8 project costs, and thus should be closed before its mandatory termination date of August 20, 2029.

RECOMMENDATION

Recommend RDA and the City adopt a Termination Resolution for the dissolution of a Project Plan, for the closure of TID Eight (8), Henry and Morrow Streets.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # L.8.

To adopt a Termination Resolution for the dissolution of a Project Plan, for the closure of TID Nine (9), State Highway 54/57 Business Park. (August 20, 2019)

BACKGROUND

Sufficient property tax increment will be collected as of the 2020 tax roll, payable in 2021, to cover TID 9 project costs, and thus should be closed before its mandatory termination date of October 7, 2026.

RECOMMENDATION

Recommend RDA and the City adopt a Termination Resolution for the dissolution of a Project Plan, for the closure of TID Nine (9), State Highway 54/57 Business Park.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # L.9.

To adopt an Allocation Amendment Resolution and amend the Project Plan for TID Twelve (12), I-43 Commercial Development. (August 20, 2019)

BACKGROUND

Amend the Non-Project Costs section of the TID 12 Project Plan to include an allocation, in an amount not to exceed five hundred thousand dollars (\$500,000.00), from TID 12 to TID 9, for the purposes of industrial development in TID 9, which is consistent with the purpose for which TID 9 was created.

RECOMMENDATION

Recommend the RDA and City adopt an Allocation Amendment Resolution and amend the Project Plan for TID Twelve (12), I-43 Commercial Development.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

- I. L9 - 6.2 - TID - TID 12 - Project Plan - Amended - I90917 - Council



City of Green Bay
Department of Community and Economic Development

Tax Increment District Twelve (12)

I-43 Commercial Development

Amended **PROJECT PLAN**

City of Green Bay, Wisconsin
DRAFT 17 September 2019

Joint Review Board of the City of Green Bay

Diana Ellenbecker, *City of Green Bay*
Chad Weininger, *Brown County*
Cale Pulczynski, *Green Bay Area Public Schools*
Bob Mathews, *Northeast Wisconsin Technical College*
Brent Weycker, *Citizen Member*

Common Council of the City of Green Bay

Eric Genrich, *Mayor*
Mark Steuer, *President, District 10*
Bill Galvin, *Vice-President, District 4*
Barbara Dorff, *District 1*
Veronica Corpus-Dax, *District 2*
Andy Nicholson, *District 3*
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Kathy Lefebvre, *District 6*
Randy Scannell, *District 7*
Chris Wery, *District 8*
Brian Johnson, *District 9*
John S. VanderLeest, *District 11*
Jesse Brunette, *District 12*

Redevelopment Authority of the City of Green Bay

Gary Delveaux, *Chair*
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Deby Dehn

This Project Plan was prepared by
Kevin J. Vonck, *Development Director*
Erin Roznik, *Design Specialist*
David Buck, *Principal Planner*
Diana Ellenbecker, *Finance Director*
Vanessa Chavez, *City Attorney*
Tom Giese, *Right-of-Way Specialist*

Table of Contents

Summary of Findings 4

Proposed Amendment 5

Appendix A: City Attorney Legal Opinion..... 6

Summary of Findings

1. In accordance with Wis. Stats. §66.1105, the City of Green Bay (“City”) created Tax Increment District Number Twelve (12), I-43 Commercial Development (“TID 12”), on September 6, 2005; and
2. The Common Council of the City designated the Redevelopment Authority of the City of Green Bay (“RDA”) to perform all acts necessary to adopt an Allocation Amendment Resolution and amend the Project Plan for TID 12 on Tuesday, July 16, 2019; and
3. The RDA proposed allocating excess incremental property taxes from TID 12 to Tax Increment District Number Nine (9), State Highway 54/57 Business Park (“TID 9”); and
4. The RDA performed the following acts, in accordance with Wis. Stats. §66.1105, to wit:
 - 4.1. On Tuesday, August 20, 2019, at 1:30 p.m. in Room 604 of City Hall, 100 N. Jefferson St., held a public hearing on the proposed amendments to TID 7, in which interested parties were afforded reasonable opportunity to express their views on the Amended Project Plan; and
 - 4.2. On Wednesday, August 7, 2019, and Monday, August 12, 2019, published a notice of said public hearing in the Green Bay Press-Gazette; and
 - 4.3. On Monday, August 5, 2019, mailed, by first-class mail, the chief executive officer of Brown County, the Green Bay Area School District, and Northeast Wisconsin Technical College a copy of the notice of said public hearing; and
 - 4.4. On Monday, August 5, 2019, made a hard copy of the Amended Project Plan available for public review in Room 608 of City Hall and posted it on the City website; and
5. The Amended Project Plan meets all the requirements of Wis. Stats. §66.1105, to wit:
 - 5.1. An economic feasibility study; and
 - 5.2. A detailed list of estimated project costs; and
 - 5.3. 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; and
 - 5.4. A map showing existing uses and conditions of real property within TID 12; and
 - 5.5. A map showing proposed improvements and uses in TID 12; and
 - 5.6. A statement confirming that the estimated percentage of land devoted to retail uses within the territory of TID 12 will not exceed thirty-five percent (35%); and
 - 5.7. Statements indicating proposed changes in zoning ordinances, master plan, official map, building codes and city ordinances, if any; and
 - 5.8. A list of estimated non-project costs; and
 - 5.9. A statement relating to the proposed method for the relocation of any persons to be displaced; and
 - 5.10. A statement indicating how creation of TID 12 promotes the orderly development of the City; and
 - 5.11. An opinion of the City Attorney that the Amended Project Plan is complete and complies with Wis. Stats. §66.1105; and
6. The RDA makes the following findings as required by Wis. Stats. §66.1105, to wit:
 - 6.1. The Amended Project Plan demonstrates that TID 12 has accumulated aggregate incremental property taxes greater than the amount of total project costs; and
 - 6.2. In accordance with Wis. Stats. §66.1105(6)(f)3, that TID 12 has satisfied all of its current year debt service and project cost obligations; and
 - 6.3. Prior to the mandatory termination date of October 7, 2026, TID 9 will not have accumulated aggregate incremental property taxes equal to or greater than the amount of total project costs; and
 - 6.4. Wis. Stats. §66.1105 permits the City to donate surplus funds from TID 12 to TID 9; and
 - 6.5. That “but for” the adoption of an Allocation Amendment, the development projected to occur in both TID 12 and TID 9, as detailed in the City *Comprehensive Plan*, would not occur in the manner desired by the City and RDA; and
 - 6.6. The improvement of the area is likely to significantly enhance the value of substantially all of the other real property in both TID 12 and TID 9; and
 - 6.7. The economic benefits of both TID 12 and TID 9, as measured by increased property value, employment, and income,
 - 6.7.1. Are greater than the cost of the improvements identified in the respective Project Plans; and

- 6.7.2. Are greater than the anticipated tax increments to be paid by owners of real property within the overlying taxing jurisdictions; and
- 6.8. The TID 12 and TID 9 Project Plans are feasible and in conformity with the *City Comprehensive Plan*.

Proposed Amendment

Amend the Non-Project Costs section of the TID 12 Project Plan to include an allocation, in an amount not to exceed five hundred thousand dollars (\$500,000.00), from TID 12 to TID 9, for the purposes of industrial development in TID 9, which is consistent with the purpose for which TID 9 was created.

Appendix A: City Attorney Legal Opinion



Law Department

Vanessa R. Chavez
City Attorney

September 13, 2019

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 amended project plan for 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 an amended 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 amendment [§66.1105(4)(e), Wis. Stats.]. This hearing was held on August 20, 2019. Resolutions adopting the amended project plan and authorizing allocation of positive tax increments from the District will be considered by the Common Council on the evening of September 17, 2019.

I have examined the amended project plan and find that, together with the original project plan, it is complete and complies with the requirements of §66.1105(4)(f), Wis. Stats. This opinion is provided pursuant to §66.1105(4)(f), Wis. Stats.

Thank you for your attention to this matter.

Sincerely,

Vanessa R. Chavez
City Attorney

100 North Jefferson Street | Green Bay, WI 54301 | 920 448 3080 | Fax 920 448 3081

World Wide Web <http://www.greenbaywi.gov>



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # L.10.

To adopt an Affordable Housing Extension Resolution for TID Twelve (12), I-43 Commercial Development.
(August 20, 2019)

BACKGROUND

Prior to December 1, 2021, TID 12 will have accumulated aggregate incremental property taxes equal to or greater than the amount of total project costs, and in accordance with Wis. Stats. §66.1105, shall be required to close. Wis. Stats. §66.1105(6)(g) permits the City to extend the life of a TID that is required to close for one (1) additional year, so long as all incremental property taxes from such additional year are used to improve housing stock within the City so long as no less than seventy-five percent (75%) of said incremental property taxes from such additional year shall be allocated to affordable housing projects, with affordable being defined as housing that costs no more than thirty percent (30%) of the gross monthly income of a household.

Even with the Affordable Housing Extension, TID 7 will close before its mandatory termination date of September 6, 2025.

RECOMMENDATION

Recommend RDA and the City adopt an Affordable Housing Extension Resolution for TID Twelve (12), I-43 Commercial Development.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # L.I I.

To adopt a Termination Resolution for the dissolution of a TID Plan, for the closure of TID Twelve (12), I-43 Commercial Development. (August 20, 2019)

BACKGROUND

Sufficient property tax increment will be collected as of the 2021 tax roll, payable in 2022, to cover TID 12 project costs, and thus should be closed before its mandatory termination date of September 6, 2025.

RECOMMENDATION

Recommend RDA and the City adopt a Termination Resolution for the dissolution of a TID Plan, for the closure of TID Twelve (12), I-43 Commercial Development.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # L.12.

To adopt a Resolution amending the Project Plan for TID Thirteen (13), Downtown Redevelopment. The proposed costs include projects within the proposed boundary and within a one-half (1/2) mile radius of the proposed boundary of the TID. (August 20, 2019)

BACKGROUND

Amend the Project Plan, Section A., Improvement Number Eight (#8): Parking Infrastructure, to include acquisition of the property east of Monroe Avenue, south of Pine Street, West of Quincy Street, and north of Cherry Street, commonly known as the Associated Bank Parking Lot.

RECOMMENDATION

Recommend RDA and the City adopt a Resolution amending the Project Plan for TID Thirteen (13), Downtown Redevelopment

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

- I. L12 - 6.2 - TID - TID 13 - Project Plan - Amended - 190917 - Council



City of Green Bay
Department of Community and Economic Development

Tax Increment District Thirteen (13)

Downtown Redevelopment

Amended **PROJECT PLAN**

City of Green Bay, Wisconsin
DRAFT 17 September 2019

Joint Review Board of the City of Green Bay

Diana Ellenbecker, *City of Green Bay*
Chad Weininger, *Brown County*
Cale Pulczynski, *Green Bay Area Public Schools*
Bob Mathews, *Northeast Wisconsin Technical College*
Brent Weycker, *Citizen Member*

Common Council of the City of Green Bay

Eric Genrich, *Mayor*
Mark Steuer, *President, District 10*
Bill Galvin, *Vice-President, District 4*
Barbara Dorff, *District 1*
Veronica Corpus-Dax, *District 2*
Andy Nicholson, *District 3*
Craig Stevens, *District 5*
Kathy Lefebvre, *District 6*
Randy Scannell, *District 7*
Chris Wery, *District 8*
Brian Johnson, *District 9*
John S. VanderLeest, *District 11*
Jesse Brunette, *District 12*

Redevelopment Authority of the City of Green Bay

Gary Delveaux, *Chair*
Matt Schueller, *Vice Chair*
James Blumreich
Melanie Parma
Alderson Barbara Dorff
Kathy Hinkfuss
Deby Dehn

This Project Plan was prepared by
Kevin J. Vonck, *Development Director*
Erin Roznik, *Design Specialist*
David Buck, *Principal Planner*
Diana Ellenbecker, *Finance Director*
Vanessa Chavez, *City Attorney*
Tom Giese, *Right-of-Way Specialist*

Table of Contents

Summary of Findings 4

Proposed Amendment 5

Appendix A: City Attorney Legal Opinion..... 6

Summary of Findings

1. In accordance with Wis. Stats. §66.1105, the City of Green Bay (“City”) created Tax Increment District Number Thirteen (13), Downtown Redevelopment (“TID 13”), on September 6, 2005; and
2. The Common Council of the City designated the Redevelopment Authority of the City of Green Bay (“RDA”) to perform all acts necessary to adopt Resolution amending the Project Plan for TID 13 on Tuesday, July 16, 2019; and
3. The RDA proposed adding project costs within the existing boundary of TID 13 and within a one-half (1/2) mile radius of the boundary of TID 13; and
4. The RDA performed the following acts, in accordance with Wis. Stats. §66.1105, to wit:
 - 4.1. On Tuesday, August 20, 2019, at 1:30 p.m. in Room 604 of City Hall, 100 N. Jefferson St., held a public hearing on the proposed amendments to TID 7, in which interested parties were afforded reasonable opportunity to express their views on the Amended Project Plan; and
 - 4.2. On Wednesday, August 7, 2019, and Monday, August 12, 2019, published a notice of said public hearing in the Green Bay Press-Gazette; and
 - 4.3. On Monday, August 5, 2019, mailed, by first-class mail, the chief executive officer of Brown County, the Green Bay Area School District, and Northeast Wisconsin Technical College a copy of the notice of said public hearing; and
 - 4.4. On Monday, August 5, 2019, made a hard copy of the Amended Project Plan available for public review in Room 608 of City Hall and posted it on the City website; and
5. The Amended Project Plan meets all the requirements of Wis. Stats. §66.1105, to wit:
 - 5.1. An economic feasibility study; and
 - 5.2. A detailed list of estimated project costs; and
 - 5.3. 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; and
 - 5.4. A map showing existing uses and conditions of real property within TID 13; and
 - 5.5. A map showing proposed improvements and uses in TID 13; and
 - 5.6. A statement confirming that the estimated percentage of land devoted to retail uses within the territory of TID 7 will not exceed thirty-five percent (35%); and
 - 5.7. Statements indicating proposed changes in zoning ordinances, master plan, official map, building codes and city ordinances, if any; and
 - 5.8. A list of estimated non-project costs; and
 - 5.9. A statement relating to the proposed method for the relocation of any persons to be displaced; and
 - 5.10. A statement indicating how creation of TID 13 promotes the orderly development of the City; and
 - 5.11. An opinion of the City Attorney that the Amended Project Plan is complete and complies with Wis. Stats. §66.1105; and
6. The RDA makes the following findings as required by Wis. Stats. §66.1105, to wit:
 - 6.1. The Amended Project Plan demonstrates that TID 13 will accumulate aggregate incremental property taxes greater than the amount of total project costs before its mandatory termination date of September 6, 2032; and
 - 6.2. Project Plan, Section A., Improvement Number Eight (#8) identifies parking infrastructure as an existing public works improvement and project cost; and
 - 6.3. Wis. Stats. §66.1105 permits the City to add project costs within the existing boundary of TID 13 and within a one-half (1/2) mile radius of the boundary of TID 13; and
 - 6.4. That “but for” the adoption of an amendment to the Project Plan, the development projected to occur in TID 13, as detailed in the City *Comprehensive Plan*, would not occur in the manner desired by the City and RDA; and
 - 6.5. The improvement of the area is likely to significantly enhance the value of substantially all of the other real property in TID 13; and
 - 6.6. The economic benefits of TID 13, as measured by increased property value, employment, and income,
 - 6.6.1. Are greater than the cost of the improvements identified in the Amended Project Plan; and

- 6.6.2. Are greater than the anticipated tax increments to be paid by owners of real property within the overlying taxing jurisdictions; and
- 6.7. The TID 13 Amended Project Plan is feasible and in conformity with the *City Comprehensive Plan*.

Proposed Amendment

Amend the Project Plan, Section A., Improvement Number Eight (#8): Parking Infrastructure, to include acquisition of the property east of Monroe Avenue, south of Pine Street, West of Quincy Street, and north of Cherry Street, commonly known as the Associated Bank Parking Lot.

Appendix A: City Attorney Legal Opinion



Law Department

Vanessa R. Chavez
City Attorney

September 13, 2019

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. 13
City of Green Bay, Brown County, Wisconsin

This opinion relates to the compliance of the proposed amended project plan for Tax Increment District No. 13, 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 an amended 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 amendment [§66.1105(4)(e), Wis. Stats.]. This hearing was held on August 20, 2019. Resolutions adopting the amended project plan for the District will be considered by the Common Council on the evening of September 17, 2019.

I have examined the amended project plan and find that, together with the original project plan, it is complete and complies with the requirements of §66.1105(4)(f), Wis. Stats. This opinion is provided pursuant to §66.1105(4)(f), Wis. Stats.

Thank you for your attention to this matter.

Sincerely,

Vanessa R. Chavez
City Attorney

100 North Jefferson Street | Green Bay, WI 54301 | 920 448 3080 | Fax 920 448 3081

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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # L.13.

To adopt a Territory Amendment Resolution and amend the Project Plan for TID Fourteen (14), North Broadway Redevelopment. The proposal seeks to add parcels that are generally east of Broadway, south of Mather Street, west of the Fox River, and north of Dousman Street. (August 20, 2019)

BACKGROUND

Add parcels as specified in the Amended Project Plan.

RECOMMENDATION

Recommend RDA and the City adopt a Territory Amendment Resolution and amend the Project Plan for TID Fourteen (14), and amend the Project Plan, including changing the title to The Rail Yard.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

- I. L13 - 6.2 - TID - TID 14 - Project Plan - Amended - 190917 - Council



City of Green Bay
Department of Community and Economic Development

Tax Increment District Fourteen (14)

The Rail Yard

Amended **PROJECT PLAN**

City of Green Bay, Wisconsin **DRAFT** 17 September 2019

Joint Review Board of the City of Green Bay

Diana Ellenbecker, *City of Green Bay*
Chad Weininger, *Brown County*
Cale Pulczynski, *Green Bay Area Public Schools*
Bob Mathews, *Northeast Wisconsin Technical College*
Brent Weycker, *Citizen Member*

Common Council of the City of Green Bay

Eric Genrich, *Mayor*
Mark Steuer, *President, District 10*
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Redevelopment Authority of the City of Green Bay

Gary Delveaux, *Chair*
Matt Schueller, *Vice Chair*
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Melanie Parma
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Kathy Hinkfuss
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This Project Plan was prepared by
Kevin J. Vonck, *Development Director*
Erin Roznik, *Design Specialist*
David Buck, *Principal Planner*
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Vanessa Chavez, *City Attorney*
Tom Giese, *Right-of-Way Specialist*

Table of Contents

Summary of Findings 4

Proposed Amendment 5

Map of Parcels to be Added to TID 14..... 6

Appendix A: City Attorney Legal Opinion..... 7

Appendix B: Amended Legal Description for TID 14..... 8

Appendix C: Parcels to be Added to TID 14 and Assessed Values 9

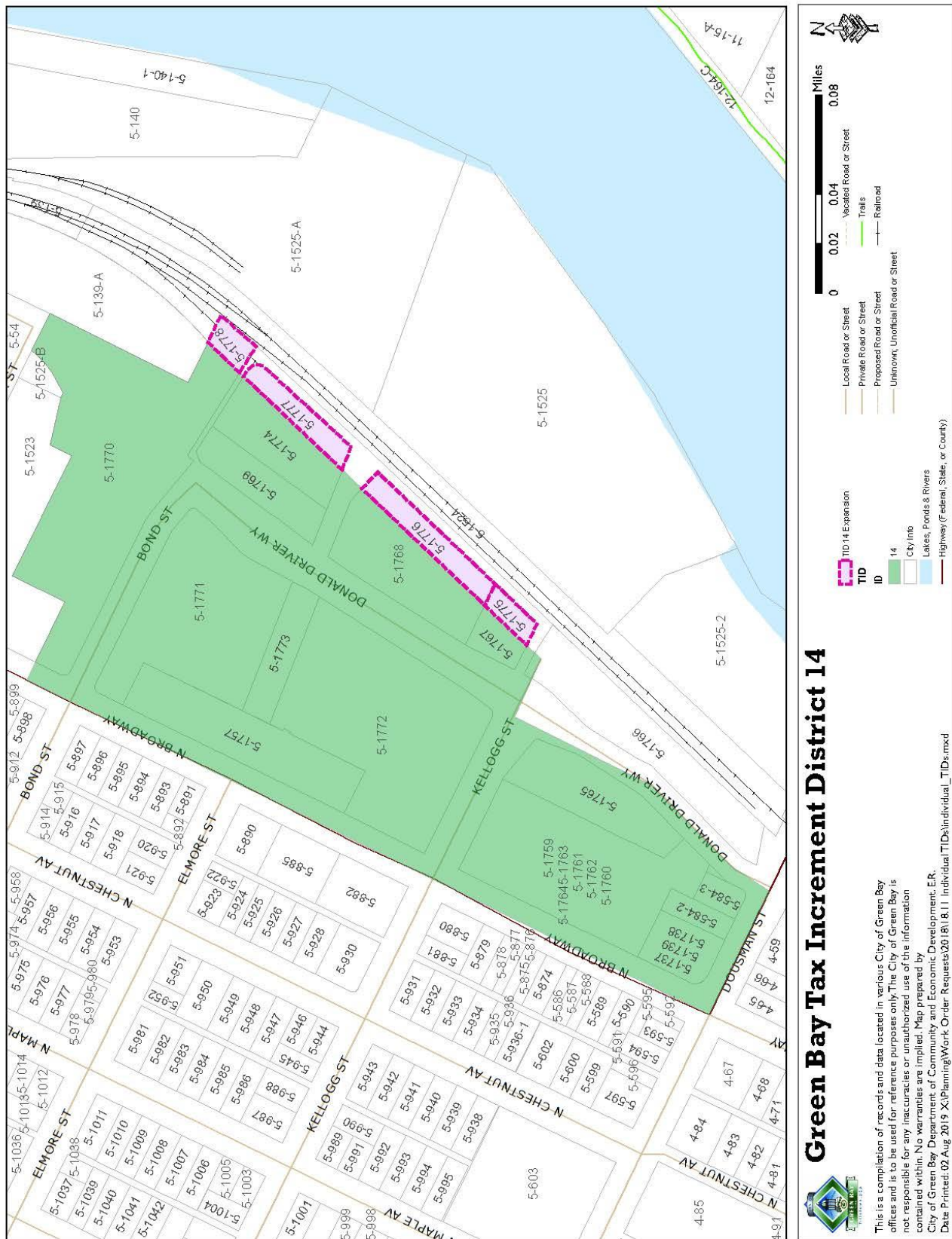
Summary of Findings

1. In accordance with Wis. Stats. §66.1105, the City of Green Bay (“City”) created Tax Increment District Number Fourteen (14), North Broadway Redevelopment, (“TID 14”) on September 16, 2006; and
2. The City and Redevelopment Authority of the City of Green Bay (“RDA”) have concluded that a number of parcels generally located east of Broadway, south of Mather Street, west of the Fox River, and north of Dousman Street, and generally adjacent to TID 14, are not attaining their highest and best land use based on the *Comprehensive Plan*; and
3. That “but for” the addition of such parcels into a Tax Increment District (“TID”), the future land uses identified in the *Comprehensive Plan* would not occur in the manner desired by the City and RDA; and
4. The Common Council of the City designated the RDA to perform all acts necessary to adopt a Territory Amendment Resolution and amend the Project Plan for TID 14 on Tuesday, July 16, 2019; and
5. The RDA performed the following acts, in accordance with Wis. Stats. §66.1105, to wit:
 - 5.1. On Tuesday, August 20, 2019, at 1:30 p.m. in Room 604 of City Hall, 100 N. Jefferson St., held a public hearing on the proposed amendments to TID 14, in which interested parties were afforded reasonable opportunity to express their views on the Amended Project Plan; and
 - 5.2. On Wednesday, August 7, 2019, and Monday, August 12, 2019, published a notice of said public hearing in the Green Bay Press-Gazette; and
 - 5.3. On Monday, August 5, 2019, mailed, by first-class mail, the chief executive officer of Brown County, the Green Bay Area School District, and Northeast Wisconsin Technical College a copy of the notice of said public hearing; and
 - 5.4. On Monday, August 5, 2019, made a hard copy of the Amended Project Plan available for public review in Room 608 of City Hall and posted it on the City website; and
6. The Amended Project Plan meets all the requirements of Wis. Stats. §66.1105, to wit:
 - 6.1. An economic feasibility study; and
 - 6.2. A detailed list of estimated project costs; and
 - 6.3. 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; and
 - 6.4. A map showing existing uses and conditions of real property within TID 14; and
 - 6.5. A map showing proposed improvements and uses in TID 14; and
 - 6.6. A statement confirming that the estimated percentage of land devoted to retail uses within the territory of TID 14 will not exceed thirty-five percent (35%); and
 - 6.7. Statements indicating proposed changes in zoning ordinances, master plan, official map, building codes and city ordinances, if any; and
 - 6.8. A list of estimated non-project costs; and
 - 6.9. A statement relating to the proposed method for the relocation of any persons to be displaced; and
 - 6.10. A statement indicating how creation of TID 14 promotes the orderly development of the City; and
 - 6.11. An opinion of the City Attorney that the Project Plan is complete and complies with Wis. Stats. §66.1105; and
7. The RDA makes the following findings as required by Wis. Stats. §66.1105, to wit:
 - 7.1. That “but for” the Territory Amendment to TID 14, the development projected to occur as detailed in the *Comprehensive Plan* would not occur in the manner desired by the City and RDA because of challenges associated with:
 - 7.1.1. Additional costs associated with environmental remediation and mitigation; and/or
 - 7.1.2. Additional costs associated with rehabilitation and historic preservation; and/or
 - 7.1.3. Blighted parcels and the stigma of certain neighborhoods caused by disinvestment; and/or
 - 7.1.4. The lack of traditional financing options for forward-thinking projects; and
 - 7.2. The equalized value of taxable property of TID 14 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; and
 - 7.3. TID 14 shall be a blighted area district, as

- 7.3.1.1. One hundred percent (100%) by area of the real property within the proposed Territory Amendment is in need of blight elimination thereby exceeding the fifty percent (50%) threshold as defined in Wis. Stats. §66.1337 (2m)(b); and
 - 7.3.1.2. One hundred percent (100%) by area of the real property within TID 14, is in need of blight elimination thereby exceeding the fifty percent (50%) threshold as defined in Wis. Stats. §66.1337 (2m)(b); and
- 7.4. The proposed activities and project costs in the Project Plan relate directly to blight elimination within TID 14 consistent with the purpose for which the District is created; and
- 7.5. The proposed activities and project costs in the Project Plan are in concurrence with Wis. Stats. §66.1337, which enable the City to conduct specific blight elimination and rehabilitation and conservation work, including:
 - 7.5.1. A program of voluntary or compulsory repair and rehabilitation of buildings or other improvements; and
 - 7.5.2. 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
 - 7.5.3. Installation, construction or reconstruction of streets, utilities, parks, playgrounds, and other improvements necessary for carrying out an urban renewal project; and
 - 7.5.4. The disposition, for uses in accordance with the objectives of the urban renewal project, of any property acquired in the area of the project; and
- 7.6. The improvement of the area is likely to significantly enhance the value of substantially all of the other real property in TID 14; and
- 7.7. The economic benefits of TID 14, as measured by increased property value, employment, and income,
 - 7.7.1. are greater than the cost of the improvements identified in the Project Plan; and
 - 7.7.2. are greater than the anticipated tax increments to be paid by owners of real property within the overlying taxing jurisdictions; and
- 7.8. The TID 14 Project Plan is feasible and in conformity with the *City Comprehensive Plan*; and

Proposed Amendment

Add blighted parcels to TID 14, as identified within the Map and table in Appendix C. Amend the Legal Description in Appendix B to reflect the new TID 14 boundary, which includes a modification to align with the boundary of Tax Parcel 5-1766, 200 N. Dousman, which should be outside of the TID. Change the name of the district from “North Broadway Redevelopment” to “The Rail Yard”.



Appendix A: City Attorney Legal Opinion



Law Department

Vanessa R. Chavez
City Attorney

September 13, 2019

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. 14
City of Green Bay, Brown County, Wisconsin

This opinion relates to the compliance of the proposed amended project plan for Tax Increment District No. 14, 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 an amended 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 amendment [§66.1105(4)(e), Wis. Stats.]. This hearing was held on August 20, 2019. Resolutions adopting the amended project plan and adding territory to the District will be considered by the Common Council on the evening of September 17, 2019.

I have examined the amended project plan and find that, together with the original project plan, it is complete and complies with the requirements of §66.1105(4)(f), Wis. Stats. This opinion is provided pursuant to §66.1105(4)(f), Wis. Stats.

Thank you for your attention to this matter.

Sincerely,

Vanessa R. Chavez
City Attorney

100 North Jefferson Street | Green Bay, WI 54301 | 920 448 3080 | Fax 920 448 3081

World Wide Web <http://www.greenbaywi.gov>

Appendix B: Amended Legal Description for TID 14

TO BE INSERTED

Appendix C: Parcels to be Added to TID 14 and Assessed Values

TAX PARCEL	ADDRESS	ACRES	LAND VALUE	IMPROVEMENT VALUE	TOTAL VALUE
5-1775*	400 DONALD DRIVER WAY		\$ -	\$ -	\$ -
5-1776*	430 DONALD DRIVER WAY		\$ -	\$ -	\$ -
5-1777*	500 DONALD DRIVER WAY		\$ -	\$ -	\$ -
5-1778*	BOND ST		\$ -	\$ -	\$ -
4	TOTAL		\$ -	\$ -	\$ -

**These parcels were one (1) parcel as of January 1, 2019.*



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # L.14.

To adopt a Standard Extension Resolution for TID Fourteen (14), North Broadway Redevelopment. (August 20, 2019)

BACKGROUND

Prior to the mandatory termination date of September 16, 2033, TID 14 will not have accumulated aggregate incremental property taxes equal to or greater than the amount of total project costs. Wis. Stats. §66.1105 permits the City to extend the life of a TID that has insufficient aggregate incremental property taxes for three (3) additional years, so long as all incremental property taxes from such additional years are used to cover outstanding project costs.

RECOMMENDATION

Recommend RDA and the City adopt a Standard Extension Resolution for TID Fourteen (14), North Broadway Redevelopment, extending the life of TID 14 for three (3) additional years, until September 16, 2036, for the purposes of covering outstanding project costs.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # L.15.

To adopt a Termination Resolution for the dissolution of a TID Plan, for the closure of TID Seventeen (17), 900 Block North Broadway. (August 20, 2019)

BACKGROUND

Sufficient property tax increment will be collected as of the 2020 tax roll, payable in 2021, to cover TID 17 project costs, and thus should be closed before its mandatory termination date of September 2, 2035.

RECOMMENDATION

Recommend RDA and the City adopt a Termination Resolution for the dissolution of a TID Plan, for the closure of TID Seventeen (17), 900 Block North Broadway.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # L.16.

To adopt a Creation Resolution to establish TID Number Twenty-Two (22), The Shipyard, and adopt the Project Plan. TID 22 is generally located in the area east of S. Maple Street, south of Howard Street, west of the Fox River, and north of Fifth (5th) Street. TID 22 will be classified as a blight elimination district based on the identification and classification of the property proposed to be included within the TID. Proposed projects include cash grants and loans to owners, lessees, or developers of property within the TID; road, pedestrian, bicycle, and other transportation improvements; potable water, sanitary sewer, and storm water infrastructure; public spaces and amenities; land acquisition, environmental remediation, structural rehabilitation, and new construction; and administration. The proposed costs include projects within the proposed boundary and within a one-half (1/2) mile radius of the proposed boundary of the TID. (August 20, 2019)

BACKGROUND

In accordance with the Comprehensive Plan, the City of Green Bay ("City") and Redevelopment Authority of the City of Green Bay ("RDA") seek to create a more safe, productive, accessible, and innovative community in order to generate economic activity and tax base. The City and RDA have concluded that the area generally located in the area east of S. Maple Street, south of Howard Street, west of the Fox River, and north of Fifth (5th) Street is not attaining its highest and best land use based on the Comprehensive Plan. But for the creation of a Tax Increment District ("TID"), the future land uses identified in the Comprehensive Plan would not occur in the manner desired by the City and RDA.

RECOMMENDATION

Recommend RDA and the City adopt a Creation Resolution to establish TID Number Twenty-Two (22), The Shipyard, and adopt the Project Plan.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

- I. L16 - 6.2 - TID - TID 22 - Project Plan - 190917 - Council



City of Green Bay
Department of Community and Economic Development

Tax Increment District Twenty-Two (22)

The Shipyard

PROJECT PLAN

City of Green Bay, Wisconsin
DRAFT 17 September 2019

Joint Review Board of the City of Green Bay

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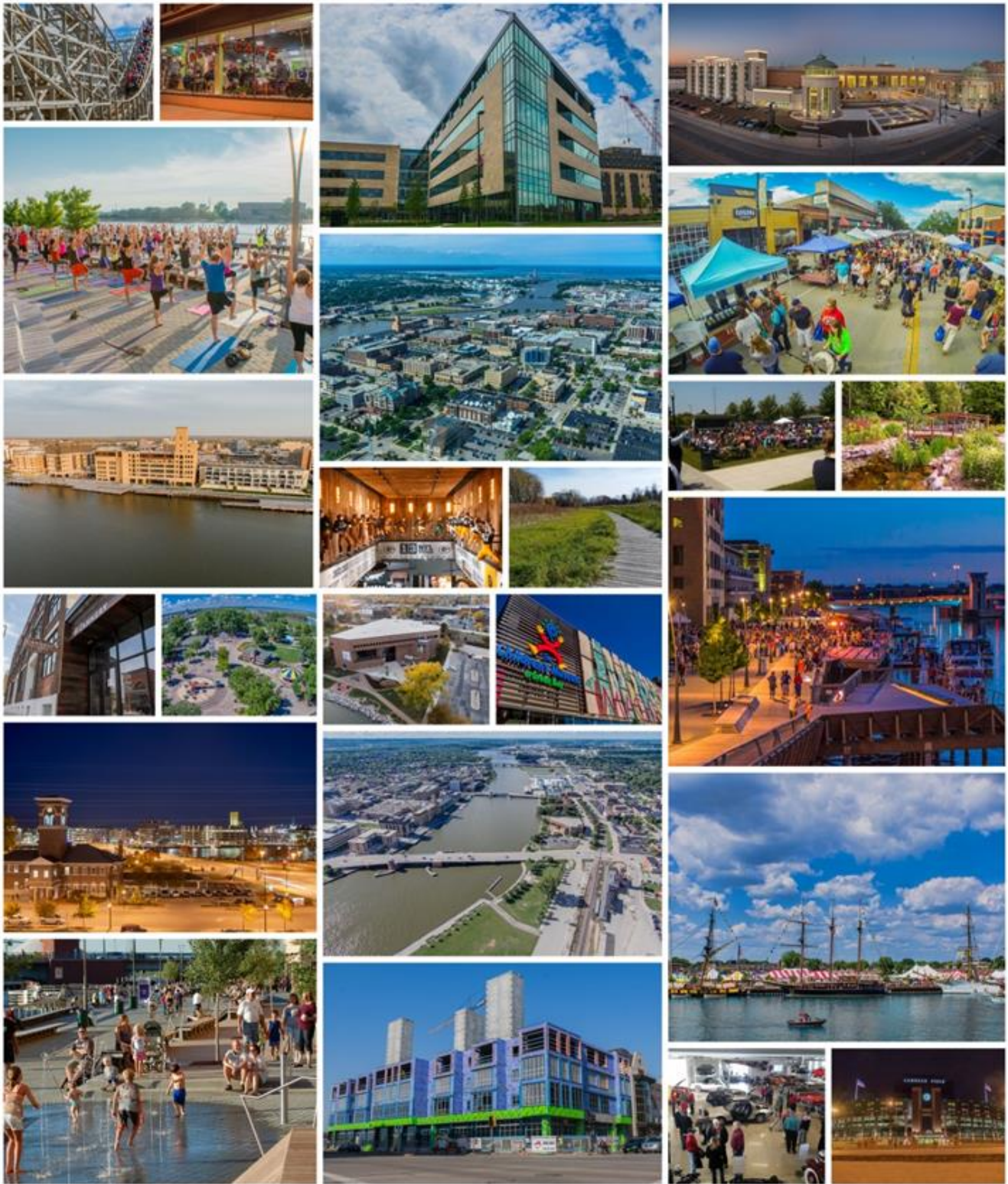
Table of Contents

Summary of Findings	4
Description of the Proposed District.....	7
The City of Green Bay.....	7
The District / Neighborhood	8
Tax Increment District Number Twenty-Two (TID 22)	9
TIF Capacity Analysis	10
Project Costs	11
Specific Projects.....	11
Other Eligible Projects.....	14
Economic Feasibility	15
City Financial Strength	15
Financing Methods	15
Projected Property Tax Increment.....	15
TID 22 Pro Forma.....	17
Required Documentation	17
Relocation	17
Non-Project Costs.....	17
Promotion of Orderly Growth.....	18
Proposed Changes to City Plans and Ordinances.....	18
Maps.....	19
Appendix A: City Attorney Legal Opinion	27
Appendix B: Legal Description for TID 22.....	29
Appendix C: TID 22 Parcels and Assessed Values	34
Appendix D: TID 22 Pro Forma	39

Summary of Findings

1. In accordance with the *Comprehensive Plan*, the City of Green Bay (“City”) and Redevelopment Authority of the City of Green Bay (“RDA”) seek to create a more safe, productive, accessible, and innovative community in order to generate economic activity and tax base; and
2. The City and RDA have concluded that the area generally located in the area east of S. Maple Street, south of Howard Street, west of the Fox River, and north of Fifth (5th) Street is not attaining its highest and best land use based on the *Comprehensive Plan*; and
3. That “but for” the creation of a Tax Increment District (“TID”), the future land uses identified in the *Comprehensive Plan* would not occur in the manner desired by the City and RDA; and
4. The Common Council of the City designated the RDA to perform all acts necessary, including the preparation of a Project Plan, for the creation of Tax Incremental District Number Twenty-Two (22): The Shipyard (“TID 22”), on Tuesday, July 16, 2019; and
5. The RDA performed the following acts, in accordance with Wis. Stats. §66.1105, to wit:
 - 5.1. On Tuesday, August 20, 2019, at 1:30 p.m. in Room 604 of City Hall, 100 N. Jefferson St., held a public hearing on the proposed creation of TID 22, in which interested parties were afforded reasonable opportunity to express their views on the proposed Project Plan; and
 - 5.2. On Wednesday, August 7, 2019, and Monday August 12, 2019, published a notice of said public hearing in the Green Bay Press-Gazette; and
 - 5.3. On Monday, August 5, 2019, mailed, by first-class certified mail, owners of property identified by the Project Plan as in need of blight elimination said identification of property and a notice of said public hearing; and
 - 5.4. On Monday, August 5, 2019, mailed, by first-class mail, the chief executive officer of Brown County, the Green Bay Area School District, and Northeast Wisconsin Technical College a copy of the notice of said public hearing; and
 - 5.5. On Monday, August 5, 2019, made a hard copy of the Project Plan available for public review in Room 608 of City Hall and posted it on the City website; and
6. The Project Plan meets all the requirements of Wis. Stats. §66.1105, to wit:
 - 6.1. An economic feasibility study; and
 - 6.2. A detailed list of estimated project costs; and
 - 6.3. 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; and
 - 6.4. A map showing existing uses and conditions of real property within TID 22; and
 - 6.5. A map showing proposed improvements and uses in TID 22; and
 - 6.6. A statement confirming that the estimated percentage of land devoted to retail uses within the territory of TID 22 will not exceed thirty-five percent (35%).
 - 6.7. Statements indicating proposed changes in zoning ordinances, master plan, official map, building codes and city ordinances, if any; and
 - 6.8. A list of estimated non-project costs; and
 - 6.9. A statement relating to the proposed method for the relocation of any persons to be displaced; and
 - 6.10. A statement indicating how creation of TID 22 promotes the orderly development of the City; and
 - 6.11. An opinion of the City Attorney that the Project Plan is complete and complies with Wis. Stats. §66.1105; and
7. The RDA makes the following findings as required by Wis. Stats. §66.1105, to wit:
 - 7.1. That “but for” the creation of a TID, the development projected to occur as detailed in the *Comprehensive Plan* would not occur in the manner desired by the City and RDA because of challenges associated with:
 - 7.1.1. Additional costs associated with environmental remediation and mitigation; and/or
 - 7.1.2. Additional costs associated with rehabilitation and historic preservation; and/or
 - 7.1.3. Blighted parcels and the stigma of certain neighborhoods caused by disinvestment; and/or
 - 7.1.4. The lack of traditional financing options for forward-thinking projects; and

- 7.2. The equalized value of taxable property of TID 22 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; and
- 7.3. TID 22 shall be a blighted area district, as ninety-four percent (94%), or fifty-two and thirty-two hundredths (52.32) of the fifty-five and fifty-one hundredths (55.51), total acres of the real property within TID 22 is in need of blight elimination, thereby exceeding the fifty percent (50%) threshold as defined in Wis. Stats. §66.1337 (2m)(b); and
- 7.4. The proposed activities and project costs in the Project Plan relate directly to blight elimination within TID 22 consistent with the purpose for which the District is created; and
- 7.5. The proposed activities and project costs in the Project Plan are in concurrence with Wis. Stats. §66.1337, which enable the City to conduct specific blight elimination and rehabilitation and conservation work, including:
 - 7.5.1. A program of voluntary or compulsory repair and rehabilitation of buildings or other improvements; and
 - 7.5.2. 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
 - 7.5.3. Installation, construction or reconstruction of streets, utilities, parks, playgrounds, and other improvements necessary for carrying out an urban renewal project; and
 - 7.5.4. The disposition, for uses in accordance with the objectives of the urban renewal project, of any property acquired in the area of the project; and
- 7.6. The improvement of the area is likely to significantly enhance the value of substantially all of the other real property in TID 22; and
- 7.7. The economic benefits of TID 22, as measured by increased property value, employment, and income,
 - 7.7.1. are greater than the cost of the improvements identified in the Project Plan; and
 - 7.7.2. are greater than the anticipated tax increments to be paid by owners of real property within the overlying taxing jurisdictions; and
- 7.8. The TID 22 Project Plan is feasible and in conformity with the *City Comprehensive Plan*.



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. Green Bay Metro Transit operates thirteen full-service bus routes and paratransit services that provide over a million and a half rides annually in the metro area. Several miles of pedestrian and bicycle facilities enhance mobility and accessibility. The Austin Straubel International Airport (GRB) serves more than 600,000 passengers and ships 310,000 pounds of freight cargo annually through 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 serve the Port and many industrial areas.

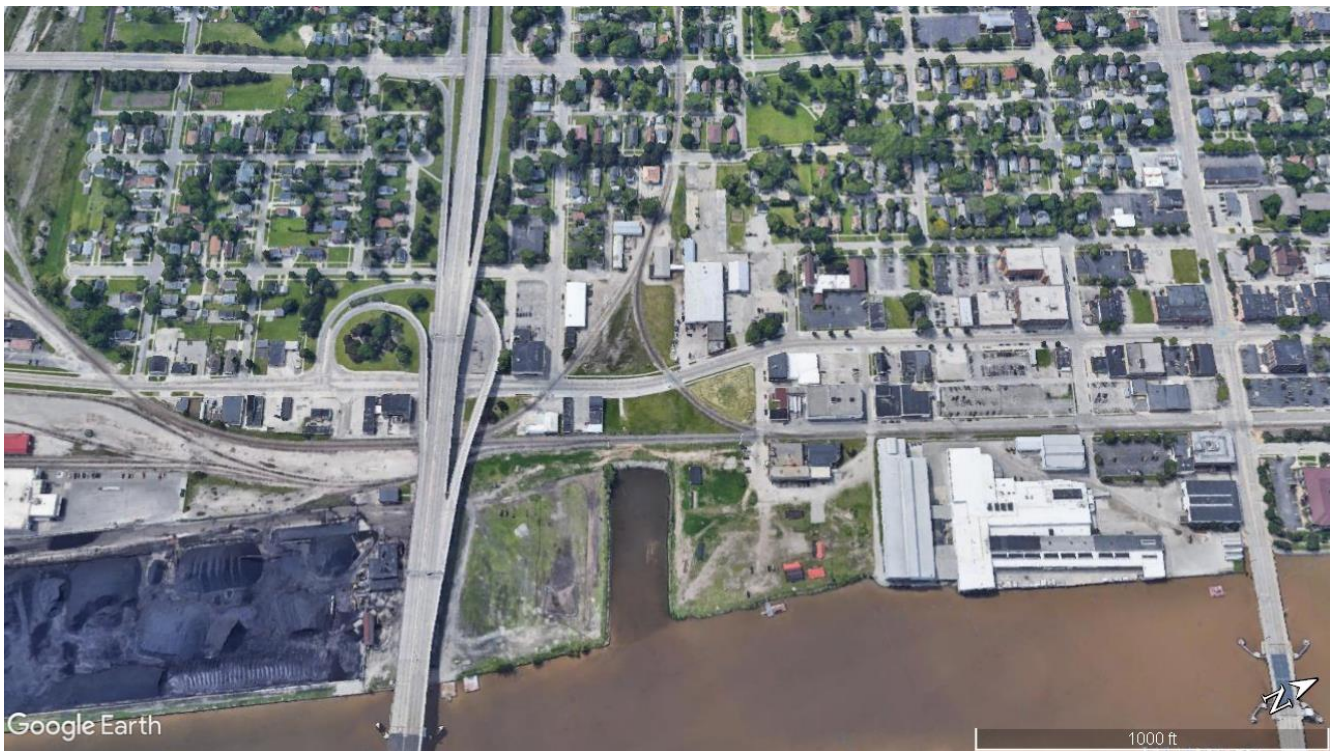
Programs that transform innovative ideas into viable businesses demonstrate a community commitment to helping entrepreneurs succeed. The Startup Hub, UWGB Small Business Development Center, NWTC Artisan and Business Center, and Brown County Culinary Kitchen have demonstrated success incubating businesses. 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. It 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 in the City.

An urban renaissance is occurring across the nation as people are rediscovering the economic and cultural advantages of cities. The City of Green Bay is well-positioned to capitalize on this trend and welcomes prospective residents, businesses, and investors to our community.

The District / Neighborhood



The Shipyard is located in the central part of the City, on the west side of the Fox River, general in the area east of S. Maple Street, south of Howard Street, west of the Fox River, and north of Fifth (5th) Street.

From the 1880's through the 1970's, the district was thriving with river-dependent industrial businesses that provided decent working-class jobs to residents who lived in the adjacent neighborhoods to the west. Similar to other “rust belt” cities in the Midwest, Green Bay was forced to transform its manufacturing-based economy toward a services-based economy over the past decades. Many residents became unemployed and the industrial properties became blighted brownfield sites that continue to pose an environmental risk and block public access to the river. This disinvestment has spread to residential and commercial areas within the neighborhood, which now has the highest concentration of poverty and unemployment in the City.

Seeking a catalyst project to revitalize the area, the RDA and City are undertaking a major redevelopment project that involves remediating brownfields and repurposing vacant and underused structures. The catalyst for development involves the construction of a signature public recreation and entertainment facility at 100 W. Mason Street (Parcel 2-78) along with related public improvements. The RDA and City will also inject one million dollars (\$1,000,000) in the adjacent neighborhood over the next three (3) years, using a combination of Neighborhood Enhancement, Community Development Block Grant (CDBG), and HOME Investment Partnership (HOME) funds. The RDA and City Council provided a roadmap to allocating these monies through its adoption of the *Shipyard Investment Strategy* in 2019.

While most of the land north of Mason Street will be transitioning to more commercial, recreational, and residential uses, most of the river frontage south of Mason Street will remain dedicated to heavy manufacturing, transportation, and port-related uses. The City is also cultivating an entrepreneurship cluster within the neighborhood around Broadway and Ninth Street by permitting more intensive manufacturing and industrial arts home-based businesses.

Tax Increment District Number Twenty-Two (TID 22)

Under Wisconsin Statutes 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 22 is being created in order to provide a mechanism to overcome challenges related to the additional costs associated with environmental remediation and mitigation; additional costs associated with rehabilitation and historic preservation; blighted parcels and the stigma of certain neighborhoods caused by disinvestment; and the lack of traditional financing options for forward-thinking projects.

Of the fifty-five and fifty-one hundredths (55.51) total acres of real property within TID 22, fifty-two and thirty-two hundredths (52.32) acres, or ninety-four percent (94%), are in need of blight elimination.

Map 1 shows the location of TID 22 within the city, while **Map 2** shows its detailed boundaries. The legal description for TID 22 is attached as **Appendix B**. TID 22 has ninety-six (96) parcels totaling fifty-five and fifty-one hundredths (55.51) acres of real property and thirteen and fourteen hundredths (13.14) acres of public road right-of-way, for a total size of sixty-eight and sixty-five hundredths (68.65) acres. **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
D-2 – Downtown Two	19.65	35.40%
GI – General Industry	16.53	29.78%
LI – Light Industry	5.41	9.74%
D-1 – Downtown One	5.31	9.56%
C-1 – Commercial One	2.73	4.91%
PI – Public Property / Institutional	2.67	4.80%
OR – Office Residential	1.65	2.98%
R-3 – Varied Density Residential	1.32	2.38%
C-2 – Commercial Two	0.24	0.44%

Table 1. Zoning distribution.

Land use	Acres	Percentage
travel or movement	22.73	40.94%
natural resources-related	17.35	31.26%
industrial, manufacturing, and waste-related	6.24	11.24%
shopping, business, and trade	6.16	11.10%
residential	1.30	2.34%
mass assembly of people	1.16	2.09%
social, institutional, and infrastructure-related	0.57	1.02%

Table 2. Land use distribution.

The estimated percentage of land devoted to retail uses within the territory of TID 23 will not exceed thirty-five percent (35%).

In 2019, TID 22 had a combined assessment of two million, nine hundred eight-eight thousand, six hundred dollars (\$2,988,600.00). This equates to fifty-three thousand, eight hundred thirty-nine dollars (\$53,839.00) per taxable acre or forty-three thousand, five hundred thirty-three dollars (\$43,533.00) for taxable and non-taxable acres. **Appendix C** provides a listing of all parcels and assessed values within the TID.

TIF Capacity Analysis

Wis. Stats. §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 22, as the addition of TID 22 will only raise the percent of equalized value in TID's from 5.35% to 5.40%.

Measure	Amount as of January 1, 2019
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 22 @ 94.4% estimated ratio	\$3,179,362
Total value for twelve percent (12%) test	\$356,686,862
New percent equalized value within TIDs, including TID 22	5.40%

Table 3. Tax increment finance capacity.

Project Costs

The Department of Community and Economic Development works to link and leverage our natural, built, human, and social assets in order to generate valuable products, services, and experiences within the City.

The City supports development projects that make our community more:

1. safe; projects that
 - 1.1. remove blighted and neglected properties with high complaint and/or police call volumes
 - 1.2. remediate environmental contamination and/or enhance the physical (soil, water, air) landscape
 - 1.3. strengthen and/or expand public water, sewer, stormwater, and other utility infrastructure
 - 1.4. eliminate and/or reduce transportation hazards
2. productive; projects that
 - 2.1. rehabilitate and/or build new structures with high-performance designs, systems, and finishes
 - 2.2. create a significantly higher per acre property value than adjacent properties and the City average
 - 2.3. generate property taxes greater than the cost of providing infrastructure and services
 - 2.4. generate job opportunities for smart and skilled individuals
3. accessible; projects that
 - 3.1. rehabilitate and/or build new structures for individuals of all ages and abilities
 - 3.2. are located in places easy to reach on foot, bicycle, or transit
 - 3.3. strengthen and/or expand non-motorized transportation networks
 - 3.4. generate job opportunities for individuals of all ages, abilities, and incomes
4. innovative; projects that
 - 4.1. expand our range of (residential, commercial, and industrial) real estate products
 - 4.2. are designed and built with options for conversion to alternative uses in the future
 - 4.3. create and/or enhance unique public spaces, amenities, and art
 - 4.4. support disruptive startups and high-growth, second-stage companies

Specific Projects

In order for the City to consider if a development project is eligible for a TIF incentive, the City asks that interested developers submit a proposal that includes the following elements:

1. preliminary concept plan for the project that identifies:
 - 1.1. location of all proposed structures
 - 1.2. transportation infrastructure, including pedestrian and bicycle networks
 - 1.3. utility infrastructure, including stormwater management
 - 1.4. any infrastructure or land that will be dedicated to the public
2. preliminary construction documents:
 - 2.1. floor plans
 - 2.2. full-color elevations for all sides of all proposed structures
 - 2.3. descriptions of all exterior building materials
 - 2.4. descriptions and photographic examples of interior finishes
3. preliminary budget with sources and uses
 - 3.1. proposed sources, including equity and financing commitments
 - 3.2. construction budget: detail hard and soft costs
 - 3.3. extraordinary expenses for which TIF is requested
 - 3.4. projected sales and/or rental income; including those already secured
4. supporting documentation
 - 4.1. construction timetable
 - 4.2. description of developer: principals, members, and officers
 - 4.3. list of past projects and references
 - 4.4. appraisal, market analysis, comparable projects

It is also important to note that the City support projects completed by a trusted developer who:

1. will contribute equity no less than twenty percent (20%) of “hard” project costs;
2. will demonstrate ability to obtain financing and insurance coverage;
3. is a corporation in good standing with no pending litigation or default; and
4. has good references and/or previous 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 22, 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 historically-significant structures
Purpose	provide a source of gap funding for projects on parcels with more development challenges (e.g. brownfields remediation)
Allocation	\$8,000,000
Disbursement	applied as needed; up front grants should be reserved for public improvements, significant environmental remediation, or substantial geotechnical work, otherwise all assistance should be through an annual post-project reimbursement (i.e. PayGo); the amount of financial assistance in any given year should not exceed fifty (50%) of the annual incremental taxes for the impacted parcels
Improvement #2 Infrastructure: streets	
Details	reconstruct streets identified in the district, namely, Pearl Street, Arndt Street, and Bridge Street; consider extension of Arndt from Broadway west to Maple Street or Ashland Avenue
Purpose	enhance access and development potential of larger parcels; improve vehicular traffic circulation
Allocation	\$1,500,000
Disbursement	plan to reconstruct in 2020, 2021, or 2022; coordinate reconstruction of Pearl Street needs with CN (owns right-of-way); before applying, consider if larger-scale developments are better served by private or public infrastructure; a portion may be covered under a bond issue

Improvement #3	Infrastructure: pedestrian and bicycle	
Details	sidewalks, paved trails along the Fox River, bicycle lanes, cycle tracks, and crossing improvements (e.g. medians, markings, signs, signals) both across Broadway and the CN rail tracks	
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	
Allocation	\$500,000	
Disbursement	plan to construct Fox River trails in 2020, 2021, or 2022; 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 #4	Infrastructure: stormwater	
Details	filtration, infiltration, retention and detention facilities	
Purpose	increase capacity for additional development; alleviate flooding, primarily due to location on top of historic river bed	
Allocation	\$500,000	
Disbursement	plan to construct lift station(s) in 2020; integrate public and private projects when possible to minimize costs; a portion may be covered under a bond	
Improvement #5	The Shipyard	
Details	construct a signature waterfront outdoor entertainment and recreation facility, with a great lawn for concerts and festivals, urban beach, modern playground and splash pad, dog park, beer garden, and shipping container park for pop-up food, beverage, and retail businesses	
Purpose	activate a site with environmental and geotechnical challenges that has been vacant for forty (40) years to catalyze private investment in the district	
Allocation	\$8,000,000	
Disbursement	borrow as funds are needed, primarily in 2019, 2020, and 2021; explore funding alternatives with financial institutions; seek external grants to offset capital costs; seek private investment and sponsorship to offset operation and maintenance costs	
Improvement #6	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	
Disbursement	coordinate with On Broadway Business Improvement District (BID); apply under leadership of local businesses and residents after enough reserve funds have been accumulated	

Improvement #7	Property Acquisition
Details	strategic purchase of parcels critical to future development
Purpose	to ensure future development is consistent with the <i>City Comprehensive Plan</i> and the <i>Shipyard Investment Strategy</i> ; assemble properties to facilitate larger-scale development projects
Allocation	\$1,500,000
Disbursement	there is potential for properties to be condemned (through due process and just compensation) for urban renewal, however, the City and the RDA do not anticipate any condemnation
Improvement #8	Administration
Details	funds directed towards City staff for time used on marketing, research, analysis, and managing the TID
Purpose	cover administrative costs from the appropriate source
Allocation	\$1,000,000
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 for development, redevelopment, or conservancy
2. relocation costs related to property, right-of-way, and easement acquisition
3. public infrastructure improvements that will ultimately be dedicated for public service, including,
 - 3.1. road, pedestrian, and bicycle improvements
 - 3.2. sanitary sewer, storm sewer, and potable water and wastewater mains and laterals, and storm water management facilities
 - 3.3. telephone, high-speed cable, and related technology infrastructure
 - 3.4. natural gas, electrical power, and other public utilities
 - 3.5. any related engineering, grading, erosion control, and landscaping
 - 3.6. any related land acquisitions and anticipated and intentional corrections to adjacent property affected by the public improvements, including grading
4. site preparation activities of private parcels, including
 - 4.1. environmental remediation, and asbestos abatement
 - 4.2. demolition and clearing of structures
 - 4.3. related engineering, grading, erosion control, and landscaping
5. administrative costs, including those paid to the City or consultants for services rendered
6. financing costs
7. projects within one-half (1/2) mile radius of the boundary of TID 22 provided that
 - 7.1. The project area is located within the corporate boundary of the City of Green Bay

- 7.2. The project produces land uses identified in the Comprehensive Plan that would otherwise not occur in the manner desired by the City and RDA

Economic Feasibility

This section demonstrates that the proposed TID 22 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 Wis. Stats. §66.46.

City Financial Strength

In 2019, Moody's assigned the City of Green Bay an Aa3 rating, noting its sizeable tax base that serves as the economic hub of northeastern Wisconsin and moderate pension burden. This high-grade rating implies that the City has a very strong capacity to meet its financial commitments.

Financing Methods

The City will offer the following types of financing alternatives and developer incentives (in preferred order):

1. up-front grants with cash from external grants or other sources
2. pay-as-you-go ("PAYGo") reimbursement derived from incremental property taxes
3. up-front grants from an existing balance in a the TID account
4. up-front grants from new bonds repaid through incremental property taxes
5. up-front grants from general obligation bonds repaid through general property taxes
6. City guarantee of private loans
7. up-front loans issued by the City
8. up-front grants with cash from a "donor" TID with excess increment

The City looks to continue its successful track record of public-private partnerships on future projects. We also support development projects through brownfields assessment assistance, our small business revolving loan fund, neighborhood enhancement funds, and façade and demolition grants.

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** shows the manner in which the area will be redeveloped. The City believes that there are four (4) 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. Breakthrough @ The Shipyard. Breakthrough, transportation energy and information strategy firm, intends to construct a modern, state-of-the-art office building of approximately forty thousand

(40,000) square feet along with parking, landscaping, lighting, and other related improvements at 239 Arndt Street. They also anticipate expanding their building footprint within the next ten (10) years.

Attribute	Land value	Improvement value	Total value	Annual property taxes
Current value	\$0	\$0	\$0	\$0
Estimated new value	\$1,300,000	\$13,700,000	\$15,000,000	\$350,700
Incremental value	\$1,300,000	\$13,700,000	\$15,000,000	\$350,700

Table 4. Projected increment for Site A.

Redevelopment Site B. Badger Sheet Metal. Located at 402 and 420 S. Broadway and 419 S. Maple, this site of approximately four and six-tenths (4.6) acres is currently a partially-vacant manufacturing and storage facility. The property is located across the street from new Shipyard facilities and has great potential for large-scale residential, commercial, office, food, beverage, and entertainment uses.

Attribute	Land value	Improvement value	Total value	Annual property taxes
Current value	\$0	\$0	\$0	\$0
Estimated new value	\$1,000,000	\$19,000,000	\$20,000,000	\$467,600
Incremental value	\$1,000,000	\$19,000,000	\$20,000,000	\$467,600

Table 5. Projected increment for Site B.

Redevelopment Site C. White Store. Located at 606 S. Broadway, this site of approximately seven-tenths (0.7) of an acre is currently partially-vacant office and retail. Located across the street from new Shipyard facilities and highly-visible from Mason Street, with traffic counts of thirty-eight thousand (38,000) vehicles per day, there is great potential for residential, commercial, office, food, beverage, and entertainment uses.

Attribute	Land value	Improvement value	Total value	Annual property taxes
Current value	\$0	\$0	\$0	\$0
Estimated new value	\$300,000	\$4,700,000	\$5,000,000	\$116,900
Incremental value	\$300,000	\$4,700,000	\$5,000,000	\$116,900

Table 6. Projected increment for Site C.

Redevelopment Site D. Fourth (4th) and Chestnut. Located at 414 and 418 Fourth (4th) Street and 815 and 821 Chestnut Street, this site of approximately six-tenths (0.6) of an acre is currently undeveloped. Located down the street from new Shipyard facilities, there is great potential for commercial and/or residential uses.

Attribute	Land value	Improvement value	Total value	Annual property taxes
Current value	\$0	\$0	\$0	\$0
Estimated new value	\$300,000	\$2,300,000	\$2,500,000	\$58,450
Incremental value	\$300,000	\$2,300,000	\$2,500,000	\$58,450

Table 7. Projected increment for Site D.

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 22 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 \$23.38 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 and one-half percent (4.5%)
7. Administration annual payments are through the life of the TID, with annual reductions to account for more work up front getting projects off the ground

The pro forma shows that TID 22 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 Wis. Stats. §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 RDA.

Non-Project Costs

In the event that TID 22 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 22 is developed in compliance with these plans and general City policies in order to promote orderly and consistent growth. **Map 6** shows the manner in which the area will be redeveloped.

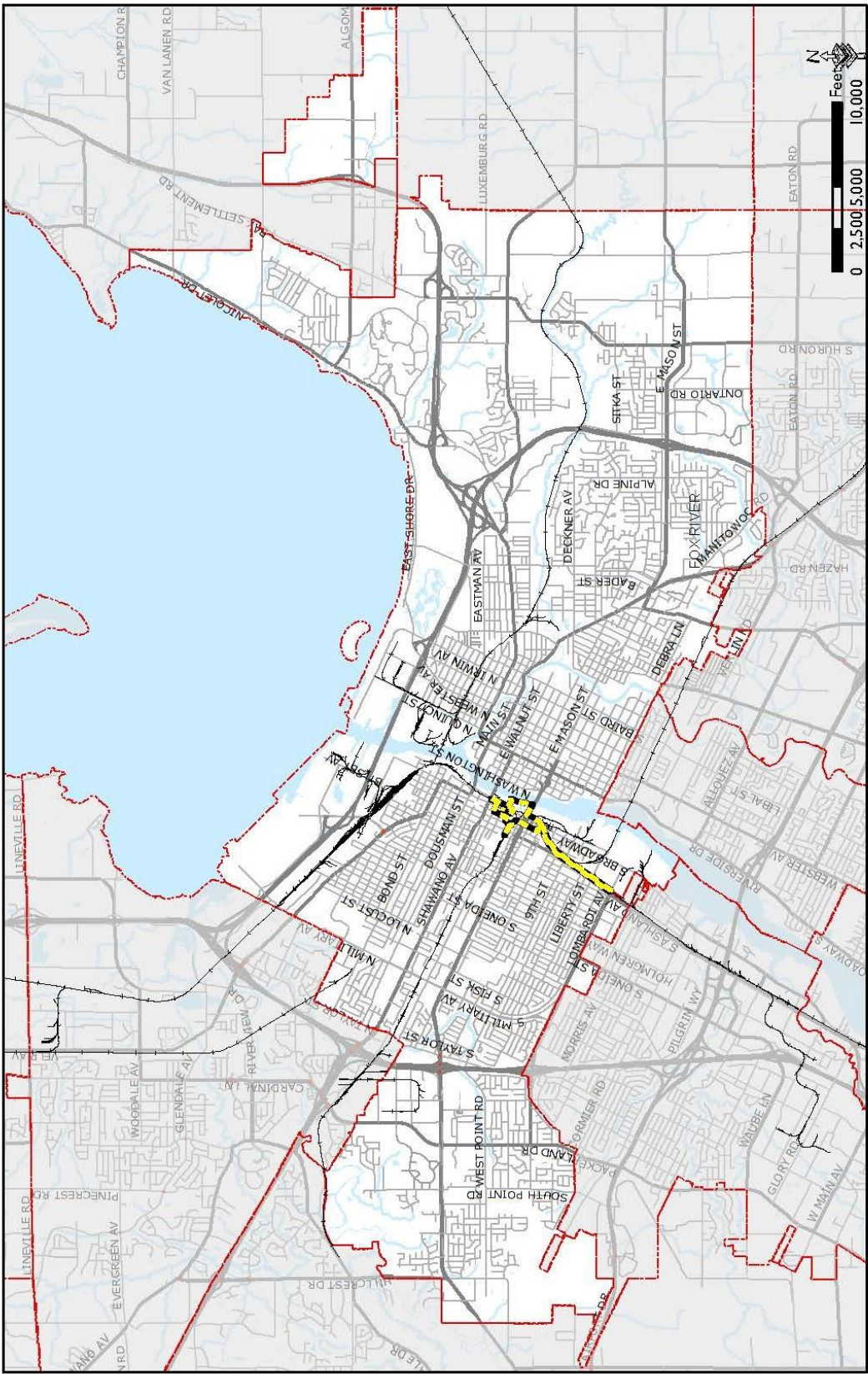
Proposed Changes to City Plans and Ordinances

Master Plan. The City updated its *Comprehensive Plan* in 2003. The planned uses in the TID 22 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 *Shipyards Investment Strategy*. The proposed future land uses are identified within **Map 7**.

Official Map. All streets included in the TID 22 Plan area are included on the official Map for the City of Green Bay as adopted subdivisions. Should redevelopment projects cause a realignment of Pearl Street, Arndt Street, Bridge Street, or another affected street, the City will take the required procedural actions to review such amendments.

Zoning. Several parcels within TID 22 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 *Shipyards Investment Strategy*. Proposed changes are identified within **Map 8**.

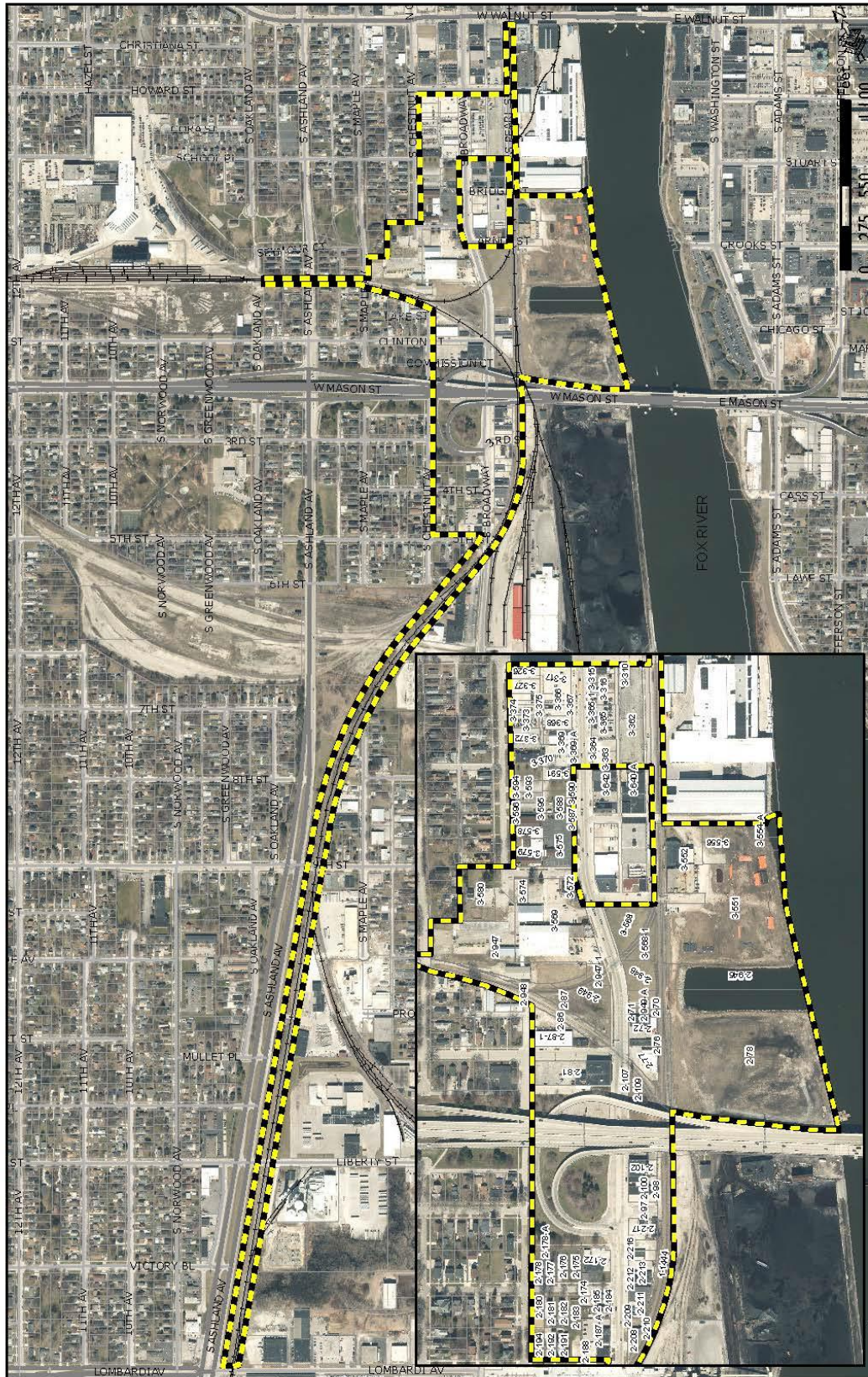
Building Codes. City building codes will not be changed to accommodate TID 22 activities.



TID 22 Map 1: Location in the City of Green Bay



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Date Printed: 12 Aug 2019 X:\Planning\Work\Order Requests\2019\13 TID 22\TID 22 boundary.mxd

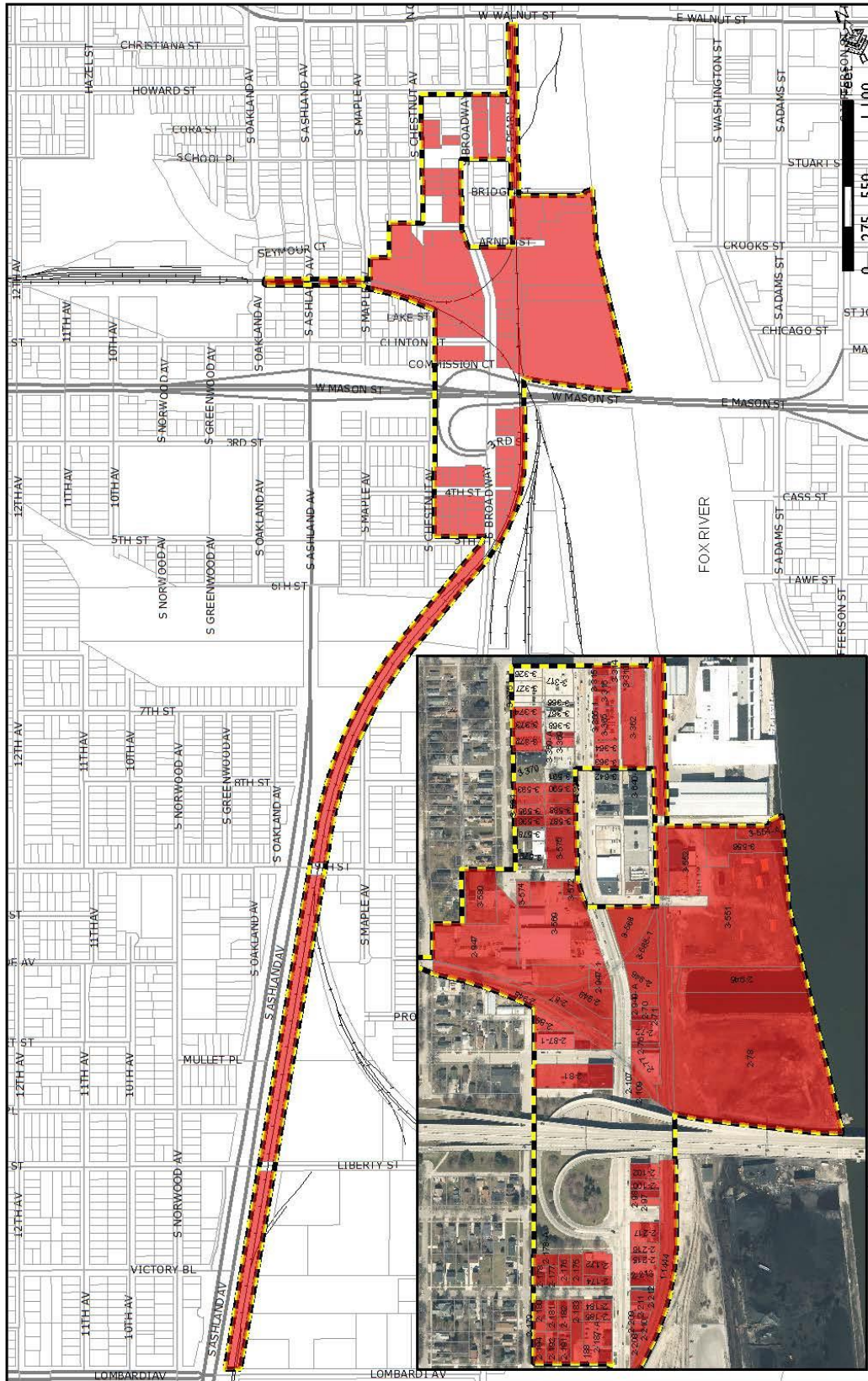


TID 22 Map 2: Shipyard Boundaries



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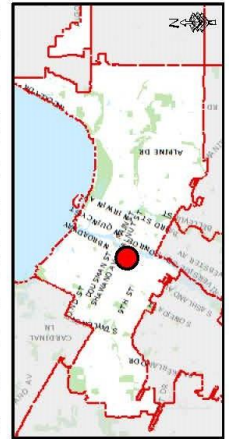
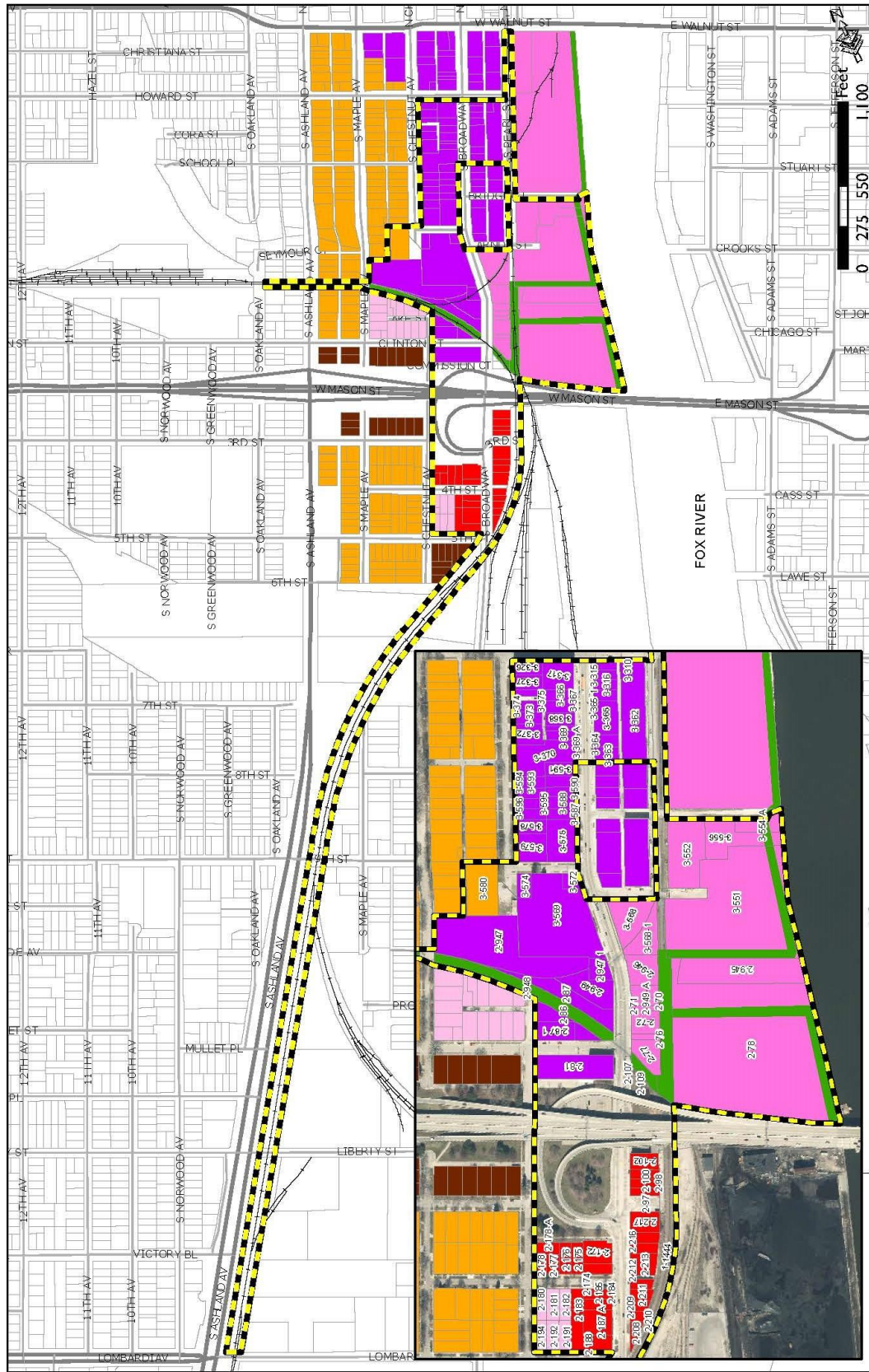
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TID 22 Map 5: Shipyard Blighted Parcels



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Date Printed: 13 Aug 2019 X:\Planning\Work Order Requests\2019\13 TID 22\TID 22 blight.mxd



TID 22 Map 7: Proposed Future Land Use

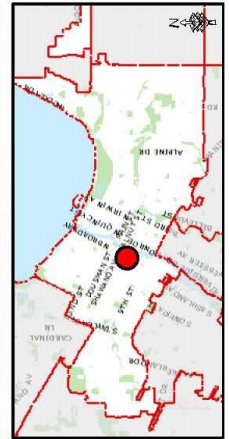
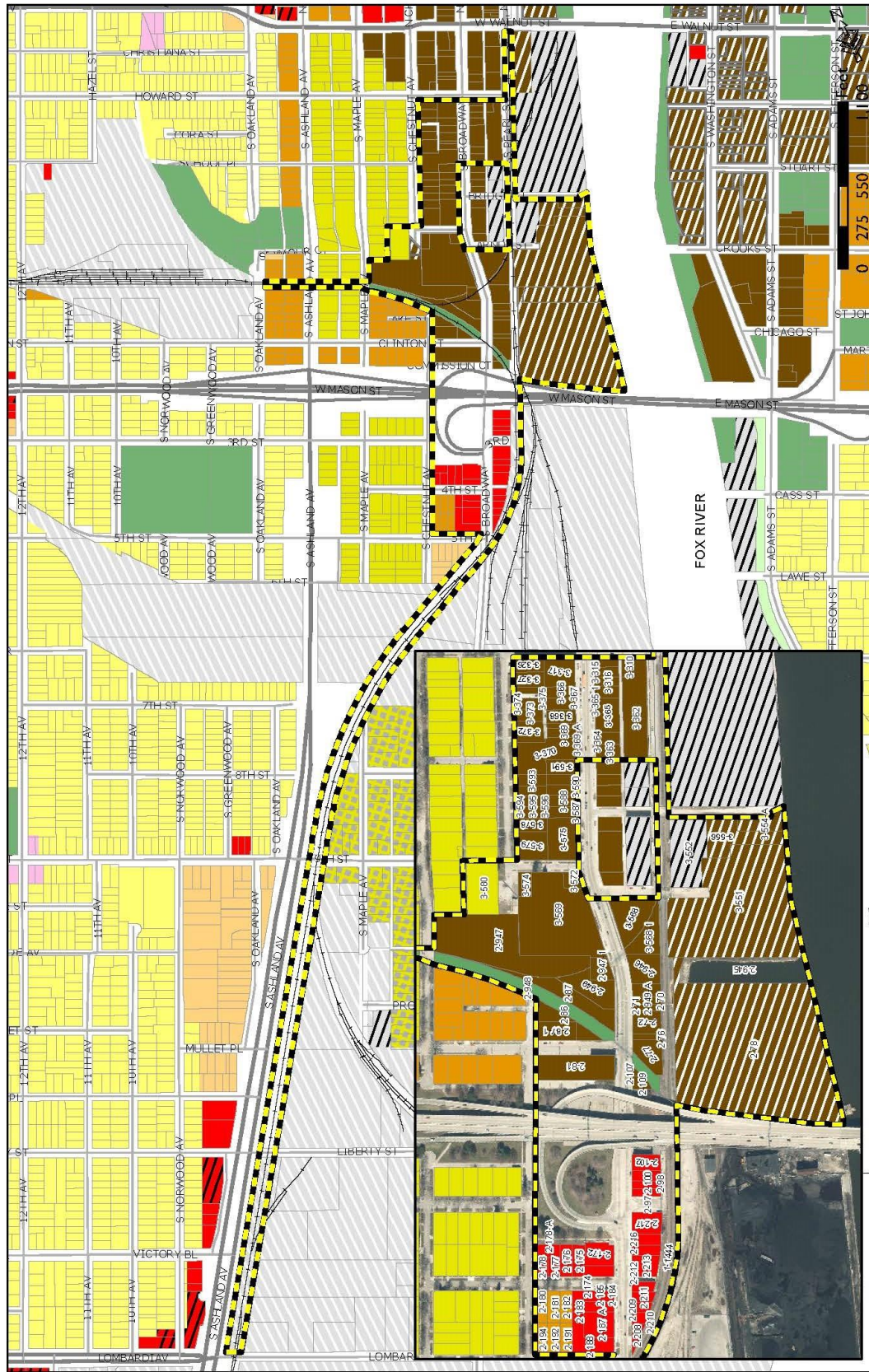
TID 22 Boundary

High Intensity Retail, Office, or Housing
 Medium Intensity Retail, Office, or Housing
 Medium/High Density Residential
 Low/Medium Density Residential

Downtown
 Commercial
 Parks

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Date Printed: 09-Sep-2019 X:\Planning\Work Order Requests\2019\19.13 TID 22\TID 22.22 FLU.mxd



TID 22 Map 8: Proposed Future Zoning

TID 22 Boundary

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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 SRI - Special District Light Industry LI - Light Industry BP - Business Park PI - Public Property / Institutional CON - Conservancy
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Appendix A: City Attorney Legal Opinion



Law Department

Vanessa R. Chavez
City Attorney

September 13, 2019

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. 22
City of Green Bay, Brown County, Wisconsin

This opinion relates to the compliance of the proposed project plan for Tax Increment District No. 22, 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 August 20, 2019. Resolutions adopting the project plan and creating the District will be considered by the Common Council on the evening of September 17, 2019.

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.

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World Wide Web <http://www.greenbaywi.gov>

Mayor and Common Council
of the City of Green Bay
Page 2

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 22

That part of the street right-of-way dedicated in the Original Plat of the Town of Fort Howard;
Also that part of Block 1, Arndt's Addition;
Also that part of Lots 1 through 5, Block 2, Arndt's Addition;
Also that part of Lots 1 through 5, Block 3, Arndt's Addition;
Also that part of Lots 1 through 4, Block 5, Arndt's Addition;
Also that part of Lots 1 through 6, Block 6, Arndt's Addition;
Also that part of Lots 1 through 6, Block 7, Arndt's Addition;
Also that part of Lot 1, Block 8, Arndt's Addition;
Also that part of Lots 7 through 16, Block 7, Arndt's Second Addition;
Also that part of Lots 11, 12, 13, 20, 21, 22, 23, 24, 29 and 30, Callaghan's Addition;
Also that part of Lots 13 through 36, Christian Schwarz' Addition;
Also that part of Lots 1 through 9, J. L. Jorgensen's Addition;
Also that part of Lots 1 through 4,, and that part of Lots 1 through 8, Block A, and that part of Lots 6 through 10, Block 1, M. Seller's Addition;
Also that part of Block 1 Niels Hansen's Addition
Also that part of Lots 1 through 4 and Lots 10 through 12, Block B, C.L.A. Tank's First Addition;
Also that part of Lots 81 through 88, Block H, C.L.A. Tank's First Addition;
Also that part of Lots 103 through 116, Block I, C.L.A. Tank's First Addition;
Also that part of Lots 126 through 136, Block L, C.L.A. Tank's First Addition;
Also that part of Lot 6, Block 1, C.L.A. Tank's Third Addition;
Also that part of Private Claim 2, West Side of the Fox River;
Also that part of the Unsurveyed part of Private Claim 2, West Side of the Fox River;
Also that part of the Vacant Strip, West Side of the Fox River;
Also Lot 1, Brown County Certified Survey Map Number 4363 as recorded in Volume 27 of Certified Survey Maps, Page 247, as Document Number 1305912, (being part of Private Claim 2 West Side of the Fox River, and Lots 1 through 4, M. Seller's Addition);
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 northwest corner of Lot 125, Original Plat of the Town of Fort Howard, (also being the intersection of the south right-of-way line of W. Walnut Street with the east right-of-way line of the platted Pearl Street);
thence S24°-41'-30"W, 876.05 feet, along said east right-of-way line of the platted Pearl Street, to point on the centerline of the vacated School Place right-of-way;

thence N64°-09'-16"W, 374.79 feet, along said centerline of the vacated School Place right-of-way and the extension thereof to the west right-of-way line of S. Broadway;

thence S24°-45'-57"W, 413.37 feet, along said west right-of-way line of S. Broadway, to the north right-of-way line of Arndt Street;

thence S24°-55'-27"W, 50.01 feet, to the intersection of said west right-of-way line of S. Broadway with the south right-of-way line of Arndt Street, (being the northeast corner of Lot 4, Block 6, Arndt's Addition);

thence S07°-43'-56"W, 112.12 feet, along the west right-of-way line of S. Broadway, to the intersection with the westerly extension of Arndt Street (being the westerly extension of Block 5, Arndt's Addition);

thence S64°-17'-00"E, 292.80 feet, along said Block 5, Arndt's Addition and extension thereof, to the westerly right-of-way line of the WI Central LTD Railroad which lies within the platted Pearl Street right-of-way;

thence N24°-41'-30"E, 569.42 feet along said westerly right-of-way line of the WI Central LTD Railroad, to the centerline of the vacated School Place right-of-way;

thence S64°-09'-16"E, 50.01 feet, along the extension of said vacated School Place right-of-way, to the east right-of-way line of the platted Pearl Street;

thence S24°-41'-30"W, 238.28 feet, along said east right-of-way line of the platted Pearl Street, to the south right-of-way of Bridge Street (being the northwest corner of Lot 5, Block 3, Arndt's Addition);

thence S64°-07'-18"E, 477.52 feet, along said south right-of-way line of Bridge Street, to the Combined Bulkhead and Pierhead line of the Fox River;

thence S22°-02'-10"W, 334.69 feet, along said Combined Bulkhead and Pierhead line of the Fox River,

thence continuing along said Combined Bulkhead and Pierhead line of the Fox River, S12°-36'-16"W, 936.31 feet;

thence continuing along said Combined Bulkhead and Pierhead line of the Fox River, S20°-03'-08"W, 23.49 feet, to the north right-of-way line of W. Mason Street (also being the southeast corner of Lot 1, Certified Survey Map Number 4363 as recorded in Volume 27 of Certified Survey Maps, Page 247);

thence N61°-54'-05"W, 123.35 feet, along the south line of said Lot 1, Certified Survey Map Number 4363 as recorded in Volume 27 of Certified Survey Maps, Page 247;

thence continuing along said Lot 1, Certified Survey Map Number 4363 as recorded in Volume 27 of Certified Survey Maps, Page 247, N57°-17'-38"W, 408.66 feet;

thence continuing along said Lot 1, Certified Survey Map Number 4363 as recorded in Volume 27 of Certified Survey Maps, Page 247, along the arc of a 1413.07 foot radius curve to the right, 163.54 feet, said curve having a chord which bears N53°-58'-42"W, 163.45 feet, to the south west corner of said Lot 1, (also being a point on the east right-of-way line of the Wisconsin Central LTD railroad);

thence S24°-56'-52"W, 184.52 feet, to the intersection of the south right-of-way line of W. Mason Street and the easterly right-of-way line of the WI Central LTD Railroad;

thence continuing along said easterly right-of-way line of the WI Central LTD Railroad, S24°-47'-22"W, 288.42 feet;

thence continuing along said easterly right-of-way line of the WI Central LTD Railroad along the arc of a 1072.14 foot radius to the right, 630.65 feet, said curve having a chord which bears S41°-38'-26"W, 621.60 feet;

thence continuing along said easterly right-of-way line of the WI Central LTD Railroad S58°-29'-30"W, 51.37 feet, to the intersection with the east right-of-way line of S. Broadway;

thence S64°-48'-30"W, 123.04 feet, to the intersection of the easterly right-of-way line of the WI Central LTD Railroad and the west right-of-way line of S. Broadway;

thence continuing along said easterly right-of-way line of the WI Central LTD Railroad S65°-52'-16"W, 636.84 feet;

thence continuing along said easterly right-of-way line of the WI Central LTD Railroad along the arc of a 2694.16 foot radius curve to the left, 1459.81 feet, said curve having a chord which bears S50°-20'-54"W, 1442.01 feet;

thence continuing along said easterly right-of-way line of the WI Central LTD Railroad S35°-34'-27"W, 142.74 feet to the north right-of-way line of Ninth Street;

thence S34°-18'-38"W, 80.81 feet to the intersection of said easterly right-of-way line of the WI Central LTD Railroad and the south right-of-way line of Ninth Street;

thence continuing along said easterly right-of-way line of the WI Central LTD Railroad S35°-42'-19"W, 186.02 feet;

thence continuing along said easterly right-of-way line of the WI Central LTD Railroad S35°-44'-20"W, 249.35 feet;

thence continuing along said easterly right-of-way line of the WI Central LTD Railroad S35°-35'-53"W, 398.78 feet;

thence continuing along said easterly right-of-way line of the WI Central LTD Railroad S35°-49'-03"W, 126.83 feet;

thence continuing along said easterly right-of-way line of the WI Central LTD Railroad S35°-34'-40"W, 2296.24 feet, to the north right-of-way line of Lombardi Avenue;

thence N64°-10'-24"W, 101.47 feet, along said north right-of-way line of Lombardi Avenue to the intersection with the westerly right-of-way line of the WI Central LTD Railroad (also being the east right-of-way line of Ashland Avenue);

thence N35°-34'-40"E, 3497.29 feet along said westerly right-of-way line of the WI Central LTD Railroad (also being the east right-of-way line of Ashland Avenue);

thence continuing along said westerly right-of-way line of the WI Central LTD Railroad, along the arc of a 2794.15 foot radius curve to the right, 1513.33 feet, said curve having a chord which bears N50°-21'-17"E, 1494.90 feet;

thence continuing along said westerly right-of-way line of the WI Central LTD Railroad N65°-52'-16"E, 673.11 feet;

thence continuing along said westerly right-of-way line of the WI Central LTD Railroad, along the arc of a 972.14 foot radius curve to the left, 38.16 feet, said curve having a chord which bears N64°-44'-47"E, 38.16 feet, to the south right-of-way line of Fifth Street;

thence N55°-56'-20"E, 69.73 feet, to the intersection of the east right-of-way line of S. Broadway and the north right-of-way line of Fifth Street, (also being the southwest corner of Lot 112, Block I, C.L.A. Tank's First Addition);

thence N63°-57'-16"W, 323.50 feet along said north right-of-way line of Fifth Street to the intersection of said north right-of-way line of Fifth Street and the east right-of-way line of S. Chestnut Avenue;

thence N26°-04'-49"E, 452.98 feet along said east right-of-way line of S. Chestnut Avenue to the northwest corner of Lot 88, Block H, C.L.A. Tank's First Addition;

thence N26°-06'-08"E, 680.80 feet, to the southwest corner of Lot 3, Block A, M. Sellers Addition;

thence N 26°-05'-00"E, 333.59 feet along the east right-of-way line of S. Chestnut Avenue, to the southerly right-of-way line of the Wisconsin Central LTD Railroad (formerly known as the G.B.W. & St. Paul Railroad);

thence along said southerly right-of-way line of the Wisconsin Central LTD Railroad, N38°-49'-18"W, 44.17 feet;

thence along said southerly right-of-way line of the Wisconsin Central LTD Railroad along the arc of a 1706.60 foot radius curve to the left 399.08 feet, said curve having a chord which bears N46°-15'-44"W, 398.17 feet, to the east right-of-way line of S. Maple Avenue;

thence N40°-01'-54"W, 65.78 feet, to the northwest corner of Lot 6, Block 2, C.L.A. Tank's Third Addition;

thence N64°-03'-55"W, 626.59 feet, along said southerly right-of-way line of the Wisconsin Central LTD Railroad to the northwest corner of Lot 7, Block 3, C.L.A. Tank's Third Addition;

thence N26°-10'-01"E, 40.00 feet, to the southwest corner of Lot 8, Block 3, Niels Hansen's Addition;

thence S64°-03'-55"E, 626.58 feet along the northerly right-of-way line of the Wisconsin Central LTD Railroad, to the southeast corner of Lot 1, Block 2, Niels Hansen's Addition;

thence S 56°-42'-30"E, 60.72 feet, to the east right-of-way line of S. Chestnut Street;

thence N26°-13'-05"E, 147.76 feet along said east right-of-way line of S. Chestnut Street, to the southwest corner of Lot 4, Brown County Certified Survey Map Number 7140, as recorded in Volume 48 of Certified Survey maps, Page 192, as Document Number 2138035, (being part of the Vacant Strip and part of the Unsurveyed Part of Private Claim 2, West Side of the Fox River);

thence S64°-05'-13"E, 121.87 feet, to the southeast corner of said Certified Survey Map Number 7140, as recorded in Volume 48 of Certified Survey maps, Page 192;

thence N24°-47'-39"E, 222.75 feet, to the northeast corner of Lot 1, said Certified Survey Map Number 7140, as recorded in Volume 48 of Certified Survey maps, Page 192;

thence S64°-10'-15"E, 144.30 feet, along the south line of Lot 2, Block 8, Arndt's Addition and the extension thereof to the southeast corner of said Lot 2, Block 8, Arndt's Addition;

thence S64°-18'-42"E, 80.09 feet to the southwest corner of Lot 6, Block 7, Arndt's Addition, (also being the intersection of the east right-of-way line of S. Chestnut Avenue and the north right-of-way line of Arndt Street);

thence N24°-42'-46"E, 398.28 feet along said east right-of-way line of S. Chestnut Avenue, to the northwest corner of Lot 12, Block 7, Arndt's Second Addition;

thence continuing along said east right-of-way line of S. Chestnut Avenue, N24°-44'-10"E, 30.01 feet to the southwest corner of Lot 31, Christian Schwarz's Addition;

thence continuing along said east right-of-way line of S. Chestnut Avenue, N24°-45'-42"E, 408.25 feet to the northwest corner of Lot 29, Callaghan's Addition (also being the intersection of the east right-of-way line of S. Chestnut Avenue and the south right-of-way line of Howard Street);

thence S64°-03'-44"E, 579.07 feet along said south right-of-way line of Howard Street, and the extension thereof, to the westerly right-of-way line of the WI Central LTD Railroad which lies within the platted Pearl Street right-of-way;

thence N24°-41'-30"E, 453.70 feet along said westerly right-of-way line of the WI Central LTD Railroad which lies within the platted Pearl Street right-of-way, to the south right-of-way line of W. Walnut Avenue;

thence S64°-10'-27"E, 50.01 feet along said south right-of-way line of W. Walnut Avenue, to the point of beginning.

Parcels affected being tax parcel numbers: 1-1444, 2-70, 2-71, 2-72, 2-76, 2-77, 2-78, 2-81, 2-86, 2-87, 2-97, 2-98, 2-100, 2-102, 2-107, 2-109, 2-172, 2-174, 2-175, 2-176, 2-177, 2-178, 2-178-A, 2-179, 2-180, 2-181, 2-182, 2-183, 2-184, 2-185, 2-187-A, 2-188, 2-191, 2-192, 2-194, 2-208, 2-209, 2-210, 2-211, 2-212, 2-213, 2-215, 2-216, 2-217, 2-87-1, 2-945, 2-946, 2-947, 2-947-1, 2-948, 2-949, 2-949-A, 3-310, 3-314, 3-315, 3-316, 3-317, 3-326, 3-327, 3-362, 3-363, 3-364, 3-365, 3-365-1, 3-366, 3-367, 3-368, 3-369, 3-369-A, 3-370, 3-372, 3-373, 3-374, 3-375, 3-551, 3-552, 3-554-A, 3-556, 3-568, 3-568-1, 3-569, 3-572, 3-574, 3-575, 3-578, 3-579, 3-580, 3-587, 3-588, 3-589, 3-590, 3-591, 3-593, 3-594, 3-595 and 3-596.

Appendix C: TID 22 Parcels and Assessed Values

TAX PARCEL	ADDRESS	ACRES	LAND VALUE	IMPROVEMENT VALUE	TOTAL VALUE
2-70	515 S BROADWAY	0.09	\$ -	\$ -	\$ -
2-71	517 S BROADWAY	0.06	\$ -	\$ -	\$ -
2-72	519 S BROADWAY	0.26	\$ 43,200	\$ 88,400	\$ 131,600
2-76	525 S BROADWAY	0.07	\$ -	\$ -	\$ -
2-77	531 S BROADWAY	0.30	\$ -	\$ -	\$ -
2-78	100 W MASON ST	7.97	\$ -	\$ -	\$ -
2-81	606 S BROADWAY	0.74	\$ -	\$ -	\$ -
2-86	410 CLINTON ST	0.31	\$ 30,300	\$ 27,300	\$ 57,600
2-87	S BROADWAY	0.58	\$ -	\$ -	\$ -
2-97	723 S BROADWAY	0.09	\$ 10,900	\$ 3,100	\$ 14,000
2-98	719 S BROADWAY	0.09	\$ 10,900	\$ 74,400	\$ 85,300
1-1444	S ASHLAND AVE	16.53	\$ -	\$ -	\$ -
2-100	715 S BROADWAY	0.11	\$ 13,800	\$ 108,200	\$ 122,000
2-102	709 S BROADWAY	0.18	\$ 21,400	\$ 286,500	\$ 307,900
2-107	S BROADWAY	0.02	\$ -	\$ -	\$ -
2-109	613 S BROADWAY	0.08	\$ -	\$ -	\$ -
2-172	818 S BROADWAY	0.27	\$ 31,700	\$ 88,400	\$ 120,100
2-174	822 S BROADWAY	0.12	\$ 14,500	\$ 13,400	\$ 27,900

2-175	414 FOURTH ST	0.15	\$ -	\$ -	\$ -
2-176	418 FOURTH ST	0.15	\$ -	\$ -	\$ -
2-177	FOURTH ST	0.09	\$ -	\$ -	\$ -
2-178	821 S CHESTNUT AVE	0.09	\$ 8,300	\$ 57,300	\$ 65,600
2-178-A	815 S CHESTNUT AVE	0.12	\$ -	\$ -	\$ -
2-179	833 S CHESTNUT AVE	0.05	\$ -	\$ -	\$ -
2-180	425 FOURTH ST	0.10	\$ -	\$ -	\$ -
2-181	421 FOURTH ST	0.15	\$ 10,400	\$ 55,000	\$ 65,400
2-182	417 FOURTH ST	0.15	\$ 10,600	\$ 64,300	\$ 74,900
2-183	413 FOURTH ST	0.10	\$ 7,100	\$ -	\$ 7,100
2-184	824 S BROADWAY	0.12	\$ 14,600	\$ 48,800	\$ 63,400
2-185	828 S BROADWAY	0.12	\$ 8,700	\$ 73,500	\$ 82,200
2-187-A	836 S BROADWAY	0.29	\$ 34,700	\$ 64,800	\$ 99,500
2-188	840 S BROADWAY	0.40	\$ 33,700	\$ 129,100	\$ 162,800
2-191	418 FIFTH ST	0.15	\$ 10,600	\$ 66,700	\$ 77,300
2-192	422 FIFTH ST	0.15	\$ -	\$ -	\$ -
2-194	426 FIFTH ST	0.15	\$ 10,600	\$ 48,400	\$ 59,000
2-208	837 S BROADWAY	0.09	\$ 8,900	\$ 35,300	\$ 44,200
2-209	833 S BROADWAY	0.06	\$ 9,200	\$ -	\$ 9,200
2-210	829 S BROADWAY	0.08	\$ 9,500	\$ -	\$ 9,500

2-211	825 S BROADWAY	0.09	\$ 10,200	\$ -	\$ 10,200
2-212	823 S BROADWAY	0.09	\$ 11,000	\$ 73,100	\$ 84,100
2-213	821 S BROADWAY	0.22	\$ 25,900	\$ 131,700	\$ 157,600
2-215	813 S BROADWAY	0.12	\$ 13,600	\$ 69,800	\$ 83,400
2-216	809 S BROADWAY	0.12	\$ 14,100	\$ -	\$ 14,100
2-217	801 S BROADWAY	0.24	\$ 28,700	\$ 50,700	\$ 79,400
2-87-1	416 CLINTON ST	0.30	\$ 35,600	\$ 66,000	\$ 101,600
2-945	0 PEARL ST	1.27	\$ -	\$ -	\$ -
2-946	505 S BROADWAY	0.36	\$ -	\$ -	\$ -
2-947	419 S MAPLE AVE	2.31	\$ -	\$ -	\$ -
2-947-1	504 S BROADWAY	0.18	\$ -	\$ -	\$ -
2-948	S CHESTNUT AVE	1.55	\$ -	\$ -	\$ -
2-949	506 S BROADWAY	0.47	\$ -	\$ -	\$ -
2-949-A	511 S BROADWAY	0.15	\$ -	\$ -	\$ -
3-310	307 HOWARD ST	0.09	\$ 22,300	\$ -	\$ 22,300
3-314	201 S BROADWAY	0.09	\$ 22,000	\$ 113,000	\$ 135,000
3-315	205 S BROADWAY	0.09	\$ 22,300	\$ -	\$ 22,300
3-316	211 S BROADWAY	0.09	\$ 22,000	\$ 16,600	\$ 38,600
3-317	200 S BROADWAY	0.35	\$ -	\$ -	\$ -
3-326	201 S CHESTNUT AVE	0.18	\$ -	\$ -	\$ -

3-327	209 S CHESTNUT AVE	0.18	\$ -	\$ -	\$ -
3-362	301 S PEARL ST	0.88	\$ 105,000	\$ 14,300	\$ 119,300
3-363	S BROADWAY	0.15	\$ 34,700	\$ 800	\$ 35,500
3-364	223 S BROADWAY	0.11	\$ 26,400	\$ 600	\$ 27,000
3-365	217 S BROADWAY	0.33	\$ -	\$ -	\$ -
3-365-I	S BROADWAY	0.11	\$ -	\$ -	\$ -
3-366	S BROADWAY	0.14	\$ -	\$ -	\$ -
3-367	218 S BROADWAY	0.13	\$ -	\$ -	\$ -
3-368	220 S BROADWAY	0.15	\$ -	\$ -	\$ -
3-369	228 S BROADWAY	0.11	\$ -	\$ -	\$ -
3-369-A	226 S BROADWAY	0.05	\$ 13,200	\$ 65,200	\$ 78,400
3-370	232 S BROADWAY	0.65	\$ -	\$ -	\$ -
3-372	225 S CHESTNUT AVE	0.25	\$ -	\$ -	\$ -
3-373	223 S CHESTNUT AVE	0.14	\$ -	\$ -	\$ -
3-374	219 S CHESTNUT AVE	0.12	\$ -	\$ -	\$ -
3-375	211 S CHESTNUT AVE	0.09	\$ -	\$ -	\$ -
3-551	239 ARNDT ST	4.67	\$ -	\$ -	\$ -
3-552	345 S PEARL ST	0.96	\$ -	\$ -	\$ -
3-554-A	101 BRIDGE ST	0.29	\$ -	\$ -	\$ -
3-556	119 BRIDGE ST	0.70	\$ -	\$ -	\$ -

3-568	401 S BROADWAY	0.57	\$ -	\$ -	\$ -
3-568-1	S BROADWAY	0.37	\$ -	\$ -	\$ -
3-569	420 S BROADWAY	2.20	\$ -	\$ -	\$ -
3-572	402 S BROADWAY	0.11	\$ -	\$ -	\$ -
3-574	421 ARNDT ST	0.13	\$ -	\$ -	\$ -
3-575	336 S BROADWAY	0.51	\$ -	\$ -	\$ -
3-578	325 S CHESTNUT AVE	0.17	\$ -	\$ -	\$ -
3-579	335 S CHESTNUT AVE	0.34	\$ -	\$ -	\$ -
3-580	338 S CHESTNUT AVE	0.67	\$ -	\$ -	\$ -
3-587	324 S BROADWAY	0.13	\$ -	\$ -	\$ -
3-588	316 S BROADWAY	0.15	\$ 33,000	\$ 67,100	\$ 100,100
3-589	312 S BROADWAY	0.12	\$ 7,800	\$ -	\$ 7,800
3-590	304 S BROADWAY	0.13	\$ 8,600	\$ -	\$ 8,600
3-591	300 S BROADWAY	0.17	\$ 29,000	\$ 147,800	\$ 176,800
3-593	305 S CHESTNUT AVE	0.14	\$ -	\$ -	\$ -
3-594	311 S CHESTNUT AVE	0.12	\$ -	\$ -	\$ -
3-595	315 S CHESTNUT AVE	0.13	\$ -	\$ -	\$ -
3-596	319 S CHESTNUT AVE	0.13	\$ -	\$ -	\$ -
96	TOTAL	55.51	\$ 839,000	\$ 2,149,600	\$ 2,988,600

numbers are assessed values as of January 1, 2019, except for
numbers in italics are assessed values as of January 1, 2018

Appendix D: TID 22 Pro Forma

TID #	REVENUES				EXPENDITURES			TID BALANCE
	PARCEL COUNT	BASE VALUE	TAX RATE		LOANS	PAYGO	MANAGEMENT	
CREATED	24	\$	-	\$ 23.38	\$ 8,500,000			
YEAR	NEW VALUE	INC VALUE	INC TAXES		DEBT SERVICE			
0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (53,000)	\$ (53,000)
1	\$ -	\$ -	\$ -	\$ -	\$ (270,000)	\$ -	\$ (51,700)	\$ (374,700)
2	\$ -	\$ -	\$ -	\$ -	\$ (650,000)	\$ -	\$ (50,400)	\$ (1,075,100)
3	\$ 9,100,000	\$ 9,100,000	\$ -	\$ -	\$ (650,000)	\$ (46,252)	\$ (49,100)	\$ (1,820,452)
4	\$ 9,200,000	\$ 9,200,000	\$ 212,758	\$	\$ (650,000)	\$ (46,252)	\$ (47,800)	\$ (2,351,746)
5	\$ 9,300,000	\$ 9,300,000	\$ 215,096	\$	\$ (650,000)	\$ (46,252)	\$ (46,500)	\$ (2,879,402)
6	\$ 36,900,000	\$ 36,900,000	\$ 217,434	\$	\$ (650,000)	\$ (367,727)	\$ (45,200)	\$ (3,724,895)
7	\$ 37,000,000	\$ 37,000,000	\$ 862,722	\$	\$ (650,000)	\$ (367,727)	\$ (43,900)	\$ (3,923,800)
8	\$ 37,100,000	\$ 37,100,000	\$ 865,060	\$	\$ (650,000)	\$ (367,727)	\$ (42,600)	\$ (4,119,067)
9	\$ 37,200,000	\$ 37,200,000	\$ 867,398	\$	\$ (650,000)	\$ (367,727)	\$ (41,300)	\$ (4,310,696)
10	\$ 37,300,000	\$ 37,300,000	\$ 869,736	\$	\$ (650,000)	\$ (367,727)	\$ (40,000)	\$ (4,498,687)
11	\$ 43,400,000	\$ 43,400,000	\$ 872,074	\$	\$ (650,000)	\$ (451,895)	\$ (38,700)	\$ (4,767,208)
12	\$ 43,500,000	\$ 43,500,000	\$ 1,014,692	\$	\$ (650,000)	\$ (451,895)	\$ (37,400)	\$ (4,891,811)
13	\$ 43,600,000	\$ 43,600,000	\$ 1,017,030	\$	\$ (650,000)	\$ (451,895)	\$ (36,100)	\$ (5,012,776)
14	\$ 43,700,000	\$ 43,700,000	\$ 1,019,368	\$	\$ (650,000)	\$ (451,895)	\$ (34,800)	\$ (5,130,103)
15	\$ 43,800,000	\$ 43,800,000	\$ 1,021,706	\$	\$ (650,000)	\$ (451,895)	\$ (33,500)	\$ (5,243,792)
16	\$ 43,900,000	\$ 43,900,000	\$ 1,024,044	\$	\$ (650,000)	\$ (451,895)	\$ (32,200)	\$ (5,353,843)
17	\$ 44,000,000	\$ 44,000,000	\$ 1,026,382	\$	\$ (650,000)	\$ (451,895)	\$ (30,900)	\$ (5,460,256)
18	\$ 44,100,000	\$ 44,100,000	\$ 1,028,720	\$	\$ (650,000)	\$ (321,475)	\$ (29,600)	\$ (5,432,611)
19	\$ 44,200,000	\$ 44,200,000	\$ 1,031,058	\$	\$ (650,000)	\$ (321,475)	\$ (28,300)	\$ (5,401,328)
20	\$ 44,300,000	\$ 44,300,000	\$ 1,033,396	\$	\$ (650,000)	\$ (321,475)	\$ (27,000)	\$ (5,366,407)
21	\$ 44,400,000	\$ 44,400,000	\$ 1,035,734	\$	\$ (380,000)	\$ -	\$ (25,700)	\$ (4,736,373)
22	\$ 44,500,000	\$ 44,500,000	\$ 1,038,072	\$	\$ -	\$ -	\$ (24,400)	\$ (3,722,701)
23	\$ 44,600,000	\$ 44,600,000	\$ 1,040,410	\$	\$ -	\$ -	\$ (23,100)	\$ (2,705,391)
24	\$ 44,700,000	\$ 44,700,000	\$ 1,042,748	\$	\$ -	\$ -	\$ (21,800)	\$ (1,684,443)
25	\$ 44,800,000	\$ 44,800,000	\$ 1,045,086	\$	\$ -	\$ -	\$ (20,500)	\$ (659,857)
26	\$ 44,900,000	\$ 44,900,000	\$ 1,047,424	\$	\$ -	\$ -	\$ (19,200)	\$ 368,367
27	\$ 45,000,000	\$ 45,000,000	\$ 1,049,762	\$	\$ -	\$ -	\$ (17,900)	\$ 1,400,229
TOTAL	\$ 45,000,000	\$ 45,000,000	\$ 21,497,910	\$	\$ (13,000,000)	\$ (6,105,081)	\$ (992,600)	\$ 1,400,229



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # L.17.

To adopt a Creation Resolution to establish TID Number Twenty-Three (23), Legends District, and adopt the Project Plan. TID 23 is generally located in the area east of Holmgren Way, south of Lombardi Avenue, west of Bart Starr Drive, and north of Mike McCarthy Way. TID 23 will be classified as a blight elimination district based on the identification and classification of the property proposed to be included within the TID. Proposed projects include cash grants and loans to owners, lessees, or developers of property within the TID; road, pedestrian, bicycle, and other transportation improvements; potable water, sanitary sewer, and storm water infrastructure; public spaces and amenities; land acquisition, environmental remediation, structural rehabilitation, and new construction; and administration. The proposed costs include projects within the proposed boundary and within a one-half (1/2) mile radius of the proposed boundary of the TID, subject to the amendment and removal of the blight designation from parcels owned by Ron Smits, Tax Parcels I-1841-E and I-1841-E-I, but keep the parcels within TID 23. (August 20, 2019)

BACKGROUND

In accordance with the Comprehensive Plan, the City of Green Bay ("City") and Redevelopment Authority of the City of Green Bay ("RDA") seek to create a more safe, productive, accessible, and innovative community in order to generate economic activity and tax base. The City and RDA have concluded that the generally located in the area east of Holmgren Way, south of Lombardi Avenue, west of Bart Starr Drive, and north of Mike McCarthy Way is not attaining its highest and best land use based on the Comprehensive Plan. But for the creation of a Tax Increment District ("TID"), the future land uses identified in the Comprehensive Plan would not occur in the manner desired by the City and RDA.

RECOMMENDATION

Recommend RDA and the City adopt a Creation Resolution to establish TID Number Twenty-Three (23), Legends District, and adopt the Project Plan.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

- I. L17 - 6.2 - TID - TID 23 - Project Plan - I90917 - Council



City of Green Bay
Department of Community and Economic Development

Tax Increment District Twenty-Three (23)

Legends District

PROJECT PLAN

City of Green Bay, Wisconsin
DRAFT 17 September 2019

Joint Review Board of the City of Green Bay

Diana Ellenbecker, *City of Green Bay*
Chad Weininger, *Brown County*
Cale Pulczynski, *Green Bay Area Public Schools*
Bob Mathews, *Northeast Wisconsin Technical College*
Brent Weycker, *Citizen Member*

Common Council of the City of Green Bay

Eric Genrich, *Mayor*
Mark Steuer, *President, District 10*
Bill Galvin, *Vice-President, District 4*
Barbara Dorff, *District 1*
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Redevelopment Authority of the City of Green Bay

Gary Delveaux, *Chair*
Matt Schueller, *Vice Chair*
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Melanie Parma
Alderson Barbara Dorff
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Table of Contents

Summary of Findings4

Description of the Proposed District.....7

 The City of Green Bay.....7

 The District / Neighborhood8

 Tax Increment District Number Twenty-Three (TID 23).....8

 TIF Capacity Analysis9

Project Costs10

 Specific Projects.....10

 Other Eligible Projects.....13

Economic Feasibility13

 City Financial Strength13

 Financing Methods14

 Projected Property Tax Increment.....14

 TID 23 Pro Forma.....16

Required Documentation16

 Relocation16

 Non-Project Costs.....16

 Promotion of Orderly Growth.....16

 Proposed Changes to City Plans and Ordinances.....17

Maps.....18

Appendix A: City Attorney Legal Opinion25

Appendix B: Legal Description for TID 2327

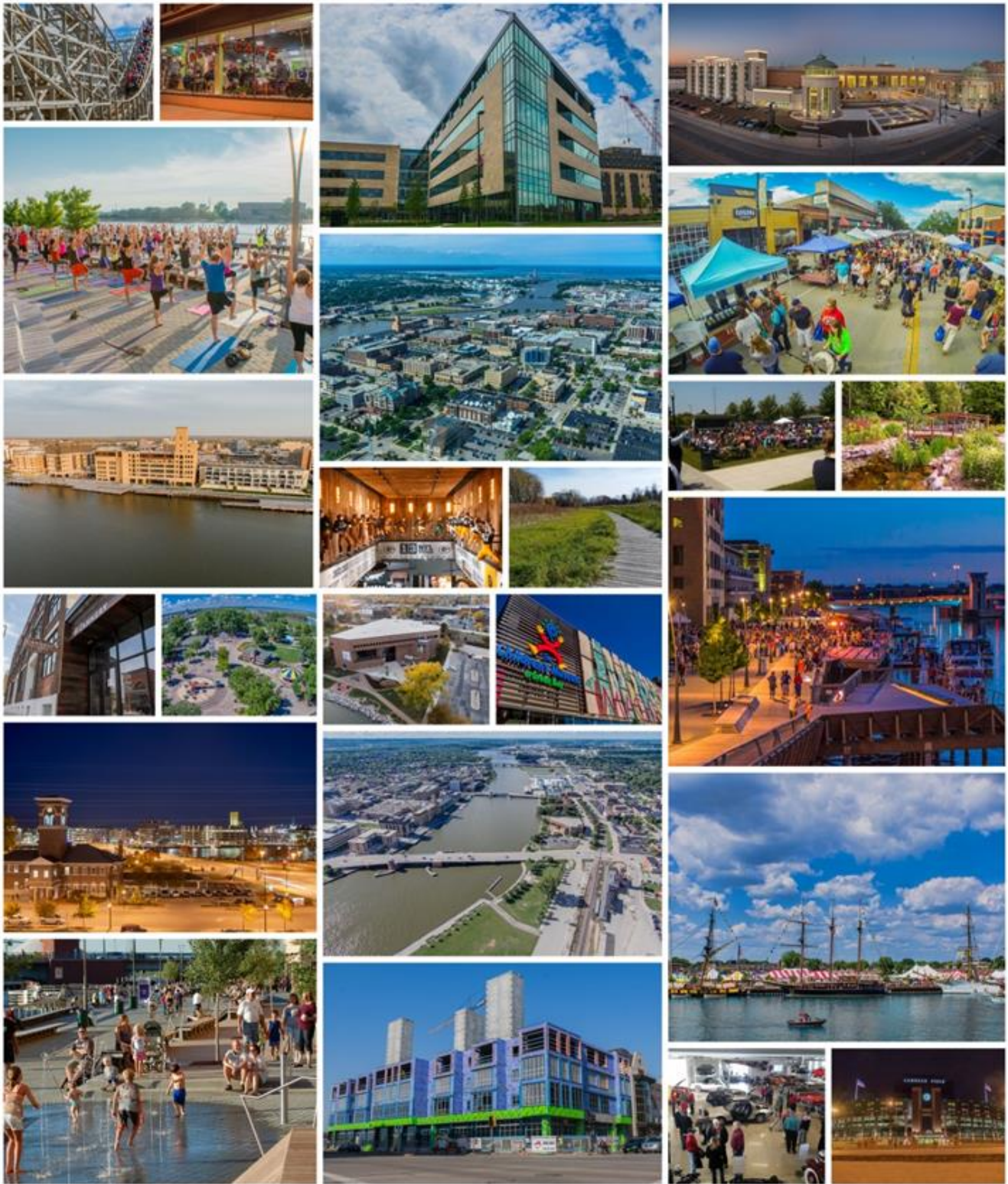
Appendix C: TID 23 Parcels and Assessed Values30

Appendix D: TID 23 Pro Forma31

Summary of Findings

1. In accordance with the *Comprehensive Plan*, the City of Green Bay (“City”) and Redevelopment Authority of the City of Green Bay (“RDA”) seek to create a more safe, productive, accessible, and innovative community in order to generate economic activity and tax base; and
2. The City and RDA have concluded that the generally located in the area east of Holmgren Way, south of Lombardi Avenue, west of Bart Starr Drive, and north of Mike McCarthy Way is not attaining its highest and best land use based on the *Comprehensive Plan*; and
3. That “but for” the creation of a Tax Increment District (TID), the future land uses identified in the *Comprehensive Plan* would not occur in the manner desired by the City and RDA; and
4. The Common Council of the City designated the RDA to perform all acts necessary, including the preparation of a Project Plan, for the creation of Tax Incremental District Number Twenty-Three (23): Legends District (“TID 23”), on Tuesday, July 16, 2019; and
5. The RDA performed the following acts, in accordance with Wis. Stats. §66.1105, to wit:
 - 5.1. On Tuesday, August 20, 2019, at 1:30 p.m. in Room 604 of City Hall, 100 N. Jefferson St., held a public hearing on the proposed creation of TID 23, in which interested parties were afforded reasonable opportunity to express their views on the proposed Project Plan; and
 - 5.2. On Wednesday, August 7, 2019, and Monday, August 12, 2019, published a notice of said public hearing in the Green Bay Press-Gazette; and
 - 5.3. On Monday, August 5, 2019, mailed, by first-class certified mail, owners of property identified by the Project Plan as in need of rehabilitation work said identification of property and a notice of said public hearing; and
 - 5.4. On Monday, August 5, 2019, mailed, by first-class mail, the chief executive officer of Brown County, the Green Bay Area School District, and Northeast Wisconsin Technical College a copy of the notice of said public hearing; and
 - 5.5. On Monday, August 5, 2019, made a hard copy of the Project Plan available for public review in Room 608 of City Hall and posted it on the City website; and
6. The Project Plan meets all the requirements of Wis. Stats. §66.1105, to wit:
 - 6.1. An economic feasibility study; and
 - 6.2. A detailed list of estimated project costs; and
 - 6.3. 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; and
 - 6.4. A map showing existing uses and conditions of real property within TID 23; and
 - 6.5. A map showing proposed improvements and uses in TID 23; and
 - 6.6. A statement confirming that the estimated percentage of land devoted to retail uses within the territory of TID 23 will not exceed thirty-five percent (35%).
 - 6.7. Statements indicating proposed changes in zoning ordinances, master plan, official map, building codes and city ordinances, if any; and
 - 6.8. A list of estimated non-project costs; and
 - 6.9. A statement relating to the proposed method for the relocation of any persons to be displaced; and
 - 6.10. A statement indicating how creation of TID 23 promotes the orderly development of the City; and
 - 6.11. An opinion of the City Attorney that the Project Plan is complete and complies with Wis. Stats. §66.1105; and
7. The RDA makes the following findings as required by Wis. Stats. §66.1105, to wit:
 - 7.1. That “but for” the creation of a TID, the development projected to occur as detailed in the *Comprehensive Plan* would not occur in the manner desired by the City and RDA because of challenges associated with:
 - 7.1.1. Additional costs associated with environmental remediation and mitigation; and/or
 - 7.1.2. Additional costs associated with rehabilitation and historic preservation; and/or
 - 7.1.3. Blighted parcels and the stigma of certain neighborhoods caused by disinvestment; and/or
 - 7.1.4. The lack of traditional financing options for forward-thinking projects; and

- 7.2. The equalized value of taxable property of TID 23 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; and
- 7.3. TID 23 shall be a blighted area district, as ninety-six percent (96%) – thirty-two and seventy hundredths (32.70) of thirty-four and seven-hundredths (34.07) acres – of the real property within TID 23 is in need of blight elimination, thereby exceeding the fifty percent (50%) threshold as defined in Wis. Stats. §66.1337 (2m)(b); and
- 7.4. The proposed activities and project costs in the Project Plan relate directly to blight elimination within TID 23 consistent with the purpose for which the District is created; and
- 7.5. The proposed activities and project costs in the Project Plan are in concurrence with Wis. Stats. §66.1337, which enable the City to conduct specific blight elimination and rehabilitation and conservation work, including:
 - 7.5.1. A program of voluntary or compulsory repair and rehabilitation of buildings or other improvements; and
 - 7.5.2. 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
 - 7.5.3. Installation, construction or reconstruction of streets, utilities, parks, playgrounds, and other improvements necessary for carrying out an urban renewal project; and
 - 7.5.4. The disposition, for uses in accordance with the objectives of the urban renewal project, of any property acquired in the area of the project; and
- 7.6. The improvement of the area is likely to significantly enhance the value of substantially all of the other real property in TID 23; and
- 7.7. The economic benefits of TID 23, as measured by increased property value, employment, and income,
 - 7.7.1. are greater than the cost of the improvements identified in the Project Plan; and
 - 7.7.2. are greater than the anticipated tax increments to be paid by owners of real property within the overlying taxing jurisdictions; and
- 7.8. The TID 23 Project Plan is feasible and in conformity with the *City Comprehensive Plan*.



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. Green Bay Metro Transit operates thirteen full-service bus routes and paratransit services that provide over a million and a half rides annually in the metro area. Several miles of pedestrian and bicycle facilities enhance mobility and accessibility. The Austin Straubel International Airport (GRB) serves more than 600,000 passengers and ships 310,000 pounds of freight cargo annually through 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 serve the Port and many industrial areas.

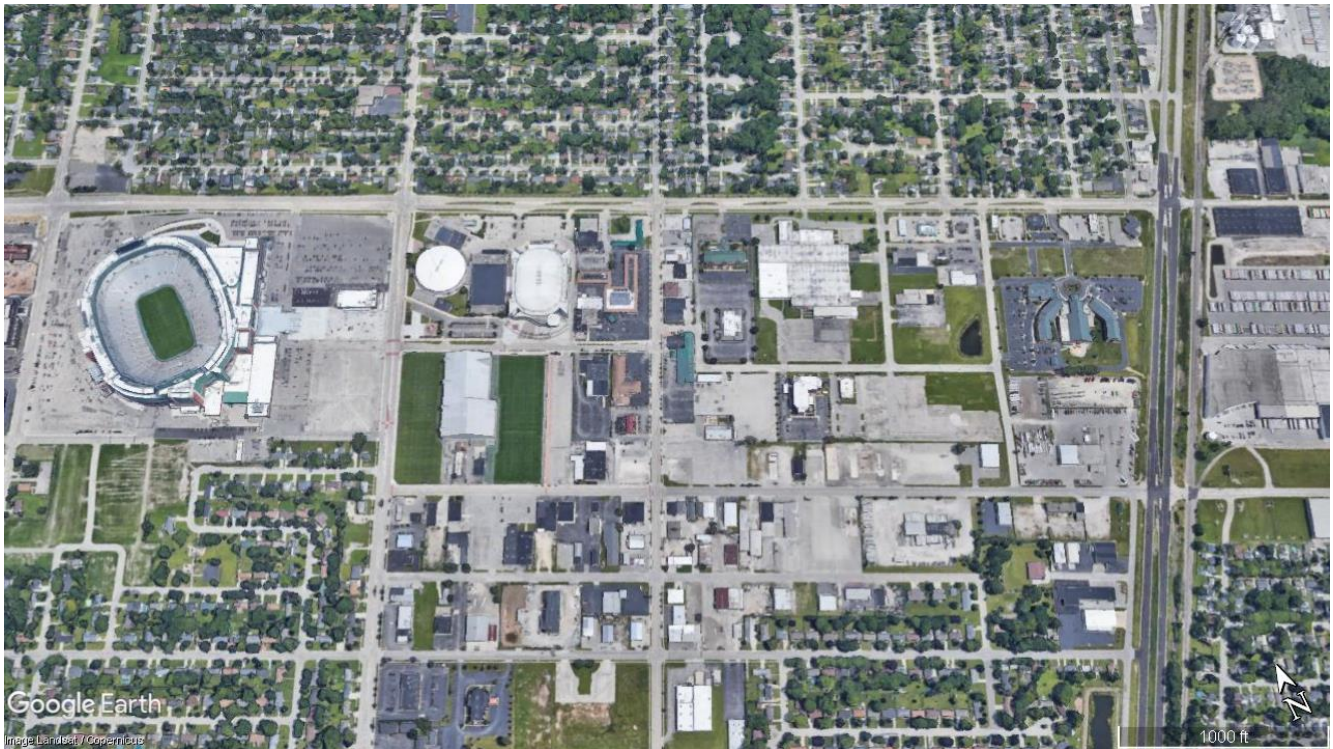
Programs that transform innovative ideas into viable businesses demonstrate a community commitment to helping entrepreneurs succeed. The Startup Hub, UWGB Small Business Development Center, NWTC Artisan and Business Center, and Brown County Culinary Kitchen have demonstrated success incubating businesses. 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. It 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 in the City.

An urban renaissance is occurring across the nation as people are rediscovering the economic and cultural advantages of cities. The City of Green Bay is well-positioned to capitalize on this trend and welcomes prospective residents, businesses, and investors to our community.

The District / Neighborhood



The Legends District is located in the south central part of the City, on the west side of the Fox River, generally in the area east of Holmgren Way, south of Lombardi Avenue, west of Bart Starr Drive, and north of Mike McCarthy Way, along the municipal boundary with the Village of Ashwaubenon.

First developed as an air strip in the 1930's, the district grew into an industrial center in the 1960's with the conversion of Ashland Avenue into US-41 (now I-41). The earliest businesses involved manufacturing, lumber, and transportation and logistics, of which a few continue to operate today. Expansion of the national sports and entertainment complex that includes Lambeau Field (81,000-seat outdoor stadium and home of the NFL Green Bay Packers), the Resch Center (9,800-seat indoor arena), and (in 2021) the Brown County Expo Center (with 120,000 square feet of event space), has provided greater opportunity to convert properties from industrial uses to more commercial and hospitality uses.

In response to this changing market, the City completed the *Legends District Master Plan* in 2017, which identified potential redevelopment opportunities in the district.

Tax Increment District Number Twenty-Three (TID 23)

Under Wisconsin Statutes 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 22 is being created in order to provide a mechanism to overcome challenges related to the additional costs associated with environmental remediation and mitigation; additional costs associated with rehabilitation

and historic preservation; blighted parcels and the stigma of certain neighborhoods caused by disinvestment; and the lack of traditional financing options for forward-thinking projects.

Of the thirty-four and seven-hundredths (34.07) total acres of real property within TID 23, thirty-two and seventy hundredths (32.70) acres, or ninety-six percent (96%), are in need of blight elimination.

Map 1 shows the location of TID 23 within the city, while **Map 2** shows its detailed boundaries. The legal description for TID 23 is attached as **Appendix B**. TID 23 has ten (10) parcels totaling thirty-four and seven-hundredths (34.07) acres of real property and three and sixty-four hundredths (3.64) acres of public road right-of-way, for a total size of thirty seven and seventy-one hundredths (37.71) acres. **Table 1** and **Map 3** show the distribution of zoning categories, while **Table 2** and **Map 4** show the distribution of land use activities. **Map 5** shows parcels in need of blight elimination.

Zoning	Acres	Percentage
GI – General Industry	31.99	93.87%
C-2 – Commercial Two	1.37	4.02%
CI – Commercial One	0.71	2.10%

Table 1. Zoning distribution.

Land use	Acres	Percentage
industrial, manufacturing, and waste-related	17.36	50.95%
travel or movement	9.00	26.42%
shopping, business, and trade	4.49	13.19%
social, institutional, and infrastructure	2.50	7.33%
leisure activities	0.72	2.10%

Table 2. Land use activity distribution.

The estimated percentage of land devoted to retail uses within the territory of TID 23 will not exceed thirty-five percent (35%).

On January 1, 2019, TID 23 had a combined assessment of ten million, five hundred and ninety-one thousand, nine hundred dollars (\$10,591,900.00). This equates to approximately three hundred ten thousand, eight hundred eighty-six dollars (\$310,886.00) per taxable acre or two hundred eighty thousand, eight hundred seventy-seven dollars (\$280,877.00) for taxable and non-taxable acres. **Appendix C** provides a listing of all parcels and assessed values within the TID.

TIF Capacity Analysis

Wis. Stats. §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 23, as the addition of TID 23 will only raise the percent of equalized value in TID's from 5.35 % to 5.52 %.

Measure	Amount as of January 1, 2019
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 23 @ 94.4% estimated ratio	\$11,220,233
Total value for twelve percent (12%) test	\$364,727,733
New percent equalized value within TIDs, including TID 23	5.52%

Table 3. Tax increment finance capacity.

Project Costs

The Department of Community and Economic Development works to link and leverage our natural, built, human, and social assets in order to generate valuable products, services, and experiences within the City.

The City supports development projects that make our community more:

1. safe; projects that
 - 1.1. remove blighted and neglected properties with high complaint and/or police call volumes
 - 1.2. remediate environmental contamination and/or enhance the physical (soil, water, air) landscape
 - 1.3. strengthen and/or expand public water, sewer, stormwater, and other utility infrastructure
 - 1.4. eliminate and/or reduce transportation hazards
2. productive; projects that
 - 2.1. rehabilitate and/or build new structures with high-performance designs, systems, and finishes
 - 2.2. create a significantly higher per acre property value than adjacent properties and the City average
 - 2.3. generate property taxes greater than the cost of providing infrastructure and services
 - 2.4. generate job opportunities for smart and skilled individuals
3. accessible; projects that
 - 3.1. rehabilitate and/or build new structures for individuals of all ages and abilities
 - 3.2. are located in places easy to reach on foot, bicycle, or transit
 - 3.3. strengthen and/or expand non-motorized transportation networks
 - 3.4. generate job opportunities for individuals of all ages, abilities, and incomes
4. innovative; projects that
 - 4.1. expand our range of (residential, commercial, and industrial) real estate products
 - 4.2. are designed and built with options for conversion to alternative uses in the future
 - 4.3. create and/or enhance unique public spaces, amenities, and art
 - 4.4. support disruptive startups and high-growth, second-stage companies

Specific Projects

In order for the City to consider if a development project is eligible for a TIF incentive, the City asks that interested developers submit a proposal that includes the following elements:

1. preliminary concept plan for the project that identifies:
 - 1.1. location of all proposed structures
 - 1.2. transportation infrastructure, including pedestrian and bicycle networks
 - 1.3. utility infrastructure, including stormwater management
 - 1.4. any infrastructure or land that will be dedicated to the public
2. preliminary construction documents:

- 2.1. floor plans
- 2.2. full-color elevations for all sides of all proposed structures
- 2.3. descriptions of all exterior building materials
- 2.4. descriptions and photographic examples of interior finishes
3. preliminary budget with sources and uses
 - 3.1. proposed sources, including equity and financing commitments
 - 3.2. construction budget: detail hard and soft costs
 - 3.3. extraordinary expenses for which TIF is requested
 - 3.4. projected sales and/or rental income; including those already secured
4. supporting documentation
 - 4.1. construction timetable
 - 4.2. description of developer: principals, members, and officers
 - 4.3. list of past projects and references
 - 4.4. appraisal, market analysis, comparable projects

It is also important to note that the City support projects completed by a trusted developer who:

1. will contribute equity no less than twenty percent (20%) of “hard” project costs;
2. will demonstrate ability to obtain financing and insurance coverage;
3. is a corporation in good standing with no pending litigation or default; and
4. has good references and/or previous 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 23, 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
Purpose	provide a source of gap funding for projects on parcels with more development challenges (e.g. brownfields remediation)
Allocation	\$14,000,000
Disbursement	applied as needed, assistance should be through an annual post-project reimbursement (i.e. PayGo); the amount of financial assistance in any given year should not exceed eighty (80%) of the annual incremental taxes
Improvement #2	Infrastructure: streets
Details	construct additional streets identified in the <i>Legends District Master Plan</i> , namely the extension of Reggie White Way from Tony Canadeo Run to Mike McCarthy Way, between of Holmgren Way and Bart Starr Drive
Purpose	enhance access and development potential of larger block faces; improve vehicular traffic circulation
Allocation	\$1,000,000
Disbursement	plan to construct in 2021 or later; alignment needs to coordinate with the Village of Ashwaubenon; before applying, consider if larger-scale developments

are better served by private or public infrastructure; a portion may be covered under a bond issue

Improvement #3	Infrastructure: pedestrian and bicycle
Details	sidewalks, bicycle lanes, cycle tracks, and crossing improvements (e.g. medians, markings, signs, signals) as identified in the <i>Legends District Master Plan</i>
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
Allocation	\$500,000
Disbursement	plan to construct in 2020 through 2022; alignment needs to coordinate with the Village of Ashwaubenon; 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 #4	Infrastructure: stormwater
Details	filtration, infiltration, retention and detention facilities
Purpose	increase capacity for additional development and redevelopment
Allocation	\$500,000
Disbursement	development should be serviced by existing facilities, possible to coordinate with Village of Ashwaubenon; integrate public and private projects when possible to minimize costs; a portion may be covered under a bond issue
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	\$1,000,000
Disbursement	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
Purpose	cover administrative costs from the appropriate source
Allocation	\$1,000,000
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 for development, redevelopment, or conservancy
2. relocation costs related to property, right-of-way, and easement acquisition
3. public infrastructure improvements that will ultimately be dedicated for public service, including,
 - 3.1. road, pedestrian, and bicycle improvements
 - 3.2. sanitary sewer, storm sewer, and potable water and wastewater mains and laterals, and storm water management facilities
 - 3.3. telephone, high-speed cable, and related technology infrastructure
 - 3.4. natural gas, electrical power, and other public utilities
 - 3.5. any related engineering, grading, erosion control, and landscaping
 - 3.6. any related land acquisitions and anticipated and intentional corrections to adjacent property affected by the public improvements, including grading
4. site preparation activities of private parcels, including
 - 4.1. environmental remediation, and asbestos abatement
 - 4.2. demolition and clearing of structures
 - 4.3. related engineering, grading, erosion control, and landscaping
5. administrative costs, including those paid to the City or consultants for services rendered
6. financing costs
7. projects within one-half (1/2) mile radius of the boundary of TID 23 provided that
 - 7.1. The project area is located within the corporate boundary of the City of Green Bay
 - 7.2. The project produces land uses identified in the Comprehensive Plan that would otherwise not occur in the manner desired by the City and RDA

Economic Feasibility

This section demonstrates that the proposed TID 23 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 Wis. Stats. §66.46.

City Financial Strength

In 2019, Moody's assigned the City of Green Bay an Aa3 rating, noting its sizeable tax base that serves as the economic hub of northeastern Wisconsin and moderate pension burden. This high-grade rating implies that the City has a very strong capacity to meet its financial commitments.

Financing Methods

The City will offer the following types of financing alternatives and developer incentives (in preferred order):

1. up-front grants with cash from external grants or other sources
2. pay-as-you-go (“PAYGo”) reimbursement derived from incremental property taxes
3. up-front grants from an existing balance in a the TID account
4. up-front grants from new bonds repaid through incremental property taxes
5. up-front grants from general obligation bonds repaid through general property taxes
6. City guarantee of private loans
7. up-front loans issued by the City
8. up-front grants with cash from a “donor” TID with excess increment

The City looks to continue its successful track record of public-private partnerships on future projects. We also support development projects through brownfields assessment assistance, our small business revolving loan fund, neighborhood enhancement funds, and façade and demolition grants.

The City looks to continue its successful track record of public-private partnerships on future projects. We also support development projects through brownfields assessment assistance, our small business revolving loan fund, neighborhood enhancement funds, and façade and demolition grants.

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** shows the manner in which the area will be redeveloped. The City believes that there are four (4) 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. Legacy Hotel. Located at 1004 Brett Favre Pass, this site of approximately three and one hundred twenty five thousandths (3.125) acres is currently a vacant restaurant. A Developer intends to complete a Project, which involves construction of a five (5)-story boutique, all-suites hotel of approximately ninety thousand (90,000) square feet, along with parking, landscaping, lighting and other related improvements.

Attribute	Land value	Improvement value	Total value	Annual property taxes
Current value	\$816,000	\$1,073,000	\$1,889,900	\$44,186
Estimated new value	\$816,000	\$11,184,000	\$12,000,000	\$280,560
Incremental value	\$0	\$10,111,000	\$10,110,100	\$236,374

Table 4. Projected increment for Site A.

Redevelopment Site B. White Starr Parcels. Located at 949 Tony Canadeo Run, this site of approximately six (6.0) acres, is primarily vacant land. There is great potential for large-scale multi-family residential as well as food, beverage, and entertainment uses in the future.

Attribute	Land value	Improvement value	Total value	Annual property taxes
Current value	\$1,320,400	\$97,300	\$1,417,700	\$33,145
Estimated new value	\$1,320,400	\$18,679,600	\$20,000,000	\$467,600
Incremental value	\$0	\$18,582,300	\$18,582,300	\$434,455

Table 5. Projected increment for Site B.

Redevelopment Site C. Hudson-Sharp / Badger State Brewing. Located at 975 Lombardi Avenue, this site of approximately thirteen and four-tenths (13.4) acres, currently active with manufacturing, brewery, event space, and surface parking uses. Property has high traffic counts, with over thirteen thousand (13,000) vehicles per day on Lombardi Avenue. There is great potential for large-scale mixed use redevelopment, including residential, retail, office, food, beverage, and entertainment uses in the future.

Attribute	Land value	Improvement value	Total value	Annual property taxes
Current value	\$2,752,600	\$3,135,200	\$5,887,800	\$137,656
Estimated new value	\$2,752,600	\$7,247,400	\$10,000,000	\$233,800
Incremental value	\$0	\$4,112,200	\$4,112,200	\$96,144

Table 6. Projected increment for Site C.

Redevelopment Site D. Stadium View Parking Lot. Located at 1023 Tony Canadeo Run, this site of approximately two and nine-tenths (2.9) acres, currently active with surface parking lot for restaurant, and event space uses. There is potential for residential, food, beverage, entertainment, and other commercial uses in the future.

Attribute	Land value	Improvement value	Total value	Annual property taxes
Current value	\$391,400	\$102,700	\$494,100	\$11,552
Estimated new value	\$391,400	\$4,608,600	\$5,000,000	\$116,900
Incremental value	\$0	\$4,505,900	\$4,505,900	\$105,348

Table 7. Projected increment for Site D.

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 23 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 \$23.38 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 and one-half (4.5%) percent
7. Administration annual payments are through the life of the TID, with annual reductions to account for more work up front getting projects off the ground

The pro forma shows that TID 23 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 Wis. Stats. §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 (RDA).

Non-Project Costs

In the event that TID 23 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 23 is developed in compliance with these plans and general City policies in order to promote orderly and consistent growth. **Map 6** shows the manner in which the area will be redeveloped.

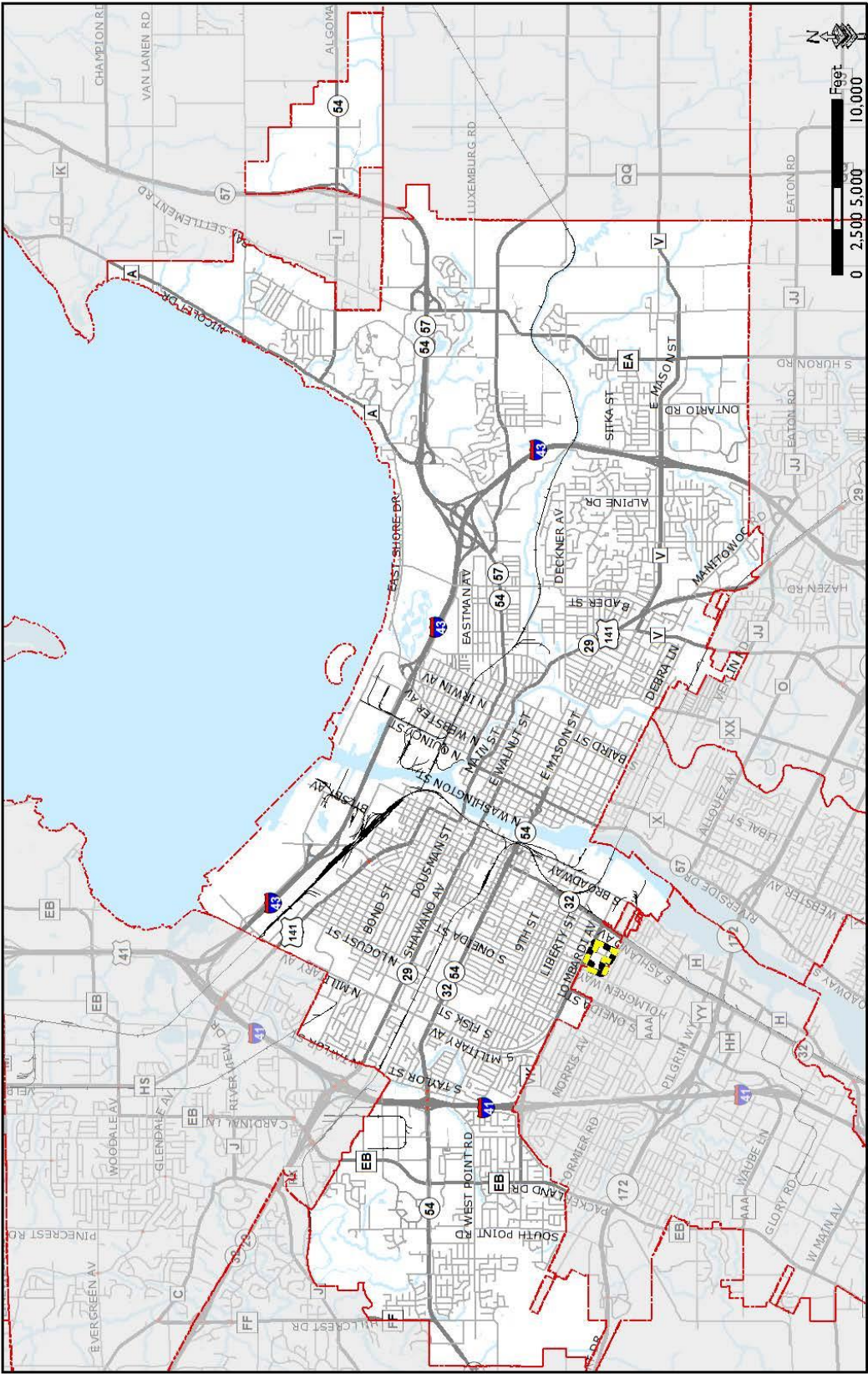
Proposed Changes to City Plans and Ordinances

Master Plan. The City updated its *Comprehensive Plan* in 2003. The planned uses in the TID 23 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 *Legends District Master Plan*. The proposed future land uses are identified within **Map 7**.

Official Map. All streets included in the TID 23 Plan area are included on the official Map for the City of Green Bay as adopted subdivisions. Should redevelopment projects cause a realignment of Reggie White Way, or another affected street, the City will take the required procedural actions to review such amendments.

Zoning. The parcels within TID 23 will be included into an existing Planned Unit Development (PUD) (ZO 12-11), which instills classifications and standards that are consistent with the City *Comprehensive Plan* and the *Legends District Master Plan*.

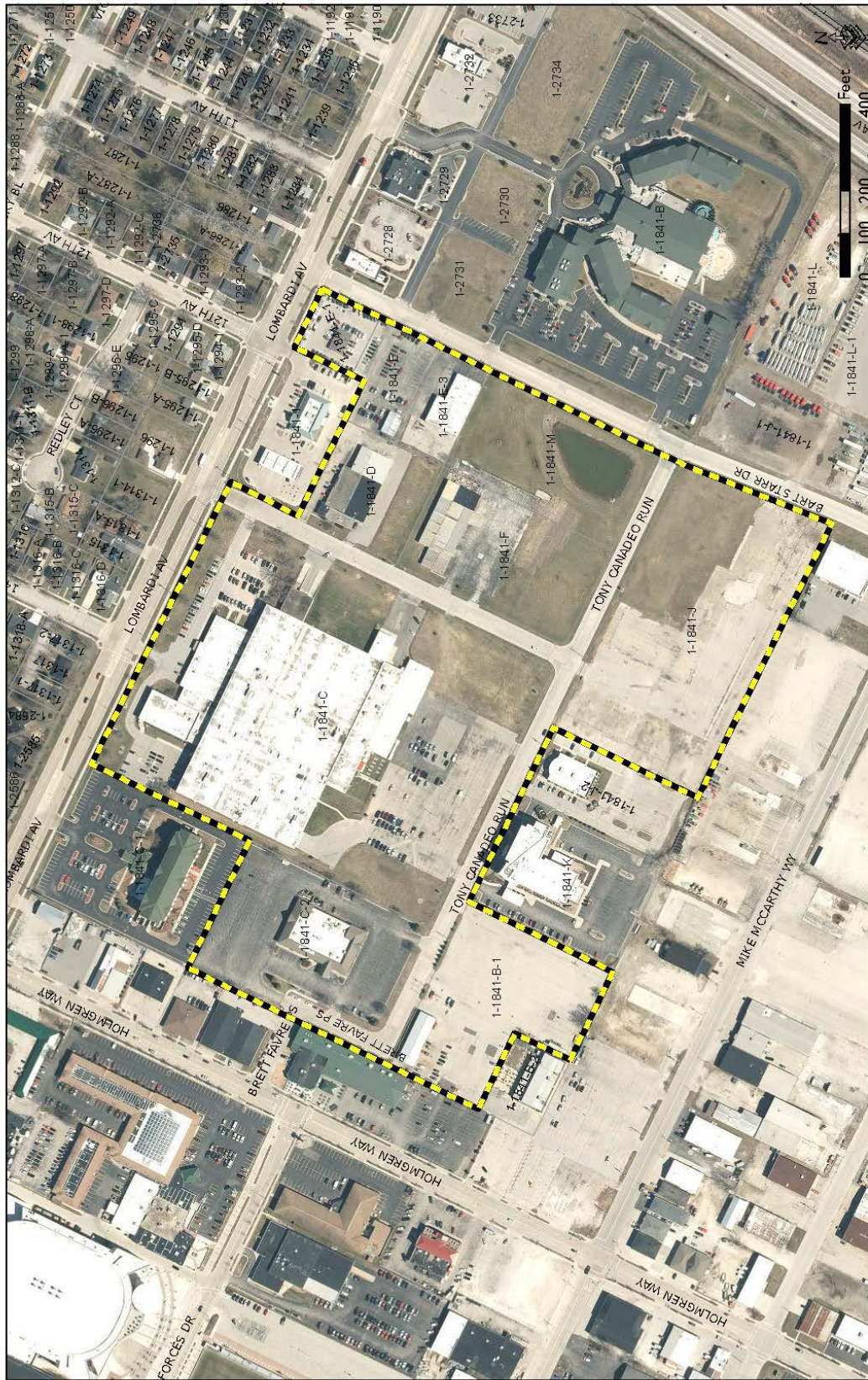
Building Codes. City building codes will not be changed to accommodate TID 23 activities.



TID 23 Map 1: Location in the City of Green Bay



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TID 23 Map 2: Legends District Boundary



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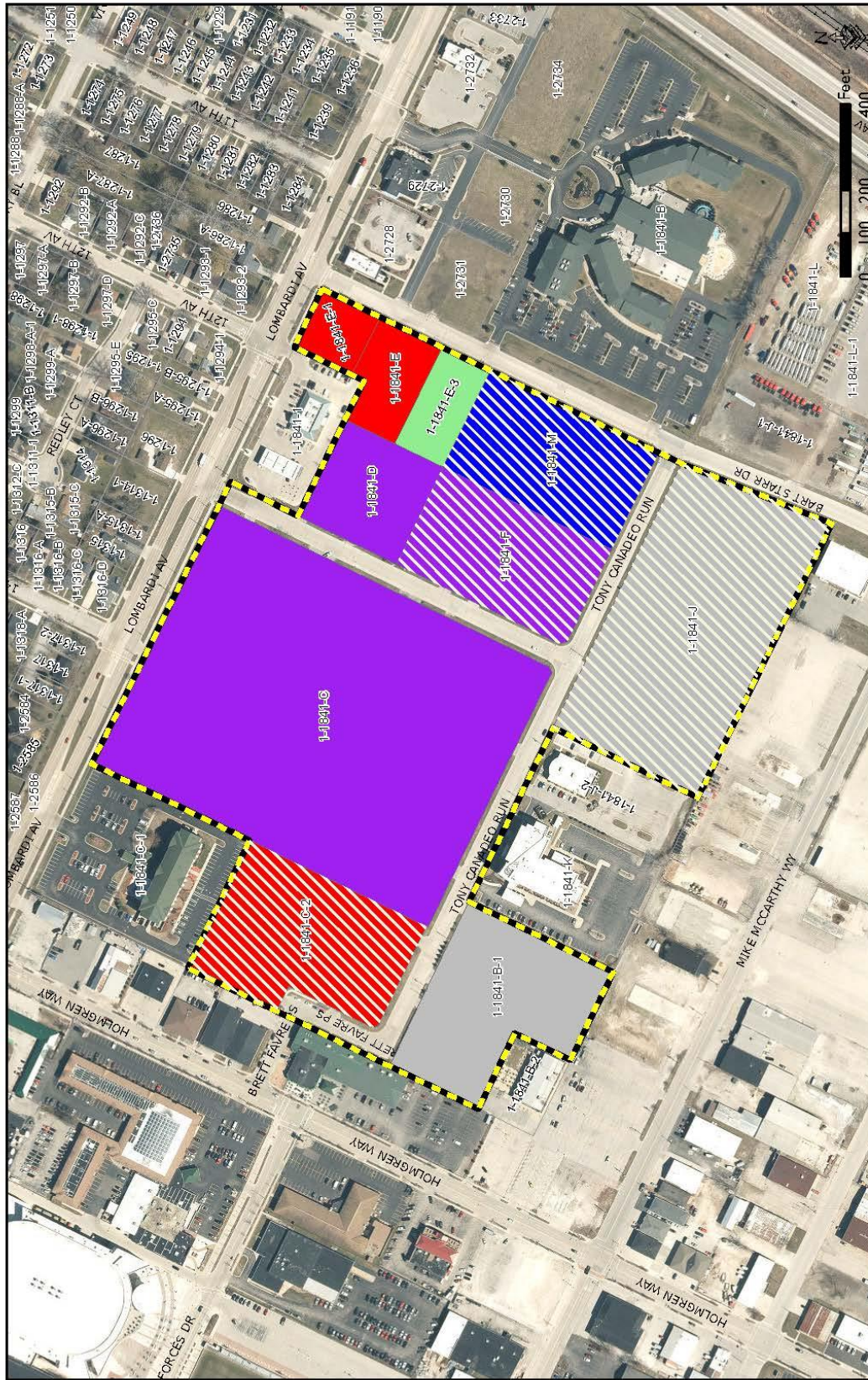
Date Printed: 13 Aug 2019 X:\Planning\Work Order Requests\2019\13 TID 23\TID 23 TID 23 blight.mxd



TID 23 Map 3: Legends District Zoning

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Legend	Description
	OR - Office Residential
	NC - Neighborhood Commercial
	GI - General Industry
	C1 - Commercial One
	RR - Rural Residential
	C2 - Commercial Two
	R1 - Low Density Residential-New Lots
	C3 - Commercial Three
	R2 - Medium Density Residential
	D1 - Downtown One
	R3 - Varied Density Residential
	D2 - Downtown Two
	CON - Conservancy
	SP - Business Park
	LI - Light Industry
	SRU - Special District Light Industry
	Planned Unit District
	TID 23 Boundary

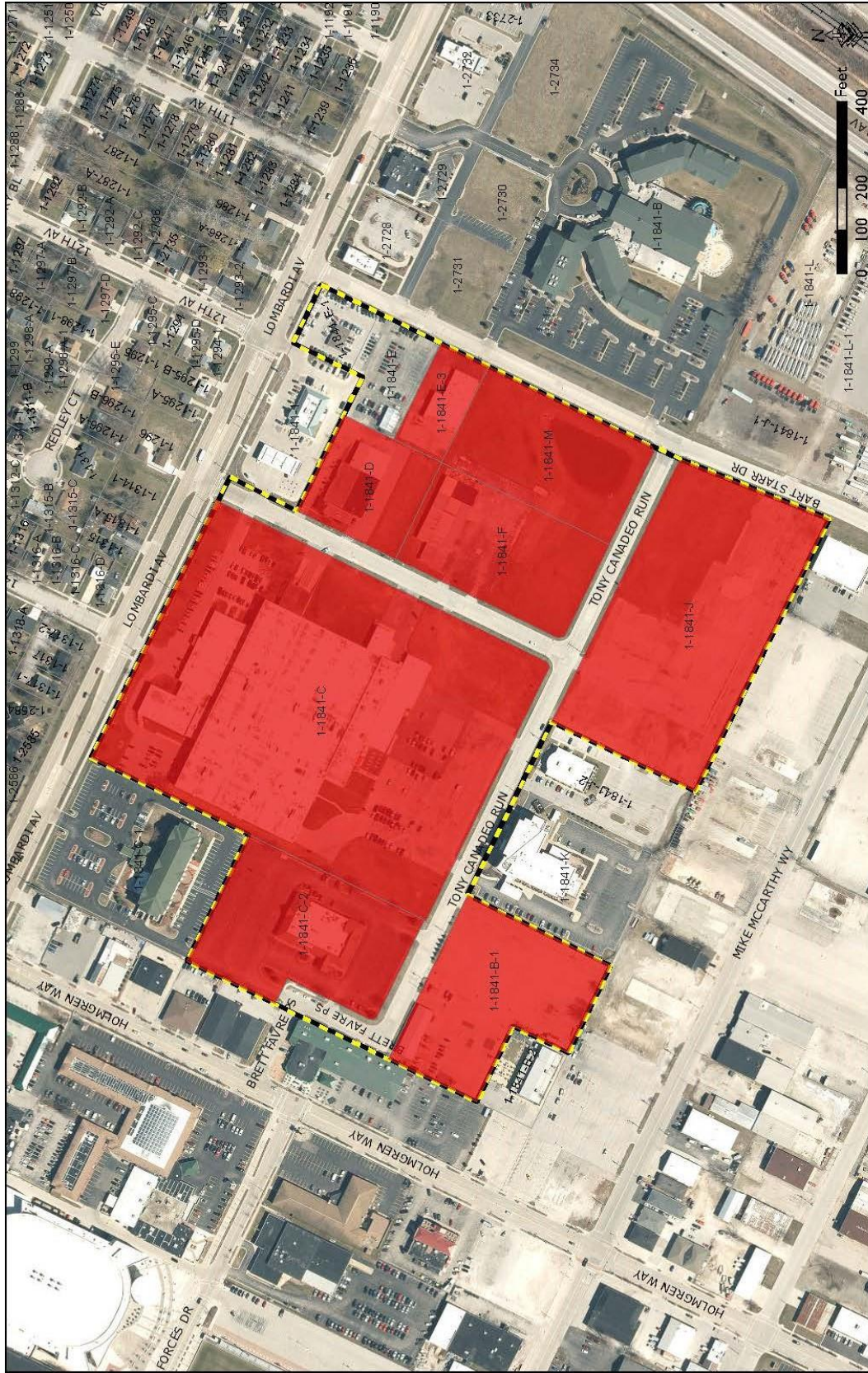


TID 23 Map 4: Legends District Land Use

TID 23 Boundary

	Travel or Movement		Leisure Activities
	Industr., Manuf., and Waste-Related		Social, Inst., or Infr. Related
	Shopping, Business, and Trade		Vacant

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Date Printed: 13 Aug 2019 X:\Planning\Work Order Requests\2019\13 TID23\TID 23\TID 23 land use.mxd



TID 23 Map 5: Legends District Blighted Parcels

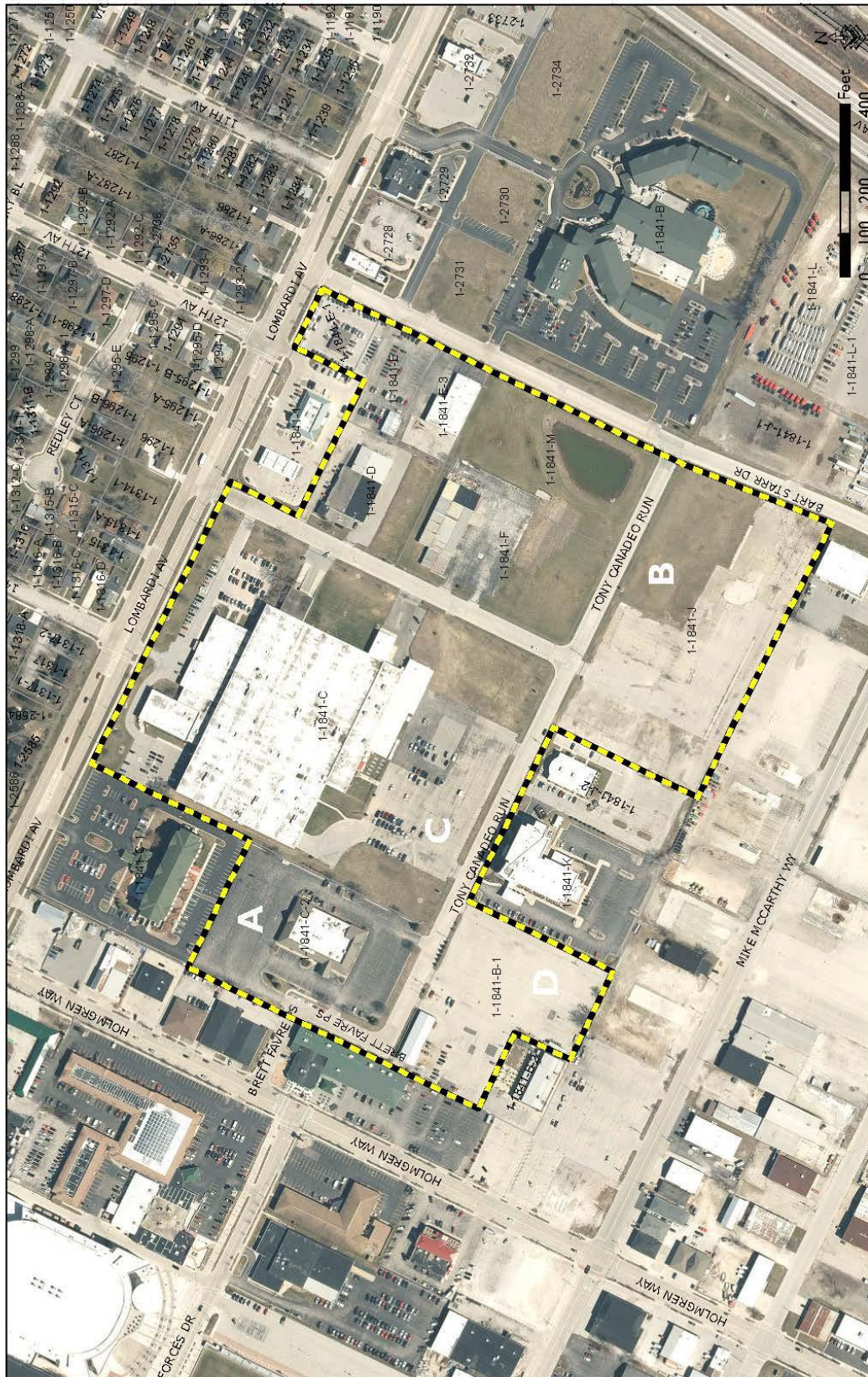


TID 23 Boundary

Blighted Parcels

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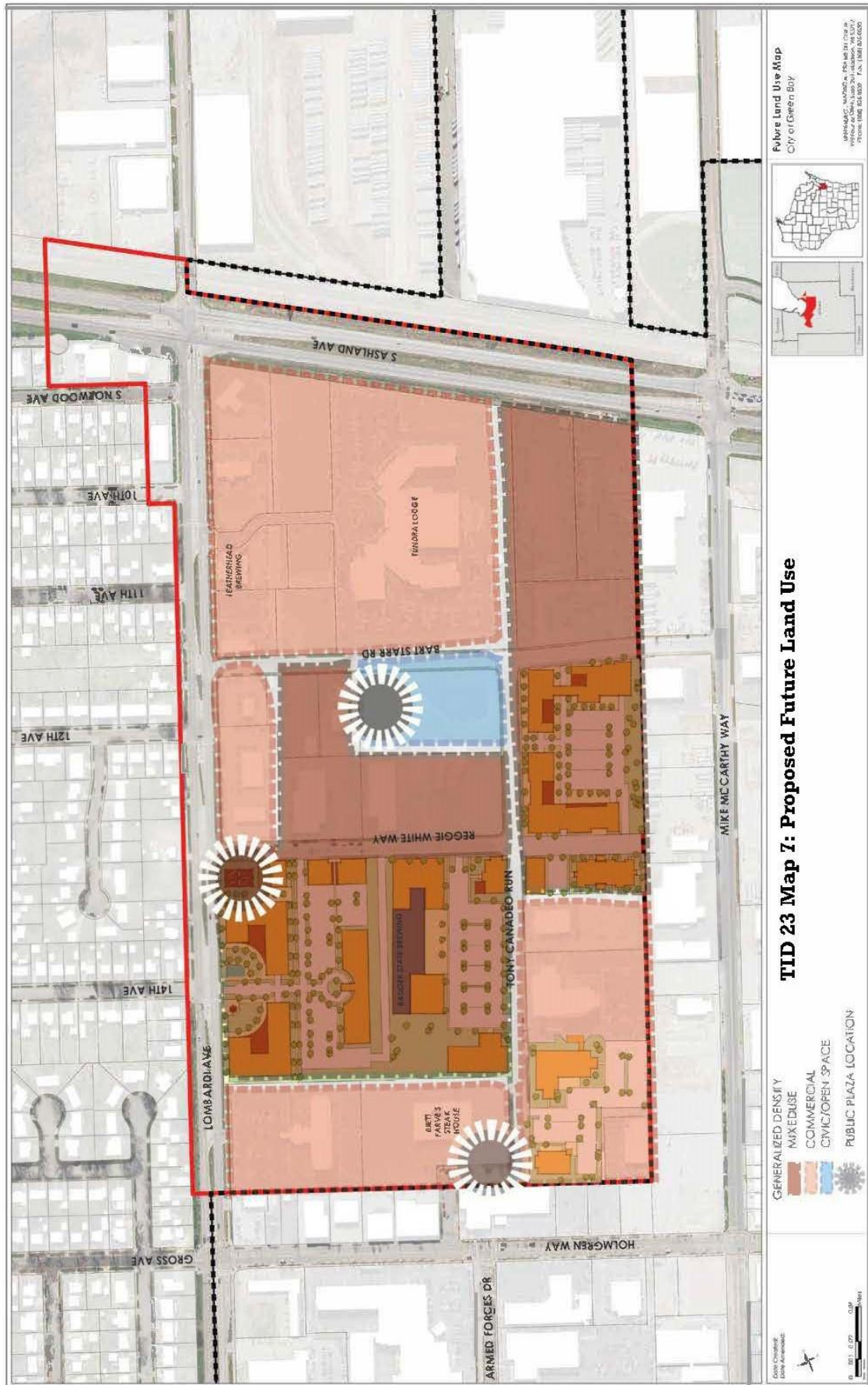
Date Printed: 10 Sep 2019 X:\Planning\Work Order Requests\2019\13\TID\TID 23\TID 23 blight.mxd



TID 23 Map 6: Legends District Projects



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 Date Printed: 13 Aug 2019 X:\Planning\Work Order Requests\2019\13 TID 23\TID 23\TID 23 blight.mxd



Appendix A: City Attorney Legal Opinion



Law Department

Vanessa R. Chavez
City Attorney

September 13, 2019

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. 23
City of Green Bay, Brown County, Wisconsin

This opinion relates to the compliance of the proposed project plan for Tax Increment District No. 23, 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 August 20, 2019. Resolutions adopting the project plan and creating the District will be considered by the Common Council on the evening of September 17, 2019.

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.

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Mayor and Common Council
of the City of Green Bay
Page 2

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 23

Part of Private Claims 14 and 15, West Side of the Fox River;

Also part of Lots 8 and 9, Morris and Bromley's Subdivision of the South $\frac{1}{2}$ of Private Claim 13, West Side of the Fox River;

Also part of Lot 2, Brown County Certified Survey Map Number 730, recorded in Volume 3 of Certified Survey Maps, Page 103, as Document Number 692769, (being part of Lots 8 and 9, Morris and Bromley's Subdivision of the South $\frac{1}{2}$ of Private Claim 13, West Side of the Fox River);

Also part of Lot 1, Brown County Certified Survey Map Number 2478, recorded in Volume 11 of Certified Survey Maps, Page 357, as Document Number 990929, being part of Private Claim 15, West Side of the Fox River);

ALSO Lot 1, Brown County Certified Survey Map Number 4841, recorded in Volume 31 of Certified Survey Maps, Page 129, as Document Number 1431391, (being part of Lot 1, Brown County Certified Survey Map Number 2478, recorded in Volume 11 of Certified Survey Maps, Page 357, as Document Number 990929, being part of Private Claim 15, West Side of the Fox River);

Also Lot 2, Brown County Certified Survey Map Number 6727, recorded in Volume 37 of Certified Survey Maps, Page 99, as Document Number 1606941, (being part of Lot 9, Morris and Bromley's Subdivision of the South $\frac{1}{2}$ of Private Claim 13, West Side of the Fox River, and part of Private Claim Numbers 14 and 15, West Side of the Fox River);

Also part of Lot 2, Brown County Certified Survey Map Number 7615, recorded in Volume 52 of Certified Survey Maps, Page 161, as Document Number 2295609, (being part of Lot 2, Brown County Certified Survey Map Number 7424, recorded in Volume 50 of Certified Survey Maps, Page 323, as Document Number 2229510, being part of Private Claim 15, West Side of the Fox River);

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

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

Beginning at the southeast corner of said Lot 2, Certified Survey Map Number 7615, recorded in Volume 52 of Certified Survey Maps, Page 161, (also being the intersection of the west right-of-way line of Bart Starr Drive with the City of Green Bay south City Limits Line);

thence N64°-00'-11"W, 711.20 feet, along the south line of said Certified Survey Map Number 7615, recorded in Volume 52 of Certified Survey Maps, Page 161, to a point on the southerly extension of the east line of Lot 1 said Certified Survey Map Number 7615, recorded in Volume 52 of Certified Survey Maps, Page 161;

thence N25°-53'-18"E, 374.33 feet, along said east line of Lot 1, Certified Survey Map Number 7615, recorded in Volume 52 of Certified Survey Maps, Page 161 and the extension thereof to the northwest corner of said Lot 2, Certified Survey Map Number 7615, recorded in Volume 52 of Certified Survey Maps, Page 161, (also being a point on the south right-of-way line of Tony Canadeo Run);

thence N64°-06'-38"W, 450.97 feet, along said south right-of-way line of Tony Canadeo Run, to the northwest corner of Lot 1, said Brown County Certified Survey Map Number 7424, recorded in Volume 50 of Certified Survey Maps, Page 323;

thence S25°-53'-18"W, 373.48 feet, along the west line of said Lot 1, said Brown County Certified Survey Map Number 7424, recorded in Volume 50 of Certified Survey Maps, Page 323, to the southwest corner of said Lot 1, said Brown County Certified Survey Map Number 7424, recorded in Volume 50 of Certified Survey Maps, Page 323, (also being a point on the City of Green Bay southerly City Limits Line;

thence N64°-00'-11"W, 228.56 feet, along said City of Green Bay southerly City Limits Line, to the southeast corner of Lot 2, said Certified Survey Map Number 4841, recorded in Volume 31 of Certified Survey Maps, Page 129;

thence N25°-54'-05"E, 142.98 feet, along the east line of said Lot 2, Certified Survey Map Number 4841, recorded in Volume 31 of Certified Survey Maps, Page 129; to the southeast corner of Lot 1, said Certified Survey Map Number 4841, recorded in Volume 31 of Certified Survey Maps, Page 129;

thence N64°-05'-55"W, 196.00 feet, along the south line of said Lot 1, said Certified Survey Map Number 4841, recorded in Volume 31 of Certified Survey Maps, Page 129, to the southwest corner of said Lot 1, (also being a point on the City of Green Bay City Limits Line);

thence N25°-54'-05"E, 230.03 feet along the west line of said Lot 1, said Certified Survey Map Number 4841, recorded in Volume 31 of Certified Survey Maps, Page 129, to the northwest corner of said Lot 1, (also being the intersection of the south right-of-way line of Tony Canadeo Run and the west right-of-way line of Brett Favre Pass);

thence N25°-48'-27"E, 292.89 feet, along said west right-of-way line of Brett Favre Pass, to the southwest corner of said Lot 2, Certified Survey Map Number 6727, recorded in Volume 37 of Certified Survey Maps, Page 99;

thence N25°-54'-05"E, 230.09 feet, along the west line of said Certified Survey Map Number 6727, recorded in Volume 37 of Certified Survey Maps, Page 99, to the northwest corner of said Lot 2, Certified Survey Map Number 6727, recorded in Volume 37 of Certified Survey Maps, Page 99;

thence S64°-02'-35"E, 329.90 feet, along the north line of said Lot 2, Certified Survey Map Number 6727, recorded in Volume 37 of Certified Survey Maps, Page 99, to the northeast corner of said Lot 2;

thence N25°-54'-57"E, 409.11 feet, along the east line of Lot 1, said Certified Survey Map Number 6727, recorded in Volume 37 of Certified Survey Maps, Page 99, to the northeast corner of said Lot 1, (also being a point on the south right-of-way line of Lombardi Avenue);

thence S64°-03'-54"E, 729.94 feet, along said south right-of-way line of Lombardi Avenue, to a point on the northerly extension of the west line of Lot 1, said Certified Survey Map Number 8007, recorded in Volume 52 of Certified Survey Maps, Page 260 as Document Number 2467379, (also being the extension of the east right-of-way line of Reggie White Way);

thence S25°-56'-25"W, 179.99 feet, along said west line of said Lot I and extension thereof, Certified Survey Map Number 8007, recorded in Volume 52 of Certified Survey Maps, Page 260, to the southwest corner of said Lot I;

thence S64°-03'-35"E, 350.00 feet, along the south line of said Lot I, Certified Survey Map Number 8007, recorded in Volume 52 of Certified Survey Maps, Page 260, to the southeast corner of said Lot I;

thence N25°-56'-25"E, 180.06 feet, along the east line of said Lot I, Certified Survey Map Number 8007, recorded in Volume 52 of Certified Survey Maps, Page 260, to the northeast corner of said Lot I, (also being a point on the south right-of-way line of Lombardi Avenue);

thence S64°-06'-59"E, 150.00 feet along said south right-of-way line of Lombardi Avenue to the intersection with the west right-of-way line of Bart Starr Drive;

thence S25°-56'-25"W, 860.42 feet, along said west right-of-way line of Bart Starr Drive;

thence continuing along said west right-of-way line of Bart Starr Drive, S24°-55'-24"W, 81.63 feet;

thence continuing along said west right-of-way line of Bart Starr Drive, S21°-44'-58"W, 365.49 feet, to the point of beginning.

Parcels affected being tax parcel numbers: I-1841-B-1, I-1841-C, I-1841-C-2, I-1841-D, I-1841-E, I-1841-E-1, I-1841-E-3, I-1841-F, I-1841-J, and I-1841-M.

Appendix C: TID 23 Parcels and Assessed Values

TAX PARCEL	ADDRESS	ACRES	LAND VALUE	IMPROVEMENT VALUE	TOTAL VALUE
I-1841-B-1	1023 TONY CANADEO RUN	3.00	\$ 391,400	\$ 102,700	\$ 494,100
I-1841-C	975 LOMBARDI AVE	13.39	\$ 2,752,600	\$ 3,135,200	\$ 5,887,800
I-1841-C-2	1004 BRETT FAVRE PASS	3.13	\$ 816,300	\$ 1,073,600	\$ 1,889,900
I-1841-D	1921 REGGIE WHITE WAY	1.47	\$ 193,800	\$ 179,700	\$ 373,500
I-1841-E	1920 BART STARR DR	0.85	\$ 102,700	\$ 3,800	\$ 106,500
I-1841-E-1	913 LOMBARDI AVE	0.52	\$ 135,000	\$ 38,700	\$ 173,700
I-1841-E-3	1930 BART STARR DR	0.72	\$ 93,800	\$ 154,900	\$ 248,700
I-1841-F	1945 REGGIE WHITE WAY	2.50	\$ 326,600	\$ 97,300	\$ 423,900
I-1841-J	949 TONY CANADEO RUN	6.00	\$ 863,200	\$ -	\$ 863,200
I-1841-M	1980 BART STARR DR	2.50	\$ 130,600	\$ -	\$ 130,600
10	TOTAL	34.07	\$ 5,806,000	\$ 4,785,900	\$ 10,591,900

numbers are assessed values as of January 1, 2019, except for
numbers in italics are assessed values as of January 1, 2018

Appendix D: TID 23 Pro Forma

TID #	REVENUES				EXPENDITURES			TID BALANCE
	PARCEL COUNT	BASE VALUE	TAX RATE	LOANS	PAYGO	MANAGEMENT		
	NEW VALUE	INC VALUE	INC TAXES					
23 Legends District	6	\$ 9,689,500.00	\$ 23.38	\$ -	\$ -	\$ -	\$ (53,000)	\$ (53,000)
CREATED		\$ 9,689,500	\$ -	\$ -	\$ -	\$ -	\$ (51,700)	\$ (104,700)
Tuesday, September 17, 2019		\$ 22,381,900	\$ 12,692,400	\$ -	\$ -	\$ -	\$ (50,400)	\$ (155,100)
YEAR		\$ 22,381,900	\$ 12,692,400	\$ 296,748	\$ -	\$ (237,399)	\$ (49,100)	\$ (144,850)
	0	\$ 9,689,500	\$ -	\$ -	\$ -	\$ -	\$ (47,800)	\$ (208,117)
	1	\$ 9,689,500	\$ -	\$ -	\$ -	\$ -	\$ (46,500)	\$ (176,563)
	2	\$ 22,381,900	\$ 12,692,400	\$ 296,748	\$ -	\$ (312,215)	\$ (45,200)	\$ (218,525)
	3	\$ 22,381,900	\$ 12,692,400	\$ 296,748	\$ -	\$ (387,031)	\$ (43,900)	\$ (165,668)
	4	\$ 26,381,900	\$ 16,692,400	\$ 296,748	\$ -	\$ (461,847)	\$ (42,600)	\$ (186,326)
	5	\$ 26,381,900	\$ 16,692,400	\$ 390,268	\$ -	\$ (461,847)	\$ (41,300)	\$ (112,164)
	6	\$ 30,381,900	\$ 20,692,400	\$ 390,268	\$ -	\$ (697,856)	\$ (40,000)	\$ (272,712)
	7	\$ 30,381,900	\$ 20,692,400	\$ 483,788	\$ -	\$ (697,856)	\$ (38,700)	\$ (136,948)
	8	\$ 34,381,900	\$ 24,692,400	\$ 483,788	\$ -	\$ (697,856)	\$ (37,400)	\$ 116
	9	\$ 34,381,900	\$ 24,692,400	\$ 577,308	\$ -	\$ (697,856)	\$ (36,100)	\$ 138,480
	10	\$ 47,000,000	\$ 37,310,500	\$ 577,308	\$ -	\$ (697,856)	\$ (34,800)	\$ 278,144
	11	\$ 47,000,000	\$ 37,310,500	\$ 872,319	\$ -	\$ (697,856)	\$ (33,500)	\$ 419,108
	12	\$ 47,000,000	\$ 37,310,500	\$ 872,319	\$ -	\$ (697,856)	\$ (32,200)	\$ 561,372
	13	\$ 47,000,000	\$ 37,310,500	\$ 872,319	\$ -	\$ (697,856)	\$ (30,900)	\$ 704,936
	14	\$ 47,000,000	\$ 37,310,500	\$ 872,319	\$ -	\$ (697,856)	\$ (29,600)	\$ 849,800
	15	\$ 47,000,000	\$ 37,310,500	\$ 872,319	\$ -	\$ (697,856)	\$ (28,300)	\$ 995,963
	16	\$ 47,000,000	\$ 37,310,500	\$ 872,319	\$ -	\$ (697,856)	\$ (27,000)	\$ 1,143,427
	17	\$ 47,000,000	\$ 37,310,500	\$ 872,319	\$ -	\$ (697,856)	\$ (25,700)	\$ 1,292,191
	18	\$ 47,000,000	\$ 37,310,500	\$ 872,319	\$ -	\$ (508,756)	\$ (24,400)	\$ 1,631,354
	19	\$ 47,000,000	\$ 37,310,500	\$ 872,319	\$ -	\$ (508,756)	\$ (23,100)	\$ 1,971,818
	20	\$ 47,000,000	\$ 37,310,500	\$ 872,319	\$ -	\$ (508,756)	\$ (21,800)	\$ 2,313,581
	21	\$ 47,000,000	\$ 37,310,500	\$ 872,319	\$ -	\$ (508,756)	\$ (20,500)	\$ 2,656,644
	22	\$ 47,000,000	\$ 37,310,500	\$ 872,319	\$ -	\$ (508,756)	\$ (19,200)	\$ 3,001,007
	23	\$ 47,000,000	\$ 37,310,500	\$ 872,319	\$ -	\$ (508,756)	\$ (17,900)	\$ 3,346,670
	24	\$ 47,000,000	\$ 37,310,500	\$ 872,319	\$ -	\$ (508,756)	\$ (16,600)	\$ 3,642,270
	25	\$ 47,000,000	\$ 37,310,500	\$ 872,319	\$ -	\$ (508,756)	\$ (15,300)	\$ 3,937,870
	26	\$ 47,000,000	\$ 37,310,500	\$ 872,319	\$ -	\$ (508,756)	\$ (14,000)	\$ 4,233,470
	27	\$ 47,000,000	\$ 37,310,500	\$ 872,319	\$ -	\$ (508,756)	\$ (12,700)	\$ 4,529,070
TOTAL		\$ 47,000,000	\$ 37,310,500	\$ 18,325,658	\$ -	\$ (13,986,387)	\$ (992,600)	\$ 3,346,670



Report to the Redevelopment Authority of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # L.18.

To approve Resolution 19-04 Regarding Commitment to Redevelopment of the Pulliam Plant and refer to Common Council for approval as a joint resolution from the Redevelopment Authority and Common Council. (September 10, 2019)

The Council may convene in closed session pursuant to Sections 19.85(1)(e), Wis. Stats., for purposes of deliberating or negotiating the sale of public properties, investing of public funds or conducting other specified public business as necessary for competitive or bargaining reasons. The Council may thereafter reconvene in open session pursuant to Section 19.85(2), Wis. Stats., to report the results of the closed session and consider the balance of the agenda.

BACKGROUND

For five decades, the City of Green Bay has advocated for relocating the C. Reiss coal terminal operations along the Fox River south of Mason Street. Most recently, this relocation was incorporated into the City of Green Bay Comprehensive Plan (2002) and Lower Fox River and Green Bay Shoreline Waterfront Redevelopment Plan (2010). The City seeks to do this in order to:

1. increase the property's taxable value by an estimated \$100 million;
2. unlock additional, taxable economic development options with the neighboring properties;
3. improve citizen health and safety by eliminating coal dust impacts on the downtown residents; and
4. reduce operation and maintenance expenditures on the three bridges between the site and the bay.

The closure of the Pulliam Power Plant at the mouth of the Fox River provides a once-in-a-lifetime opportunity to not only relocate the C. Reiss operation, but also provides transformational opportunities for port-based business expansion in Green Bay, including an inter-modal containerized shipping facility. The City, Brown County, the Port of Green Bay, WEC Energy Group, C. Reiss, and other port businesses are supportive of further exploring this proposal.

We first, however, need to determine the physical and financial feasibility of this proposal. Quite simply, the size and scope of this analysis requires state funding, due to its complexity and overall expense of this evaluation. For this reason, we are seeking \$1.5 million from the State to cover the professional services of a Consultant (a single entity or collaboration of firms) to prepare a Preliminary Concept Plan that includes all architectural, structural, and civil engineering and design documents needed to facilitate the redevelopment of the Pulliam Plant (and potentially adjacent properties), including

1. Geotechnical Stability. Completion of geotechnical analysis and/or plans for removal and disposal of all necessary earthen material unsuitable for construction purposes and/or identification of minimal requirements for structural foundations.
2. Environmental Remediation. Completion of a Phase I and Phase II Environmental Site Assessment (ESA) and/or plans for creation of and/or amendments to environmental closure report(s) in accordance with requirements of the Wisconsin Department of Natural Resources (DNR) and take all such appropriate measures to implement such actions required to achieve compliance.

3. Site Fill. Completion of a floodplain analysis and/or plans for importation of a sufficient amount of customary and typical earthen fill, compacted in place, to raise the existing elevation of the property above the existing base flood level established by the Federal Emergency Management Agency (FEMA).
4. Stormwater Management. Completion of a stormwater management analysis and/or plans for construction of customary and typical storm water management facilities necessary to service proposed improvements.
5. Infrastructure. Plans for improvements that will ultimately be dedicated for public service, including:
 - a. road, pedestrian, and bicycle improvements; and
 - b. sanitary sewer, storm sewer, and potable water and wastewater mains and laterals, and storm water management facilities; and
 - c. telephone, high-speed cable, and related technology infrastructure; and
 - d. natural gas, electrical power, and other public utilities; and
 - e. any related engineering, grading, erosion control, and landscaping; and
 - f. any related land acquisitions and anticipated and intentional corrections to adjacent property affected by the public improvements, including grading.
6. Private Improvements. Plans for the preservation of and/or construction of potential private improvements, including buildings and other structures; sheet piling, dock walls, piers, dredging, and other waterfront improvements; rail track, siding, and related improvements.

The return on this investment will come in the form of higher per-acre property values than adjacent properties and the City average; remediated environmental contamination and enhancement of the physical (soil, water, air) landscape; expanded non-motorized transportation networks; and the generation job opportunities for individuals of all ages, abilities, and incomes. The City believes this investment, along with post-analysis investments that could eclipse \$15 million, will maximize the City's downtown potential along the waterfront while also providing a new port expansion opportunity that has been needed for decades.

RECOMMENDATION

Adopt Resolution 19-04 Regarding Commitment to Redevelopment of the Pulliam Plant.

FISCAL IMPACT

To be determined.

ATTACHMENTS

- I. 8.3 - Pulliam - 6-11 - Resolution 19-04 - 190910



**Redevelopment Authority
of the City of Green Bay**

**RESOLUTION 19-04
REGARDING COMMITMENT TO REDEVELOPMENT OF THE PULLIAM PLANT**

September 10, 2019

WHEREAS, for five decades, the City of Green Bay has advocated for relocating the C. Reiss coal terminal operations along the Fox River south of Mason Street; and most recently, this relocation was incorporated into the City of Green Bay Comprehensive Plan (2002) and Lower Fox River and Green Bay Shoreline Waterfront Redevelopment Plan (2010); and

WHEREAS, the City seeks to do this in order to:

1. increase the property's taxable value by an estimated \$100 million;
2. unlock additional, taxable economic development options with the neighboring properties;
3. improve citizen health and safety by eliminating coal dust impacts on the downtown residents; and
4. reduce operation and maintenance expenditures on the three bridges between the site and the bay; and

WHEREAS, the closure of the Pulliam Power Plant at the mouth of the Fox River provides a once-in-a-lifetime opportunity to not only relocate the C. Reiss operation, but also provides transformational opportunities for port-based business expansion in Green Bay, including an inter-modal containerized shipping facility; and

WHEREAS, the City, Brown County, the Port of Green Bay, WEC Energy Group, C. Reiss, and other port businesses are supportive of further exploring this proposal; and

WHEREAS, we need to determine the physical and financial feasibility of this proposal, as the size and scope of this analysis requires State funding, due to its complexity and overall expense of this evaluation; and

WHEREAS, we are seeking one million, five hundred thousand dollars (\$1,500,000.00) in State funding to cover the professional services of a Consultant (a single entity or collaboration of firms) to prepare a Preliminary Concept Plan that includes all architectural, structural, and civil engineering and design documents needed to facilitate the redevelopment of the Pulliam Plant (and potentially adjacent properties), including:

1. geotechnical stability;
2. environmental remediation;
3. site fill;
4. stormwater management;
5. infrastructure; and
6. private improvements; and

WHEREAS, the return on this investment will come in the form of

1. higher per-acre property values than adjacent properties and the City average;
2. remediated environmental contamination and enhancement of the physical (soil, water, air) landscape;
3. expanded non-motorized transportation networks; and
4. the generation job opportunities for individuals of all ages, abilities, and incomes; and

WHEREAS, the City believes this investment, along with post-analysis investments that could eclipse fifteen million dollars (\$15,000,000.00) will maximize the City's downtown potential along the waterfront while also providing a new port expansion opportunity that has been needed for decades.

NOW, THEREFORE, BE IT RESOLVED that the Redevelopment Authority of the City of Green Bay ("RDA") hereby requests one million, five hundred thousand dollars (\$1,500,000.00) in State funding to cover the professional services of a Consultant to prepare a Preliminary Concept Plan that includes all architectural, structural, and civil engineering and design documents needed to facilitate the redevelopment of the Pulliam Plant (and potentially adjacent properties); and

BE IT FURTHER RESOLVED, that upon obtaining such State funds, that the RDA will commit funds greater than or equal to one million, five hundred thousand dollars (\$1,500,000.00) towards post-analysis investments.

Adopted _____

Approved _____

**REDEVELOPMENT AUTHORITY
OF THE CITY OF GREEN BAY**

By: _____
Gary J. Delveaux, Chair

Attest: _____
Kevin J. Vonck, Executive Director



Report to the
Redevelopment Authority
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # L.19.

No action was taken on Development Agreement 18-06 with Breakthrough Fuel, LLC for development project at the Shipyard, 239 Arndt St., 101 Bridge St., and 119 Bridge St. (Tax Parcels 3-551, 3-554-A, 3-556). (September 10, 2019)

The Council may convene in closed session pursuant to Sections 19.85(1)(e), Wis. Stats., for purposes of deliberating or negotiating the sale of public properties, investing of public funds or conducting other specified public business as necessary for competitive or bargaining reasons. The Council may thereafter reconvene in open session pursuant to Section 19.85(2), Wis. Stats., to report the results of the closed session and consider the balance of the agenda.

BACKGROUND

In October 2018, the RDA and City approved Development Agreement 18-06 with Breakthrough Fuel, LLC in order to build their new corporate headquarters at the Shipyard, 239 Arndt St., 101 Bridge St., and 119 Bridge St. (Tax Parcels 3-551, 3-554-A, 3-556).

In April 2019, U.S. Venture, a global fuel and automotive supply distributor, acquired Breakthrough and is now the lead on the development. Staff would like to provide an update on the project and discuss potential changes to the development agreement.

RECOMMENDATION

To be discussed at meeting.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # M.I.

To direct Directors Grenier and Vonck to consult with the Law Department for an opinion regarding who is the responsible party to install the private storm sewer system on request by Ald. Nicholson to address surface water drainage issues at 1661-1663 Elkay Lane. (September 4, 2019)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. Elkay-Irene 2006 Inspection Drainage Memo

Inter-Office Memo



Date: Thursday, July 20, 2006
To: Ald. Nicholson, District 3
From: Thomas Lesperance, Inspection Division *TJL*
Cc: Matt Heckenlaible, DPW-Engineering
RE: Drainage of Irene Street thru 1655/57, 1661/63, 1665/67 & 1669/71 ELKAY LA

This memo will try to address the concerns of neighbors surrounding the drainage of Irene Street. Because of the recent construction at the above addresses, surface water on Irene Street has been building up on the pavement instead of draining onto the property, which would eventually flow over land to Elkay Lane.

As a result of this new construction, the site was filled to make the property more usable for the new owners/occupants. This filling has the effect of blocking surface water from reaching the inlets on Elkay Lane. And, because the storm sewer on Debra Lane is too shallow to extend an inlet to the end of Irene Street, the project developer was required to install a private storm sewer system on the property. This system serves to replace the naturally occurring drainage across the construction site, collecting the build-up of surface water on Irene Street and draining the water underground around the new buildings into the storm sewer in Elkay Lane.

During this construction, however, required erosion control measures may limit the amount of water entering the new catch basin inlets. This causes an amount of water to build-up on the low end of Irene Street. This build-up should be eliminated when the construction site is completely stabilized and the erosion control measures have been removed.

I have attached a copy of the construction site plan showing the new storm sewer system and connection to the Elkay Lane storm sewer.

If you have any further questions, I can be reached at 448-3299.

Thank you.

of Private Claim 9

Lot 11

Lot 10

Lot 9

S64°33'20"E 374.32'

N24°38'34"E 117.99'

S24°38'31"W 118.08'

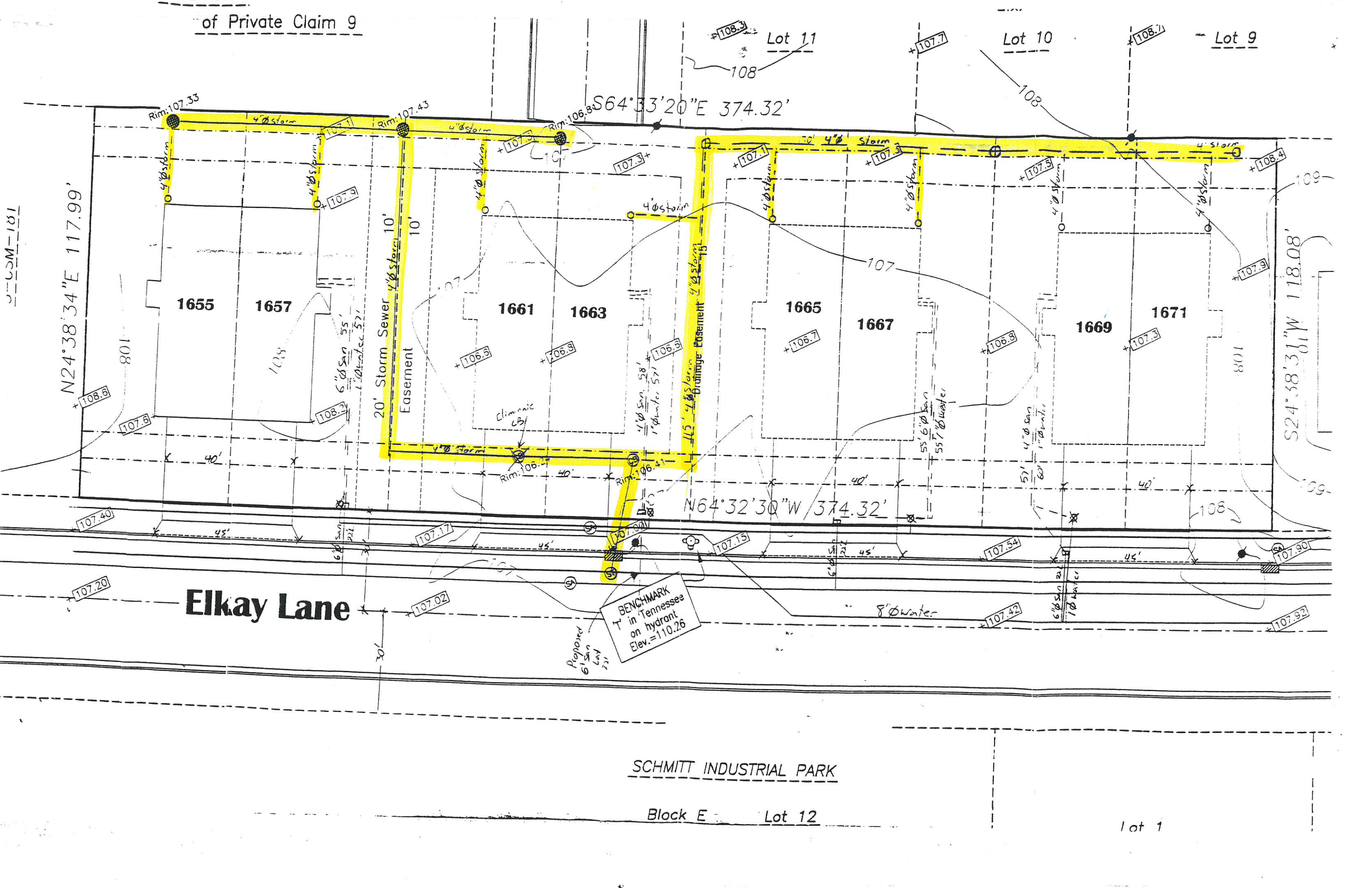
N64°32'30"W 374.32'

Elkay Lane

SCHMITT INDUSTRIAL PARK

Block E Lot 12

Lot 1





Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # M.2.

To receive and place on file the request by Ald. Brunette on loosening the restrictions and requirements of paved driveways on residential lots to alleviate flooding issues. (September 11, 2019)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # M.3.

To hold the request by Ald. Brunette on amending the City's ordinance on landscaping, weeds, vegetation, and gardens on residential lots. (September 11, 2019)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # M.4.

To refer to staff the request by Ald. Galvin that the Department of Public Works develop better systems to better and more quickly respond during disasters and, at the September 25, 2019 Improvement and Services Committee meeting, staff will present a summary of lessons learned from the March 2019 floods. (September 11, 2019)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # M.5.

To refer to staff the request by Ald. Lefebvre that the gate at the east side yard waste site is left open during the winter and report at the September 25, 2019 Improvement and Services Committee meeting the hours of operation and the procedure for closing the gate at the site. (September 11, 2019)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # M.6.

To receive and place on file the request by Ald. Johnson on the authorization of the installation of crosswalk art at the intersection of Broadway and Hubbard Streets. (September 11, 2019)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # M.7.

To receive and place on file the request by Ald. Johnson to bring an update on the progress from Storm Lift Stations 110 and 106 and to determine solutions to solve the flooding on Antoinette Street. (September 11, 2019)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # M.8.

To receive and place on file the request by Ald. Nicholson to address surface water drainage issues at 1661-1663 Elkay Lane and to approve the City to reimburse Jeremy Kroll \$3,000 of the cost to install the private storm sewer. (September 11, 2019)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # M.9.

To receive and place on file the request by Ald. Nicholson to address pavement ponding issues at 2405 Hampton Avenue. (September 11, 2019)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # M.10.

To receive and place on file the request by Ald. Nicholson to address chronic flooding in the Schwartz Street/Edison Street area. (September 11, 2019)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Improvement and Service Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # M.I.I.

To approve the report of actions taken by Department of Public Works (September 11, 2019)

A. Granting of Licenses

I. Tree & Brush Trimmer

a. EPIC Innovations LLC

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Protection and Policy Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # N.I.

Informational: To approve a request by Brewski's on Broadway at 1100 S. Broadway to temporarily extend their licensed premises to their parking lot on September 26, 2019 for an event, subject to complaint. (The Protection & Policy Committee took final action at the September 9 meeting.)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. BREWSKI_SEPT26REQUEST



Report to the
Protection and Policy Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # N.2.

To approve a request by V3, LLC at 2056 Main St. to temporarily extend their licensed premises to the parking lot on September 28, 2019 for a grand opening party with the condition that the licensee confirm with the Police Department that they will have security and fencing for the event prior to the council meeting on Tuesday, September 17, 2019.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. Extension



Report to the
Protection and Policy Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # N.3.

To approve the request by Old Bavarian LLC at 1583 Main St. to extend the issuance of their reserve "Class B" liquor license and Class "B" Beer license for 60 additional days.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

1. 1583 Main Extension Request
2. APPLICAITON-1583MAIN
3. stipulation agreement old bavarian brewing.VANEREMDA.209



Report to the
Protection and Policy Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # N.4.

To deny an application for a "Class A" Liquor License and approve the Class "A" Beer license for Singhs C Store 3, LLC at 610 E. Walnut, with the approval of the proper authorities. (Currently licensed with a Class "A" Beer license as Singhs C Store I, Inc.)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

1. 610 e walnut
2. sharpscans@greenbaywi.gov_20190904_102210
3. 610 e walnut
4. gis map



Report to the
Protection and Policy Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # N.5.

To approve an application for a "Class B" Combination license for Brinker Restaurant Corporation at 2363 W. Mason St. with a licensed premises as "Dining and bar areas, locked storage., with the approval of the proper authorities." (Currently licensed as ERJ Dining III, LLC.)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

1. business security plan
2. application



Report to the
Protection and Policy Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # N.6.

Informational: To approve an appeal by Kristi Stascak regarding the denial of her operator's license. (The Protection & Policy Committee took final action at the September 9 meeting.)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. operator



Report to the
Protection and Policy Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # N.7.

To approve an appeal by Thomas Williams for the denial of his operator's license.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. operatorappeal



Report to the
Protection and Policy Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # N.8.

To suspend additional re-inspection fees at the Lang residence at 970 Elmore St. until September 30, 2019 and to hold the appeal for staff and the appellant to meet and work out a plan to address the work and report back to committee at the October 7 Protection & Policy meeting.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

1. 970 elmore
2. invoices
3. sharpscans@greenbaywi.gov_20190906_094443
4. 970 Elmore Street - timeline for reinspection fees



Report to the
Protection and Policy Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # N.9.

To receive and place on file the Liquor Violation Report from the Police Department for September 9, 2019.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

1. Report September 9 2019
2. 19LiqVio

**REPORT OF THE PROTECTION AND POLICY COMMITTEE
GRANTING OPERATOR LICENSES**

September 17, 2019

The Protection and Policy Committee wishes to request that the following applications for Operator Licenses be granted.

Stipulations placed on licenses shall continue to be in effect.

OPERATOR LICENSES

Albright, Andrew J	Karsten, Jordan K	Terrien, Jules
Alicea Ocasio, Arleen	Kellner, Deborah P.	Thompson, Donald J
Asplund, Rachel M	Kennerhed, Fredrik H	Tyson, Joshua R
Beauchamp, Nicholas J	Kesler, Kathleen M	Van Den Elsen, Brenda
Boettcher, Alexandria M	Kirchner, Halle J	Vissers, Shirley M
Boucher, Gail A	Klaus-Schoepke, Michelle	Volz, Karen M
Bowes, Kennedy A	Krigbaum, Savannah K	Wait, Neil R
Bright, Andre NJ	Lambrecht, Alexandria L	Welsing, Morgan E
Bright, Drew M	Landry, Lacy J	Weycker, Leah M
Buschke, Anthony O	Lealiou, Nicole L	Wildeman, Scott A
Carmona, Leslie	LeBeau, Dorian E	Wolfe, Edwin H
Carwin, Kaila M	Martinez, Anna L	Wood, Benjamin G
Cheslock, Caleb M	Mathis, Devion D	Zastrow, Maggie M
Colburn, Katie M	McKinnie, Wendell	
Crawford, Kolleen E	McMahon II, Robert P	
Delforge, Stacey M	Mendoza, Dulce A	
Dolata, Tessah D	Miller, Sandi L	
Doud, Jerilynn V	Minor, Tracy M	
Francour, Kaitlyn M	Musil, Janel S	
Garrison, Gina A	Niec, Mackayla L	
Gonzalez, Erin D	Oelschlager, Brianna M	
Harring, Marianne E	Pass, William G	
Harrison, Jacob W	Pena, Carlos S	
Hendges, Zachary C	Perron, Mary B	
Herbert, Corey A	Pfeiffer, Tara M	
Hermann, Daniel R	Rios Jr, Edwardo	
Holsey, Leonard B	Schilawski, Michael J	
Hull, Nicholas M	Schultz, Malorie J	
Hulseman, Veronica F	Shea, Casey A	
Jaskolski, Alison L	Soto Torres, Ashley	
Jones, Cora N	Stocker, Sara E	



Report to the
Finance Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # P.I.

To approve the purchase of one Chevrolet Silverado 1500 Pickup Truck with Crew Cab from Sheboygan Motor Company for \$31,258.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. REPORT OF THE PURCHASING MANAGER



CITY OF GREEN BAY - PURCHASING DIVISION

TO: Finance Committee
FR: Rick Jensen, Purchasing Manager
DT: September 10, 2019
RE: Purchasing Report
Cc: Diana Ellenbecker, Pam Manley, David Litton

Report of the Purchasing Manager:

1. Request approval to purchase one Chevrolet Silverado 1500 Pickup Truck with Crew Cab from Sheboygan Motor Company for \$31,258.
2. Request approval to purchase three Chevrolet Silverado 1500 Pickup Trucks with Double Cabs from Sheboygan Motor Company for \$84,803.

The following items were openly and competitively offered:

Finance Committee - Report of the Purchasing Manager				
DESCRIPTION	FUNDING SOURCE	AWARDED VENDOR	RESPONSES	\$ AMOUNT
Chevrolet Silverado 1500 Crew Cab - FIRE	424400-55140 Equipment Repl.	Sheboygan Motor Company	4	\$31,258
Three (3) Chevrolet Silverado 1500 Double Cab - FIRE	424400-55140 Equipment Repl.	Sheboygan Motor Company	5	\$84,803

CITY OF GREEN BAY QUOTE SUMMARY - RFQ #3168
CHEV SILVERADO 1500HD 4WD
Crew Cab Pickup

Dept: Fire	Req #163	VENDOR #1	VENDOR #2	VENDOR #3	VENDOR #4
Planholders: 4 Vendors	CC #070	SHEBOYGAN MOTOR COMPANY	EWALD CHEVROLET BUICK	BROADWAY AUTOMOTIVE	BERGSTROM GM NEENAH
Issued: 7/24/2019	Due: 8/14/2019	Sheboygan	Oconomowoc	Green Bay	Neenah
DESCRIPTION		PRICE	PRICE	PRICE	PRICE
2019 CHEV SILVERADO 1500HD 4WD CREW CAB		\$ 30,907.50	\$ 31,602.00	\$ 32,226.00	\$ 33,588.50
SPRAY IN BED LINER:		\$ 350.00	\$ 496.00	\$ 450.00	\$ 495.95
TOTAL COST FOR 2019 CHEV SILVERADO 1500HD 4WD CREW CAB WITH BED LINER:		\$ 31,257.50	\$ 32,098.00	\$ 32,676.00	\$ 34,084.45
Lead Time		90-150 Days	90-120 Days	8-10 Weeks	10-12 Weeks
Payment Terms Net 10 Early Payment Discount:		Net 10	Net 10	Net 10	On Delivery

Recommendation: Award to the lowest responsive, responsible vendor Sheboygan Motor Company for \$31,257.50

CITY OF GREEN BAY QUOTATION SUMMARY - RFQ #3170
Chev Silverado 1500 4WD
Double Cab 6.5' Bed Pickup

DEPT: Fire #165			REQ		VENDOR #1		VENDOR #2		VENDOR #3		VENDOR #4		VENDOR #5			
Planholders: 5 Vendors CC#070			SHEBOYGAN MOTOR COMPANY		EWALD CHEVROLET BUICK		BROADWAY CHEVROLET		HOLZ MOTORS		BERGSTROM GM NEENAH					
ISSUED: 7/30/19					DUE: 8/14/19		Sheboygan		Oconomowoc		Green Bay		Hales Corners		Neenah	
QTY	UNIT	DESCRIPTION			UNIT	PRICE	UNIT	PRICE	UNIT	PRICE	UNIT	PRICE	UNIT	PRICE		
3	EA	CHEV SILVERADO 1500 4X4 DOUBLE CAB 6.5' BED PICKUP	\$28,267.50	\$84,802.50	\$28,660.00	\$85,980.00	\$30,313.14	\$90,939.42	\$30,629.00	\$91,887.00	\$34,596.50	\$103,789.50				
LEAD TIME:			90-150 Days		90-120 Days		To be determined		8 Weeks		10-12 Weeks					
PAYMENT TERMS: NET 10 EARLY PAYMENT DISCOUNT:			Net 10		Net 10		Net 10		Collect on Delivery		On Delivery					

Recommendation: Award to the lowest responsive, responsible vendor Sheboygan Motor Company for \$84,802.50.



Report to the
Finance Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # P.2.

To approve the purchase of three Chevrolet Silverado 1500 Pickup Trucks with Double Cabs from Sheboygan Motor Company for \$84,803.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. REPORT OF THE PURCHASING MANAGER



CITY OF GREEN BAY - PURCHASING DIVISION

TO: Finance Committee
FR: Rick Jensen, Purchasing Manager
DT: September 10, 2019
RE: Purchasing Report
Cc: Diana Ellenbecker, Pam Manley, David Litton

Report of the Purchasing Manager:

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The following items were openly and competitively offered:

Finance Committee - Report of the Purchasing Manager				
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Chevrolet Silverado 1500 Crew Cab - FIRE	424400-55140 Equipment Repl.	Sheboygan Motor Company	4	\$31,258
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CITY OF GREEN BAY QUOTE SUMMARY - RFQ #3168
CHEV SILVERADO 1500HD 4WD
Crew Cab Pickup

Dept: Fire	Req #163	VENDOR #1	VENDOR #2	VENDOR #3	VENDOR #4
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Recommendation: Award to the lowest responsive, responsible vendor Sheboygan Motor Company for \$31,257.50

CITY OF GREEN BAY QUOTATION SUMMARY - RFQ #3170
Chev Silverado 1500 4WD
Double Cab 6.5' Bed Pickup

DEPT: Fire #165			REQ		VENDOR #1		VENDOR #2		VENDOR #3		VENDOR #4		VENDOR #5			
Planholders: 5 Vendors CC#070			SHEBOYGAN MOTOR COMPANY		EWALD CHEVROLET BUICK		BROADWAY CHEVROLET		HOLZ MOTORS		BERGSTROM GM NEENAH					
ISSUED: 7/30/19					DUE: 8/14/19		Sheboygan		Oconomowoc		Green Bay		Hales Corners		Neenah	
QTY	UNIT	DESCRIPTION			UNIT	PRICE	UNIT	PRICE	UNIT	PRICE	UNIT	PRICE	UNIT	PRICE		
3	EA	CHEV SILVERADO 1500 4X4 DOUBLE CAB 6.5' BED PICKUP	\$28,267.50	\$84,802.50	\$28,660.00	\$85,980.00	\$30,313.14	\$90,939.42	\$30,629.00	\$91,887.00	\$34,596.50	\$103,789.50				
LEAD TIME:			90-150 Days		90-120 Days		To be determined		8 Weeks		10-12 Weeks					
PAYMENT TERMS: NET 10 EARLY PAYMENT DISCOUNT:			Net 10		Net 10		Net 10		Collect on Delivery		On Delivery					

Recommendation: Award to the lowest responsive, responsible vendor Sheboygan Motor Company for \$84,802.50.



Report to the
Finance Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # P.3.

To hold the request by Ald. Gavin for the Police Department to work with IT to set a system on the City's Request for Service icon for citizens to report problems and request service until the September 24th Finance Committee meeting.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. LATE COMMUNICATION BY ALD. GAVIN



PETITIONS AND COMMUNICATIONS FORM
COMMON COUNCIL
CITY OF GREEN BAY

Date of Council Meeting: 8-26-19

Request of Alderperson Galvin

Refer to: Finance

Please state clearly the action requested. Requests should be turned in at the City Clerk's Office by 10:00 AM on the Thursday before a Council meeting. For late communications, present this form to the City Clerk after the request is read.

I.T. Police Dept. work w I.T. to set a system on the City's Request for service Icon for citizens to Report problems + Request service. from the Police dept.



Report to the
Finance Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # P.4.

To approve the request by the The Information Technology and Services Division to renew a 3 year Microsoft O365 Enterprise 6.6 Agreement with Advanced Threat Protection from CDW and State of Wisconsin State contract pricing for \$681,344.64 or \$227,114.88 annually.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

1. City of Green Bay EA renewal 700qty M365
2. M365 Compare - links



CDW Government, LLC
Microsoft Enterprise 6.6 Agreement Pricing

Enterprise Quote
for

City of Green Bay

Date 8/28/19
Account Manager Amanda Fischer

VSL Specialist Pat McCormack

Channel Price Sheet Month

Unless otherwise noted, All Quotes expire upon current month's end

Annual Payment
Customer to make three annual payments to CDW•G

Microsoft Part #	Description	Level	Quantity	Year 1		Year 2		Year 3	
				Price	Extended	Price	Extended	Price	Extended
6QK-00001	Azure Monetary Commitment	D	2	\$ 1,200.00	\$ 2,400.00	\$ 1,200.00	\$ 2,400.00	\$ 1,200.00	\$ 2,400.00
AAD-34700	M365 E3 FromSA GCC Unified ShrdSvr ALNG SubsVL MVL PerUsr	D	700	\$ 288.24	\$ 201,768.00	\$ 288.24	\$ 201,768.00	\$ 288.24	\$ 201,768.00
3GU-00001	O365AdvThrtPrtctPln1GCC ShrdSvr ALNG SubsVL MVL PerUsr	D	700	\$ 18.00	\$ 12,600.00	\$ 18.00	\$ 12,600.00	\$ 18.00	\$ 12,600.00
H04-00268	SharePointSvr ALNG SA MVL	D	1	\$ 1,200.36	\$ 1,200.36	\$ 1,200.36	\$ 1,200.36	\$ 1,200.36	\$ 1,200.36
7NQ-00292	SQLSvrStdCore ALNG SA MVL 2Lic CoreLic	D	5	\$ 579.00	\$ 2,895.00	\$ 579.00	\$ 2,895.00	\$ 579.00	\$ 2,895.00
6VC-01253	WinRmtDsktpSrvcsCAL ALNG SA MVL DvcCAL	D	128	\$ 17.76	\$ 2,273.28	\$ 17.76	\$ 2,273.28	\$ 17.76	\$ 2,273.28
9EA-00278	WinSvrDCCore ALNG SA MVL 2Lic CoreLic	D	32	\$ 124.32	\$ 3,978.24	\$ 124.32	\$ 3,978.24	\$ 124.32	\$ 3,978.24
					Year 1 Total \$ 227,114.88	Year 2 Total \$ 227,114.88		Year 3 Total \$ 227,114.88	
					Three Year Total \$ 681,344.64				

Notes

Renewal quote for EA #: 5443104 - expires 9/30/19

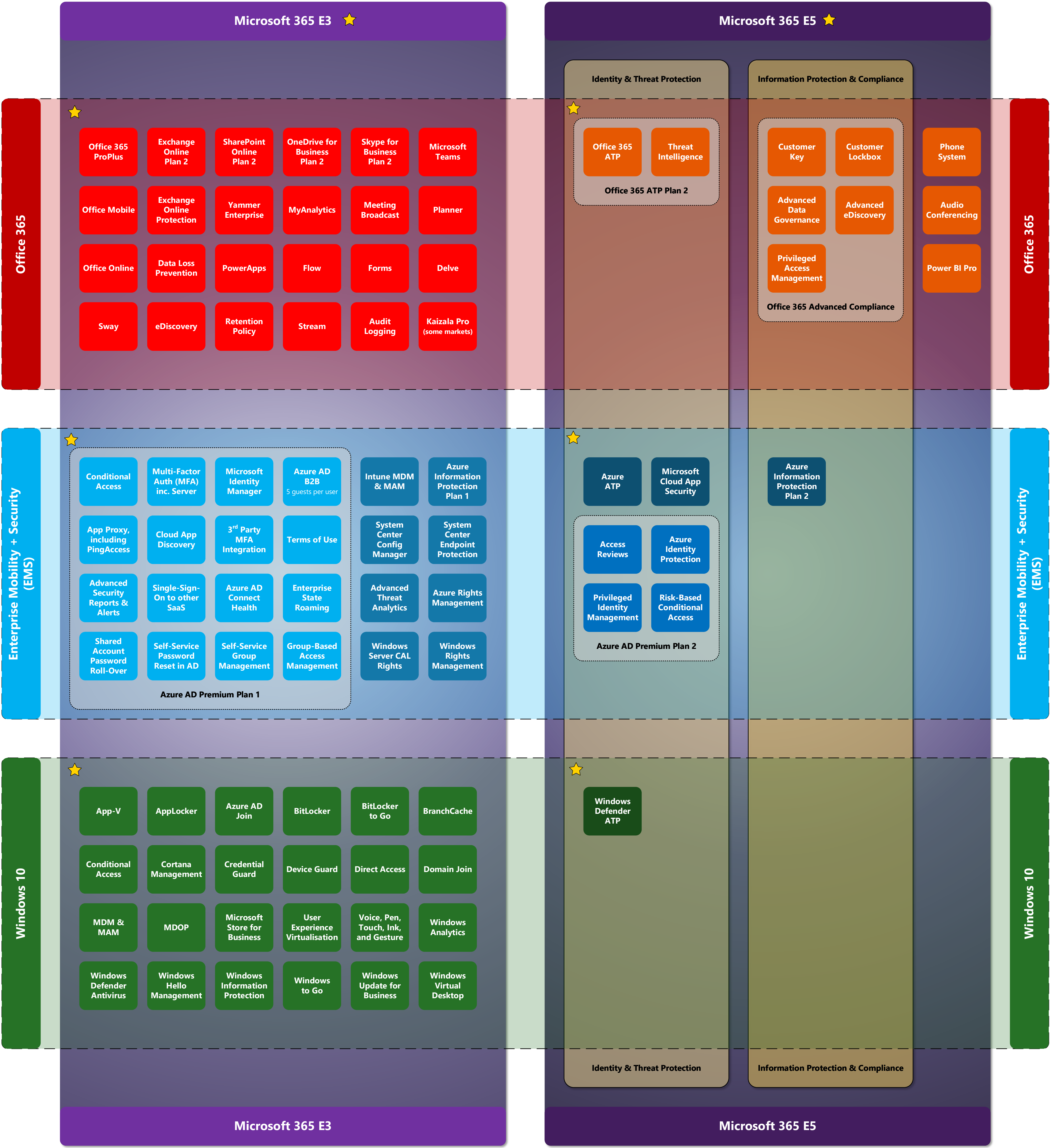
Terms & Conditions

Terms and Conditions of sales and services projects are governed by the terms at:
<http://www.cdwg.com/content/terms-conditions/product-sales.aspx>

Microsoft 365 Enterprise on a Page

February 2019

@AaronDinnage



Microsoft 365 Enterprise Common Features

Productivity Server Licenses

Unlimited installs of SharePoint, Exchange, and Skype for Business Server, on dedicated hardware (not multi-tenant), for use by Microsoft 365 licensed users.

Office Device Licenses

One traditional Office Professional Plus device install for each existing Software Assurance (SA) user, and new users up to the number of existing from SA users (Expires August 1, 2019)



Report to the
Finance Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # P.5.

To accept Staff's recommendation to stay with CVMIC for liability and EPL insurance for the 2020 insurance year.

The Council may convene in closed session pursuant to Section 19.85(1)(e), Wis. Stats., for purposes of deliberating or negotiating the sale of public properties, investing of public funds or conducting other specified public business as necessary for competitive or bargaining reasons. The Council may thereafter reconvene in open session pursuant to Section 19.85(2), Wis. Stats., to report the results of the closed session and consider the balance of the agenda.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. 2020 LIAB insurance updated 9-5-19



Report to the
Finance Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # P.6.

To accept the Claims Committee's recommendations in the Report of the Claims Committee.

The Council may convene in closed session pursuant to Section 19.85(1)(e), Wis. Stats., for purposes of deliberating or negotiating the sale of public properties, investing of public funds or conducting other specified public business as necessary for competitive or bargaining reasons. The Council may thereafter reconvene in open session pursuant to Section 19.85(2), Wis. Stats., to report the results of the closed session and consider the balance of the agenda.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. CONFIDENTIAL Claims Committee Rpt August 2019



Report to the
Parks Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # Q.1.

To approve the purchase of a 33,000 GVWR Cab & Chassis from Truck Country for \$75,399.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. 9-11-19 PARKS Cabs & Chassis



CITY OF GREEN BAY - PURCHASING DIVISION

TO: Parks Committee
FR: Rick Jensen, Purchasing Manager
DT: September 11, 2019
RE: Purchasing Report
Cc: Dan Ditscheit, Diana Ellenbecker

Report of the Purchasing Manager:

1. Request approval to purchase a 33,000 GVWR Cab & Chassis from Truck Country for \$75,399.
2. Request approval to purchase a 26,000 GVWR Cab & Chassis from Truck Country for \$69,970.

The following items were openly and competitively offered:

Parks Committee - Report of the Purchasing Manager				
DESCRIPTION and TERM IF A CONTRACT	FUNDING SOURCE	AWARDED VENDOR	RESPONSES	\$ AMOUNT
Cab & Chassis 33,000 GVWR Forestry- for Chipper Box	426670-55140 Replace Equipment	Truck Country	4	\$75,399
Cab & Chassis 26,000 GVWR Forestry - Flatbed	426670-55140 Replace Equipment	Truck Country	3	\$69,970

CITY OF GREEN BAY QUOTE SUMMARY
RFQ #3173
Cab & Chassis Single Axle 33,000 GVWR

Dept: Parks	Req # 156	VENDOR #1	VENDOR #2	VENDOR #2	VENDOR #3	VENDOR #4
Planholders: 7 Vendors	CC #072	TRUCK COUNTRY	PACKER CITY INTERNATIONAL TRUCKS	PACKER CITY INTERNATIONAL TRUCKS	KRIETE TRUCK CENTER	JX TRUCK CENTER
Issued: 8/7/19	Due: 8/28/19	Kaukauna	Green Bay	Green Bay	De Pere	De Pere
DESCRIPTION		PRICE	PRICE	PRICE	PRICE	PRICE
Year/Model/Mfg of Vehicle:		2020 Freightliner M2-106	2020 International MV-607	2020 International MV-607	2021 Mack Granite 42BR MHD	2021 Peterbilt 337
TOTAL:		\$ 75,399	\$ 75,975	\$ 80,000	\$ 89,957	\$ 101,400
Warranty:	As requested in RFQ	As requested in RFQ	As requested in RFQ	See quote response	See quote response	
Lead Time	90 Days	90 Days	90 Days	Feb. 2020	March Delivery	
Final payment will be made Net 10	Net 30	Net 30	Net 30	Net 10	\$1,000.00 Deposit Balance on Delivery	

Recommendation: Award to the lowest responsive, responsible vendor Truck Country for \$75,399.

CITY OF GREEN BAY QUOTE SUMMARY
RFQ #3174
Cab & Chassis Single Axle 26,000 GVWR

Dept: Parks	Req # 154	VENDOR #1	VENDOR #2	VENDOR #3
Planholders: 5 Vendors	CC #072	TRUCK COUNTRY	PACKER CITY INTERNATIONAL TRUCKS	JX TRUCK CENTER
Issued: 8/7/19	Due: 8/28/19	Kaukauna	Green Bay	De Pere
DESCRIPTION		PRICE	PRICE	PRICE
Year/Model/Mfg of vehicle:		2020 Freightliner M2-106	2020 International MV-607	2021 Peterbilt 337
TOTAL:		\$ 69,970	\$ 70,500	\$ 76,600
Warranty:	As requested in RFQ	As requested in RFQ	See quote response	
Lead Time	90-120 Days	90 Days	March Delivery	
Final payment will be made Net 10	Net 30	Net 30	\$1,000.00 Deposit Balance on Delivery	

Recommendation: Award to the lowest responsive, responsible vendor Truck Country \$69,970.



Report to the
Parks Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # Q.2.

To approve the purchase of a 26,000 GVWR Cab & Chassis from Truck Country for \$69,970.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Parks Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # Q.3.

To receive and place on file the request by Ald. Dorff to consider adding a playground area separate from the Baird School Playground in Baird Park.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. Baird Site Schematic Plan 3



Baird Elementary School
Green Bay, WI
September 11, 2017
© 2017 Bray Architects + Planners, Inc.

Site Plan
SCALE: Not to Scale



Report to the
Parks Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # Q.4.

To receive and place on file the request by Ald. Lefebvre to review the Forestry policy for tree removal in the downtown, in particular the 100 block North Adams, plus other streets downtown.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. Parks_Lefebvre-Downtown Trees



**PETITIONS AND COMMUNICATIONS FORM
COMMON COUNCIL
CITY OF GREEN BAY**

Date of Council Meeting: August 20, 2019

Request of Alderperson Kathy Lefebvre

Refer to: Parks / forestry

Please state clearly the action requested. Requests should be turned in at the City Clerk's Office by 10:00 AM on the Thursday before a Council meeting. For late communications, present this form to the City Clerk after the request is read.

As I have noticed
dead trees in downtown area - 100 block
N. Adams, plus other streets downtown.



Report to the
Parks Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # Q.5.

To refer to staff to gather additional information on the request by Ald. Lefebvre to reinstate the deer management program at the Wildlife Sanctuary and also look at this issue Citywide and report back to the next Park Committee for further discussion.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

1. Parks_Lefebvre2-WLS Deer
2. Park Committee Packet 091119



PETITIONS AND COMMUNICATIONS FORM
COMMON COUNCIL
CITY OF GREEN BAY

Date of Council Meeting: August 20, 2019

Request of Alderperson Kathy Lefebvre

Refer to: Park Board

Please state clearly the action requested. Requests should be turned in at the City Clerk's Office by 10:00 AM on the Thursday before a Council meeting. For late communications, present this form to the City Clerk after the request is read.

Request the Wildlife Sanctuary
to reinstate the deer management
program. The herd needs culling.



AGENDA OF THE PARKS COMMITTEE

**WEDNESDAY, SEPTEMBER 11, 2019, 6:00 PM
CITY HALL, ROOM 207**

A. Roll Call.

B. Approval of the Agenda.

C. Approval of Minutes.

D. Regular Business.

1. Request approval to purchase a 33,000 GVWR Cab & Chassis from Truck Country for \$75,399.
2. Request approval to purchase a 26,000 GVWR Cab & Chassis from Truck Country for \$69,970.
3. Request by Ald. Dorff to consider adding a playground area separate from the Baird School Playground in Baird Park. For security reasons the school may not allow the public to use the playground during school hours. The former playground belonged to the city and the residents of the area are requesting to have a playground they can use.
4. Request by Ald. Lefebvre to review the Forestry policy for tree removal in the downtown as I have noticed dead trees in the downtown area, in particular the 100 block North Adams, plus other streets downtown.
5. Request by Ald. Lefebvre for the Wildlife Sanctuary to reinstate the deer management program. The herd needs culling.

E. Informational.

1. Director's Report on updates and recent activities of the Parks, Recreation and Forestry Department.
2. The next Park Committee is scheduled for September 25, 2019.

F. 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 Parks 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
Parks Committee
of the City of Green Bay

MEETING DATE

September 11, 2019

PREPARED BY

AGENDA ITEM # D.I.

Request approval to purchase a 33,000 GVWR Cab & Chassis from Truck Country for \$75,399.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. 9-11-19 PARKS Cabs & Chassis



CITY OF GREEN BAY - PURCHASING DIVISION

TO: Parks Committee
FR: Rick Jensen, Purchasing Manager
DT: September 11, 2019
RE: Purchasing Report
Cc: Dan Ditscheit, Diana Ellenbecker

Report of the Purchasing Manager:

1. Request approval to purchase a 33,000 GVWR Cab & Chassis from Truck Country for \$75,399.
2. Request approval to purchase a 26,000 GVWR Cab & Chassis from Truck Country for \$69,970.

The following items were openly and competitively offered:

Parks Committee - Report of the Purchasing Manager				
DESCRIPTION and TERM IF A CONTRACT	FUNDING SOURCE	AWARDED VENDOR	RESPONSES	\$ AMOUNT
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CITY OF GREEN BAY QUOTE SUMMARY
RFQ #3173
Cab & Chassis Single Axle 33,000 GVWR

Dept: Parks	Req # 156	VENDOR #1	VENDOR #2	VENDOR #2	VENDOR #3	VENDOR #4
Planholders: 7 Vendors	CC #072	TRUCK COUNTRY	PACKER CITY INTERNATIONAL TRUCKS	PACKER CITY INTERNATIONAL TRUCKS	KRIETE TRUCK CENTER	JX TRUCK CENTER
Issued: 8/7/19	Due: 8/28/19	Kaukauna	Green Bay	Green Bay	De Pere	De Pere
DESCRIPTION		PRICE	PRICE	PRICE	PRICE	PRICE
Year/Model/Mfg of Vehicle:		2020 Freightliner M2-106	2020 International MV-607	2020 International MV-607	2021 Mack Granite 42BR MHD	2021 Peterbilt 337
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Warranty:	As requested in RFQ	As requested in RFQ	As requested in RFQ	See quote response	See quote response	
Lead Time	90 Days	90 Days	90 Days	Feb. 2020	March Delivery	
Final payment will be made Net 10	Net 30	Net 30	Net 30	Net 10	\$1,000.00 Deposit Balance on Delivery	

Recommendation: Award to the lowest responsive, responsible vendor Truck Country for \$75,399.

CITY OF GREEN BAY QUOTE SUMMARY
RFQ #3174
Cab & Chassis Single Axle 26,000 GVWR

Dept: Parks	Req # 154	VENDOR #1	VENDOR #2	VENDOR #3
Planholders: 5 Vendors	CC #072	TRUCK COUNTRY	PACKER CITY INTERNATIONAL TRUCKS	JX TRUCK CENTER
Issued: 8/7/19	Due: 8/28/19	Kaukauna	Green Bay	De Pere
DESCRIPTION		PRICE	PRICE	PRICE
Year/Model/Mfg of vehicle:		2020 Freightliner M2-106	2020 International MV-607	2021 Peterbilt 337
TOTAL:		\$ 69,970	\$ 70,500	\$ 76,600
Warranty:	As requested in RFQ	As requested in RFQ	See quote response	
Lead Time	90-120 Days	90 Days	March Delivery	
Final payment will be made Net 10	Net 30	Net 30	\$1,000.00 Deposit Balance on Delivery	

Recommendation: Award to the lowest responsive, responsible vendor Truck Country \$69,970.



Report to the
Parks Committee
of the City of Green Bay

MEETING DATE

September 11, 2019

PREPARED BY

AGENDA ITEM # D.2.

Request approval to purchase a 26,000 GVWR Cab & Chassis from Truck Country for \$69,970.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Parks Committee
of the City of Green Bay

MEETING DATE

September 11, 2019

PREPARED BY

AGENDA ITEM # D.3.

Request by Ald. Dorff to consider adding a playground area separate from the Baird School Playground in Baird Park. For security reasons the school may not allow the public to use the playground during school hours. The former playground belonged to the city and the residents of the area are requesting to have a playground they can use.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. Baird Site Schematic Plan 3



Baird Elementary School
Green Bay, WI
September 11, 2017
© 2017 Bray Architects + Planners, Inc.

Site Plan
SCALE: Not to Scale



Report to the
Parks Committee
of the City of Green Bay

MEETING DATE

September 11, 2019

PREPARED BY

AGENDA ITEM # D.4.

Request by Ald. Lefebvre to review the Forestry policy for tree removal in the downtown as I have noticed dead trees in the downtown area, in particular the 100 block North Adams, plus other streets downtown.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. Parks_Lefebvre-Downtown Trees



PETITIONS AND COMMUNICATIONS FORM
COMMON COUNCIL
CITY OF GREEN BAY

Date of Council Meeting: August 20, 2019

Request of Alderperson Kathy Lefebvre

Refer to: Parks / forestry

Please state clearly the action requested. Requests should be turned in at the City Clerk's Office by 10:00 AM on the Thursday before a Council meeting. For late communications, present this form to the City Clerk after the request is read.

As I have noticed
dead trees in downtown area - 100 block
N. Adams, plus other streets downtown.



Report to the
Parks Committee
of the City of Green Bay

MEETING DATE

September 11, 2019

PREPARED BY

AGENDA ITEM # D.5.

Request by Ald. Lefebvre for the Wildlife Sanctuary to reinstate the deer management program. The herd needs culling.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. Parks_Lefebvre2-WLS Deer



PETITIONS AND COMMUNICATIONS FORM
COMMON COUNCIL
CITY OF GREEN BAY

Date of Council Meeting: August 20, 2019

Request of Alderperson Kathy Lefebvre

Refer to: Park Board

Please state clearly the action requested. Requests should be turned in at the City Clerk's Office by 10:00 AM on the Thursday before a Council meeting. For late communications, present this form to the City Clerk after the request is read.

Request the Wildlife Sanctuary
to reinstate the deer management
program. The herd needs culling.



Report to the
Parks Committee
of the City of Green Bay

MEETING DATE

September 11, 2019

PREPARED BY

AGENDA ITEM # E.I.

Director's Report on updates and recent activities of the Parks, Recreation and Forestry Department.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. Director's Report 091119

PARKS, RECREATION, & FORESTRY COMMITTEE
DIRECTOR'S REPORT
WEDNESDAY, September 11, 2019

PARK DIVISION

- High school and middle school sports are back in gear so we have started marking fields again.
- Little League fall ball is under way.
- Almost all our seasonal employees are gone so we are adjusting our crews and priorities accordingly.
- The pools are drained and two of the wading pools are getting painted while they are clean.
- The rains are keeping us mowing. What a year!
- We have installed the Big (Blue) Chair at Navarino Park. This was a donation from the Neighborhood Association.
- We have installed the gravel base and retaining walls for the gaga ball pit at Fritsch Park. The gaga ball pit will be donated and installed by the Neighborhood Association.
- We have installed a drainage line at Colburn Park to assist in the removal of the snow melt next spring.
- We have installed drainage tile in two of the four diamonds at the Finger Road Complex to help dry the infields faster. We will do the same for the other two diamonds next year.
- Park shelter clean-up is underway at Playground Program shelters now that that season is over.

FORESTRY DIVISION

- Storm Cleanup along streets and parks is nearly complete, staff will have to work with WPS to remove damaged trees adjacent to electric lines.
- Stump Removal along streets and parks has resumed. Crews are working from east to west this year and will soon be crossing the river to the west side. Storms this

summer added an additional 200 stumps to the current list.

- Tree Pruning along streets has resumed. The west side crew is in the Mather Heights Park area. The east side crew is near the Preble Park/Edison Park area.
- Emerald Ash Borer (EAB) – Treatments have been completed for 2300 street trees this season.

DESIGN & DEVELOPMENT DIVISION

- **Bay Beach Amusement Park – Beach, Boardwalk, Pier**
 - Staff is currently reviewing the 90% construction plans.
- **Colburn Pool**
 - Renovation work has begun.
- **East River Optimist Site Improvements**
 - The contractor has remobilized and work is continuing.
 - The donor group is continuing to work on the re-engineering the concession stand footing design.
- **Fort Howard Park**
 - The playground equipment has been installed with the exception of the swing set. Staff is waiting for parts to complete the swing set installation. The Jefferson Elementary students have been able to use the new equipment. An ADA accessible concrete path will be installed around the playground.
- **Ken Euers Restoration**
 - Work on the project continues.
- **Red Smith Shelter**
 - Work continues on the shelter and walk.

RECREATION DIVISION

- The 2019 Summer Playground Program went very well. The attendance this year was 60,100 people over the ten week program.
- The Adult Football Leagues began on August 24th. There are 24 teams registered.
- The Geezer Pickle ball Tournament was sold out.
- Recreation staff are busy scheduling parochial soccer leagues, elite soccer, and football, tennis, cross country, baseball, and ultimate frisbee.
- Open Gyms will begin in November 2019.

- The 2019-2020 Youth Dance Program begins with parent meetings on Sept. 17th. Classes begin the week of September 30th. Classes this year will range from Tap/Ballet to Hip Hop and Jazz. We have classes for anyone ages 3-18 years old at sites throughout the city.
- The Fall Program Guide has been completed and will be distributed to schools this week.
- The Going Big in the Bay Skateboarding Event took place Saturday, August 10th at Joannes Skatepark. The event had 100 participants.
- The Fall Softball League is currently being held at Beaver Dam and Ft. Howard Parks. There are 25 teams participating.
- We are currently taking registrations for table tennis, adult basketball leagues and youth basketball skills.

AQUATICS

- The outdoor pool season concluded on August 22nd. We had an overall attendance of 48,200 people. This is down just slightly from last year (51,000) and we did not have Colburn Pool running this summer.
- The indoor pool season has already begun with swim team rentals at Southwest and Edison Pools 4 nights/week.

BAY BEACH

- The season is winding down. We are still open weekends and looking for staff to help.
- We continue to work with a few big companies on having their picnics here and getting their events set up. We will be looking more into this in the off season so we can increase revenue within the park
- Labor Day weekend was very busy. All staff worked hard regardless of being short-handed.
- Budget planning continues for next year.
- Continuing end of the year reviews for seasonal as they are leaving for college.
- Ongoing process with Jolt to make sure we are getting all the benefits from the software.
- Staff is preparing for a few conferences in the off season to see what is trending in the food and beverage and Amusement Park industry.
- Staff is preparing to meet with vendors to get bids set for next year.

METRO BOAT LAUNCH

- Two docks are in place due to the high water this year. DPW extended the 2 docks to make them usable.

TRIANGLE SPORTS AREA

- The Disc Golf Course is up and seeing good use on our nicer days.
- Looking to partner with GBASO to set up some winter activities for this season.

WILDLIFE SANCTUARY

- The ribbon cutting was held on August 27 for the new 4K addition/rental space to the Nature Center. There was a public open house on August 28. Although there was a ribbon cutting, there are still a few final contractor punchlist items and equipment deliveries that need to be completed before we can open this space up to the public for rentals and the 4K program. In a few weeks the building will officially open.
- The Walk for Wildlife is scheduled for Saturday, September 14. This is the largest annual fundraiser event for the Sanctuary. All proceeds go towards animal rehab.
- A group of eagle scouts completed the installation of the new deck boards on the lookout deck at the coyote yard.
- Fall bird hikes started on August 24th. The hikes are held every Saturday and Wednesday morning at 7 AM. Some birds have already started their fall migrations.
- Free trail fitness walks are held every Wednesday in September at noon.
- There will be an Electronics Recycling Drive on Saturday, September 21 from 9:00-1:00.
- The animal examination room in the Observation Building is in the process of a renovation. We are replacing all of the cabinets and countertops.
- The annual City deer management information session was held on September 5th.



Report to the
Parks Committee
of the City of Green Bay

MEETING DATE

September 11, 2019

PREPARED BY

AGENDA ITEM # E.2.

The next Park Committee is scheduled for September 25, 2019.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Personnel Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # R.I.

To approve the request to fill the following replacement positions and all subsequent vacancies resulting from internal transfers.

- a. Truck Driver (Sanitation) - Public Works
- b. Park Maintenance Worker - Parks, Recreation & Forestry

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

1. Request to Fill Memo 09.10.19
2. Truck Driver - R. Ferry 10.01.19
3. Park Maintenance Worker - P. Ludolph 09.13.19

MEMORANDUM



Human Resources Department

To: Personnel Committee
Joe Faulds, Human Resources Director

From: Sarah Fidler
Human Resources Generalist

Re: Request to Fill Vacant Positions

Date: September 5, 2019

The Human Resources Department is requesting authorization to fill the following replacement positions approved as part of the 2019 budget and all subsequent vacancies resulting from internal transfers. The justification reports are attached.

- Sanitation Truck Driver – Replacement position due to the retirement of Richard Ferry effective October 1, 2019. Salary range: \$19.57 - \$23.03 per hour.
- Park Maintenance Worker – Replacement position due to the resignation of Peter Ludolph effective September 13, 2019. Salary range: \$19.57 - \$23.03 per hour.

**Position Fill Request
Justification Report
August 23, 2019**

Position Title: Truck Driver – DPW Operations Division/Sanitation Section

- 1. If this position is a replacement position, please indicate the reasons for the vacancy. If this is not a replacement position, please indicate the reasons for requesting the position.**

 X **Replacement Position** **Not a Replacement Position**

This position will be vacated resulting from the retirement of Sanitation Section Truck Driver Rick Ferry, effective at the end of the work day on Tuesday, October 1, 2019

- 2. Is this position included in the current budget? If not, please list how this position will be funded (grant, internship, etc.). Please list the salary range of the position.**

Yes, this position is currently funded in the DPW operating budget. The current wage for a DPW- Truck Driver is \$19.57/hour to \$23.03/hour (\$40,706 to \$47,902 annually)

- 3. Please list the functions and any special information regarding this position.**

Sanitation Section Truck Drivers perform duties including but not limited to driving trash, recycling, and brush route collection trucks, operating various pieces of equipment, plowing snow, daily equipment maintenance, and other assignments necessary for DPW to perform its core functions

- 4. Does the position generate revenue or reduce expenses? If so, provide an estimated amount.**

This position does not generate revenue for the City. But the use of in-house labor and equipment reduces the need to contract services that are currently provided by DPW employees.

- 5. Please explain why current staff is unable to absorb duties of this position.**

Loss of a Sanitation Section Truck Driver represents a reduction in DPW's ability to provide its core services in a timely manner, including trash and recycling collection, brush collection, snow plowing, curbside yard and garden waste collection, etc.

- 6. If duties of position are presently being done, how are they done?**

Duties associated with any vacant DPW position are assigned to other Operations Division employees. When there is a lack of personnel to perform core DPW functions, assignments are prioritized. Unstaffed assignments end up being postponed or not completed.

- 7. What service would be reduced or eliminated if this position is not filled?**

DPW cannot reduce or eliminate core services. A reduction in DPW staff will result in a lower level of service to residents, and increase the amount of time required to complete those services.

- 8. What are the alternative methods and costs of accomplishing the work?**

Reducing the level of services provided to City residents, working overtime to maintain the expected level of service, or outsourcing of services.

9. Are there union issues? No

10. Other supporting comments. None

**Position Fill Request
Justification Report
September 3, 2019**

Position Title: Park Maintenance Worker

- 1. If this position is a replacement position, please indicate the reasons for the vacancy. If this is not a replacement position, please indicate the reasons for requesting the position.**

 X Replacement Position Not a Replacement Position

This position will be vacant as a result of the resignation of Peter Ludolph on September 13, 2019.

- 2. Is this position included in the current budget? If not, please list how this position will be funded (grant, internship, etc.). Please list the salary range of the position.**

Yes, this position is budgeted. The wage range is \$19.57 - \$23.03 per hour.

- 3. Please list the functions and any special information regarding this position.**

The Park Maintenance Worker is a generalist position responsible for maintaining all facets of the year-round park operations. Parks and the related facilities are used daily from sun-up to 10:30 p.m. throughout the year. Therefore, we need to ensure that they are clean, safe, and functional at all times for our patrons.

- 4. Does the position generate revenue or reduce expenses? If so, provide an estimated amount.**

No.

- 5. Please explain why current staff is unable to absorb duties of this position.**

Over the years, we have added more parkland and facilities, but have not added additional staff. We are also responsible for maintaining a four-diamond Little League complex, a six-field soccer complex, more trails, more parklands, and the City Deck.

- 6. If duties of position are presently being done, how are they done?**

When vacancies occur in this classification, we are unable to meet all of the maintenance needs of our parks and facilities. As positions become vacant, we prioritize and reprioritize our daily work. The effect is that many of the services that we provide to the public are being performed less frequently.

- 7. What service would be reduced or eliminated if this position is not filled?**

The overall service would be reduced. We have tried to lessen the obvious impact by reprioritization.

8. What are the alternative methods and costs of accomplishing the work?

Contracting for various maintenance services would need to be explored. Costs would be dependent on the service contracted. The Park Maintenance Worker performs a wide range of services during a calendar year, therefore making it difficult to replace a single position by contracting.

9. Are there union issues?

No.

10. Other supporting comments.

Since 2001, the Parks Division has been responsible for maintaining the following added facilities: New 4K building at the Wildlife Sanctuary, SK8 Park; Leicht Memorial Festival Park; Resch Aquatic Center; four new buildings; nine splash pads; more parkland at Farlin Park, Beach Lane, Navarino Park, V.T. Pride Park, Eastman Park; several parcels along the Baird Creek Greenway; 16 acres of turf at Bay Beach Park; a new boarded hockey rink; a four ball diamond softball complex; a six-field soccer complex; the City Deck; the Zippin Pippin, Sea Dragon, Bay Beast, Rockin' Tug, Falling Star and the new Big Wheel Ferris Wheel amusement rides; as well as several miles of trails.

We have assumed the work at the additional facilities (above) while seeing a reduction in staff of 6 of these full-time Park Maintenance Workers and 10 fewer seasonal positions since 2006. With future maintenance responsibilities sure to come, we will fall further behind in our efforts to provide the most basic of services if we do not maintain our staffing levels accordingly.



Report to the
Personnel Committee
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # R.2.

To approve the motion to increase the annual salary of the teachers to \$41,486, and increase the wage of the Naturalists to \$18.53/hour.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. 4K Budget Summary 9.17.19

4K Budget Summary - \$2,300 Per Student With Existing Salary Rate

Revenues

	# of Students	Per Student Fee		
School Reimbursement	75	\$ 2,300	\$	172,500

Expenses

	Hourly Wage	Hourly Wage	Annual Salary	# of Employees		
Teacher/Naturalist Salaries						
Teachers			\$ 37,577	2	\$	75,154
Naturalists		\$ 14.75	\$ 22,538	2	\$	45,076
					\$	120,230
Teacher/Naturalist Benefits						
WRS					\$	7,874
Social Security					\$	7,454
Medicare					\$	1,743
					\$	17,071
Misc. Expenses						
Utilities					\$	1,332
School Supplies					\$	2,300
4K Housekeeping Supplies					\$	805
Copy Machine					\$	700
4K Building Maint./Supplies					\$	6,000
Janitor Services					\$	10,880
					\$	22,017
Total All Expenses					\$	159,318

Budget Summary

Total All Expenses			\$	159,318
School Reimbursement	75	\$ 2,300	\$	172,500
Total Excess of Funds			\$	(13,182)

Note:

This budget does not include the salary of the Wildlife Sanctuary Supt. or the other full time Wildlife Sanctuary staff for their time allocated to the 4K program.

This budget assumes there are 75 students enrolled in the program. In 2018 there were 58 students enrolled. Currently in the 2019 school season there are 74 students enrolled.

4K Budget Summary - \$2,500 Per Student with Proposed Salary Raise

Revenues

	# of Students	Per Student Fee	
School Reimbursement	75	\$ 2,500	\$ 187,500

Expenses

	Hourly Wage	Annual Salary	# of Employee	
Teacher/Naturalist Salaries				
Teachers		\$ 41,486	2	\$ 82,972
Naturalists	\$ 18.53	\$ 28,314	2	\$ 56,628
				\$ 139,600
Teacher/Naturalist Benefits				
WRS				\$ 9,423
Social Security				\$ 8,655
Medicare				\$ 2,024
				\$ 20,102
Misc. Expenses				
Utilities				\$ 1,332
School Supplies				\$ 2,300
4K Housekeeping Supplies				\$ 805
Copy Machine				\$ 700
4K Building Maint./Supplies				\$ 6,000
Janitor Services				\$ 10,880
				\$ 22,017
Total All Expenses				\$ 181,719

Budget Summary

Total All Expenses			\$ 181,719
School Reimbursement	75	\$ 2,500	\$ 187,500
Total Excess of Funds			\$ (5,781)

Note:

This budget does not include the salary of the Wildlife Sanctuary Supt. or the other full time Wildlife Sanctuary staff for their time allocated to the 4K program.

This budget assumes there are 75 students enrolled in the program. In 2018 there were 58 students enrolled. There are currently 74 students enrolled in the 2019 school season.



Report to the
Public Arts Commission
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

Laura Schley, Staff

AGENDA ITEM # S.I.

To increase the Rotating Art Program artist stipend to \$1,500.

BACKGROUND

Comparing the Rotating Art Program to similar programs in other communities the general artist honorarium ranges from \$1,000 - \$2,000 for a similar lease term.

Similar Program Lease Terms and Artist Honorariums

- **Sculpture Tour Eau Claire** | Artist Honorarium: \$1,000, and \$250 for each additional piece selected. Lease Term: approximately 1 year.
- **Stevens Point Sculpture Park** | Artist Honorarium: \$1,500. Lease Term: 3 years.
- **Sculpture Walk De Pere** | Artist Honorarium: \$1,000. Lease Term: 5 months.
- **Acre of Art Appleton** | Artist Honorarium: \$3,000 Lease Term: 2 years

To create a strong and competitive program that is worth artists time and efforts, staff is recommending an honorarium increase.

RECOMMENDATION

Staff recommends increasing the Rotating Art Program artist stipend to \$1,500.

FISCAL IMPACT

The Green Bay Public Arts Commission received several grants for the Rotating Art Program totaling \$5,000. From those funds, \$3,100 is currently available. Increasing the artist honorarium to \$1,500 will allow us to install two new pieces to be on display for one year from installation. Following the honorarium increase we will have \$100 remaining.

ATTACHMENTS

- I. GBPAC 08.28.2019 RAP Funding Budget

Rotating Art Funding Budget	\$
	4,700.00
Artist payments	
	600.00
Insurance	
	<u>1,000.00</u>
	3,100.00



Can be used to make two artist payments of \$1,500 with a remaining balance of \$100.



Report to the
Public Arts Commission
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

Laura Schley, Staff

AGENDA ITEM # S.2.

To adjust the Annual Grant Program application deadline to 3 times a year to review all eligible grant applications during the regular monthly meeting of the Green Bay Public Arts Commission during the months of April, August and December.

BACKGROUND

Currently the Annual Grant Program is operating under a rolling deadline with suggested funding per quarter. To establish program stability and encourage quality applications, staff is recommending the development of three application deadlines per year.

After reviewing patterns of past grants received, based on this information, staff has suggested three grant deadlines. Application deadlines will be at noon on the first Monday during the months of March, July and November. All eligible applications received at the deadline will be reviewed at the following regular meeting of the Green Bay Public Arts Commission. During these regular meetings of the Green Bay Public Arts Commission, the Commission will review all applications received and divide available grant funds between the projects submitted.

Funds to be distributed per every 4-month period are yet to be determined.

RECOMMENDATION

Staff recommends to adjust the Annual Grant Program deadline to 3 times a year to review all eligible grant applications during the regular monthly meeting of the Green Bay Public Arts Commission during the months of March, July and November.

FISCAL IMPACT

ATTACHMENTS

- I. GBPAC 08.28.2019 AGP Schedule

Past AGP Applications Received and Suggested Grant Deadlines

Month	# of AGP Applications Received per Month (past 2 years)	Recommended Grant Deadlines	Recommended Grant Review Dates
January	0		
February	2		
March	1	1 st Monday	4 th Wednesday
April	0		
May	1		
June	1		
July	1		
August	1		
September	5		
October	1		
November	0	1 st Monday	4 th Wednesday
December	0		

Staff recommends adjusting from a rolling deadline to three deadlines per year. Recommended application deadlines will take place at Noon the 1st Monday of the months March, July and November. All eligible applications received by the deadlines will be reviewed at the following regular meeting of the Green Bay Public Arts Commission during the months of March, July and November.

Funds available for disbursement during these 4-month periods is yet to be determined.



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # T.I.

To receive and place on file the request to look at placing signs that read "STATE LAW - YIELD TO PEDESTRIAN IN CROSSWALK" on Shawano Avenue at the Ben Edinger Trail crossing.

BACKGROUND

The proposed sign, the "In-Street Ped Crossing" sign (RI-6) is used to remind road users of laws regarding right-of-way at an unsignalized pedestrian crosswalk. Highway agencies may develop and apply criteria for determining the applicability of In-Street Pedestrian Crossing signs. If an island is available, the In-Street Pedestrian Crossing sign, if used, should be placed on the island. The In-Street Pedestrian Crossing sign may be used seasonally to prevent damage in winter because of plowing operations, and may be removed at night if the pedestrian activity at night is minimal.

A pedestrian and vehicle count plus gap survey was conducted on Monday, July 22, 2019. Weather was favorable to walking and outdoor activities. Observations were made between 7 a.m. and 7 p.m. A total of 210 pedestrians crossed within the 12 hours. The peak morning hour was between 8:50 a.m. and Observation staff noted that motorists yielded to pedestrians when the peds were assertive. Gaps allowed most of the pedestrians to cross without any issues.

RECOMMENDATION

- A. To receive and place on file.
- B. For the Police Department to enforce both pedestrian and motorist law on Shawano Avenue at the Ben Edinger Trail.
- C. For signs to be installed on the Ben Edinger trail approaching the Shawano Avenue crossing warning pedestrians of the Shawano Avenue crossing.

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # T.2.

For the Police Department to enforce both pedestrian and motorist law on Shawano Avenue at the Ben Edinger Trail.

BACKGROUND

The proposed sign, the "In-Street Ped Crossing" sign (RI-6) is used to remind road users of laws regarding right-of-way at an unsignalized pedestrian crosswalk. Highway agencies may develop and apply criteria for determining the applicability of In-Street Pedestrian Crossing signs. If an island is available, the In-Street Pedestrian Crossing sign, if used, should be placed on the island. The In-Street Pedestrian Crossing sign may be used seasonally to prevent damage in winter because of plowing operations, and may be removed at night if the pedestrian activity at night is minimal.

A pedestrian and vehicle count plus gap survey was conducted on Monday, July 22, 2019. Weather was favorable to walking and outdoor activities. Observations were made between 7 a.m. and 7 p.m. A total of 210 pedestrians crossed within the 12 hours. The peak morning hour was between 8:50 a.m. and Observation staff noted that motorists yielded to pedestrians when the peds were assertive. Gaps allowed most of the pedestrians to cross without any issues.

RECOMMENDATION

- A. To receive and place on file.
- B. For the Police Department to enforce both pedestrian and motorist law on Shawano Avenue at the Ben Edinger Trail.
- C. For signs to be installed on the Ben Edinger trail approaching the Shawano Avenue crossing warning pedestrians of the Shawano Avenue crossing.

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # T.3.

For signs to be installed on the Ben Edinger trail approaching the Shawano Avenue crossing warning pedestrians of the Shawano Avenue crossing.

BACKGROUND

The proposed sign, the "In-Street Ped Crossing" sign (RI-6) is used to remind road users of laws regarding right-of-way at an unsignalized pedestrian crosswalk. Highway agencies may develop and apply criteria for determining the applicability of In-Street Pedestrian Crossing signs. If an island is available, the In-Street Pedestrian Crossing sign, if used, should be placed on the island. The In-Street Pedestrian Crossing sign may be used seasonally to prevent damage in winter because of plowing operations, and may be removed at night if the pedestrian activity at night is minimal.

A pedestrian and vehicle count plus gap survey was conducted on Monday, July 22, 2019. Weather was favorable to walking and outdoor activities. Observations were made between 7 a.m. and 7 p.m. A total of 210 pedestrians crossed within the 12 hours. The peak morning hour was between 8:50 a.m. and Observation staff noted that motorists yielded to pedestrians when the peds were assertive. Gaps allowed most of the pedestrians to cross without any issues.

RECOMMENDATION

- A. To receive and place on file.
- B. For the Police Department to enforce both pedestrian and motorist law on Shawano Avenue at the Ben Edinger Trail.
- C. For signs to be installed on the Ben Edinger trail approaching the Shawano Avenue crossing warning pedestrians of the Shawano Avenue crossing.

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # T.4.

To receive and place on file the request to place SPEED LIMIT 25 signs on eastbound and westbound Bond Street between Military Avenue and Fisk Street because the signs exist.

BACKGROUND

Two SPEED LIMIT 25 exist on Bond St, one in each direction, in the requested areas. Photos are attached.

RECOMMENDATION

To receive and place on file.

FISCAL IMPACT

ATTACHMENTS

1. D4 Bond St Eastbound (IMG_5369)
2. D4 Bond St Westbound (IMG_5370)







Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # T.5.

To establish a NO PARKING zone on east side of Vroman Street from Elmore Street to Mather Street.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # T.6.

To establish a I-WAY YIELD condition on Ernst Drive at Shirley Street.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # T.7.

To establish a I-WAY YIELD condition on Neufeld Street at Shirley Street.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # U.I.

To adopt a Territory Amendment Resolution and amend the Project Plan for TID Five (5), East and West Downtown. The proposal seeks to remove parcels from TID 5 that are generally located in the area east of S. Maple Street, south of Howard Street, west of the Fox River, and north of Fifth (5th) Street.

BACKGROUND

Remove any parcel within TID 5 that falls within the boundary for TID 22, as identified within the Map and table in Appendix C. Amend the Legal Description in Appendix B to reflect the new TID 5 boundary.

RECOMMENDATION

Recommend the RDA and the City adopt a Territory Amendment Resolution and amend the Project Plan for TID Five (5), East and West Downtown. The proposal seeks to remove parcels from TID 5 that are generally located in the area east of S. Maple Street, south of Howard Street, west of the Fox River, and north of Fifth (5th) Street.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # U.2.

To adopt an Allocation Amendment Resolution and amend the Project Plan for TID Seven (7), Ashland Avenue and Lombardi Avenue Corridors.

BACKGROUND

Amend the Non-Project Costs section of the TID 7 Project Plan to include an allocation, in an amount not to exceed one million dollars (\$1,000,000.00), from TID 7 to Tax Increment District Number Nine (9), State Highway 54/57 Business Park ("TID 9"), for the purposes of industrial development in TID 9, which is consistent with the purpose for which TID 9 was created.

RECOMMENDATION

Recommend the RDA and the City adopt an Allocation Amendment Resolution and amend the Project Plan for TID Seven (7), Ashland Avenue and Lombardi Avenue Corridors.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # U.3.

To adopt an Affordable Housing Extension Resolution for TID Seven (7), Ashland Avenue and Lombardi Avenue Corridors.

BACKGROUND

Prior to December 1, 2020, TID 7 will have accumulated aggregate incremental property taxes equal to or greater than the amount of total project costs, and in accordance with Wis. Stats. §66.1105, shall be required to close. Wis. Stats. §66.1105(6)(g) permits the City to extend the life of a TID that is required to close for one (1) additional year, so long as all incremental property taxes from such additional year are used to improve housing stock within the City so long as no less than seventy-five percent (75%) of said incremental property taxes from such additional year shall be allocated to affordable housing projects, with affordable being defined as housing that costs no more than thirty percent (30%) of the gross monthly income of a household.

Even with the Affordable Housing Extension, TID 7 will close before its mandatory termination date of January 15, 2029.

RECOMMENDATION

Recommend the RDA and City adopt an Affordable Housing Extension Resolution for TID Seven (7), Ashland Avenue and Lombardi Avenue Corridors.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # U.4.

To adopt a Termination Resolution for the dissolution of a Project Plan, for the closure of TID Seven (7), Ashland Avenue and Lombardi Avenue Corridors.

BACKGROUND

Sufficient property tax increment will be collected as of the 2020 tax roll, payable in 2021, to cover TID 7 project costs, and thus should be closed before its mandatory termination date of January 15, 2029.

RECOMMENDATION

Recommend RDA and the City adopt a Termination Resolution for the dissolution of a Project Plan, for the closure of TID Seven (7), Ashland Avenue and Lombardi Avenue Corridors.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # U.5.

To adopt an Allocation Amendment Resolution and amend the Project Plan for TID Eight (8), Henry and Morrow Streets.

BACKGROUND

Amend the Non-Project Costs section of the TID 8 Project Plan to include an allocation, in an amount not to exceed one million, five hundred thousand dollars (\$1,500,000.00), from TID 8 to TID 9, for the purposes of industrial development in TID 9, which is consistent with the purpose for which TID 9 was created.

Amend the Non-Project Costs section of the TID 8 Project Plan to include an allocation, in an amount not to exceed one hundred thousand dollars (\$100,000.00), from TID 8 to TID 17, for the purposes of blight elimination in TID 17, which is consistent with the purpose for which TID 17 was created.

RECOMMENDATION

Recommend RDA and the City adopt an Allocation Amendment Resolution and amend the Project Plan for TID Eight (8), Henry and Morrow Streets.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # U.6.

To adopt an Affordable Housing Extension Resolution for TID Eight (8), Henry and Morrow Streets.

BACKGROUND

Prior to December 1, 2020, TID 8 will have accumulated aggregate incremental property taxes equal to or greater than the amount of total project costs, and in accordance with Wis. Stats. §66.1105, shall be required to close. Wis. Stats. §66.1105(6)(g) permits the City to extend the life of a TID that is required to close for one (1) additional year, so long as all incremental property taxes from such additional year are used to improve housing stock within the City so long as no less than seventy-five percent (75%) of said incremental property taxes from such additional year shall be allocated to affordable housing projects, with affordable being defined as housing that costs no more than thirty percent (30%) of the gross monthly income of a household.

Even with the Affordable Housing Extension, TID 8 will close before its mandatory termination date of August 20, 2029.

RECOMMENDATION

Recommend RDA and the City adopt an Affordable Housing Extension Resolution for TID Eight (8), Henry and Morrow Streets.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # U.7.

To adopt a Termination Resolution for the dissolution of a Project Plan, for the closure of TID Eight (8), Henry and Morrow Streets.

BACKGROUND

Sufficient property tax increment will be collected as of the 2020 tax roll, payable in 2021, to cover TID 8 project costs, and thus should be closed before its mandatory termination date of August 20, 2029.

RECOMMENDATION

Recommend RDA and the City adopt a Termination Resolution for the dissolution of a Project Plan, for the closure of TID Eight (8), Henry and Morrow Streets.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # U.8.

To adopt a Termination Resolution for the dissolution of a Project Plan, for the closure of TID Nine (9), State Highway 54/57 Business Park.

BACKGROUND

Sufficient property tax increment will be collected as of the 2020 tax roll, payable in 2021, to cover TID 9 project costs, and thus should be closed before its mandatory termination date of October 7, 2026.

RECOMMENDATION

Recommend RDA and the City adopt a Termination Resolution for the dissolution of a Project Plan, for the closure of TID Nine (9), State Highway 54/57 Business Park.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # U.9.

To adopt an Allocation Amendment Resolution and amend the Project Plan for TID Twelve (12), I-43 Commercial Development.

BACKGROUND

Amend the Non-Project Costs section of the TID 12 Project Plan to include an allocation, in an amount not to exceed five hundred thousand dollars (\$500,000.00), from TID 12 to TID 9, for the purposes of industrial development in TID 9, which is consistent with the purpose for which TID 9 was created.

RECOMMENDATION

Recommend the RDA and City adopt an Allocation Amendment Resolution and amend the Project Plan for TID Twelve (12), I-43 Commercial Development.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # U.10.

To adopt an Affordable Housing Extension Resolution for TID Twelve (12), I-43 Commercial Development.

BACKGROUND

Prior to December 1, 2021, TID 12 will have accumulated aggregate incremental property taxes equal to or greater than the amount of total project costs, and in accordance with Wis. Stats. §66.1105, shall be required to close. Wis. Stats. §66.1105(6)(g) permits the City to extend the life of a TID that is required to close for one (1) additional year, so long as all incremental property taxes from such additional year are used to improve housing stock within the City so long as no less than seventy-five percent (75%) of said incremental property taxes from such additional year shall be allocated to affordable housing projects, with affordable being defined as housing that costs no more than thirty percent (30%) of the gross monthly income of a household.

Even with the Affordable Housing Extension, TID 7 will close before its mandatory termination date of September 6, 2025.

RECOMMENDATION

Recommend RDA and the City adopt an Affordable Housing Extension Resolution for TID Twelve (12), I-43 Commercial Development.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # U.I.I.

To adopt a Termination Resolution for the dissolution of a TID Plan, for the closure of TID Twelve (12), I-43 Commercial Development.

BACKGROUND

Sufficient property tax increment will be collected as of the 2021 tax roll, payable in 2022, to cover TID 12 project costs, and thus should be closed before its mandatory termination date of September 6, 2025.

RECOMMENDATION

Recommend RDA and the City adopt a Termination Resolution for the dissolution of a TID Plan, for the closure of TID Twelve (12), I-43 Commercial Development.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # U.12.

To adopt a Resolution amending the Project Plan for TID Thirteen (13), Downtown Redevelopment. The proposed costs include projects within the proposed boundary and within a one-half (1/2) mile radius of the proposed boundary of the TID.

BACKGROUND

Amend the Project Plan, Section A., Improvement Number Eight (#8): Parking Infrastructure, to include acquisition of the property east of Monroe Avenue, south of Pine Street, West of Quincy Street, and north of Cherry Street, commonly known as the Associated Bank Parking Lot.

RECOMMENDATION

Recommend RDA and the City adopt a Resolution amending the Project Plan for TID Thirteen (13), Downtown Redevelopment

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # U.13.

To adopt a Territory Amendment Resolution and amend the Project Plan for TID Fourteen (14), North Broadway Redevelopment. The proposal seeks to add parcels that are generally east of Broadway, south of Mather Street, west of the Fox River, and north of Dousman Street.

BACKGROUND

Add parcels as specified in the Amended Project Plan.

RECOMMENDATION

Recommend RDA and the City adopt a Territory Amendment Resolution and amend the Project Plan for TID Fourteen (14), and amend the Project Plan, including changing the title to The Rail Yard.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # U.14.

To adopt a Standard Extension Resolution for TID Fourteen (14), North Broadway Redevelopment.

BACKGROUND

Prior to the mandatory termination date of September 16, 2033, TID 14 will not have accumulated aggregate incremental property taxes equal to or greater than the amount of total project costs. Wis. Stats. §66.1105 permits the City to extend the life of a TID that has insufficient aggregate incremental property taxes for three (3) additional years, so long as all incremental property taxes from such additional years are used to cover outstanding project costs.

RECOMMENDATION

Recommend RDA and the City adopt a Standard Extension Resolution for TID Fourteen (14), North Broadway Redevelopment, extending the life of TID 14 for three (3) additional years, until September 16, 2036, for the purposes of covering outstanding project costs.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # U.15.

To adopt a Termination Resolution for the dissolution of a TID Plan, for the closure of TID Seventeen (17), 900 Block North Broadway.

BACKGROUND

Sufficient property tax increment will be collected as of the 2020 tax roll, payable in 2021, to cover TID 17 project costs, and thus should be closed before its mandatory termination date of September 2, 2035.

RECOMMENDATION

Recommend RDA and the City adopt a Termination Resolution for the dissolution of a TID Plan, for the closure of TID Seventeen (17), 900 Block North Broadway.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # U.16.

To adopt a Creation Resolution to establish TID Number Twenty-Two (22), The Shipyard, and adopt the Project Plan. TID 22 is generally located in the area east of S. Maple Street, south of Howard Street, west of the Fox River, and north of Fifth (5th) Street. TID 22 will be classified as a blight elimination district based on the identification and classification of the property proposed to be included within the TID. Proposed projects include cash grants and loans to owners, lessees, or developers of property within the TID; road, pedestrian, bicycle, and other transportation improvements; potable water, sanitary sewer, and storm water infrastructure; public spaces and amenities; land acquisition, environmental remediation, structural rehabilitation, and new construction; and administration. The proposed costs include projects within the proposed boundary and within a one-half (1/2) mile radius of the proposed boundary of the TID.

BACKGROUND

In accordance with the Comprehensive Plan, the City of Green Bay ("City") and Redevelopment Authority of the City of Green Bay ("RDA") seek to create a more safe, productive, accessible, and innovative community in order to generate economic activity and tax base. The City and RDA have concluded that the area generally located in the area east of S. Maple Street, south of Howard Street, west of the Fox River, and north of Fifth (5th) Street is not attaining its highest and best land use based on the Comprehensive Plan. But for the creation of a Tax Increment District ("TID"), the future land uses identified in the Comprehensive Plan would not occur in the manner desired by the City and RDA.

RECOMMENDATION

Recommend RDA and the City adopt a Creation Resolution to establish TID Number Twenty-Two (22), The Shipyard, and adopt the Project Plan.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None



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

MEETING DATE

September 17, 2019

PREPARED BY

Kevin J. Vonck, CED Director

AGENDA ITEM # U.17.

To adopt a Creation Resolution to establish TID Number Twenty-Three (23), Legends District, and adopt the Project Plan. TID 23 is generally located in the area east of Holmgren Way, south of Lombardi Avenue, west of Bart Starr Drive, and north of Mike McCarthy Way. TID 23 will be classified as a blight elimination district based on the identification and classification of the property proposed to be included within the TID. Proposed projects include cash grants and loans to owners, lessees, or developers of property within the TID; road, pedestrian, bicycle, and other transportation improvements; potable water, sanitary sewer, and storm water infrastructure; public spaces and amenities; land acquisition, environmental remediation, structural rehabilitation, and new construction; and administration. The proposed costs include projects within the proposed boundary and within a one-half (1/2) mile radius of the proposed boundary of the TID, subject to the amendment and removal of the blight designation from parcels owned by Ron Smits, Tax Parcels I-1841-E and I-1841-E-I, but keep the parcels within TID 23.

BACKGROUND

In accordance with the Comprehensive Plan, the City of Green Bay ("City") and Redevelopment Authority of the City of Green Bay ("RDA") seek to create a more safe, productive, accessible, and innovative community in order to generate economic activity and tax base. The City and RDA have concluded that the generally located in the area east of Holmgren Way, south of Lombardi Avenue, west of Bart Starr Drive, and north of Mike McCarthy Way is not attaining its highest and best land use based on the Comprehensive Plan. But for the creation of a Tax Increment District ("TID"), the future land uses identified in the Comprehensive Plan would not occur in the manner desired by the City and RDA.

RECOMMENDATION

Recommend RDA and the City adopt a Creation Resolution to establish TID Number Twenty-Three (23), Legends District, and adopt the Project Plan.

FISCAL IMPACT

To be discussed at meeting.

ATTACHMENTS

None

Detail Summary of Projects Issued

8/1/2019 to 8/31/2019

Proj #	Address	Owner	Applicant	Fees Paid	Estimated \$	Status
88026	3362 INDIGO BLUFF CT..21-7928 [01-101 - Single Family House, Detached] SINGLE FAMILY 1-STORY W/ATTACHED GARAGE	RYAN J JOHNSON	PRK CONSTRUCTION	\$2,092.15	\$650,000.00	Pending
88215	3089 S SANDSTONE CT..6H-4415 [01-101 - Single Family House, Detached] SINGLE FAMILY ONE-STORY W/ATTACHED GARAGE -EC Approved	MATTHEW RYNISH	BARTON CORP	\$1,274.79	\$207,000.00	Pending
88244	3504 MAYAPPLE DR..21-8138 [01-101 - Single Family House, Detached] NEW SINGLE FAMILY ONE-STORY HOME W/BASEMENT & GARAGE	MARK A & VICKI L SHEFCHIK	PORTSIDE BUILDERS	\$1,508.09	\$240,000.00	Pending
88514	900 S GREENWOOD AV..2-929 [01-101 - Single Family House, Detached] SINGLE FAMILY ONE-STORY HOME -EC APPROVAL 8/27/19	REDEVELOPMENT AUTHORITY OF THE CITY OF GREEN BAY	JD MEULEMANS CUSTOM HOMES & CARPENTRY	\$783.86	\$206,000.00	Pending
87579	1519 PILGRIM ST..1-2548 [02-434 - Single-Family Residential Building, Alteration] UPDATE KITCHEN LIGHTING AND ADD SUBPANEL	EQUITY TRUST CO CUST FBOERNEST J SESSELMAN JR	MASTER ELECTRIC	\$205.00	\$10,000.00	Pending
88245	808 ROYAL BLVD..18-1321 [02-434 - Single-Family Residential Building, Alteration] Demo basement back to unfinished. Install Furnace and A/C. Install new shower and valves bathroom.	STAY GREEN BAY LLC	MK PROPERTY SERVICE, LLC	\$180.00	\$17,000.00	Pending
88260	1335 STUART ST..14-1430 [02-434 - Single-Family Residential Building, Alteration] -Front and side porch repair also. -New driveway slab -Complete remodel interior(gut job) -Need REScheck at end from HVAC contractor ****	MARTIN DEMENY	QUALITY CRAFTSMAN	\$417.49	\$25,000.00	Pending
88265	608 BOND ST..5-1019-A [02-434 - Single-Family Residential Building, Alteration] House flip from 2 family to 1. (no grant)	JEREMY P DELFORGE	LUMBERJACK PROPERTY DEVELOPMENT	\$332.72	\$3,000.00	Pending
88271	1265 9th ST..1-429 [02-434 - Single-Family Residential Building, Alteration] Roof replacement, front stoop, siding, windows, drywall repair.	ROBERT L BRICE	MANFORD LLC	\$280.00	\$41,500.00	Pending
88275	830 CORNELIUS DR..21-1111-D-267 [02-434 - Single-Family Residential Building, Alteration]	STEVEN R & KELLY J HUNTLEY	OWNER	\$155.00	\$3,000.00	Pending
88293	704 SARATOGA ST..6-2150 [02-434 - Single-Family Residential Building, Alteration] OPENING UP WALL AND BATHROOM SINK UPDATE.	EARL J & GERALDINE MARTIN	CREATIVE EDGE PROPERTIES LLC	\$125.00	\$3,000.00	Pending
88303	1196 ELMORE ST..5-1312-1 [02-434 - Single-Family Residential Building, Alteration] Also, enclosing off old upper porch door with window and osb / exterior to match	STEVEN A & MARCIA A SHEFCHIK	OWNER	\$75.00	\$1,800.00	Pending
88323	1123 ROSCOE ST..1-383-B [02-434 - Single-Family Residential Building, Alteration]	JOSHUA T & LAUREN E ROWE	OWNER	\$155.00	\$500.00	Pending
88338	1804 SPENCE ST..1-2175 [02-434 - Single-Family Residential Building, Alteration]	JANET S ANGUS	OWNER	\$150.00	\$1,500.00	Pending
88352	1400 N BAIRD ST..21-1198-6	PERRY PARK PARTNERS ETAL	OWNER	\$50.00	\$300.00	Pending

[02-434 - Single-Family Residential Building, Alteration] ALUMINUM OVERHANG

88368	2519 WISCONSIN AV..21-1110-20	SHERRY M SCHMIDT	CHRISTENSEN HEATING & AC	\$305.00	\$84,000.00	Pending
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[02-434 - Single-Family Residential Building, Alteration] In floodplain, total structual cost is 7905.67, in drag file. OK

88379	1031 N PLATTEN ST..6-750	SUSAN M SABIN	DEERVIEW CONSTRUCTION	\$50.00	\$0.00	Closed
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[02-434 - Single-Family Residential Building, Alteration]

88409	3347 LARGO RIDGE DR..21-8217	LARGO RIDGE DEVELOPMENT LLC	JOHNNY B HOME CONSTRUCTION	\$381.75	\$35,000.00	Pending
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[02-434 - Single-Family Residential Building, Alteration]

88417	838 GRAY ST..18-1430	BRANDON & ASHLI DEHN	BLODGETT REMODELING & CONSTRUCTION LLC	\$155.00	\$9,000.00	Pending
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[02-434 - Single-Family Residential Building, Alteration] Basement bedroom with egress window.

88423	831 S FISK ST..6-167	JAMES E & EMILY J DENNIS	OWNER	\$50.00	\$2,500.00	Pending
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[02-434 - Single-Family Residential Building, Alteration] REPAIRS TO ROOF, SHINGLES & SHEETING

88435	359 VAN CASTER DR..21-3725	STOEY KENNETH F & MARY C REVOCABLE TRUST	OWNER	\$337.20	\$15,000.00	Pending
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[02-434 - Single-Family Residential Building, Alteration] BASEMENT REMODEL

88549	525 ANTELOPE TR..6H-3993	TIMOTHY A & KATHY A A HINKFUSS	CLASSIC HOMES CONSTRUCTION INC.	\$175.00	\$20,000.00	Pending
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[02-434 - Single-Family Residential Building, Alteration] REMODEL MASTER BATHROOM

88552	222 12th AV..3-515	NICOLE K KITTELL	OWNER	\$50.00	\$19,000.00	Pending
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[02-434 - Single-Family Residential Building, Alteration] no structual work being done

88583	2030 MEADOWSWEET DR..6H-4111	PAUL H & JEAN M EASTMAN	T VAN BUILDERS	\$175.00	\$16,000.00	Pending
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[02-434 - Single-Family Residential Building, Alteration] BATHROOM ONLY

88584	222 12th AV..3-515	NICOLE K KITTELL	OWNER	\$125.00	\$19,000.00	Pending
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[02-434 - Single-Family Residential Building, Alteration] BATHROOM UPDATE, KITCHEN, ADD BATHROOM TO MAIN LEVEL. UPDATE ELECTRIC AND PLUMBING.

88099	508 BAIRD CREEK RD..21-332-1-A	DAVID J STASKO, ETAL	OWNER	\$200.00	\$18,300.00	Pending
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[03-434 - Addition to Single-Multi Family Residential Units]
] REPLACE EXISTING ADDITION WITH NEW 14 FT. x16 FT. ADDITION.

88252	2970 EMMALANE DR..21-7877	ERIC T VEESER	OWNER	\$50.00	\$1,800.00	Pending
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[03-434 - Addition to Single-Multi Family Residential Units]
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88292	2617 VAN BEEK RD..21-4552	ERIC S & HEATHER M SPONHOLTZ	FRANK CHECK BUILDER INC	\$296.60	\$35,000.00	Pending
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[03-434 - Addition to Single-Multi Family Residential Units]
] 16 X 20 FAMILY ROOM ADDITION & CONCRETE PATIO

88121	606 LAWRENCE ST..21-2263-5	HENRY STREET PROPERTIES LLC	SCHUH CONSTRUCTION	\$175.00	\$15,000.00	Pending
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[05-645 - Raze Sungle-Family house(attached or detached)] RAZE HOUSE - BACKFILL BASEMENT - TOP W/STONE

87069	210 N VAN BUREN ST..9-112	WHITNEY SCHOOL DEVELOPMENT LLC	DELEERS CONSTRUCTION	\$4,483.87	\$0.00	Pending
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[08-104 - 3-4 Family Building (refer to 06-103).] Plan review for Building 1 (210, 212 & 214 N Van Buren) and Building 2 (218, 220 & 222 N Van Buren) were reviewed under permit 87069. Seperate permits will be issued to for each address to aid in CO processing; BUT payment is under the first address for each building. - PVC

87818	218 N VAN BUREN ST ..9-112		DELEERS CONSTRUCTION	\$2,683.87	\$0.00	Pending
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[08-104 - 3-4 Family Building (refer to 06-103).] All fees have been paid under 218 N Van Buren St

Plan review for Building 1 (210, 212 & 214 N Van Buren) and Building 2 (218, 220 & 222 N Van Buren) were reviewed under permit 87069. Seperate permits will be issued to for each address to aid in CO processing; BUT payment is under the first address for each building. - PVC

88488	425 5th ST..2-873	RICHARD M & TERESA J SCHROEDER	OWNER	\$120.00	\$0.00	Pending
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[10-434 - Multi-Family Residential Building Alteration]

73746	100 BAY BEACH RD..20-693	GREEN BAY METROPOLITAN SEWERAGE DISTRICT	JIM HAVERKORN CONSTRUCTION	\$410.00	\$25,000.00	Pending
[11-329 - Structures Other Than Buildings (parks, outdoor stadiums, marinas, outdoor swimming pools, outdoor theaters, boardwalks, wharves, docks).] Variance to have building in 50 ' water setback.						
86972	1601 N QUINCY ST..20-684-A	GREEN BAY PACKAGING INC	MIRON CONSTRUCTION	\$21,172.25	\$0.00	Pending
[11-320 - Industrial buildings(factories, machine shops, paper mills, beverage plants, manufacturing plants, printing plants)] BLDG 241 - Steam Plant, BLDG 281 - Admin, BLDG 270 - Shops/Stores						
87641	1860 SHAWANO AV..6-263-1	ST MARYS HOSPITAL MEDICAL CENTER OF GB INC	RODAC DEVELOPMENT & CONSTR LLC	\$30,108.03	\$0.00	Pending
[11-323 - hospital, institutional(hospitals, convalescent homes, clinics, orphanages, rest homes, sanitariums)] EC approved -\$5000 SWB needed.						
86494	1139 MAIN ST..9-25	CYRUS DEVELOPMENT SERVICES LLC	CR CONSTRUCTION	\$2,560.45	\$85,000.00	Pending
[12-437 - Commercial, Non-Residence, Non-Housekeeping, Alteration] Adding a patio as well --\$5,000 SWB Needed						
86876	1136 W MASON ST..2-45-1	JEROME C JAMES	MCC INC	\$1,162.45	\$0.00	Pending
[12-437 - Commercial, Non-Residence, Non-Housekeeping, Alteration]						
88137	1620 W MASON ST..6-149-4	SILVER MOON PROPERTIES LLC	SCHUH CONSTRUCTION	\$610.00	\$0.00	Pending
[12-437 - Commercial, Non-Residence, Non-Housekeeping, Alteration]						
88139	1233 LORE LN..6-140-A	GREEN BAY AREA PUBLIC SCHOOL DISTRICT FRANKLIN	SCHUH CONSTRUCTION	\$1,302.52	\$0.00	Pending
[12-437 - Commercial, Non-Residence, Non-Housekeeping, Alteration] Note: Dennis at Foreman Heating will submit a sketch of the space and balance statement for the remodel in lieu of full plans. - PaulVC 8/28/2019						
88263	744 S WEBSTER AV..14-825	BELLIN MEMORIAL HOSPITAL	IEI GENERAL CONTRACTORS	\$391.25	\$11,384.00	Closed
[12-437 - Commercial, Non-Residence, Non-Housekeeping, Alteration] REMODEL OF RADIOLOGY READING ROOM - CREATING THREE ROOMS						
88344	437 S JACKSON ST..14-646	NEIGHBORHOOD HOUSING SERVICES OF GREEN BAY INC	ARCH ELECTRIC INC.	\$520.00	\$151,000.00	Pending
[12-437 - Commercial, Non-Residence, Non-Housekeeping, Alteration]						
88345	1025 S FISK ST..6-192-5	GREEN BAY CITY OF PARK COLBURN		\$0.00	\$2,500,000.00	Pending
[12-437 - Commercial, Non-Residence, Non-Housekeeping, Alteration] Improvements to the pool and the pump room PERMIT issued ONLY for abatement/demo on the building. No other work can start on the building until the plumbing plans are approved. Additionally, the pool work CANNOT start until we receive state approved plans for the pool modifications. PaulVC 8/22/2019						
88346	1583 MAIN ST..19-311	NHIA KONG	EFS LLC	\$1,435.00	\$0.00	Pending
[12-437 - Commercial, Non-Residence, Non-Housekeeping, Alteration]						
88401	2926 FINGER RD..21-144-8	DENTITE LLC	OWNER	\$360.00	\$20,000.00	Pending
[12-437 - Commercial, Non-Residence, Non-Housekeeping, Alteration] MINOR OFFICE RECONFIGURATION OF 2 AREAS CHANGING OFFICE INTO PRIVATE TREATMENT ROOM, ADDING ONE SINK, ELECTRIC FOR X-RAY AND DENTAL CHAIR, ADDING MEDICAL GAS.						
88420	1350 N MILITARY AV..6-43	FORT HOWARD MEMORIAL PARK LLC	OWNER	\$70.00	\$35,000.00	Pending
[12-437 - Commercial, Non-Residence, Non-Housekeeping, Alteration]						
88436	335 N WASHINGTON ST..12-1-2	RIVER CENTER LOFTS LLC	DRURY DESIGNS	\$615.00	\$0.00	Pending
[12-437 - Commercial, Non-Residence, Non-Housekeeping, Alteration] MOVE ONE WALL FORWARD-TENCH IN DRAINS FOR HAIR WAS STATIONS, CHANGE DOOR IN BATHROOM AND ADD ONE SINK IN TREATMENT ROOM						
74228	924 EMILIE ST..16-312	TARA L GOKEY		\$130.00	\$40,000.00	Closed
[17-438 - New Garage or Carport] WILL HAVE TO GO TO HPC AND VARIANCE-APPROVED. CUP approved for Carriage house above garage.						
88200	725 NICOLET AV..2-711	DENNIS J & LORRAINE M KNUTSON	OWNER	\$100.00	\$6,000.00	Pending
[17-438 - New Garage or Carport] Will need to be fire protected, current and new garage wall.						
88273	3373 SITKA ST..21-7677	ERIC P & MELISSAH R SCHWOERER	ERIC P & MELISSAH R SCHWOERER	\$150.00	\$8,000.00	Pending
[17-438 - New Garage or Carport] 16 X 24 GARAGE						
88280	934 HOWARD ST..3-450	JAMES R & JUDITH TAYLOR	AMERICAN GARAGE BUILDERS	\$100.00	\$12,000.00	Pending
[17-438 - New Garage or Carport] 14X20						

88343	1200 13th AV..1-727 [17-438 - New Garage or Carport] RELACING GARAGE DAMAGED BY A TREE	JOHN T MCKEE	OWNER	\$158.52	\$15,000.00	Pending
88414	1316 SHAWANO AV..3-1044-C [17-438 - New Garage or Carport] 624 sf	CAILLEO PROPERTIES LLC		\$159.28	\$10,000.00	Pending
88489	1142 SHAWANO AV..3-1141 [17-438 - New Garage or Carport] 20X24 DETACHED GARAGE	JOSE I CASTRO	OWNER	\$150.00	\$5,392.00	Pending
88503	1127 KENWOOD ST..1-2270 [17-438 - New Garage or Carport] 24x32 =768 sf	RUSSELL B & BARBARA L DENNEAU	HOMES OF DISTINCTION	\$172.96	\$32,000.00	Pending
88547	610 MENLO PARK RD..21-3849 [17-438 - New Garage or Carport] STORAGE SHED IN BACKYARD	MATTHEW S XIONG, ETAL	OWNER	\$50.00	\$1,100.00	Closed
88241	1651 CYPRESS LN..21-2116-M-22 [18-438 - Remodel Garage or carport or Shed] adding collar ties to roof and replacing studs in rear wall	SALLY J SCHMITT	DREWS LLC	\$50.00	\$6,000.00	Closed
88496	504 BADER ST..21-2475-D-49 [18-438 - Remodel Garage or carport or Shed] Repair garage from damage due to car accident. Install fence left side of property infront and behind garage. Fence not to pass front set back.	CONRAD REVOCABLE LIVING TRUST	BOMSKI CONSTRUCTION	\$50.00	\$3,250.00	Pending
88526	1080 SHADOW LN..1-2633 [21-649 - Demolition of all Other Buildings or Structures] DEMO ONLY	JEANNINE M MIELKE	SEPPEL CONSTRUCTION LLC	\$50.00	\$3,000.00	Pending
88322	1035 REED ST..3-1112 [22-328 - Shed, Yard Building] Prefab	FREDERICA J KRAUTKRAMER	TUFF SHED	\$50.00	\$3,600.00	Closed
88354	1492 UNIVERSITY AV..19-630 [22-328 - Shed, Yard Building] 10X12 METAL SHED	SALVADOR V & ARLEEN A ALVAREZ	OWNER	\$50.00	\$750.00	Pending
88375	3458 FAGERVILLE WY..22-1973 [22-328 - Shed, Yard Building]	CURT J & DAVID S SCHNEIDER	HOME DEPOT	\$50.00	\$4,179.00	Pending
88407	1223 ST. AGNES DR..6-1036 [22-328 - Shed, Yard Building]	PETER G & DEBORAH K WALTERS		\$50.00	\$2,500.00	Pending
88416	3220 HIGHLAND VIEW LN..21-7131 [22-328 - Shed, Yard Building] Detached, 14x20(280 sf)	LAZARO & GUADALUPE MONTIEL, ETAL	OWNER	\$50.00	\$4,500.00	Pending
88433	2070 WHITE OAK TERR..6H-2109 [22-328 - Shed, Yard Building]	MICHAEL D & ALLYSON A WENZLICK	CEDAR CREEK PORTABLE STORAGE	\$50.00	\$2,100.00	Pending
88597	509 N PLATTEN ST..6-69-A [22-328 - Shed, Yard Building] PREFAB FROM CEDAR CREEK DELIVERED TO HOME	KENT J ANDERSON	CEDAR CREEK PORTABLE STORAGE	\$50.00	\$2,000.00	Pending
88098	1107 WIRTZ AV..1-54 [23-434 - Deck, Porch, Patio] Too big for front setback = variance for over 25 sf in front setback = APPROVED to be 45sf	CASEY C CARPENTER	CREATIVE DECKS	\$100.00	\$5,600.00	Pending
88331	331 HARVARD ST..5-414 [23-434 - Deck, Porch, Patio] NEW FOUNDATION AND 6X6 SUPPORT POSTS	ALBEE RANDOLPH REVOCABLE LIVING TRUST ETAL	ADAM DEPAS	\$100.00	\$5,000.00	Pending
88340	3540 SPYGLASS HILL DR..22-1888 [23-434 - Deck, Porch, Patio] 10'x22' DECK	CLASSIC HOMES CONSTRUCTION INC	SYDOR CONSTRUCTION	\$100.00	\$5,250.00	Pending

88392	2670 VICKI LN..21-4538 [23-434 - Deck, Porch, Patio] Diamond Piers	GRANT J COUSINEAU, ETAL	TUNDRALAND	\$100.00	\$17,161.00	Pending
88430	1506 UNIVERSITY AV..19-70 [23-434 - Deck, Porch, Patio] WORK COMPLETED PRIOR TO PERMIT DOUBLE FEE. REPAIR PER COMPLAINT 86388. CONTRACTOR PULLED PERMIT. STEPS NEED LANDING. CONTRACTOR STATED THEY WILL REMOVE DOOR AT TOP OF STEPS TO BE COMPLIANT. HE WAS ALSO CONTRACTOR THAT REPLACE SOFFITS. --Amendment to plan owner has now decided to move door in 3 feet and reframe to provide landing and still keep door. ok Per Paul Martel 8/19/19 see drawing in drag.	ANN M LAES	JOE'S CUSTOM REMODELING	\$100.00	\$650.00	Pending
88492	3501 GLEN ABBEY DR..22-1933 [23-434 - Deck, Porch, Patio] Rear yard 24' x 30' Patio and 25 ' side walk	RONALD M & TAMMY A WINTERS	GREEN BAY CONCRETE	\$50.00	\$4,300.00	Pending
88509	1271 HICKORY HILL DR..1-1713 [23-434 - Deck, Porch, Patio] FRONT AND SIDE OF HOUSE EXITS	SP BRO PROPERTIES LLC	BROYER HOME REPAIR SERVICE LLC	\$50.00	\$200.00	Pending
88517	612 ROY AV..5-774 [23-434 - Deck, Porch, Patio] REPLACE OLD CONCRETE FRONT PORCH TO WOOD 24 SQ FT	MELLISA M GENEROSE	OWNER	\$50.00	\$717.69	Pending
88566	2600 LARSEN RD ..6H-1752 [23-434 - Deck, Porch, Patio]	NORTHEAST WISCONSIN TECHNICAL COLLEGE	OWNER	\$120.00	\$4,000.00	Pending
88568	1217-1219 12th AV..1-669 [23-434 - Deck, Porch, Patio] -3 x 3 landing -code compliant guardrails over old upper egress doors.	ERIC R SCHMOLL	MGB CONSTRUCTION LLC	\$75.00	\$750.00	Pending
88602	1019 WILSON AV..18-292 [23-434 - Deck, Porch, Patio] BUILD DECK AND ADD NEW DOOR TO REAR OF HOUSE.	BARBARA A RYBICKI	JAMES D WALL CARPENTRY	\$100.00	\$4,700.00	Pending
88494	1250 MAIN ST..8-280 [24-*** - Siding] REPAIR REAR EXTERIOR WALL	JOHN L LERCH	OWNER	\$70.00	\$0.00	Pending
88328	2758 SHERRY LN..21-3415 [25-329 - Swimming Pool] 18' POOL	BRIAN E & KATHRYN V MILLER	ABOVE GROUND PROFESSIONALS INC	\$50.00	\$1,234.00	Pending
88408	2714 NEWBERRY AV..21-4394 [25-329 - Swimming Pool] INSTALL IN GROUND SWIMMING POOL	MICHAEL D STIBB	POOL WORKS	\$200.00	\$45,500.00	Pending
88327	925 LA COUNT RD..6H-1180-5 [26-*** - Fireplace, Chimney] BUILD OUT FOR DOUBLE SIDED GAS FIREPLACE	CHARLES M & LAURA W CASTLEBERG		\$130.00	\$12,000.00	Pending
88378	318 S FISK ST..6-136 [28-434 - Foundation Repair]	GERALD C & GLORIA P BIGELOW	BASEMENT REPAIR SPECIALISTS, LLC	\$70.00	\$8,560.30	Pending
88511	1748 GROSS AV..1-2365 [28-434 - Foundation Repair] FOUNDATION REPAIR AND BASEMENT WATERPROOFING	JAMES R MOUREAU	WISCONSIN STATE FOUNDATION SERVICE	\$50.00	\$1,800.00	Pending
88585	1009 NICOLET AV..2-843 [28-434 - Foundation Repair] FOUNDATION REPAIR	DAVID D & TRACI I ROBINSON	ANDERSON BASEMENT REPAIR INC	\$50.00	\$19,720.00	Closed
88269	118 S ADAMS ST..12-130 [33-*** - Roofing] REPLACING BIRTHDAY	GIGOT PROPERTIES LLC	SECURITY-LUEBKE ROOFING	\$50.00	\$31,511.00	Pending
88452	609 N ASHLAND AV..5-1098 [33-*** - Roofing]	CARLOS A STURGEON	OWNER	\$50.00	\$13,000.00	Pending
88470	1505 W MASON ST..6-169	AAM GREEN BAY PLAZA LLC	ED CHASE ROOFING COMPANY	\$220.00	\$148,000.00	Pending

[33-*** - Roofing] BUILDINGS ALONG W MASON SITE MAP WITH PERMIT

88495	1138 MAIN ST..14-7	1138 MAIN LLC	SECURITY-LUEBKE ROOFING	\$184.00	\$102,900.00	Pending
[33-*** - Roofing] remove roof material. Verify wood Deck is structural sound and install fibertite.						
88249	207 N ASHLAND AV..4-130	ELIZABETH A GRETZON	OWNER	\$50.00	\$450.00	Pending
[34-*** - Window, Door, Replacement] Remove existing door to exterior on second floor and install window. Previous owner removed porch. No landing on outside of door. Single family home						
88405	1346 HANNAH ST..3-1303	BILLY VANDENENG	OWNER	\$50.00	\$200.00	Pending
[34-*** - Window, Door, Replacement] 36" DOOR IN ATTACHED GARAGE(WILL BE SERVICE DOOR GOING TO REAR YARD)						
87081	142 BLITHE ST..6-1886	DANIEL R LEQUIA & DEBRA L WHITING	DE GROOT CONCRETE LLC	\$50.00	\$7,500.00	Closed
[35-*** - Driveway Expansion] Variance for 1' side yard setback. - APPROVED						
88297	1390 DOUSMAN ST..6-85-3	DEBRA A WINTER	JK'S CUSTOM CONCRETE	\$50.00	\$3,500.00	Closed
[35-*** - Driveway Expansion] 20X24 DRIVEWAY						
88326	1394 DOUSMAN ST..6-85-2	JOSEPH D SHERWOOD	OWNER	\$50.00	\$500.00	Closed
[35-*** - Driveway Expansion] EXPANSION ALONG SIDE						
88351	446 HEYRMAN ST..21-1274-5	JULIO GARCIA	OWNER	\$50.00	\$1,000.00	Pending
[35-*** - Driveway Expansion] LOOKING TO ADD TO MY DRIVEWAY WITH PAVER STONES						
88355	407 PORLIER ST..16-41	DANIEL A & CARRIE A NOWAK	VERHEYEN CONSTRUCTION	\$50.00	\$2,400.00	Pending
[35-*** - Driveway Expansion] 32' WIDER THAT EXISTING						
88356	500 SUPERIOR RD..21-6286	ALFREDO & PATRICIA ANDRADE	VERHEYEN CONSTRUCTION	\$50.00	\$4,500.00	Pending
[35-*** - Driveway Expansion]						
88360	2488 ROBINSON AV..21-3264	RAMIRO SIERRA	RG HENDRICKS & SONS	\$50.00	\$3,000.00	Pending
[35-*** - Driveway Expansion] ADD WALKWAY FOM HOUSE TO GARAGE. SMALL SLAB UNDER FRONT WINDOW						
88369	153 ROSE LN..21-89-22	DARLENE D ADAMSON	BRYAN MCEWEN CONCRETE	\$50.00	\$7,000.00	Pending
[35-*** - Driveway Expansion]						
88400	1756 CYPRESS LN..21-2542-K-14	MAURILIO LOPEZVILLA		\$50.00	\$8,450.00	Closed
[35-*** - Driveway Expansion] EXPAND DRIVEWAY EACH SIDE 2 FT. MAKE 3FT WIDE WALK WAY ALONG GARAGE. REPLACE REAR PATIO SLAB. POUF SLAB FOR PREFAB SHED IN REAR YARD. OWNER WILL DROP OFF PAMPHLET FOR SHED ONCE PURCHASED FROM HOMEDEPOT. P.O.						
88406	2355 HAMPTON AV..21-3538	VICTOR M GUZMAN	OWNER	\$50.00	\$3,500.00	Pending
[35-*** - Driveway Expansion] GARAGE FLOOR - MAIN ENTRANCE FLOOR -revised site plan 8/27/19 added more repair						
88427	1809 11th AV..1-1247	CORY JOHN PAULS	OWNER	\$50.00	\$5,000.00	Pending
[35-*** - Driveway Expansion] 8X16 PREFAB SHED -DRIVEWAY REPLACEMENT / PATIO ADDITON BY HOUSE						
88431	504 CLINTON ST..2-89	BRUCE M NEVILLE	EVRAETS CONCRETE CONST. LLC	\$50.00	\$2,990.00	Pending
[35-*** - Driveway Expansion] SHIFTING 2' TO THE LEFT, SEE NEW SITE PLAN IN THE DRAG FILE						
88437	1975 CANDLE WAY..6H-2259	DONALD R & BARBARA J VERCAUTEREN	BRIAN QUALITY CONCRETE, INC	\$50.00	\$7,000.00	Pending
[35-*** - Driveway Expansion] DRIVEWAY REPLACEMENT						
88442	1229 MATHER ST..5-1315-E	NESS DAVID & SHIRLEY FAMILY TRUST	STEVE JOHNSON	\$50.00	\$2,600.00	Pending
[35-*** - Driveway Expansion] WILL BE GETTING BONDED CONTRACTOR TO DO WORK IN RIGHT OF WAY. ONLY WORKING INSIDE PROPERTY LINE AT THIS TIME. 8/19/19						
88444	415 HARTUNG ST..8-539	DANIEL R SAMPSON	OWNER	\$50.00	\$3,500.00	Pending

[35-*** - Driveway Expansion] REPLACING DRIVEWAY/ADDING PATIO

88451	HAVEN PL..6H-824-6	DENISE M SERVAIS	CITY OF GREEN BAY	\$50.00	\$0.00	Pending
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[35-*** - Driveway Expansion] OK PER PAUL NEUMEYER. CITY OF GREEN BAY IS PAVING FOR OWNER.

88455	810 S ROOSEVELT ST..17-91	PAUL D & MARY F ZELLER REVOCABLE TRUST	OWNER	\$50.00	\$13,000.00	Pending
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[35-*** - Driveway Expansion] OK PER PAUL NEUMEYER REPLACE DRIVEWAY LIKE IN KIND. IF MORE CONCRETE DESIRED PERVIOUS CALC REQUIRED. 8/20/19. FENCE ALONG DRIVEWAY, REAR LOT AND 30" PET FENCE IN FRONT YARD PICKET STYLE.

88476	819 N LOCUST ST..6-1123	TIMOTHY K & MARILYN S BRENNAN	JEFF BAETEN CONSTRUCTION	\$50.00	\$5,000.00	Pending
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[35-*** - Driveway Expansion] REPLACING DRIVEWAY 53 FT X 19 FT

88477	323 N ONEIDA ST..5-872	LINDSEY & BRITTNEY MERTENS	GREEN BAY CONCRETE	\$50.00	\$1,300.00	Pending
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[35-*** - Driveway Expansion] WIDEN APRON

88487	1827 JEAN ST..21-2877	OCTAVIO & MARIA ANGELICA FERNANDEZ MARTINEZ	OWNER	\$50.00	\$2,500.00	Pending
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[35-*** - Driveway Expansion] 6' FENCE/ PARKING STALL 3 FT FROM PROPERTY LINE APPROX 9 ' WIDE. TAPER OFF 5 ' IN FROM PROPERTY LINE

88501	3002 EMMALANE DR..21-7869	NICHOLAS BESAW, ETAL	VERHEYEN CONSTRUCTION	\$50.00	\$2,300.00	Pending
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[35-*** - Driveway Expansion] EXPASION FROM DRIVE TO EXISTING SLAB. OK PER PAUL NEUMEYER

88519	409-411 STEVEN ST..6-2385	DAFFINSON PROPERTIES #5 LLC	COLLINS CRATIVE CONCRETE LLC	\$50.00	\$8,000.00	Pending
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[35-*** - Driveway Expansion] ADD SIDE PARKING STALLS EACH SIDE. NOT TO BE INFRONT OF MAIN EGRESS

88527	1424 S NORWOOD AV..1-1437-A	KONGPHAVANH JENNY THAMMAVONG	DELAHAUT CONCRETE	\$50.00	\$3,100.00	Pending
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[35-*** - Driveway Expansion] NEW CONCRETE DRIVEWAY - 55 FT. LONG

88536	423 N CHESTNUT AV..5-949	EARLENE L POWELL	EVRAETS CONCRETE CONST. LLC	\$50.00	\$5,000.00	Pending
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[35-*** - Driveway Expansion] CEMENTING DRIVEWAY

88541	825 REBER ST..20-106	JULIE SWANER	REPAIR VIAL LLC	\$50.00	\$7,970.00	Pending
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[35-*** - Driveway Expansion] 10' X 180' CONCRETE DRIVEWAY

88560	623 N MAPLE AV..5-1024	ASLO PROPERTIES LLC	THEYS ENTERPRISES	\$50.00	\$4,000.00	Pending
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[35-*** - Driveway Expansion]

88575	1610 SMITH ST..19-542	MIGUEL MORALES	OWNER	\$50.00	\$1,500.00	Pending
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[35-*** - Driveway Expansion] REPLACE DRIVEWAY AND CHANGE TO CONCRETE. REPLACE WALKWAY TO HOUSE IN FRONT AND BACK.

88579	413 N CHESTNUT AV..5-948	STEPHANIE A GONZALEZBONK	EVRAETS CONCRETE CONST. LLC	\$50.00	\$5,000.00	Pending
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[35-*** - Driveway Expansion] OWNER REPLACE ROOF ON HOUSE

88593	1207 LIBERTY ST..1-2458	MATTHEW J & CHRISTINE A DEWAN	OWNER	\$50.00	\$3,200.00	Pending
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[35-*** - Driveway Expansion]

88250	2535 CHERRYWOOD LN..6H-2170	ESTEBAN DELATORRE, ETAL	ROCKEY FENCE LLC	\$50.00	\$4,700.00	Pending
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[36-*** - Fence] 6' FENCE

88262	1322 MINAHAN ST..18-1260	WILLIAM J & CATHERINE A THOMAS	CUSTOM FENCE	\$50.00	\$3,780.00	Pending
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[36-*** - Fence] 4' solid fence on NW side.
3' picket fence around front yard

88268	840 S MADISON ST..16-39	RICHARD K MCNUTT	DON MACHALK	\$50.00	\$5,000.00	Pending
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[36-*** - Fence] 100 ' OF 6' WOOD FENCE
-COA approved.

88277	328 S CHESTNUT AV..3-582	STEVEN M & WENDY A SELLERS	D & L FENCE AND DECK	\$50.00	\$0.00	Pending
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[36-*** - Fence] 6' WOOD

FENCE

88278	1405 DANCING DUNES DR..6H-2874	ONEIDA TRIBE OF INDIANS OF WISCONSIN	OWNER	\$50.00	\$0.00	Pending
[36-*** - Fence]						
88284	1004 SPENCE ST..2-1226	KENNETH W & KAREN J MERRELL	ROCKEY FENCE LLC	\$50.00	\$2,200.00	Closed
[36-*** - Fence] 4' CHAINLINK ALONG BOTH SIDES						
88305	1105 BELLEVUE ST..21-1110-M-30	GUADALUPE & ANGELA PAEZ	OWNER	\$50.00	\$1,500.00	Pending
[36-*** - Fence] 4' CHAINLINK						
88324	1754 LOST LN..21-1294-1-1	JORDAN KAWLEWSKI	JOE TYRRELL	\$50.00	\$800.00	Pending
[36-*** - Fence] 4' chainlink						
88337	838 13th AV..2-553	STEVEN L & DEBORAH L RUGG	CUSTOM FENCE	\$50.00	\$450.00	Pending
[36-*** - Fence]						
88359	1428-1432 S OAKLAND AV..1-1036	SCHOEN STREET CONDO RENTALS LLC	CUSTOM FENCE	\$70.00	\$5,659.97	Closed
[36-*** - Fence] 78' ON S/S AND 95' ON COMPLETE BACK OF PROPOSED, TOTAL 173' 6' SAND COLOR VINYL/FENCE						
88393	832 N MAPLE AV..5-36	CODY J & JENNA J GARVIN	OWNER	\$50.00	\$1,000.00	Pending
[36-*** - Fence] 4' 50% open in side yard set back with 6' privacy inside side yard set back.						
88404	1021 NEWTOLS ST..21-2704-E-16	MARIA A AZARATE, ETAL		\$50.00	\$400.00	Pending
[36-*** - Fence]						
88412	3042 VALLEY CREEK DR..21-7605	SCHROEDER JEFFREY D & KATIE R REVOCABLE TRUST	ELLIS FENCE COMPANY LLC	\$50.00	\$6,686.00	Pending
[36-*** - Fence]						
88415	129 S IRWIN AV..14-1407	ABDIAS VELASCO	MARTIN PONCE	\$50.00	\$2,000.00	Closed
[36-*** - Fence]						
88422	819 S ROOSEVELT ST..17-348	MICHAEL R RAUGHT	OWNER	\$50.00	\$500.00	Pending
[36-*** - Fence]						
88432	1136 12th AV..1-685	ANTHONY J CURTIS	CUSTOM FENCE	\$50.00	\$7,000.00	Closed
[36-*** - Fence] 6' VINYL FENCE						
88447	2065 RICHMOND ST..21-1419-L-23	SAUL G LOPEZ, ETAL	OWNER	\$50.00	\$4,000.00	Pending
[36-*** - Fence] FENCE						
88449	2747 DANIEL CT..21-5264	JAMES J & APRIL L BRUNNER	OWNER	\$50.00	\$1,300.00	Pending
[36-*** - Fence] CHANGE FENCE MATERIAL FROM CHAIN LINK TO WOOD FENCE AND EXTEND IT 25 FT.						
88469	321 DAVID DR..6-1622	CRAIG E PATTERSON, ETAL	OWNER	\$50.00	\$7,000.00	Pending
[36-*** - Fence] REPLACING WOOD FENCE WITH VINYL. SAME HEIGHT AND LENGTH.						
88504	1355 ELIZA ST..17-529	MICHAEL L & PAULA M WINTER	ATLAS FENCING	\$50.00	\$1,300.00	Closed
[36-*** - Fence] CHAIN LINK REAR YARD						
88510	1126 DAY ST..7-56	RICARDO MORENO LUNA, ETAL	OWNER	\$50.00	\$3,000.00	Pending
[36-*** - Fence]						
88515	1267 BIEMERET ST..1-2004	JOYCE M BAYE	WHIRLWIND POSTHOLES & FENCING, LLC	\$50.00	\$5,146.00	Pending

[36-*** - Fence] 6' PRIVACY REAR YRAD TO FRONT CORNER OF HOUSE WITH 4' 50% OPEN TO CITY FRONT PROPERTY LINE.

88521	1626 RANCLAND DR..6-928	RANDY L & LORIE L GIESE	NORTHERN FENCE INC	\$50.00	\$0.00	Pending
[36-*** - Fence]						
88528	1050 SUYDAM ST..17-987	DAVID J & KIM D FISHER	OWNER	\$50.00	\$2,300.00	Pending
[36-*** - Fence]						
88546	1453 GRIGNON ST..17-645	BRUCE L OLSON	OWNER	\$50.00	\$300.00	Pending
[36-*** - Fence] FENCE 6' WOOD IN REAR						
88553	1571 CHARLES ST..8-406	BOARDWALK PROPERTIES LLC	BOARDWALK PROPERTIES LLC	\$50.00	\$1,200.00	Closed
[36-*** - Fence]						
88555	2391 HAMPTON AV..21-3252	BRANDON T & KRISTEN N CHRISTENSON	CUSTOM FENCE	\$50.00	\$7,803.76	Pending
[36-*** - Fence]						
88556	1705 CANARY LN..6H-1430-K-24	GLORIA J GEORGIA	NORTHERN FENCE INC	\$50.00	\$4,300.00	Pending
[36-*** - Fence]						
88565	309 S ROOSEVELT ST..14-1321	ASTOLFO INCIARTE, ETAL	1 HANDY GUY LLC	\$50.00	\$1,200.00	Pending
[36-*** - Fence] INSTALLING 48" CHAIN LINK FENCE						
88578	1210 SPARTAN RD..21-240-8	JACOB C EGGERT	JACOB'S FENCE	\$50.00	\$3,235.00	Pending
[36-*** - Fence] FENCE IN BACKYARD						
88581	1981 PACKERLAND DR..6H-1237-3	TERESA D BAUER	ROCKEY FENCE LLC	\$50.00	\$7,604.00	Pending
[36-*** - Fence] REPLACE OLD FENCE 6' ON ALL SIDES						
88594	3147 HUMBOLDT RD..21-3060	WAYNE F WILQUET	CUSTOM FENCE	\$50.00	\$9,290.16	Pending
[36-*** - Fence] 5' DOG EAR FENCE REAR YARD						
88596	850 GROSS AV..2-1183	KATHLEEN M PARAL	CUSTOM FENCE	\$50.00	\$3,561.00	Pending
[36-*** - Fence]						
88599	1149 13th AV..1-707	HANNAH COLLIER	OWNER	\$50.00	\$500.00	Pending
[36-*** - Fence]						
88603	718 S MAPLE AV..2-230	NEWJOY INVESTMENTS LLC	OWNER	\$50.00	\$1,500.00	Pending
[36-*** - Fence]						
88606	1457 FARLIN AV..19-17	CHRISTOPHER D & JAMIE M BAIRD	LITTLE ROCK FENCE	\$50.00	\$2,798.00	Pending
[36-*** - Fence] AROUND REAR PROPERTY						
86904	2545 W MASON ST..6H-1112-1	ROTHE ENTERPRISES LLC	JONES SIGN COMPANY	\$153.86	\$35,000.00	Closed
[37-329 - Signs] New 30' tall pylon sign that replaces pole sign						
87990	2405 W MASON ST..6H-1109	GB HMC WEST MASON LLC	GRAPHIC HOUSE, INC	\$171.00	\$12,000.00	Pending
[37-329 - Signs]						
88039	2420 NICOLET DR..22-147-1	UNIVERSITY OF WISCONSIN BOARD OF REGENTS	Stratford Sign Company, LLC	\$209.95	\$0.00	Pending
[37-329 - Signs]						
88092	831 RADISSON ST..20-678	GREEN BAY PACKAGING INC	CREATIVE SIGN COMPANY	\$369.98	\$36,000.00	Pending
[37-329 - Signs]						

88148	1265 LOMBARDI AV..1-1841-A [37-329 - Signs]	GREEN BAY CITY OF LAMBEAU FIELD	MIRON CONSTRUCTION	\$990.44	\$950,000.00	Pending
88243	1960-1962 UNIVERSITY AV..21-2678-1 [37-329 - Signs]	COLE FD PORTFOLIO II LLC	ASAP EVENT ADVERTISING	\$30.00	\$0.00	Pending
88366	1032 BAY BEACH RD..20-694 [37-329 - Signs] SIGN REPLACEMENT	MCDONALD LUMBER CO	CREATIVE SIGN COMPANY	\$88.60	\$0.00	Pending
88428	1654 E MASON ST..21-1288-1 [37-329 - Signs] Storm damage to existing sign	TIMOTHY S LONG	CREATIVE SIGN COMPANY	\$134.00	\$12,000.00	Pending
88537	924 MCDONALD ST..18-454 [40-*** - Sanitary Sewers] RELAYING EXISTING SEWER LATERAL	ST MARYS CEMENT INC (US)	JOSKI SEWER	\$30.00	\$1,000.00	Pending
88288	914 S QUINCY ST..16-112 [41-*** - Storm Sewers] REPLACE LEAD WATER LINE & SEWER LATERAL	BIALKOWSKI LEE S & KATHY A REVOCABLE TRUST	MATT'S SERVICES	\$30.00	\$7,480.00	Pending
88505	1270 EMILIE ST..17-233 [41-*** - Storm Sewers] STORM SEWER CONNECTION 6: TAP INTO MINI SEWER BEHIND CURB	GERALD R & JANICE M KEHOE	A1 EMERGENCY EXCAVATING	\$30.00	\$2,300.00	Pending
88506	1421 CORAL CT..1-1428-B [41-*** - Storm Sewers] STORM SEWER CONNECTION 6" CORE HOLE IN MANHOLE	EDWARD J & ERMA SCHUCH	A1 EMERGENCY EXCAVATING	\$30.00	\$2,500.00	Pending
88259	650 CALVIN CT..21-3777 [42-*** - Mini Sewers] NEW MINI SEWER	SANDRA A WATSON, ETAL	GAJESKI TRENCHING	\$1,000.00	\$0.00	Pending
88329	1245 OREGON ST..5-672-A-1 [42-*** - Mini Sewers] 6" MINI-STORM HOOK UP	MARTHA A KOJIS	CHAMPION TRENCHING	\$1,000.00	\$825.00	Closed
88397	1030 STUART ST..14-886 [42-*** - Mini Sewers] MINI-SEWER INTERSECTION 300 S CLAY/1030 STUART)	BRITTANY L SALDANA	AG EXCAVATING	\$1,000.00	\$200.00	Pending
88398	906 WAVERLY PL..1-1369-A [42-*** - Mini Sewers] MINI-STORM SEWER	GREATER GREEN BAY HABITAT FOR HUMANITY INC	AG EXCAVATING	\$1,000.00	\$200.00	Pending
88399	1035 NEVILLE AV..18-268 [42-*** - Mini Sewers] MINI-STORM SEWER	GREATER GREEN BAY HABITAT FOR HUMANITY INC	AG EXCAVATING	\$1,000.00	\$200.00	Pending
88534	700 N PLATTEN ST..18-1296 [42-*** - Mini Sewers] NEW MINI STORM CONNECTION 6"	PHILLIP J CORNELL	CHAMPION TRENCHING	\$1,000.00	\$550.00	Closed
88538	152 N OAKLAND AV..4-179 [42-*** - Mini Sewers] STORM SEWER CONNECTION	ANDREW LEGREVE	JOSKI SEWER	\$1,000.00	\$1,000.00	Closed
88300	3336 LARGO RIDGE DR..21-8239 [43-*** - Lawn Sprinklers] INSTALL STAND PIPE FOR IN-GROUND SPRINKLER SYSTEM	MARY L GRANCHALEK	JLS PLUMBING	\$100.00	\$4,600.00	Pending
88301	3610 GLEN OAKS PS..22-2075 [43-*** - Lawn Sprinklers] LAWN SPRINKLER	AARON HANKE	RAINMASTER IRRIGATION INC	\$100.00	\$4,500.00	Pending
88302	2474 SHADY OAK DR..6H-1497-2 [43-*** - Lawn Sprinklers] LAWN SPRINKLER	PAPLHAM TRUST	RAINMASTER IRRIGATION INC	\$100.00	\$4,000.00	Pending

88304	3498 MAYAPPLE DR..21-8139	RANDALL S & JULIE A HAWKINS	JLS PLUMBING	\$100.00	\$3,500.00	Pending
[43-*** - Lawn Sprinklers] INSTALL STAND PIPE FOR IN-GROUND SPRINKLER SYSTEM						
88276	901 S GREENWOOD AV..2-924	MGB CONSTRUCTION LLC	ROYAL FLUSH PLUMBING	\$50.00	\$0.00	Closed
[44-*** - Water heaters/Appliances] REMODEL - LIGHT WORK NO STRUCTUAL PER JASON S. OK FOR OUTLET SWITCHING OUT BY STEVE K.						
88335	897 ELMORE ST..5-1391	KOTE INVESTMENTS LLC	NEWCAP, INC.	\$30.00	\$0.00	Pending
[44-*** - Water heaters/Appliances] WATER HEATER						
88386	504 PORLIER ST..16-65	JOHN M & JENNIFER R STEFFEL	THORN PLUMBING, INC	\$30.00	\$0.00	Pending
[44-*** - Water heaters/Appliances] WATER HEATER						
88475	1269 SHAWANO AV..3-1036	SHAWANO HEIGHTS LLC	K KELLY INC	\$70.00	\$0.00	Closed
[44-*** - Water heaters/Appliances] WATER HEATER FOR MULTI-FAMILY						
88499	841 HOWARD ST..3-958	JOSPEH LIMPERT	CONRAD PLUMBING LLC	\$50.00	\$3,900.00	Pending
[44-*** - Water heaters/Appliances] PIPE WORK IN BASEMENT. MISC PLUMBING IN KITCHEN AND BATHROOM						
88591	1772-1804 WESTERN AV ..6-129-B	NIEBLER LIVING TRUST	K KELLY INC	\$70.00	\$1,300.00	Pending
[44-*** - Water heaters/Appliances] WATER HEATER						
70303	520 N ROOSEVELT ST..9-73	WOCHINSKE REALTY LLC	STIEGLER ELECTRIC	\$50.00	\$3,500.00	Pending
[46-*** - Electrical Service Change] MOVING POLE AND CHANGING SERVICE						
86464	1164 ST. LAWRENCE DR..21-1111-D-46	DANIEL J & REBECCA M HEINZ	STIEGLER ELECTRIC	\$50.00	\$1,851.00	Pending
[46-*** - Electrical Service Change] SCHMIDT PARK PROJECT - REMOVE EXISTING METER BASE AND PANEL IN BASEMENT. INSTALL UNDERGROUND METER PEDESTAL ON BACK OF HOUSE. INSTALL NEW24-SPACE 100 AMP PANEL IN BASEMENT. INSTALL2 GROUND RODS AND WIRE TO PANEL.						
88050	856 CORNELIUS DR..21-1111-D-265	KAREN STRICKFADEN	STIEGLER ELECTRIC	\$50.00	\$2,033.00	Pending
[46-*** - Electrical Service Change] SERVICE CONVERSION. THIS IS A SCHMIDT PARK PROJECT.						
88238	2222 BIRCH LN..21-1141	WAYNE D LANE	DURIE ELECTRIC LLC	\$50.00	\$2,000.00	Closed
[46-*** - Electrical Service Change] 100-AMP SERVICE UPGRADE AND REPLACING FIVE DUPLEX RECEPTACLES WITH GFCI RECEPTACLES.						
88246	1058 BIEMERET ST..1-2045	JESSE BOWERS	ELECTRICAL SYNERGIES	\$50.00	\$800.00	Pending
[46-*** - Electrical Service Change] SERVICE MAST REPAIR DUE TO STORM DAMAGE						
88248	1112 OREGON ST..5-703-C	SHAWN T & JESSICA SCHMITZ	PACKERLAND ELECTRIC	\$50.00	\$0.00	Closed
[46-*** - Electrical Service Change] REPLACE 100 AMP OVERHEAD METERBASE AND SERVICE MAST THAT WAS DAMAGED BY STORM.						
88251	1700 OAK LEAF DR..6H-1269-30	DUWAYNE L WESCOTT	KEVIN DUBOIS	\$50.00	\$500.00	Closed
[46-*** - Electrical Service Change] INSTALLATION OF A NEW ELECTRICAL PANEL. CHECK BONDING AND GROUNDING.						
88253	1103 S ONEIDA ST..1-1882	DOLORES A NIERMAN	STAR ELECTRIC SERVICE, INC.	\$50.00	\$1,400.00	Closed
[46-*** - Electrical Service Change] REMOVE AND REPLACE 100 AMP OVERHEAD SERVICE DUE TO RUST AND ERROSION.						
88254	3071 CORNELIUS CT..21-1111-D-320	TAMMY L ELLIOTT, ETAL	STAR ELECTRIC SERVICE, INC.	\$50.00	\$800.00	Pending
[46-*** - Electrical Service Change] REMOVE OVERHEAD SERVICE AND INSTALL UNDERGROUND SERVICE						
88258	1220 HOBART DR..6H-1110-2	TVO HOBART LLC	STIEGLER ELECTRIC	\$50.00	\$4,500.00	Closed
[46-*** - Electrical Service Change] REPAIRS FROM STORM DAMAGE. REPLACE DAMAGED METERS FOR LOT#34						

88282	1210 LANGLADE AV..1-421-A-2	ANNA MAE PETRUSHA	PACKERLAND ELECTRIC	\$50.00	\$2,000.00	Pending
[46-*** - Electrical Service Change] 100 AMP OVERHEAD ELECTRICAL SERVICE CHANGE						
88283	1065-1067 LAVERNE DR..21-1111-D-148-1	NICHOLAS P HAMACHEK	PACKERLAND ELECTRIC	\$50.00	\$3,000.00	Pending
[46-*** - Electrical Service Change] 100 AMP PER SIDE OVERHEAD SERVICE UPGRADE, CHANGE TO UNDERGROUND						
88314	825 REBER ST..20-106	JULIE SWANER	NICKEL ELECTRIC INC	\$50.00	\$3,000.00	Closed
[46-*** - Electrical Service Change] DOUBLE 60 AMP SERVICE CHANGE TO DOUBLE 100 AMPS						
88362	917 ST. CHARLES DR..21-1111-D-9	JOHNNY K & LINDA G P LANDRUM	STIEGLER ELECTRIC	\$50.00	\$1,065.00	Pending
[46-*** - Electrical Service Change] SERVICE CONVERSION PER WPS, INSTALL PEDESTAL AND METER BASE CONNECTED TO THE EXISTING PANEL						
88365	1142-1150 DOTY ST..14-958	PATRICIA J HATTON	ADVANTAGE ELECTRIC	\$50.00	\$1,795.00	Pending
[46-*** - Electrical Service Change] 60 TO 100 AMP SVC CHANGE						
88370	2898 MT CAROL DR..21-1111-D-56	CHAO VUE, ETAL	NICKEL ELECTRIC INC	\$50.00	\$0.00	Closed
[46-*** - Electrical Service Change] 100 AMP OVERHEAD TO 200 AMP UNDERGROUND						
88371	856 BADER ST..21-1419-L-8	PEREZ PROPERTY MANAGEMENT LLC	DE BAKER, INC.	\$50.00	\$1,900.00	Closed
[46-*** - Electrical Service Change] 60 TO 100 AMP						
88372	2811 ST. ANN DR..21-1111-D-67	THOMAS R & ANN C BERCHMANS	STAR ELECTRIC SERVICE, INC.	\$50.00	\$900.00	Closed
[46-*** - Electrical Service Change] REMOVE OVERHEAD SERVICE AND INSTALL UNDERGROUND SERVICE						
88376	1124 THRUSH ST..18-1104	GARY J & BRENDA R MULLEN	ELAND ELECTRIC CORP	\$50.00	\$1,200.00	Closed
[46-*** - Electrical Service Change] UPGRADE ELECTRICAL SERVICE AND REPLACE ELECTRICAL PANEL.						
88390	1228 ELIZABETH ST..21-1193-7	4 FORTE LLC	NORTHLAND ELECTRICAL SERVICES	\$140.00	\$32,000.00	Pending
[46-*** - Electrical Service Change] SERVICE UPGRADE AND NEW LIGHTING						
88403	1173 DIVISION ST..5-870	DALE E & NANCY J MALACZEWSKI	VDH ELECTRIC, INC	\$50.00	\$1,100.00	Pending
[46-*** - Electrical Service Change] SERVICE UPGRADE FROM 60 AMPS TO 100 AMPS						
88438	1100 ST. CHARLES DR..21-1111-D-27	KRISTEN KARL, ETAL	STIEGLER ELECTRIC	\$50.00	\$3,488.00	Pending
[46-*** - Electrical Service Change] SCHMIDT PARK PROJECT; SERVICE CONVERSION						
88441	1047 ST. LAWRENCE DR..21-1111-D-38	AARON C & SANDRA K NABER	ELECTRICAL SYNERGIES	\$50.00	\$1,000.00	Closed
[46-*** - Electrical Service Change] SERVICE CHANGE FROM OH TO UN						
88468	2845 ST. ANTHONY DR..21-429-8	JOHN C & MILDRED M PHILLIPS	DE BAKER, INC.	\$50.00	\$2,400.00	Pending
[46-*** - Electrical Service Change] 200 AMP SERVICE CHANGE						
88472	2919 MT CAROL DR..21-1111-D-69	DAVID P & CYNTHIA J DERENNE	REINHARD ELECTRIC	\$50.00	\$2,000.00	Closed
[46-*** - Electrical Service Change] CHANGING OF 200 AMP OVERHEAD SERVICE TO 200/AMP UNDERGROUND. MOVING OF METER INSIDE SCREEN PORCH TO OUTSIDE OF RESIDENCE WITH THE ADDITION OF A200 AMP DISCONNECTED B' RULE.						
88473	2872 MT CAROL DR..21-1111-D-16	DOROTHY J MANCHESKI	REINHARD ELECTRIC	\$50.00	\$2,000.00	Closed
[46-*** - Electrical Service Change] CHANGING 100AMP OVERHEAD SERVICE TO 100AMP UNDERGROUND, ALSO REPLACING OF EXISTING PANEL WITH NEW PANEL AND BREAKERS						
88486	230 S OAKLAND AV..3-412	EVELYN J SCHOEN	CHRISTOPHER NEJEDLO ELECTRIC	\$50.00	\$0.00	Pending

[46-*** - Electrical Service Change] Talked to owner Michelle 920-863-2440 about project. She stated that there was no plumbing or hvac work or no structural. Only Electrical work and took off one door per her with new kitchen cabinets. Electrical inspector will see full scope of project once he goes in and evaluate then.

88500	815 LAVERNE DR..21-1111-D-140	JONATHON L DEGREEF	BURESH ELECTRIC	\$50.00	\$1,200.00	Closed
[46-*** - Electrical Service Change] CHANGING FROM OVERHEAD TO UNDERGROUND SERVICE - CHANGE BREAKER BOX						
88520	950 QUEOFF ST..21-1111-D-32	JOSEPH J & MAUREEN M RUGOWSKI	AEI ELECTRIC LLC	\$50.00	\$0.00	Closed
[46-*** - Electrical Service Change]						
88529	2802 ST. ANN DR..21-1111-D-81	MARY ANNE STEFFEL	THOMAS ELECTRIC	\$50.00	\$1,500.00	Closed
[46-*** - Electrical Service Change] REPLACE OVERHEAD SERVICE W/ UNDERGROUND						
88532	1221 MT. MARY DR..21-1111-D-70	INGEBORG & JASON M KENDALL	THOMAS ELECTRIC	\$50.00	\$1,500.00	Closed
[46-*** - Electrical Service Change] REPLACE OVERHEAD SERVICE WITH UNDERGROUND						
88535	2884 MT CAROL DR..21-1111-D-17	SHERRI S & LUKE J VALITCHKA	IDEAL ELECTRIC	\$50.00	\$500.00	Closed
[46-*** - Electrical Service Change] CHANGE SERVICE FROM OVERHEAD TO UNDERGROUND.						
88548	1188 ST. LAWRENCE DR..21-1111-D-45	THOMAS J & JANET S SMIES	PLUG LIGHT BULB ELECTRICAL SERVICES	\$51.00	\$3,000.00	Closed
[46-*** - Electrical Service Change] OVERHEAD TO UNDERGROUND, DRIVE RODS AND BOND WATER						
88550	831 RADISSON ST..20-678	GREEN BAY PACKAGING INC	FAITH TECHNOLOGIES	\$300.00	\$106,470.00	Closed
[46-*** - Electrical Service Change] 3,000 AMP - NEW SERVICE						
88557	1000 CORNELIUS DR..21-1111-D-259	CHRISTOPHER G & PAMELA A CLOUGH	GWIDT ELECTRIC LLC	\$50.00	\$1,500.00	Pending
[46-*** - Electrical Service Change] 100 AMP TO 200 AMP SERVICE CHANGE						
88558	2574 WEST POINT RD..6H-1127-7	JAMES R & WENDY F WALKER	VDH ELECTRIC, INC	\$50.00	\$1,200.00	Pending
[46-*** - Electrical Service Change] SERVICE UPGRADE TO 200 A UNDERGROUND						
88559	3064 ALBERT DR..21-2944	ROMAN V & ANNA V PIDKALYUK	VDH ELECTRIC, INC	\$50.00	\$1,200.00	Pending
[46-*** - Electrical Service Change] SERVICE UPGRADE TO 200AMP UNDERGROUND						
88562	841 MARVIN LN..21-1111-D-246	WILLIAM L JANTELEZIO, ETAL	DE BAKER, INC.	\$50.00	\$1,300.00	Pending
[46-*** - Electrical Service Change] WPS PROJECT METERBASE - UNDERGROUND						
88569	1420 BIEMERET ST..6-880	JUDITH A DUNCAN	SARGENT ELECTRIC DESIGN	\$50.00	\$1,500.00	Pending
[46-*** - Electrical Service Change] UPGRADE ELECTRIC SERVICE 60 TO 100 / OVERHEAD TO UNDERGROUND						
88598	557 ALROSE ST..21-2281-1-5	JUAN CARLOS VERA ANDA, ETAL	TITLETOWN ELECTRIC	\$50.00	\$700.00	Pending
[46-*** - Electrical Service Change] REPLACE 100 AMP METER BASE AND MASK TO DO FALLEN TREE						
88607	2849 JOSEPHINE CIR..21-1111-D-89	GEORGE & VERA SHOWSH	STIEGLER ELECTRIC	\$50.00	\$1,055.00	Pending
[46-*** - Electrical Service Change] SCHMIDT PARK PROJECT. SERVICE CONVERSION.						
86552	1147 DAY ST..7-220	LUIS & GLORIA GARCIA DE RODRIGUEZ	DE BAKER, INC.	\$50.00	\$300.00	Pending
[47-*** - Electrical Service Repair] REPAIR SERVICE MAST						
88285	1846 NEAL CT..21-2868	MARGARET F GUZEK	DE BAKER, INC.	\$50.00	\$625.00	Closed
[47-*** - Electrical Service Repair] PARASCOPE REPAIR						
88299	1697 E MASON ST..21-2642	PEDRO CURIEL	THOMAS ELECTRIC	\$70.00	\$0.00	Pending
[47-*** - Electrical Service Repair]						

88348	1650 CASS ST..21-1337-2	BAMJ INVESTMENTS LLC	CHRISTOPHER NEJEDLO ELECTRIC	\$50.00	\$2,247.00	Pending
[47-*** - Electrical Service Repair] REPAIR ELECTRICAL SERVICE THAT WAS DAMAGED ON8/7/19. WORK COMPLETED 8/7 TO RESTORE POWER. REPAIR REQUIRED NEW MAST AND METERBASE. OLD FUSE PANEL REPLACED IWTH MAIN BREAKER PANEL. GROUNDING BROUGHT UP TO CODE.						
88358	1654 CASS ST..21-7032	RIVARD INVESTMENTS LLC	METZLER CONSTRUCTION	\$50.00	\$2,500.00	Closed
[47-*** - Electrical Service Repair] REPAIR OF SERVICE MAST AND METER SOCKET DAMAGED BY TORNADO						
88374	1393 BOND ST..6-67-F	DAO & ONG YANG	STAR ELECTRIC SERVICE, INC.	\$50.00	\$1,000.00	Pending
[47-*** - Electrical Service Repair] REPAIR SERVICE AND METER BASE DAMAGED						
88381	2786 WHIPPOORWILL DR..6H-1430-K-16	NATHAN J WALASEK	STIEGLER ELECTRIC	\$50.00	\$0.00	Pending
[47-*** - Electrical Service Repair] EMERGENCY CALL WPS JUST DISCONNECTED POWER DUE TO BENT PERI SCOPE.						
88439	415 WILSON AV..5-1559	JEFFREY R BORREMANS	STIEGLER ELECTRIC	\$50.00	\$1,638.00	Pending
[47-*** - Electrical Service Repair] SERVICE REPAIR TO RELOCATE EXISTING METER BASE FROM INSIDE GARAGE TO OUTSIDE GARAGE						
88440	1072 LANGLADE AV..1-1595	BRADLEY A & LORI A CURTIS	STIEGLER ELECTRIC	\$50.00	\$80,497.00	Pending
[47-*** - Electrical Service Repair] EMERGENCY CALL ON 8-17-19 TO REPAIR SERVICE. THERE WAS A ARCING WIRE AND A DAMAGED WEATHER HEAD.						
88497	831 MATHER ST..5-1221	KRUMHOLZ TRUST	PACKERLAND ELECTRIC	\$70.00	\$4,000.00	Pending
[47-*** - Electrical Service Repair] REPLACE METERBASE AND SERVICE MAST DUE TO STORM DAMAGE.						
66194	129 OAK GROVE AV..21-2384	DENNIS E & CINDY A SCHERER	STAHL ELECTRIC	\$50.00	\$350.00	Pending
[48-*** - Electrical Wiring (Misc., Alteration, Repair)]						
87646	118 S WASHINGTON ST..12-341	CHRISTOPHER A BELL	STIEGLER ELECTRIC	\$70.00	\$6,539.00	Pending
[48-*** - Electrical Wiring (Misc., Alteration, Repair)] GARAGE LIGHT UPDATING						
87909	644 ST. JAMES CIR..21-1111-D-131	TYLER T HAACK	STIEGLER ELECTRIC	\$50.00	\$0.00	Pending
[48-*** - Electrical Wiring (Misc., Alteration, Repair)] INSTALL METER PEDESTAL FOR SCHMIDT PARK PROJECT						
88194	500 DAY ST..7-1	GEORGIA PACIFIC CONSUMER PRODUCTS LP	FAITH TECHNOLOGIES	\$170.00	\$144,980.00	Pending
[48-*** - Electrical Wiring (Misc., Alteration, Repair)] 15 KV TO INTAKE BASIN TRENCHING FOR CONDUIT BETWEEN BUILDING 46 AND 81						
88212	874 9th ST..1-192	AMANDA M VANLANEN	J & M ELECTRIC	\$50.00	\$0.00	Closed
[48-*** - Electrical Wiring (Misc., Alteration, Repair)] REATCH METER BASE						
88224	937 DIVISION ST..5-450	AGRIPINA ALVARADO	CHRISTOPHER NEJEDLO ELECTRIC	\$50.00	\$500.00	Closed
[48-*** - Electrical Wiring (Misc., Alteration, Repair)] CORRECT ISSUES FROM RESULT OF FIRE						
88240	1183 HIGHVIEW LN..6-647	ANDREW J & JENNIFER M VERCAUTEREN	NORTHERN ELECTRIC, INC.	\$50.00	\$625.66	Closed
[48-*** - Electrical Wiring (Misc., Alteration, Repair)] STORM DAMAGE REPAIR - 100A 240 V SERVICE WITH 1-1/4" RIGID MAST						
88257	2204 DEER TRAIL..21-2699	WENDY K SMETANA	VOS ELECTRIC	\$50.00	\$0.00	Pending
[48-*** - Electrical Wiring (Misc., Alteration, Repair)] SERVICE REPAIR						
88274	1220 HOBART DR..6H-1110-2	TVO HOBART LLC	STIEGLER ELECTRIC	\$50.00	\$4,500.00	Closed

[48-*** - Electrical Wiring (Misc., Alteration, Repair)] REPAIRS FROM STORM DAMAGE, CUSTOMER HAS BEEN WITHOUT POWER. REPLACE DAMAGED METERS FOR LOT #33

88332	1008 HOLZER ST..18-817-B	KRISTOPHER J & KIMBERLY HEALY	WULFF ELECTRIC LLC	\$50.00	\$250.00	Pending
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[48-*** - Electrical Wiring (Misc., Alteration, Repair)] REPLACE SERVICE ENTRANCE CONDUCTORS, MEER HUB, SERVICE HEAD AND CONDUIT DAMAGED BY STORM.

88342	1718 BEECH TREE DR..6H-2107	DAFFINSON JAMES #1 LLC	VOS ELECTRIC	\$50.00	\$350.00	Pending
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[48-*** - Electrical Wiring (Misc., Alteration, Repair)] SAFETY CHECK AND ADD QUAD AOULETS UNDER ELECTRICAL PANEL.

88361	931 MT MARY DR..21-1111-D-79	JESSICA A KOCKEN	STIEGLER ELECTRIC	\$50.00	\$3,694.00	Pending
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[48-*** - Electrical Wiring (Misc., Alteration, Repair)] SERVICE CONVERSION FROM OVERHEAD TO UNDERGROUND

88363	406 ST. JUDE ST..6-82-A-6	THERESA J MCCARVILLE	STIEGLER ELECTRIC	\$50.00	\$835.00	Pending
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[48-*** - Electrical Wiring (Misc., Alteration, Repair)] EMERGENCY CALL/STORM DAMAGE. MOUNT NEW METER BASE AND RISER UP THE SIDE OF THE HOUSE AND NEW GROUND RODS.

88364	407 PARK ST..5-1679	DAVID W & NOREEN A HAMM	ADVANCED ELECTRIC	\$50.00	\$450.00	Closed
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[48-*** - Electrical Wiring (Misc., Alteration, Repair)] REPAIR SERVICE MAST DUE TO STORM

88373	813-815 14th AV..2-564	CARL D HARDTKE	STAR ELECTRIC SERVICE, INC.	\$50.00	\$800.00	Pending
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[48-*** - Electrical Wiring (Misc., Alteration, Repair)] REPLACE SERVICE ENTRANCE WIRES AND WEATHERHEAD. INSTALL GROUND RODS AND WATEF GROUND.

88377	500 DAY ST..7-1	GEORGIA PACIFIC CONSUMER PRODUCTS LP	VOS ELECTRIC	\$70.00	\$10,000.00	Pending
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[48-*** - Electrical Wiring (Misc., Alteration, Repair)] install 13.8 volt service MISC WIRING

88384	215 ELIZABETH ST..19-324-1	MIRHASHEMI INC	VAN OSS ELECTRIC INC	\$70.00	\$2,500.00	Pending
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[48-*** - Electrical Wiring (Misc., Alteration, Repair)] INSTALL TWO NEW PARKING LIGHT POLES AND TIME CLOCK WITH PHOTO EYE AT THE BUILDING

88385	1141 SHADOW LN..1-2303	MOSHER STACY J & DEBORAH M LIVING TRUST	VDH ELECTRIC, INC	\$50.00	\$400.00	Pending
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[48-*** - Electrical Wiring (Misc., Alteration, Repair)] REPAIR DAMAGED OVERHEAD SERVICE

88396	1638 CHICAGO ST..21-1274-7	STEVEN D & LESLEY M ENZ	SCHWEINER ELECTRIC	\$50.00	\$300.00	Pending
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[48-*** - Electrical Wiring (Misc., Alteration, Repair)] FIX VARIOUS ITEMS THAT WERE ITEMIZED BY INSPECTOR.

88418	2849 ST. ANN DR..21-1111-D-63	HOFMANN JOHN & MARY JOINT TRUST	JASON DEJARDINE	\$50.00	\$700.00	Closed
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[48-*** - Electrical Wiring (Misc., Alteration, Repair)] CHANGE SERVICE FROM OH TO UG. NEW METER ON OUTSIDE ONLY EXISTING PANEL TO REMAIN

88419	1124 ST. CHARLES DR..21-1111-D-26	TODD M & SUSAN B SEIDL	CV ELECTRIC	\$50.00	\$0.00	Closed
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[48-*** - Electrical Wiring (Misc., Alteration, Repair)] WPS UPGRADED FROM OVERHEAD TO UNDERGROUND ON THE STREET

88425	1010 DOUSMAN ST..5-1173	DORIS M SHERRY	VOS ELECTRIC	\$50.00	\$650.00	Pending
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[48-*** - Electrical Wiring (Misc., Alteration, Repair)] REPAIR SERVICE MAST DAMAGED BY STORM

88456	2868 MT CAROL DR..21-1111-D-15	DEMRO JOINT REVOCABLE TRUST	CLIFF YOUNG ELECTRICAL	\$50.00	\$1,100.00	Closed
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[48-*** - Electrical Wiring (Misc., Alteration, Repair)] OVERHEAD TO UNDERGROUND

88457	1005 ST. CHARLES DR..21-1111-D-6	RICHARD C & KATHY M JERRY	CLIFF YOUNG ELECTRICAL	\$50.00	\$1,100.00	Closed
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[48-*** - Electrical Wiring (Misc., Alteration, Repair)] OVERHEAD TO UNDERGROUND SERVICE CHANGE

88458	715 LAVERNE DR..21-1111-D-128	CAROLINE L MOES	CLIFF YOUNG ELECTRICAL	\$50.00	\$1,800.00	Pending
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[48-*** - Electrical Wiring (Misc., Alteration, Repair)] SERVICE UPGRADE OVERHEAD TO UNDERGROUND

88485	1228 ELIZABETH ST..21-1193-7	4 FORTE LLC	NORTHLAND ELECTRICAL SERVICES	\$140.00	\$28,900.00	Pending
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[48-*** - Electrical Wiring (Misc., Alteration, Repair)] EQUIPMENT WIRING AND CONNECTIONS

88502	716 CHALLENGER DR..21-5261	PAUL E SOLETSKI	CITY OF GREEN BAY	\$0.00	\$4,000.00	Pending
[48-*** - Electrical Wiring (Misc., Alteration, Repair)] INSTALL AND TERMINATE ELECTRICAL METER BASE/PANEL. GROUND ROD INSTALLATION AND TERMINATION. ELIMINATE OVERHEAD SERVICE AND REPLACE WITH UNDERGROUND SERVICE.						
88516	2030 UNIVERSITY AV..21-2224-1	PIT ROW INC	PRIME SERVICE	\$70.00	\$4,500.00	Closed
[48-*** - Electrical Wiring (Misc., Alteration, Repair)] DISPENSER UPGRADE (4), STAND ALONE SENSORS (4), DISPENSER ? (4)						
88588	907 WILSON AV..18-330	SHIRLEY A & ALBEE RANDOLPH REVOCABLE LIVING TRUST	VDH ELECTRIC, INC	\$50.00	\$900.00	Pending
[48-*** - Electrical Wiring (Misc., Alteration, Repair)] MISC ELEC REPAIRS PER INSPECTION						
88601	118 S WASHINGTON ST..12-341	CHRISTOPHER A BELL	STIEGLER ELECTRIC	\$70.00	\$6,700.00	Pending
[48-*** - Electrical Wiring (Misc., Alteration, Repair)] BUILDING A & B EXTERIOR LIGHTING UPGRADE						
88264	1919 S BROADWAY..1-1407	GEORGIA PACIFIC CONSUMER PRODUCTS LP	BASSETT MECHANICAL	\$70.00	\$4,000.00	Closed
[49-*** - backwater valve/sump pump] 3 RP VALVES						
88448	1001 MORaine WAY..6-2788	GREEN BAY FAMILY APARTMENTS LLC	AG EXCAVATING	\$70.00	\$0.00	Pending
[49-*** - backwater valve/sump pump] REPAIR STORM LATERAL						
88512	1614 SHAWANO AV..6-235-A-1	DS2 HOSPITALITY & MANAGEMENT LLC	GEURTS PLUMBING	\$70.00	\$1,000.00	Closed
[49-*** - backwater valve/sump pump] MISC PLUMBING						
69139	116 S CLAY ST..14-288	KAN RENTALS LLC	TOTAL COMFORT LLC	\$100.00	\$3,500.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE (2)						
88223	1438 CEDAR ST..8-73	HC REAL ESTATE LLC	THOMSON HEATING	\$140.00	\$11,000.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE & AIR CONDITIONER						
88225	1019 THORNDale CT..1-2579	MATTHEW G & MELISSA A BUMGARDNER	DIAMOND HVAC LLC	\$50.00	\$4,200.00	Closed
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER						
88247	3050-3052 WEST POINT RD..6H-2814	HEATHER M CORNELIUS	DIAMOND HVAC LLC	\$50.00	\$3,000.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER - 3050 SIDE						
88261	415 DOUSMAN ST ..4-67	TOHO PROPERTIES LLC	SINKLER HEATING & COOLING, INC	\$70.00	\$0.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER						
88295	2469 MARY JO DR..21-4168	MICHAEL R WALTERS	VAN'S HEATING & AC	\$50.00	\$4,481.00	Closed
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER						
88296	403 N PLATTEN ST..6-83-E	RYAN J LEURQUIN	PROFESSIONAL HEATING & AIR CONDITIONING OF GREEN BAY, INC	\$50.00	\$2,365.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER						
88306	1678 RANCHLAND DR..6-1470	JEREMY J RUBENS	HURCKMAN HEATING & COOLING	\$100.00	\$0.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE						
88307	1405 SONATA CT..21-6094	DAVID C & JACQUELINE A NEWELL	WESLEY HEATING AND SHEET METAL	\$50.00	\$4,365.00	Closed
[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE						

88308	1278 REED ST..5-669-A	MARY P SWAIN	WESLEY HEATING AND SHEET METAL	\$50.00	\$3,393.00	Closed
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER						
88309	887 VELP AV..18-846	JOYCE M NEWELL	WESLEY HEATING AND SHEET METAL	\$50.00	\$0.00	Closed
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER						
88310	2025 MEADOWSWEET DR..6H-4106	ANDOR & JOYCE FLAGSTAD	SINKLER HEATING & COOLING, INC	\$50.00	\$4,360.00	Closed
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER						
88311	420 S WASHINGTON ST..13-183	WASHINGTON STREET RIVER PROPERTIES LLC	ROBINSON HEATING & COOLING	\$70.00	\$11,000.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER						
88312	502 ZELAS DR..21-3134	CHANG & SHEE VANG	APEX HEATING & AIR CONDITIONING	\$50.00	\$3,435.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER						
88313	2470 HILLSIDE LN..21-2931	HUGH H & MARIAN K SHELLENBERGER	VAN'S HEATING & AC	\$50.00	\$13,555.00	Closed
[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE & AIR CONDITIONER						
88315	3428-3430 FINGER RD..21-6529-5	JEFFREY D & CATHERINE R PETERSON	BAY AREA SERVICES INC	\$50.00	\$8,800.00	Closed
[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE & AIR CONDITIONER						
88316	1258 DIVISION ST..5-1335-C	PAULA B ERICKSON	BAY AREA SERVICES INC	\$50.00	\$2,550.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER						
88317	1805 SUSAN LN..6-2553	BONNIE L PETERS	BAY AREA SERVICES INC	\$50.00	\$2,716.00	Closed
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER						
88318	1985 E TELEMAR CIR..6H-4009	BRIAN D DOBBINS, ETAL	BAY AREA SERVICES INC	\$50.00	\$3,100.00	Closed
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER						
88319	2313 LAKESIDE PL..21-892	DOUGLAS & MARY TEBO	BAY AREA SERVICES INC	\$50.00	\$2,600.00	Closed
[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE						
88320	1129 REED ST..3-1137	DUSTIN EUGENE SNYDER	BAY AREA SERVICES INC	\$50.00	\$3,250.00	Closed
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER						
88325	239 OXFORD AV..5-505	MICHAEL R STANLEY	BENJAMIN CONST. HEATING & COOLING	\$50.00	\$700.00	Closed
[50-*** - Heating Unit Replacement/ Air Conditioning] HVAC VENT						
88330	1263 LANGLADE AV..1-1965	AMANDA K TREML	COMFORT CONTROL SYSTEMS	\$50.00	\$5,700.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE						
88333	520 VROMAN ST..5-256	MELISSA M TAYLOR	APEX HEATING & AIR CONDITIONING	\$50.00	\$7,218.00	Closed
[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE & AIR CONDITIONER						
88334	223 N BAIRD ST..14-48	A VANG	APEX HEATING & AIR CONDITIONING	\$50.00	\$3,435.00	Closed
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER						
88336	897 ELMORE ST..5-1391	KOTE INVESTMENTS LLC	NEWCAP, INC.	\$50.00	\$0.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE						
88339	2764 E CARRERA CT..22-1663	ROBERT P & JANE C SWEASY	HEALTHY HOMES HEATING & COOLING	\$50.00	\$8,570.00	Closed

[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE & AIR CONDITIONER

88341	230 HUTH ST..21-1714-C-4	TREVOR T & ELIZABETH A MOSUPYE	HEALTHY HOMES HEATING & COOLING	\$50.00	\$3,097.00	Closed
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[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER

88350	1685 PENNY PL..21-5758	FRANCIS J & DIANE M ELMER	HERMANS HEATING & AC	\$50.00	\$6,500.00	Closed
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[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE & AC

88357	2341 FARLIN AV ..21-300	RHS FAMILY LP	ROBINSON HEATING & COOLING	\$70.00	\$2,900.00	Closed
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[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER APT #6

88383	484 ST. BERNARD DR..21-2475-D-32	SANDRA Tursky	HEALTHY HOMES HEATING & COOLING	\$50.00	\$3,940.00	Pending
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[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE

88387	1557 CHICAGO ST..8-545	WARREN LEMEROND, ETAL	ROBINSON HEATING & COOLING	\$50.00	\$3,100.00	Closed
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[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER

88388	3616 STANFORD DR..21-7303	ALEX A BELOW	VAN'S HEATING & AC	\$50.00	\$7,711.00	Closed
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[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE & AIR CONDITIONER

88389	1138 HOBART DR..6H-1110	DANIELLE M BAUMGART	VAN'S HEATING & AC	\$50.00	\$11,303.00	Pending
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[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE & AIR CONDITIONER

88391	1007 S ONEIDA ST..1-1843	ANN LANNNOYE	KINNARD HEATING & COOLING	\$50.00	\$2,900.00	Closed
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[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER

88394	824 10th AV..2-462	BRENT A LUTHER	WESLEY HEATING AND SHEET METAL	\$50.00	\$3,407.00	Closed
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[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER

88395	718 DOUSMAN ST..5-620	JENNIFER D GARNER	HEALTHY HOMES HEATING & COOLING	\$50.00	\$3,711.00	Closed
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[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER

88402	1518 GRIGNON ST..17-1030	JOSE LUIS GUZMAN, ETAL	BLACK-HAAK HEATING, INC.	\$50.00	\$700.00	Closed
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[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER

88426	1718 JUNIPER DR..21-1110-M-123	TOU & MA VANG LY, ETAL	APEX HEATING & AIR CONDITIONING	\$50.00	\$9,135.00	Pending
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[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER

88450	2483 NEWBERRY AV..21-92	BRANDON T LOHRENTZ	AMA HEATING & A/C	\$50.00	\$2,564.00	Closed
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[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER

88453	259 NEWBERRY CT ..21-92	BRANDON T LOHRENTZ	AMA HEATING & A/C	\$50.00	\$2,564.00	Closed
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[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER

88459	1324 MIRAGE DR..6H-2741	ADAM D & KELSEY R RADER	BAY AREA SERVICES INC	\$50.00	\$8,100.00	Pending
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[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE & AIR CONDITIONER

88460	1157 LOCH DR..6-607	TYLER J & AMANDA K SCHWARTZ	BAY AREA SERVICES INC	\$50.00	\$5,700.00	Pending
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[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER

88461	1611 KALAHARI DR..6H-3192	TAYLOR L & BRIAN M CAMPBELL	BAY AREA SERVICES INC	\$50.00	\$3,850.00	Pending
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[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE

88462	2573 PECAN ST..21-5215	HAROLD J & KATHLEEN A TEASE	BAY AREA SERVICES INC	\$50.00	\$2,900.00	Closed
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER						
88463	1014 CHRISTIANA ST..3-893	MICHAEL J PUFAHL	BAY AREA SERVICES INC	\$50.00	\$3,700.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER						
88464	2958-2960 SORENSON DR..6H-3595	PATRICK D & MICHELE M GLODOSKI	BAY AREA SERVICES INC	\$50.00	\$3,050.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER @ 2958						
88465	1415 BIEMERET ST..6-904	PATRICIA J DESTARKEY	BAY AREA SERVICES INC	\$50.00	\$3,000.00	Closed
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER						
88466	1675 WESTERN AV..6-120-D	KELLY A BOYCE	BAY AREA SERVICES INC	\$50.00	\$8,600.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE & AIR CONDITIONER						
88467	924 COLONIAL AV..2-1314	BENJAMIN R ANDERSON	BAY AREA SERVICES INC	\$50.00	\$9,000.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE & AIR CONDITIONER						
88471	1876 GARY LN..6-2115	DOUGLAS P VANREMORTEL, ETAL	HEALTHY HOMES HEATING & COOLING	\$50.00	\$3,120.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER						
88478	1207 SMITH ST..7-396	DESIREE L MALUEG	RICHARDS HEATING & COOLING	\$50.00	\$2,200.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER						
88480	1828 ASPEN LN..6-2014	PETER J & PATRICIA M DENIL	SINKLER HEATING & COOLING, INC	\$50.00	\$7,455.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE & AIR CONDITIONER						
88481	1845 ROWE LN..6-2541	HODEK JOHN J & CARMEN M REVOCABLE TRUST	COMFORT CONTROL SYSTEMS	\$50.00	\$6,550.00	Closed
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER						
88482	617 S QUINCY ST..14-556	KEVIN D & ANNE M SCHOLZ	ROBINSON HEATING & COOLING	\$50.00	\$2,900.00	Closed
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER						
88483	108 N OAKLAND AV..4-248	JUAN A & GEORGINA C CURIEL	ROBINSON HEATING & COOLING	\$70.00	\$10,200.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE						
88484	1299 MINAHAN ST..18-1323	GARY DELIE, ETAL	COMFORT CONTROL SYSTEMS	\$50.00	\$9,850.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE & AIR CONDITIONER						
88490	1114 LARK ST..18-1084	JENNIFER ALBERT	SINKLER HEATING & COOLING, INC	\$50.00	\$3,290.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER						
88493	1649 JANICE AV..6-199-B-1	WHPC VILLA WEST GREEN BAY LLC	K KELLY INC	\$140.00	\$39,900.00	Closed
[50-*** - Heating Unit Replacement/ Air Conditioning] (2) BOILER REPLACEMENTS						
88518	1636 CROOKS ST..21-1556	ANNETTE CHRISTENSEN	HURCKMAN HEATING & COOLING	\$50.00	\$4,900.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE						
88540	816 N MAPLE AV..5-33	GREEN BAY HOUSING AUTHORITY	AMA HEATING & A/C	\$50.00	\$2,871.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE						

88542	3072 BETH DR..21-7475	DALE R KRYGER	COMFORT CONTROL SYSTEMS	\$50.00	\$12,200.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE & AIR CONDITIONER						
88543	122 WOODLAWN AV..3-47	THOMAS S NORDWIG	RICHARDS HEATING & COOLING	\$50.00	\$2,395.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE						
88544	1124 NEVILLE AV..18-243	DENIS M ZELLNER	SINKLER HEATING & COOLING, INC	\$50.00	\$3,420.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE						
88545	1413 TRAEGER ST..6-2209	CHRISTINA POVEC	BAY AREA SERVICES INC	\$50.00	\$2,850.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIOENR						
88554	1587 CROOKS ST..8-818	LARS A & NANA M ODMAN	ENGEBOS HEATING & COOLING INC	\$50.00	\$4,233.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER						
88561	1325 MIRAGE DR..6H-2760	KATHLEEN ANN VANDEHEI	APEX HEATING & AIR CONDITIONING	\$50.00	\$3,570.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER						
88564	907 WILSON AV..18-330	SHIRLEY A & ALBEE RANDOLPH REVOCABLE LIVING TRUST	CONTROL GROUP INC	\$50.00	\$2,500.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE						
88571	1410 UNIVERSITY AV..8-163	GREEN BAY HOUSING AUTHORITY	AMA HEATING & A/C	\$50.00	\$2,653.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE						
88572	1412 UNIVERSITY AV..8-164	GREEN BAY HOUSING AUTHORITY	AMA HEATING & A/C	\$50.00	\$2,653.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE						
88573	1135 HARVEY ST..7-75	BOUNKEO CHANSOMBAT	APEX HEATING & AIR CONDITIONING	\$50.00	\$3,260.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] FURNACE						
88574	3190 WINDLAND DR..21-5272	JAMES M GUMTOW	APEX HEATING & AIR CONDITIONING	\$50.00	\$5,460.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] AIR CONDITIONER						
88587	433 ABRAMS ST..21-2611	JOHN J SCHNEIDER	VAN'S HEATING & AC	\$50.00	\$8,190.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] BOILER						
88608	1533 LEO ST..6-1712	DOUGLAS J SCHNEIDER	NORTHTOWN REFRIGERATION	\$70.00	\$10,000.00	Pending
[50-*** - Heating Unit Replacement/ Air Conditioning] REPLACE BOILER						
88072	800 ISBELL ST..6H-1765	G & K SERVICES CO	FIRELINE SPRINKLER CORP	\$200.00	\$0.00	Pending
[53-*** - Fire protection Sprinkler] This started as an alteration to with Project 72444 but ended up being more extensive based on an insurance requirements. UPGRADE FIRE SPRINKLER SYSTEM PER INSURANCE COMPANY AND NFPA 13 REQUIREMENTS						
87164	1152 E MASON ST..14-1105	BELLIN MEMORIAL HOSPITAL	NORTHEAST ASPHALT, INC.	\$215.00	\$75,000.00	Pending
[57-*** - Parking lot (New & Reconstruction)] STRIP EXISTING ASPHALT, EXCAVATE TO MINUS 15", PLACE 12" OF CABG, AND CONSTRUCT A 3' ASPHALT PAVEMENT. LIMITS OF DISTURBANCE ARE APPROXIMATELY 20,000 SF. SITE PLAN APPROVED.						
87165	725 S WEBSTER AV..14-852	BELLIN MEMORIAL HOSPITAL	NORTHEAST ASPHALT, INC.	\$195.00	\$0.00	Pending
[57-*** - Parking lot (New & Reconstruction)]						
87664	2845 GREENBRIER RD..21-161-2	AURORA HEALTH CARE INC	NORTHEAST ASPHALT, INC.	\$465.00	\$550,000.00	Pending
[57-*** - Parking lot (New & Reconstruction)] -\$5000 SWB paid -EC Approved 8/15/19						
88043	138 N CHESTNUT AV..4-216	BEEEMSTER ELECTRIC	BILLS ASPHALT	\$295.00	\$11,325.00	Pending

[57-*** - Parking lot (New & Reconstruction)] PARKING LOT REPAIR

88255	1023 TONY CANADEO RUN..1-1841-B-1	JUST DOWN FROM THE STADIUM LLC	NORTHEAST ASPHALT, INC.	\$140.00	\$80,000.00	Pending
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[57-*** - Parking lot (New & Reconstruction)] REPAVE EXISTING PARKING LOT. LOT WILL NOT CHANGE SIZE.

88270	704 S RIDGE RD..6-156	SUSAN M & JOHN R VOGELS	ALL-OUT ASPHALT LLC	\$70.00	\$12,142.00	Closed
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[57-*** - Parking lot (New & Reconstruction)] JUST REPAVING, NO SUB GRADE, SAME SIZE OF ORIGINAL LOT.

88410	1700 WEBSTER CT..20-650	GREEN BAY PACKAGING INC	NORTHEAST ASPHALT, INC.	\$100.00	\$60,000.00	Pending
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[57-*** - Parking lot (New & Reconstruction)] No subgrade affected, just repaving.

88421	131 S MILITARY AV..6-251-D	131 S MILITARY AVENUE LLC	CRETE WORKX	\$70.00	\$14,000.00	Pending
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[57-*** - Parking lot (New & Reconstruction)] SIDE WALK AND PPARKING LOT REPAIR

88498	2787 W MASON ST..6H-1119-3	ENCOMPASS EARLY EDUCATION AND CARE INC	ALL-OUT ASPHALT LLC	\$70.00	\$22,484.00	Pending
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[57-*** - Parking lot (New & Reconstruction)] Replace Like in kind. No work in right of way until bonding with city complete. No subgrade affected.

88600	1120 N MILITARY AV..6-2782	DAVID V & ALICE M DILLENBURG	CRETE WORKX	\$70.00	\$2,700.00	Pending
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[57-*** - Parking lot (New & Reconstruction)] ANY WORK IN CITY RIGHT OF WAY MUST HAVE PERMITS AND APPROVAL FROM DPW. BONDED CONTRACTOR CRETE WORKX.

71774	1218 S GREENWOOD AV..1-572	RAYMOND H & ELIZABETH GEGARE	MAD CITY WINDOWS	\$50.00	\$9,900.00	Pending
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[62-*** - repair/alter existing plumbing system] SHOWER

76172	935 N CHESTNUT AV..18-501	ALEXI D MILLER	MAD CITY BATHS	\$50.00	\$11,000.00	Pending
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[62-*** - repair/alter existing plumbing system] REPLACING SHOWER

88181	1157 S FISK ST..6-616	ANTHONY J KOSCINSKI, ETAL	REBMAN PLUMBING	\$50.00	\$6,000.00	Pending
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[62-*** - repair/alter existing plumbing system] INSTALLING TOILET AND VANITY

88289	900 S QUINCY ST..16-111	GREG H FAHLSTROM	MATT'S SERVICES	\$0.00	\$3,095.00	Closed
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[62-*** - repair/alter existing plumbing system] REPLACE LEAD WATER LINE

88290	326 12th AV..3-827	MICHAEL COPPENS	MATT'S SERVICES	\$30.00	\$4,760.00	Pending
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[62-*** - repair/alter existing plumbing system] REPLACE LEAD WATER LINE AND SEWER LATERAL REPAIR

88298	2233 UNIVERSITY AVE ..21-2710	PHILLIP F & PETER S LEE	SINCLAIR PLUMBING INC	\$70.00	\$175.00	Pending
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[62-*** - repair/alter existing plumbing system] INSTALLING 3 COMPARTMENT SINKS

88491	3481 NICOLET DR..22-49	FREDRIC L & SHEILAH G CRADLER	TUNDRALAND	\$50.00	\$11,315.00	Closed
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[62-*** - repair/alter existing plumbing system] BATHTUB AND SURROUND BEING REPLACE BY A WALKIN SHOWER AND SURROUND

88605	430 MANCHESTER DR..6-2962	RICARDO MORALES	TUNDRALAND	\$50.00	\$7,456.00	Pending
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[62-*** - repair/alter existing plumbing system] BATHTUB AND SURROUND BEING REPLACE BY A WALKIN SHOWER AND SURROUND

88539	1645 FRANZ AV..21-2003	MICHAEL P LALUZERNE	MICHAEL P LALUZERNE	\$30.00	\$900.00	Pending
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[200-*** - water service] MINI SEWER 5-YR ASSESSMENT PLAN

76361	1485 W MASON ST..6-169	AAM GREEN BAY PLAZA LLC	BLUE SKY CONTRACTORS	\$657.35	\$0.00	Pending
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[301-*** - Change of Use]

87576	1910 UNIVERSITY AV..21-2143	MG & KG PROPERTIES LLC	OWNER	\$2,345.60	\$0.00	Pending
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Totals: 363 projects	\$109,645.88	\$8,229,222.54
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Summary of Projects Issued

8/1/2019 to 8/31/2019

Class of Work	Proj	Site	Plan	Bldg	Elec	HVAC	Plbg	EC	Fees Paid	Estimated Cost
01 Single Family House, Detached	4	4	8	4	4	4	4	0	\$5,658.89	\$1,303,000.00
08 3-4 Family Building (refer to 06-103).	2	0	5	2	2	2	2	2	\$7,167.74	\$0.00
48 Electrical Wiring (Misc., Alteration, Repair)	30	0	1	0	30	0	0	1	\$1,760.00	\$227,423.66
46 Electrical Service Change	41	0	0	0	41	0	0	0	\$2,391.00	\$198,857.00
47 Electrical Service Repair	10	0	0	0	10	0	0	0	\$540.00	\$92,807.00
50 Heating Unit Replacement/ Air Conditioning	74	0	0	0	0	74	0	0	\$4,080.00	\$385,345.00
40 Sanitary Sewers	1	0	0	0	0	0	1	0	\$30.00	\$1,000.00
41 Storm Sewers	3	0	0	0	0	0	3	0	\$90.00	\$12,280.00
42 Mini Sewers	7	0	0	0	0	0	7	0	\$7,000.00	\$2,975.00
43 Lawn Sprinklers	3	0	0	0	0	0	3	0	\$300.00	\$12,000.00
62 repair/alter existing plumbing system	8	0	0	0	0	0	8	0	\$350.00	\$53,701.00
22 Shed, Yard Building	7	0	0	7	0	0	0	0	\$350.00	\$19,629.00
301 Change of Use	2	2	5	2	2	2	2	0	\$3,002.95	\$0.00
11 Structures Other Than Buildings (parks, outdoor stadiums, marinas, outdoor swimming pools, outdoor theaters, boardwalks, wharves, docks).	1	1	0	1	1	0	1	0	\$410.00	\$25,000.00
03 Addition to Single-Multi Family Residential Units	3	2	2	3	2	2	0	0	\$546.60	\$55,100.00
02 Single-Family Residential Building, Alteration	21	2	16	21	14	5	12	1	\$3,929.16	\$326,100.00
10 Multi-Family Residential Building Alteration	1	0	0	1	0	0	0	0	\$120.00	\$0.00
12 Commercial, Non-Residence, Non-Housekeeping, Alteration	11	2	16	11	10	8	7	0	\$9,026.67	\$2,802,384.00
21 Demolition of all Other Buildings or Structures	1	0	0	1	0	0	0	0	\$50.00	\$3,000.00
17 New Garage or Carport	9	8	8	9	5	0	1	0	\$1,170.76	\$129,492.00
18 Remodel Garage or carport or Shed	2	0	0	2	0	0	0	0	\$100.00	\$9,250.00
23 Deck, Porch, Patio	11	3	7	11	0	0	0	0	\$945.00	\$48,328.69
24 Siding	1	0	0	1	0	0	0	0	\$70.00	\$0.00
25 Swimming Pool	2	1	1	2	1	0	0	1	\$250.00	\$46,734.00
26 Fireplace, Chimney	1	0	1	1	0	1	0	0	\$130.00	\$12,000.00
28 Foundation Repair	3	0	0	3	0	0	0	0	\$170.00	\$30,080.30
33 Roofing	4	0	0	4	0	0	0	0	\$504.00	\$295,411.00
34 Window, Door, Replacement	2	0	0	2	0	0	0	0	\$100.00	\$650.00
35 Driveway Expansion	29	0	0	29	0	0	0	0	\$1,450.00	\$124,310.00
36 Fence	36	0	0	36	0	0	0	0	\$1,820.00	\$109,013.89
37 Signs	8	7	1	8	2	0	0	0	\$2,147.83	\$1,045,000.00
43 Lawn Sprinklers	1	0	0	1	0	0	1	0	\$100.00	\$4,600.00
44 Water heaters/Appliances	6	0	0	0	0	0	6	0	\$300.00	\$5,200.00
53 Fire protection Sprinkler	1	0	0	1	0	0	0	0	\$200.00	\$0.00
57 Parking lot (New & Reconstruction)	10	4	3	10	0	0	2	1	\$1,690.00	\$827,651.00

11 Industrial buildings(factories, machine shops, paper mills, beverage plants, manufacturing plants, printing plants)	1	0	1	1	1	1	1	0	\$21,172.25	\$0.00
11 hospital, institutional(hospitals, convalescent homes, clinics, orphanages, rest homes, sanitariums)	1	1	3	1	1	1	1	1	\$30,108.03	\$0.00
200 water service	1	0	0	0	0	0	1	0	\$30.00	\$900.00
49 backwater valve/sump pump	3	0	0	0	0	0	3	0	\$210.00	\$5,000.00
05 Raze Sungle-Family house(attached or detached)	1	0	1	1	0	0	1	1	\$175.00	\$15,000.00
Totals:	363	37	79	176	126	100	67	8	\$109,645.88	\$8,229,222.54



MUNICIPAL COURT MONTHLY FINANCIAL REPORT

County Name Brown		County Code Number 05		Report for Month/Year August 2019	
Municipal Name Green Bay Municipal Court		Municipal Code Number 231		Telephone Number 920-448-3131	
I. MUNICIPAL COURT OFFICIAL	Total Amount Collected	Share to be retained by Municipality	Share to be sent to County	Share to be sent to State	
1. Forfeitures for Municipal Ordinance Violations (Except for Municipal Ordinances in Conformity with Ch 348, Stats.)	\$ 67,396.95	\$ 67,396.95			
2. Municipal Court Costs (Chapter 814, Subchapter II, s. 814.65, Stats.)	\$ 24,558.76	\$ 21,255.31		\$ 3,303.45	
3. Penalty Surcharges (s. 757.05, Stats.)	\$ 16,943.31			\$ 16,943.31	
4. County Jail Surcharges (s. 302.46(1)(a), Stats.)	\$ 6,512.81		\$ 6,512.81		
5. Driver Improvement Surcharges (s. 346.655, Stats.)	\$ 8,096.86		\$ 4,564.60	\$ 3,532.26	
6. Crime Lab and Drug Enforcement Surcharges (s. 165.755(4), Stats.)	\$ 8,309.19			\$ 8,309.19	
7. Domestic Abuse Surcharges (s. 973.055(2)(b), Stats.)	\$.00			\$.00	
8. Truck Weight Restrictions (Municipal Ordinances in Conformity with Ch. 348, Stats., s. 66.12(3)(c))	\$.00	\$.00		\$.00	
9. Ignition Interlock Device Surcharge (s. 343.301(5), Stats.)	\$ 700.00		\$ 700.00		
10. GPS Tracking Surcharge (for violations of ordinances conforming to s. 813.12 or s.813.125, Stats.)	\$.00			\$.00	
11. Safe Ride Program (s. 85.55, Stats.)	\$ 788.40			\$ 788.40	
12. Adjustments (Attach Explanation)	\$.00	\$.00	\$.00	\$.00	
13. Totals	\$ 133,306.28	\$ 88,652.26	\$ 11,777.41	Pay This Amount \$ 32,876.61	

II. CERTIFICATION OF MUNICIPAL COURT OFFICIAL

I hereby certify that this report reflects all actions requiring forfeitures, court costs and surcharges collected during the month designated.

Name: NEIL BASTEN Signature: Neil Basten Date: 9/3/19

III. TREASURER'S CERTIFICATION

I hereby certify that the above amount due the state has been received. After so certifying, a copy of this report will be returned to the signer of this report as a receipt, and the stated amount will be remitted to the Department of Administration with this report.

Treasurer: Paul R. Manley Date: 9/6/19

In the event the Department of Administration has questions about this report and payment, who should we contact?

Name:	Telephone #	Email Address
Neil Basten	920-448-3131	neilba@greenbaywi.gov

FINAL PAYMENTS RESOLUTION
September 17, 2019

BY THE COMMON COUNCIL OF THE CITY OF GREEN BAY, RESOLVED:

That the City Clerk be and is hereby instructed to draw FINAL ORDERS in favor of the following contractors for their projects in the amounts listed as follows:

1. SEWERS 2-18
JOSSART BROTHERS, INC.

TOTAL AMOUNT EARNED:	\$ 319,426.34
LESS AMOUNT RETAINED:	<u>\$ 0.00</u>
	\$ 319,426.34
LESS AMOUNT PREVIOUSLY PAID:	<u>\$ 310,696.58</u>
AMOUNT DUE THIS ESTIMATE:	<u>\$ 8,729.76</u>

ACCOUNT NUMBERS
412500E-55355-63087: \$8,729.76
PO #1800092

2. SEWERS 2-19
DORNER, INC.

TOTAL AMOUNT EARNED:	\$ 281,227.28
LESS AMOUNT RETAINED:	<u>\$ 0.00</u>
	\$ 281,227.28
LESS AMOUNT PREVIOUSLY PAID:	<u>\$ 272,310.73</u>
AMOUNT DUE THIS ESTIMATE:	<u>\$ 8,916.55</u>

ACCOUNT NUMBERS
412500E-55355-63039: \$8,916.55
PO #1900037

Adopted _____, 2019

Approved _____, 2019

Mayor

ATTEST:

City Clerk

SEF



**Common Council
of the City of Green Bay**

**RESOLUTION
REGARDING A TERRITORY AMENDMENT FOR
TAX INCREMENT DISTRICT NUMBER FIVE (5),
EAST AND WEST DOWNTOWN ("TID 5")**

September 17, 2019

WHEREAS, in accordance with Wis. Stats. §66.1105, the City of Green Bay ("City") created Tax Increment District Number Five (5), East and West Downtown, ("TID 5") on December 21, 1999; and

WHEREAS, in accordance with Wis. Stats. §66.1105, the City and the Redevelopment Authority of the City of Green Bay ("RDA") desire to remove parcels from TID 5 that are generally located in the area east of S. Maple Street, south of Howard Street, west of the Fox River, and north of Fifth (5th) Street; and

WHEREAS, the Common Council of the City designated the RDA to perform all acts necessary to adopt a Territory Amendment Resolution and amend the Project Plan for TID 5 on Tuesday, July 16, 2019; and

WHEREAS, the RDA performed the following acts, in accordance with Wis. Stats. §66.1105, to wit:

1. On Tuesday, August 20, 2019, at 1:30 p.m. in Room 604 of City Hall, 100 N. Jefferson St., held a public hearing on the proposed amendments to TID 5, in which interested parties were afforded reasonable opportunity to express their views on the Amended Project Plan; and
2. On Wednesday, August 7, 2019, and Monday, August 12, 2019, published a notice of said public hearing in the Green Bay Press-Gazette; and
3. On Monday, August 5, 2019, mailed, by first-class mail, the chief executive officer of Brown County, the Green Bay Area School District, and Northeast Wisconsin Technical College a copy of the notice of said public hearing; and
4. On Monday, August 5, 2019, made a hard copy of the Amended Project Plan available for public review in Room 608 of City Hall and posted it on the City website; and

WHEREAS, the Amended Project Plan meets all the requirements of Wis. Stats. §66.1105, to wit:

1. An economic feasibility study; and
2. A detailed list of estimated project costs; and
3. 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; and
4. A map showing existing uses and conditions of real property within TID 5; and
5. A map showing proposed improvements and uses in TID 5; and
6. A statement confirming that the estimated percentage of land devoted to retail uses within the territory of TID 5 will not exceed thirty-five percent (35%); and
7. Statements indicating proposed changes in zoning ordinances, master plan, official map, building codes and city ordinances, if any; and
8. A list of estimated non-project costs; and
9. A statement relating to the proposed method for the relocation of any persons to be displaced; and
10. A statement indicating how creation of TID 5 promotes the orderly development of the City; and
11. An opinion of the City Attorney that the Project Plan is complete and complies with Wis. Stats. §66.1105; and

WHEREAS, the RDA makes the following findings as required by Wis. Stats. §66.1105, to wit:

1. That “but for” the Territory Amendment to TID 5, the development projected to occur as detailed in the *Comprehensive Plan* would not occur in the manner desired by the City and RDA; and
2. TID 5 shall remain a blighted area district, as greater than fifty percent (50%) by area of the real property within the proposed Territory Amendment is in need of blight elimination thereby exceeding the fifty percent (50%) threshold as defined in Wis. Stats. §66.1337 (2m)(b); and
3. The proposed activities and project costs in the Amended Project Plan will continue to relate directly to blight elimination within TID 5 consistent with the purpose for which the District is created; and
4. The proposed activities and project costs in the Amended Project Plan are in concurrence with Wis. Stats. §66.1337, which enable the City to conduct specific blight elimination and rehabilitation and conservation work, including:
 - 4.1. A program of voluntary or compulsory repair and rehabilitation of buildings or other improvements; and
 - 4.2. 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
 - 4.3. Installation, construction or reconstruction of streets, utilities, parks, playgrounds, and other improvements necessary for carrying out an urban renewal project; and
 - 4.4. The disposition, for uses in accordance with the objectives of the urban renewal project, of any property acquired in the area of the project; and
5. The improvement of the area is likely to significantly enhance the value of substantially all of the other real property in TID 5; and
6. The economic benefits of TID 5, as measured by increased property value, employment, and income,
 - 6.1. are greater than the cost of the improvements identified in the Amended Project Plan; and
 - 6.2. are greater than the anticipated tax increments to be paid by owners of real property within the overlying taxing jurisdictions; and
7. The TID 5 Amended Project Plan is feasible and in conformity with the *City Comprehensive Plan*.

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Green Bay adopts a Territory Amendment to Tax Increment District Number Five (5), East and West Downtown (“TID 5”), and amends the Project Plan.

Adopted _____

Approved _____

**COMMON COUNCIL OF THE
CITY OF GREEN BAY**

By: _____
Eric Genrich, Mayor

Attest: _____
Kris Teske, City Clerk



**Common Council
of the City of Green Bay**

**RESOLUTION
REGARDING AN ALLOCATION AMENDMENT FOR
TAX INCREMENT DISTRICT NUMBER SEVEN (7),
ASHLAND AVENUE AND LOMBARDI AVENUE CORRIDORS ("TID 7")**

September 17, 2019

WHEREAS, in accordance with Wis. Stats. §66.1105, the City of Green Bay ("City") created Tax Increment District Number Seven (7), Ashland Avenue and Lombardi Avenue Corridors ("TID 7"), on January 15, 2002; and

WHEREAS, the Common Council of the City designated the Redevelopment Authority of the City of Green Bay ("RDA") to perform all acts necessary to adopt an Allocation Amendment Resolution and amend the Project Plan for TID 7 on Tuesday, July 16, 2019; and

WHEREAS, the RDA proposed allocating excess incremental property taxes from TID 7 to Tax Increment District Number Nine (9), State Highway 54/57 Business Park ("TID 9"); and

WHEREAS, the RDA performed the following acts, in accordance with Wis. Stats. §66.1105, to wit:

1. On Tuesday, August 20, 2019, at 1:30 p.m. in Room 604 of City Hall, 100 N. Jefferson St., held a public hearing on the proposed amendments to TID 7, in which interested parties were afforded reasonable opportunity to express their views on the Amended Project Plan; and
2. On Wednesday, August 7, 2019, and Monday, August 12, 2019, published a notice of said public hearing in the Green Bay Press-Gazette; and
3. On Monday, August 5, 2019, mailed, by first-class mail, the chief executive officer of Brown County, the Green Bay Area School District, and Northeast Wisconsin Technical College a copy of the notice of said public hearing; and
4. On Monday, August 5, 2019, made a hard copy of the Amended Project Plan available for public review in Room 608 of City Hall and posted it on the City website; and

WHEREAS, the Amended Project Plan meets all the requirements of Wis. Stats. §66.1105, to wit:

1. An economic feasibility study; and
2. A detailed list of estimated project costs; and
3. 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; and
4. A map showing existing uses and conditions of real property within TID 7; and
5. A map showing proposed improvements and uses in TID 7; and
6. A statement confirming that the estimated percentage of land devoted to retail uses within the territory of TID 7 will not exceed thirty-five percent (35%); and
7. Statements indicating proposed changes in zoning ordinances, master plan, official map, building codes and city ordinances, if any; and
8. A list of estimated non-project costs; and
9. A statement relating to the proposed method for the relocation of any persons to be displaced; and
10. A statement indicating how creation of TID 7 promotes the orderly development of the City; and
11. An opinion of the City Attorney that the Amended Project Plan is complete and complies with Wis. Stats. §66.1105; and

WHEREAS, the RDA makes the following findings as required by Wis. Stats. §66.1105, to wit:

1. The Amended Project Plan demonstrates that TID 7 has accumulated aggregate incremental property taxes greater than the amount of total project costs; and
2. In accordance with Wis. Stats. §66.1105(6)(f)3, that TID 7 has satisfied all of its current year debt service and project cost obligations; and
3. Prior to the mandatory termination date of October 7, 2026, TID 9 will not have accumulated aggregate incremental property taxes equal to or greater than the amount of total project costs; and
4. Wis. Stats. §66.1105 permits the City to donate surplus funds from TID 7 to TID 9; and
5. That “but for” the adoption of an Allocation Amendment, the development projected to occur in both TID 7 and TID 9, as detailed in the *City Comprehensive Plan*, would not occur in the manner desired by the City and RDA; and
6. The improvement of the area is likely to significantly enhance the value of substantially all of the other real property in both TID 7 and TID 9; and
7. The economic benefits of both TID 7 and TID 9, as measured by increased property value, employment, and income,
 - 7.1. Are greater than the cost of the improvements identified in the respective Project Plans; and
 - 7.2. Are greater than the anticipated tax increments to be paid by owners of real property within the overlying taxing jurisdictions; and
8. The TID 7 and TID 9 Project Plans are feasible and in conformity with the *City Comprehensive Plan*.

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Green Bay amends the Non-Project Costs section of the TID 7 Project Plan to include an allocation, in an amount not to exceed one million dollars (\$1,000,000.00), from TID 7 to TID 9, for the purposes of industrial development in TID 9, which is consistent with the purpose for which TID 9 was created; and

BE IT FINALLY RESOLVED that the City is hereby authorized to transfer such funds as specified herein.

Adopted _____

Approved _____

**COMMON COUNCIL OF THE
CITY OF GREEN BAY**

By: _____
Eric Genrich, Mayor

Attest: _____
Kris Teske, City Clerk



**Common Council
of the City of Green Bay**

**RESOLUTION
REGARDING AN AFFORDABLE HOUSING EXTENSION FOR
TAX INCREMENT DISTRICT NUMBER SEVEN (7),
ASHLAND AVENUE AND LOMBARDI AVENUE CORRIDORS ("TID 7")**

September 17, 2019

WHEREAS, in accordance with Wis. Stats. §66.1105, the City of Green Bay ("City") created Tax Increment District Number Seven (7) ("TID 7") on January 15, 2002; and

WHEREAS, prior to December 1, 2020, TID 7 will have accumulated aggregate incremental property taxes equal to or greater than the amount of total project costs, and in accordance with Wis. Stats. §66.1105, shall be required to close; and

WHEREAS, Wis. Stats. §66.1105(6)(g) permits the City to extend the life of a TID that is required to close for one (1) additional year, so long as all incremental property taxes from such additional year are used to improve housing stock within the City; and

WHEREAS, no less than seventy-five percent (75%) of said incremental property taxes from such additional year shall be allocated to affordable housing projects, with affordable being defined as housing that costs no more than thirty percent (30%) of the gross monthly income of a household.

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Green Bay extends the life of TID 7 for one (1) additional year, until December 1, 2021, for the purposes of improving housing stock within the City; and

BE IT FURTHER RESOLVED that the City shall allocate no less than seventy-five percent (75%) of said incremental property taxes from such additional year to affordable housing projects; and

BE IT FINALLY RESOLVED that the City adopt a Termination Resolution for the dissolution of a Project Plan, for the closure of TID 7, effective December 1, 2021.

Adopted _____

Approved _____

**COMMON COUNCIL OF THE
CITY OF GREEN BAY**

By: _____
Eric Genrich, Mayor

Attest: _____
Kris Teske, City Clerk

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Tax Incremental District Termination

City of Green Bay Resolution Number 19-##
(Town, Village, City) (Municipality)

Termination of Tax Incremental District (TID) # 7 and authorization to: *(check one)*

- ☒ Distribute excess increment to overlying taxing districts
☐ Transfer all remaining debts to the municipality

WHEREAS, the City of Green Bay created TID # 7 on 01-15-2002, and adopted a project plan in the same year, and
(mm-dd-yyyy)

WHEREAS, all TID # 7 projects were completed in the prescribed allowed time; and:

- ☒ WHEREAS, sufficient increment was collected as of the 2020 tax roll, payable 2021, to cover TID # 7 project costs.
(year) (year)
☐ WHEREAS, insufficient increment was collected to cover project costs.

THEREFORE BE IT RESOLVED, that the City of Green Bay does dissolve/terminate TID # 7 ;
 and

BE IT FURTHER RESOLVED, that the City Clerk shall notify the Wisconsin Department of Revenue (DOR), within sixty (60) days of this resolution or prior to the deadline of April 15, 2021, whichever comes first, that the TID has been terminated; and
(year)

BE IT FURTHER RESOLVED, that the City Clerk shall sign the required DOR final accounting form (PE-223) agreeing on a date by which the City shall submit final accounting information to DOR; and:

- ☒ BE IT FURTHER RESOLVED, that the City Treasurer shall distribute any excess increment collected after providing for ongoing expenses of the TID, to the affected taxing districts with proportionate shares to be determined by the final audit by the City's auditors, .
☐ BE IT FURTHER RESOLVED, that the City of Green Bay shall accept all remaining debts for TID # 7 as determined by the final audit by the Municipality's auditors, .

Adopted this 17 day of September, 2019
(year)

Resolution introduced and adoption moved by alderperson

Motion for adoption seconded by alderperson

On roll call motion passed by a vote of ayes to nays

ATTEST:

Mayor/Head of Government Signature

Clerk Signature



**Common Council
of the City of Green Bay**

**RESOLUTION
REGARDING AN ALLOCATION AMENDMENT FOR
TAX INCREMENT DISTRICT NUMBER EIGHT (8),
HENRY AND MORROW STREETS ("TID 8")**

September 17, 2019

WHEREAS, in accordance with Wis. Stats. §66.1105, the City of Green Bay ("City") created Tax Increment District Number Eight (8), Henry and Morrow Streets ("TID 8"), on August 20, 2002; and

WHEREAS, the Common Council of the City designated the Redevelopment Authority of the City of Green Bay ("RDA") to perform all acts necessary to adopt an Allocation Amendment Resolution and amend the Project Plan for TID 8 on Tuesday, July 16, 2019; and

WHEREAS, the RDA proposed allocating excess incremental property taxes from TID 8 to Tax Increment District Number Nine (9), State Highway 54/57 Business Park ("TID 9") and from TID 8 to Tax Increment District Number Seventeen (17), 900 Block North Broadway ("TID 17"); and

WHEREAS, the RDA performed the following acts, in accordance with Wis. Stats. §66.1105, to wit:

1. On Tuesday, August 20, 2019, at 1:30 p.m. in Room 604 of City Hall, 100 N. Jefferson St., held a public hearing on the proposed amendments to TID 8, in which interested parties were afforded reasonable opportunity to express their views on the Amended Project Plan; and
2. On Wednesday, August 7, 2019, and Monday, August 12, 2019, published a notice of said public hearing in the Green Bay Press-Gazette; and
3. On Monday, August 5, 2019, mailed, by first-class mail, the chief executive officer of Brown County, the Green Bay Area School District, and Northeast Wisconsin Technical College a copy of the notice of said public hearing; and
4. On Monday, August 5, 2019, made a hard copy of the Amended Project Plan available for public review in Room 608 of City Hall and posted it on the City website; and

WHEREAS, the Amended Project Plan meets all the requirements of Wis. Stats. §66.1105, to wit:

1. An economic feasibility study; and
2. A detailed list of estimated project costs; and
3. 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; and
4. A map showing existing uses and conditions of real property within TID 8; and
5. A map showing proposed improvements and uses in TID 8; and
6. A statement confirming that the estimated percentage of land devoted to retail uses within the territory of TID 8 will not exceed thirty-five percent (35%); and
7. Statements indicating proposed changes in zoning ordinances, master plan, official map, building codes and city ordinances, if any; and
8. A list of estimated non-project costs; and
9. A statement relating to the proposed method for the relocation of any persons to be displaced; and
10. A statement indicating how creation of TID 8 promotes the orderly development of the City; and
11. An opinion of the City Attorney that the Amended Project Plan is complete and complies with Wis. Stats. §66.1105; and

WHEREAS, the RDA makes the following findings as required by Wis. Stats. §66.1105, to wit:

1. The Amended Project Plan demonstrates that TID 8 has accumulated aggregate incremental property taxes greater than the amount of total project costs; and
2. In accordance with Wis. Stats. §66.1105(6)(f)3, that TID 8 has satisfied all of its current year debt service and project cost obligations; and
3. Prior to the mandatory termination date of October 7, 2026, TID 9 will not have accumulated aggregate incremental property taxes equal to or greater than the amount of total project costs; and
4. Prior to the mandatory termination date of September 2, 2035, TID 17 will not have accumulated aggregate incremental property taxes equal to or greater than the amount of total project costs; and
5. Wis. Stats. §66.1105 permits the City to donate surplus funds from TID 8 to TID 9 and/or TID 17; and
6. That “but for” the adoption of an Allocation Amendment, the development projected to occur in both TID 8, TID 9, and TID 17, as detailed in the *City Comprehensive Plan*, would not occur in the manner desired by the City and RDA; and
7. The improvement of the area is likely to significantly enhance the value of substantially all of the other real property in both TID 8, TID 9, and TID 17; and
8. The economic benefits of both TID 8, TID 9, and TID 17, as measured by increased property value, employment, and income,
 - 8.1. Are greater than the cost of the improvements identified in the respective Project Plans; and
 - 8.2. Are greater than the anticipated tax increments to be paid by owners of real property within the overlying taxing jurisdictions; and
9. The TID 8, TID 9, and TID 17 Project Plans are feasible and in conformity with the *City Comprehensive Plan*.

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Green Bay amends the Non-Project Costs section of the TID 8 Project Plan to include an allocation, in an amount not to exceed one million, five hundred thousand dollars (\$1,500,000.00), from TID 8 to TID 9, for the purposes of industrial development in TID 9, which is consistent with the purpose for which TID 9 was created; and

BE IT FURTHER RESOLVED that the Common Council of the City of Green Bay amends the Non-Project Costs section of the TID 8 Project Plan to include an allocation, in an amount not to exceed one hundred thousand dollars (\$100,000.00), from TID 8 to TID 17, for the purposes of blight elimination in TID 17, which is consistent with the purpose for which TID 17 was created; and

BE IT FINALLY RESOLVED that the City is hereby authorized to transfer such funds as specified herein.

Adopted _____

Approved _____

**COMMON COUNCIL OF THE
CITY OF GREEN BAY**

By: _____
Eric Genrich, Mayor

Attest: _____
Kris Teske, City Clerk



**Common Council
of the City of Green Bay**

**RESOLUTION
REGARDING AN AFFORDABLE HOUSING EXTENSION FOR
TAX INCREMENT DISTRICT NUMBER EIGHT (8),
HENRY AND MORROW STREETS (“TID 8”)**

September 17, 2019

WHEREAS, in accordance with Wis. Stats. §66.1105, the City of Green Bay (“City”) created Tax Increment District Number Eight (8) (“TID 8”) on August 20, 2002; and

WHEREAS, prior to December 1, 2020, TID 8 will have accumulated aggregate incremental property taxes equal to or greater than the amount of total project costs, and in accordance with Wis. Stats. §66.1105, shall be required to close; and

WHEREAS, Wis. Stats. §66.1105(6)(g) permits the City to extend the life of a TID that is required to close for one (1) additional year, so long as all incremental property taxes from such additional year are used to improve housing stock within the City; and

WHEREAS, no less than seventy-five percent (75%) of said incremental property taxes from such additional year shall be allocated to affordable housing projects, with affordable being defined as housing that costs no more than thirty percent (30%) of the gross monthly income of a household.

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Green Bay extends the life of TID 8 for one (1) additional year, until December 1, 2021, for the purposes of improving housing stock within the City; and

BE IT FURTHER RESOLVED that the City shall allocate no less than seventy-five percent (75%) of said incremental property taxes from such additional year to affordable housing projects; and

BE IT FINALLY RESOLVED that the City adopt a Termination Resolution for the dissolution of a Project Plan, for the closure of TID 8, effective December 1, 2021.

Adopted _____

Approved _____

**COMMON COUNCIL OF THE
CITY OF GREEN BAY**

By: _____
Eric Genrich, Mayor

Attest: _____
Kris Teske, City Clerk

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Tax Incremental District Termination

City of Green Bay Resolution Number 19-##
(Town, Village, City) (Municipality)

Termination of Tax Incremental District (TID) # 8 and authorization to: (check one)

- ☒ Distribute excess increment to overlying taxing districts
☐ Transfer all remaining debts to the municipality

WHEREAS, the City of Green Bay created TID # 8 on 08-20-2002, and adopted a project plan in the same year, and
(mm-dd-yyyy)

WHEREAS, all TID # 8 projects were completed in the prescribed allowed time; and:

- ☒ WHEREAS, sufficient increment was collected as of the 2020 tax roll, payable 2021, to cover TID # 8 project costs.
(year) (year)
☐ WHEREAS, insufficient increment was collected to cover project costs.

THEREFORE BE IT RESOLVED, that the City of Green Bay does dissolve/terminate TID # 8 ; and

BE IT FURTHER RESOLVED, that the City Clerk shall notify the Wisconsin Department of Revenue (DOR), within sixty (60) days of this resolution or prior to the deadline of April 15, 2021, whichever comes first, that the TID has been terminated; and
(year)

BE IT FURTHER RESOLVED, that the City Clerk shall sign the required DOR final accounting form (PE-223) agreeing on a date by which the City shall submit final accounting information to DOR; and:

- ☒ BE IT FURTHER RESOLVED, that the City Treasurer shall distribute any excess increment collected after providing for ongoing expenses of the TID, to the affected taxing districts with proportionate shares to be determined by the final audit by the City's auditors, .
☐ BE IT FURTHER RESOLVED, that the City of Green Bay shall accept all remaining debts for TID # 8 as determined by the final audit by the Municipality's auditors, .

Adopted this 17 day of September, 2019
(year)

Resolution introduced and adoption moved by alderperson

Motion for adoption seconded by alderperson

On roll call motion passed by a vote of ayes to nays

ATTEST:

Mayor/Head of Government Signature

Clerk Signature

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Tax Incremental District Termination

City of Green Bay Resolution Number 19-##
(Town, Village, City) (Municipality)

Termination of Tax Incremental District (TID) # 9 and authorization to: *(check one)*

- ☒ Distribute excess increment to overlying taxing districts
☐ Transfer all remaining debts to the municipality

WHEREAS, the City of Green Bay created TID # 9 on 10-07-2003, and adopted a project plan in the same year, and
(mm-dd-yyyy)

WHEREAS, all TID # 9 projects were completed in the prescribed allowed time; and:

- ☒ WHEREAS, sufficient increment was collected as of the 2020 tax roll, payable 2021, to cover TID # 9 project costs.
(year) (year)
☐ WHEREAS, insufficient increment was collected to cover project costs.

THEREFORE BE IT RESOLVED, that the City of Green Bay does dissolve/terminate TID # 9 ;
 and

BE IT FURTHER RESOLVED, that the City Clerk shall notify the Wisconsin Department of Revenue (DOR), within sixty (60) days of this resolution or prior to the deadline of April 15, 2021, whichever comes first, that the TID has been terminated; and
(year)

BE IT FURTHER RESOLVED, that the City Clerk shall sign the required DOR final accounting form (PE-223) agreeing on a date by which the City shall submit final accounting information to DOR; and:

- ☒ BE IT FURTHER RESOLVED, that the City Treasurer shall distribute any excess increment collected after providing for ongoing expenses of the TID, to the affected taxing districts with proportionate shares to be determined by the final audit by the City's auditors, .
☐ BE IT FURTHER RESOLVED, that the City of Green Bay shall accept all remaining debts for TID # 9 as determined by the final audit by the Municipality's auditors, .

Adopted this 17 day of September, 2019
(year)

Resolution introduced and adoption moved by alderperson

Motion for adoption seconded by alderperson

On roll call motion passed by a vote of ayes to nays

ATTEST:

Mayor/Head of Government Signature

Clerk Signature



**Common Council
of the City of Green Bay**

**RESOLUTION
REGARDING AN ALLOCATION AMENDMENT FOR
TAX INCREMENT DISTRICT NUMBER TWELVE (12),
I-43 COMMERCIAL DEVELOPMENT ("TID 12")**

September 17, 2019

WHEREAS, in accordance with Wis. Stats. §66.1105, the City of Green Bay ("City") created Tax Increment District Number Twelve (12), I-43 Commercial Development ("TID 12"), on September 6, 2005; and

WHEREAS, the Common Council of the City designated the Redevelopment Authority of the City of Green Bay ("RDA") to perform all acts necessary to adopt an Allocation Amendment Resolution and amend the Project Plan for TID 12 on Tuesday, July 16, 2019; and

WHEREAS, the RDA proposed allocating excess incremental property taxes from TID 12 to Tax Increment District Number Nine (9), State Highway 54/57 Business Park ("TID 9"); and

WHEREAS, the RDA performed the following acts, in accordance with Wis. Stats. §66.1105, to wit:

1. On Tuesday, August 20, 2019, at 1:30 p.m. in Room 604 of City Hall, 100 N. Jefferson St., held a public hearing on the proposed amendments to TID 12, in which interested parties were afforded reasonable opportunity to express their views on the Amended Project Plan; and
2. On Wednesday, August 7, 2019, and Monday, August 12, 2019, published a notice of said public hearing in the Green Bay Press-Gazette; and
3. On Monday, August 5, 2019, mailed, by first-class mail, the chief executive officer of Brown County, the Green Bay Area School District, and Northeast Wisconsin Technical College a copy of the notice of said public hearing; and
4. On Monday, August 5, 2019, made a hard copy of the Amended Project Plan available for public review in Room 608 of City Hall and posted it on the City website; and

WHEREAS, the Amended Project Plan meets all the requirements of Wis. Stats. §66.1105, to wit:

1. An economic feasibility study; and
2. A detailed list of estimated project costs; and
3. 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; and
4. A map showing existing uses and conditions of real property within TID 12; and
5. A map showing proposed improvements and uses in TID 12; and
6. A statement confirming that the estimated percentage of land devoted to retail uses within the territory of TID 12 will not exceed thirty-five percent (35%); and
7. Statements indicating proposed changes in zoning ordinances, master plan, official map, building codes and city ordinances, if any; and
8. A list of estimated non-project costs; and
9. A statement relating to the proposed method for the relocation of any persons to be displaced; and
10. A statement indicating how creation of TID 12 promotes the orderly development of the City; and
11. An opinion of the City Attorney that the Amended Project Plan is complete and complies with Wis. Stats. §66.1105; and

WHEREAS, the RDA makes the following findings as required by Wis. Stats. §66.1105, to wit:

1. The Amended Project Plan demonstrates that TID 12 has accumulated aggregate incremental property taxes greater than the amount of total project costs; and
2. In accordance with Wis. Stats. §66.1105(6)(f)3, that TID 12 has satisfied all of its current year debt service and project cost obligations; and
3. Prior to the mandatory termination date of October 7, 2026, TID 9 will not have accumulated aggregate incremental property taxes equal to or greater than the amount of total project costs; and
4. Wis. Stats. §66.1105 permits the City to donate surplus funds from TID 12 to TID 9; and
5. That “but for” the adoption of an Allocation Amendment, the development projected to occur in both TID 12 and TID 9, as detailed in the *City Comprehensive Plan*, would not occur in the manner desired by the City and RDA; and
6. The improvement of the area is likely to significantly enhance the value of substantially all of the other real property in both TID 12 and TID 9; and
7. The economic benefits of both TID 12 and TID 9, as measured by increased property value, employment, and income,
 - 7.1. Are greater than the cost of the improvements identified in the respective Project Plans; and
 - 7.2. Are greater than the anticipated tax increments to be paid by owners of real property within the overlying taxing jurisdictions; and
8. The TID 12 and TID 9 Project Plans are feasible and in conformity with the *City Comprehensive Plan*.

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Green Bay amends the Non-Project Costs section of the TID 12 Project Plan to include an allocation, in an amount not to exceed five hundred thousand dollars (\$500,000.00), from TID 12 to TID 9, for the purposes of industrial development in TID 9, which is consistent with the purpose for which TID 9 was created; and

BE IT FINALLY RESOLVED that the City is hereby authorized to transfer such funds as specified herein.

Adopted _____

Approved _____

**COMMON COUNCIL OF THE
CITY OF GREEN BAY**

By: _____
Eric Genrich, Mayor

Attest: _____
Kris Teske, City Clerk



**Common Council
of the City of Green Bay**

**RESOLUTION
REGARDING AN AFFORDABLE HOUSING EXTENSION FOR
TAX INCREMENT DISTRICT NUMBER TWELVE (12),
I-43 COMMERCIAL DEVELOPMENT ("TID 12")**

September 17, 2019

WHEREAS, in accordance with Wis. Stats. §66.1105, the City of Green Bay ("City") created Tax Increment District Number Twelve (12) ("TID 12") on September 6, 2005; and

WHEREAS, prior to December 1, 2021, TID 12 will have accumulated aggregate incremental property taxes equal to or greater than the amount of total project costs, and in accordance with Wis. Stats. §66.1105, shall be required to close; and

WHEREAS, Wis. Stats. §66.1105(6)(g) permits the City to extend the life of a TID that is required to close for one (1) additional year, so long as all incremental property taxes from such additional year are used to improve housing stock within the City; and

WHEREAS, no less than seventy-five percent (75%) of said incremental property taxes from such additional year shall be allocated to affordable housing projects, with affordable being defined as housing that costs no more than thirty percent (30%) of the gross monthly income of a household.

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Green Bay extends the life of TID 12 for one (1) additional year, until December 1, 2022, for the purposes of improving housing stock within the City; and

BE IT FURTHER RESOLVED that the City shall allocate no less than seventy-five percent (75%) of said incremental property taxes from such additional year to affordable housing projects; and

BE IT FINALLY RESOLVED that the City adopt a Termination Resolution for the dissolution of a Project Plan, for the closure of TID 12, effective December 1, 2022.

Adopted _____

Approved _____

**COMMON COUNCIL OF THE
CITY OF GREEN BAY**

By: _____
Eric Genrich, Mayor

Attest: _____
Kris Teske, City Clerk

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Tax Incremental District Termination

City of Green Bay Resolution Number 19-##
(Town, Village, City) (Municipality)

Termination of Tax Incremental District (TID) # 12 and authorization to: (check one)

- ☒ Distribute excess increment to overlying taxing districts
☐ Transfer all remaining debts to the municipality

WHEREAS, the City of Green Bay created TID # 12 on 09-06-2005, and adopted a project plan in the same year, and
(mm-dd-yyyy)

WHEREAS, all TID # 12 projects were completed in the prescribed allowed time; and:

- ☒ WHEREAS, sufficient increment was collected as of the 2021 tax roll, payable 2022, to cover TID # 12 project costs.
(year) (year)
☐ WHEREAS, insufficient increment was collected to cover project costs.

THEREFORE BE IT RESOLVED, that the City of Green Bay does dissolve/terminate TID # 12 ; and

BE IT FURTHER RESOLVED, that the City Clerk shall notify the Wisconsin Department of Revenue (DOR), within sixty (60) days of this resolution or prior to the deadline of April 15, 2022, whichever comes first, that the TID has been terminated; and
(year)

BE IT FURTHER RESOLVED, that the City Clerk shall sign the required DOR final accounting form (PE-223) agreeing on a date by which the City shall submit final accounting information to DOR; and:

- ☒ BE IT FURTHER RESOLVED, that the City Treasurer shall distribute any excess increment collected after providing for ongoing expenses of the TID, to the affected taxing districts with proportionate shares to be determined by the final audit by the City's auditors, .
☐ BE IT FURTHER RESOLVED, that the City of Green Bay shall accept all remaining debts for TID # 12 as determined by the final audit by the Municipality's auditors, .

Adopted this 17 day of September, 2019
(year)

Resolution introduced and adoption moved by alderperson

Motion for adoption seconded by alderperson

On roll call motion passed by a vote of ayes to nays

ATTEST:

Mayor/Head of Government Signature

Clerk Signature



**Common Council
of the City of Green Bay**

**RESOLUTION
REGARDING AN ALLOCATION AMENDMENT FOR
TAX INCREMENT DISTRICT NUMBER THIRTEEN (13),
DOWNTOWN REDEVELOPMENT ("TID 13")**

September 17, 2019

WHEREAS, in accordance with Wis. Stats. §66.1105, the City of Green Bay ("City") created Tax Increment District Number Thirteen (13), Downtown Redevelopment ("TID 13"), on September 6, 2005; and

WHEREAS, the Common Council of the City designated the Redevelopment Authority of the City of Green Bay ("RDA") to perform all acts necessary to adopt Resolution amending the Project Plan for TID 13 on Tuesday, July 16, 2019; and

WHEREAS, the RDA proposed adding project costs within the existing boundary of TID 13 and within a one-half (1/2) mile radius of the boundary of TID 13; and

WHEREAS, the RDA performed the following acts, in accordance with Wis. Stats. §66.1105, to wit:

1. On Tuesday, August 20, 2019, at 1:30 p.m. in Room 604 of City Hall, 100 N. Jefferson St., held a public hearing on the proposed amendments to TID 13, in which interested parties were afforded reasonable opportunity to express their views on the Amended Project Plan; and
2. On Wednesday, August 7, 2019, and Monday, August 12, 2019, published a notice of said public hearing in the Green Bay Press-Gazette; and
3. On Monday, August 5, 2019, mailed, by first-class mail, the chief executive officer of Brown County, the Green Bay Area School District, and Northeast Wisconsin Technical College a copy of the notice of said public hearing; and
4. On Monday, August 5, 2019, made a hard copy of the Amended Project Plan available for public review in Room 608 of City Hall and posted it on the City website; and

WHEREAS, the Amended Project Plan meets all the requirements of Wis. Stats. §66.1105, to wit:

1. An economic feasibility study; and
2. A detailed list of estimated project costs; and
3. 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; and
4. A map showing existing uses and conditions of real property within TID 13; and
5. A map showing proposed improvements and uses in TID 13; and
6. A statement confirming that the estimated percentage of land devoted to retail uses within the territory of TID 7 will not exceed thirty-five percent (35%); and
7. Statements indicating proposed changes in zoning ordinances, master plan, official map, building codes and city ordinances, if any; and
8. A list of estimated non-project costs; and
9. A statement relating to the proposed method for the relocation of any persons to be displaced; and
10. A statement indicating how creation of TID 13 promotes the orderly development of the City; and
11. An opinion of the City Attorney that the Amended Project Plan is complete and complies with Wis. Stats. §66.1105; and

WHEREAS, the RDA makes the following findings as required by Wis. Stats. §66.1105, to wit:

1. The Amended Project Plan demonstrates that TID 13 will accumulate aggregate incremental property taxes greater than the amount of total project costs before its mandatory termination date of September 6, 2032; and
2. Project Plan, Section A., Improvement Number Eight (#8) identifies parking infrastructure as an existing public works improvement and project cost; and
3. Wis. Stats. §66.1105 permits the City to add project costs within the existing boundary of TID 13 and within a one-half (1/2) mile radius of the boundary of TID 13; and
4. That “but for” the adoption of an amendment to the Project Plan, the development projected to occur in TID 13, as detailed in the *City Comprehensive Plan*, would not occur in the manner desired by the City and RDA; and
5. The improvement of the area is likely to significantly enhance the value of substantially all of the other real property in TID 13; and
6. The economic benefits of TID 13, as measured by increased property value, employment, and income,
 - 6.1. Are greater than the cost of the improvements identified in the Amended Project Plan; and
 - 6.2. Are greater than the anticipated tax increments to be paid by owners of real property within the overlying taxing jurisdictions; and
7. The TID 13 Amended Project Plan is feasible and in conformity with the *City Comprehensive Plan*.

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Green Bay amends the Project Plan, Section A., Improvement Number Eight (#8): Parking Infrastructure, to include acquisition of the property east of Monroe Avenue, south of Pine Street, West of Quincy Street, and north of Cherry Street, commonly known as the Associated Bank Parking Lot; and

BE IT FINALLY RESOLVED that the City is hereby authorized to allocate funds toward such project costs, in accordance with the Amended Project Plan, as specified herein.

Adopted _____

Approved _____

**COMMON COUNCIL OF THE
CITY OF GREEN BAY**

By: _____
Eric Genrich, Mayor

Attest: _____
Kris Teske, City Clerk



**Common Council
of the City of Green Bay**

**RESOLUTION
REGARDING A TERRITORY AMENDMENT FOR
TAX INCREMENT DISTRICT NUMBER FOURTEEN (14),
THE RAIL YARD ("TID 14")**

September 17, 2019

WHEREAS, in accordance with Wis. Stats. §66.1105, the City of Green Bay ("City") created Tax Increment District Number Fourteen (14), North Broadway Redevelopment, ("TID 14") on September 16, 2006; and

WHEREAS, the City and Redevelopment Authority of the City of Green Bay ("RDA") have concluded that a number of parcels generally located east of Broadway, south of Mather Street, west of the Fox River, and north of Dousman Street, and generally adjacent to TID 14, are not attaining their highest and best land use based on the *Comprehensive Plan*; and

WHEREAS, that "but for" the addition of such parcels into a Tax Increment District ("TID"), the future land uses identified in the *Comprehensive Plan* would not occur in the manner desired by the City and RDA; and

WHEREAS, the Common Council of the City designated the RDA to perform all acts necessary to adopt a Territory Amendment Resolution and amend the Project Plan for TID 14 on Tuesday, July 16, 2019; and

WHEREAS, the RDA performed the following acts, in accordance with Wis. Stats. §66.1105, to wit:

1. On Tuesday, August 20, 2019, at 1:30 p.m. in Room 604 of City Hall, 100 N. Jefferson St., held a public hearing on the proposed amendments to TID 14, in which interested parties were afforded reasonable opportunity to express their views on the Amended Project Plan; and
2. On Wednesday, August 7, 2019, and Monday, August 12, 2019, published a notice of said public hearing in the Green Bay Press-Gazette; and
3. On Monday, August 5, 2019, mailed, by first-class mail, the chief executive officer of Brown County, the Green Bay Area School District, and Northeast Wisconsin Technical College a copy of the notice of said public hearing; and
4. On Monday, August 5, 2019, made a hard copy of the Amended Project Plan available for public review in Room 608 of City Hall and posted it on the City website; and

WHEREAS, the Project Plan meets all the requirements of Wis. Stats. §66.1105, to wit:

1. An economic feasibility study; and
2. A detailed list of estimated project costs; and
3. 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; and
4. A map showing existing uses and conditions of real property within TID 14; and
5. A map showing proposed improvements and uses in TID 14; and
6. A statement confirming that the estimated percentage of land devoted to retail uses within the territory of TID 14 will not exceed thirty-five percent (35%); and
7. Statements indicating proposed changes in zoning ordinances, master plan, official map, building codes and city ordinances, if any; and
8. A list of estimated non-project costs; and
9. A statement relating to the proposed method for the relocation of any persons to be displaced; and

10. A statement indicating how creation of TID 14 promotes the orderly development of the City; and
11. An opinion of the City Attorney that the Project Plan is complete and complies with Wis. Stats. §66.1105; and

WHEREAS, the RDA makes the following findings as required by Wis. Stats. §66.1105, to wit:

1. That “but for” the Territory Amendment to TID 14, the development projected to occur as detailed in the *Comprehensive Plan* would not occur in the manner desired by the City and RDA because of challenges associated with:
 - 1.1. Additional costs associated with environmental remediation and mitigation; and/or
 - 1.2. Additional costs associated with rehabilitation and historic preservation; and/or
 - 1.3. Blighted parcels and the stigma of certain neighborhoods caused by disinvestment; and/or
 - 1.4. The lack of traditional financing options for forward-thinking projects; and
2. The equalized value of taxable property of TID 14 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; and
3. TID 14 shall be a blighted area district, as
 - 3.1.1. One hundred percent (100%) by area of the real property within the proposed Territory Amendment is in need of blight elimination thereby exceeding the fifty percent (50%) threshold as defined in Wis. Stats. §66.1337 (2m)(b); and
 - 3.1.2. One hundred percent (100%) by area of the real property within TID 14, is in need of blight elimination thereby exceeding the fifty percent (50%) threshold as defined in Wis. Stats. §66.1337 (2m)(b); and
4. The proposed activities and project costs in the Project Plan relate directly to blight elimination within TID 14 consistent with the purpose for which the District is created; and
5. The proposed activities and project costs in the Project Plan are in concurrence with Wis. Stats. §66.1337, which enable the City to conduct specific blight elimination and rehabilitation and conservation work, including:
 - 5.1. A program of voluntary or compulsory repair and rehabilitation of buildings or other improvements; and
 - 5.2. 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
 - 5.3. Installation, construction or reconstruction of streets, utilities, parks, playgrounds, and other improvements necessary for carrying out an urban renewal project; and
 - 5.4. The disposition, for uses in accordance with the objectives of the urban renewal project, of any property acquired in the area of the project; and
6. The improvement of the area is likely to significantly enhance the value of substantially all of the other real property in TID 14; and
7. The economic benefits of TID 14, as measured by increased property value, employment, and income,
 - 7.1. are greater than the cost of the improvements identified in the Project Plan; and
 - 7.2. are greater than the anticipated tax increments to be paid by owners of real property within the overlying taxing jurisdictions; and
8. The TID 14 Project Plan is feasible and in conformity with the City *Comprehensive Plan*; and

WHEREAS, the area within and around TID 14 has been more commonly referred to The Rail Yard.

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Green Bay adopts a Territory Amendment to Tax Increment District Number Fourteen (14) (“TID 14”) and amends the Project Plan, including changing the title to The Rail Yard.

Adopted _____

Approved _____

**COMMON COUNCIL OF THE
CITY OF GREEN BAY**

By: _____
Eric Genrich, Mayor

Attest: _____
Kris Teske, City Clerk



**Common Council
of the City of Green Bay**

**RESOLUTION
REGARDING A STANDARD EXTENSION FOR
TAX INCREMENT DISTRICT NUMBER FOURTEEN (14),
THE RAIL YARD ("TID 14")**

September 17, 2019

WHEREAS, in accordance with Wis. Stats. §66.1105, the City of Green Bay ("City") created Tax Increment District Number Fourteen (14) ("TID 14") on September 16, 2006; and

WHEREAS, prior to the mandatory termination date of September 16, 2033, TID 14 will not have accumulated aggregate incremental property taxes equal to or greater than the amount of total project costs; and

WHEREAS, Wis. Stats. §66.1105 permits the City to extend the life of a TID that has insufficient aggregate incremental property taxes for three (3) additional years, so long as all incremental property taxes from such additional years are used to cover outstanding project costs.

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Green Bay extends the life of TID 14 for three (3) additional years, until September 16, 2036, for the purposes of covering outstanding project costs.

Adopted _____

Approved _____

**COMMON COUNCIL OF THE
CITY OF GREEN BAY**

By: _____
Eric Genrich, Mayor

Attest: _____
Kris Teske, City Clerk

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Tax Incremental District Termination

City of Green Bay Resolution Number 19-##
(Town, Village, City) (Municipality)

Termination of Tax Incremental District (TID) # 17 and authorization to: *(check one)*

- ☒ Distribute excess increment to overlying taxing districts
☐ Transfer all remaining debts to the municipality

WHEREAS, the City of Green Bay created TID # 17 on 09-02-2008, and adopted a project plan in the same year, and
(mm-dd-yyyy)

WHEREAS, all TID # 17 projects were completed in the prescribed allowed time; and:

- ☒ WHEREAS, sufficient increment was collected as of the 2019 tax roll, payable 2020, to cover TID # 17 project costs.
(year) (year)
☐ WHEREAS, insufficient increment was collected to cover project costs.

THEREFORE BE IT RESOLVED, that the City of Green Bay does dissolve/terminate TID # 17 ;
 and

BE IT FURTHER RESOLVED, that the City Clerk shall notify the Wisconsin Department of Revenue (DOR), within sixty (60) days of this resolution or prior to the deadline of April 15, 2020, whichever comes first, that the TID has been terminated; and
(year)

BE IT FURTHER RESOLVED, that the City Clerk shall sign the required DOR final accounting form (PE-223) agreeing on a date by which the City shall submit final accounting information to DOR; and:

- ☒ BE IT FURTHER RESOLVED, that the City Treasurer shall distribute any excess increment collected after providing for ongoing expenses of the TID, to the affected taxing districts with proportionate shares to be determined by the final audit by the City's auditors, _____.
- ☐ BE IT FURTHER RESOLVED, that the City of Green Bay shall accept all remaining debts for TID # 17 as determined by the final audit by the Municipality's auditors, _____.

Adopted this 17 day of September, 2019
(year)

Resolution introduced and adoption moved by alderperson _____

Motion for adoption seconded by alderperson _____

On roll call motion passed by a vote of _____ ayes to _____ nays

ATTEST:

 Mayor/Head of Government Signature

 Clerk Signature



**Common Council
of the City of Green Bay**

**RESOLUTION
REGARDING THE CREATION OF
TAX INCREMENT DISTRICT NUMBER TWENTY-TWO (22),
THE SHIPYARD (“TID 22”)
AND ADOPTION OF THE PROJECT PLAN**

September 17, 2019

WHEREAS, In accordance with the Comprehensive Plan, the City of Green Bay (“City”) and Redevelopment Authority of the City of Green Bay (“RDA”) seek to create a more safe, productive, accessible, and innovative community in order to generate economic activity and tax base; and

WHEREAS, the City and RDA have concluded that the area generally located in the area east of S. Maple Street, south of Howard Street, west of the Fox River, and north of Fifth (5th) Street is not attaining its highest and best land use based on the Comprehensive Plan; and

WHEREAS, that “but for” the creation of a Tax Increment District (“TID”), the future land uses identified in the Comprehensive Plan would not occur in the manner desired by the City and RDA; and

WHEREAS, the Common Council of the City designated the RDA to perform all acts necessary, including the preparation of a Project Plan, for the creation of Tax Increment District Number Twenty-Two (22): The Shipyards (“TID 22”), on Tuesday, July 16, 2019; and

WHEREAS, the RDA performed the following acts, in accordance with Wis. Stats. §66.1105, to wit:

1. On Tuesday, August 20, 2019, at 1:30 p.m. in Room 604 of City Hall, 100 N. Jefferson St., held a public hearing on the proposed creation of TID 22, in which interested parties were afforded reasonable opportunity to express their views on the proposed Project Plan; and
2. On Wednesday, August 7, 2019, and Monday August 12, 2019, published a notice of said public hearing in the Green Bay Press-Gazette; and
3. On Monday, August 5, 2019, mailed, by first-class certified mail, owners of property identified by the Project Plan as in need of blight elimination said identification of property and a notice of said public hearing; and
4. On Monday, August 5, 2019, mailed, by first-class mail, the chief executive officer of Brown County, the Green Bay Area School District, and Northeast Wisconsin Technical College a copy of the notice of said public hearing; and
5. On Monday, August 5, 2019, made a hard copy of the Project Plan available for public review in Room 608 of City Hall and posted it on the City website; and

WHEREAS, the Project Plan meets all the requirements of Wis. Stats. §66.1105, to wit:

1. An economic feasibility study; and
2. A detailed list of estimated project costs; and
3. 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; and
4. A map showing existing uses and conditions of real property within TID 22; and
5. A map showing proposed improvements and uses in TID 22; and

6. A statement confirming that the estimated percentage of land devoted to retail uses within the territory of TID 22 will not exceed thirty-five percent (35%).
7. Statements indicating proposed changes in zoning ordinances, master plan, official map, building codes and city ordinances, if any; and
8. A list of estimated non-project costs; and
9. A statement relating to the proposed method for the relocation of any persons to be displaced; and
10. A statement indicating how creation of TID 22 promotes the orderly development of the City; and
11. An opinion of the City Attorney that the Project Plan is complete and complies with Wis. Stats. §66.1105; and

WHEREAS, the RDA makes the following findings as required by Wis. Stats. §66.1105, to wit:

1. That “but for” the creation of a TID, the development projected to occur as detailed in the Comprehensive Plan would not occur in the manner desired by the City and RDA because of challenges associated with:
 - 1.1. Additional costs associated with environmental remediation and mitigation; and/or
 - 1.2. Additional costs associated with rehabilitation and historic preservation; and/or
 - 1.3. Blighted parcels and the stigma of certain neighborhoods caused by disinvestment; and/or
 - 1.4. The lack of traditional financing options for forward-thinking projects; and
2. The equalized value of taxable property of TID 22 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; and
3. TID 22 shall be a blighted area district, as ninety-four percent (94%), or fifty-two and thirty-two hundredths (52.32) of the fifty-five and fifty-one hundredths (55.51), total acres of the real property within TID 22 is in need of blight elimination, thereby exceeding the fifty percent (50%) threshold as defined in Wis. Stats. §66.1337 (2m)(b); and
4. The proposed activities and project costs in the Project Plan relate directly to blight elimination within TID 22 consistent with the purpose for which the District is created; and
5. The proposed activities and project costs in the Project Plan are in concurrence with Wis. Stats. §66.1337, which enable the City to conduct specific blight elimination and rehabilitation and conservation work, including:
 - 5.1. A program of voluntary or compulsory repair and rehabilitation of buildings or other improvements; and
 - 5.2. 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
 - 5.3. Installation, construction or reconstruction of streets, utilities, parks, playgrounds, and other improvements necessary for carrying out an urban renewal project; and
 - 5.4. The disposition, for uses in accordance with the objectives of the urban renewal project, of any property acquired in the area of the project; and
6. The improvement of the area is likely to significantly enhance the value of substantially all of the other real property in TID 22; and
7. The economic benefits of TID 22, as measured by increased property value, employment, and income,
 - 7.1. are greater than the cost of the improvements identified in the Project Plan; and
 - 7.2. are greater than the anticipated tax increments to be paid by owners of real property within the overlying taxing jurisdictions; and
8. The TID 22 Project Plan is feasible and in conformity with the City Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Green Bay hereby creates Tax Increment District Number Twenty-Two (22), The Shipyard (“TID 22”), and adopts the Project Plan.

Adopted _____

Approved _____

**COMMON COUNCIL OF THE
CITY OF GREEN BAY**

By: _____
Eric Genrich, Mayor

Attest: _____
Kris Teske, City Clerk



**Common Council
of the City of Green Bay**

**RESOLUTION
REGARDING THE CREATION OF
TAX INCREMENT DISTRICT NUMBER TWENTY-THREE (23),
LEGENDS DISTRICT ("TID 23")
AND ADOPTION OF THE PROJECT PLAN**

September 17, 2019

WHEREAS, In accordance with the Comprehensive Plan, the City of Green Bay ("City") and Redevelopment Authority of the City of Green Bay ("RDA") seek to create a more safe, productive, accessible, and innovative community in order to generate economic activity and tax base; and

WHEREAS, the City and RDA have concluded that the generally located in the area east of Holmgren Way, south of Lombardi Avenue, west of Bart Starr Drive, and north of Mike McCarthy Way is not attaining its highest and best land use based on the *Comprehensive Plan*; and

WHEREAS, that "but for" the creation of a Tax Increment District ("TID"), the future land uses identified in the Comprehensive Plan would not occur in the manner desired by the City and RDA; and

WHEREAS, the Common Council of the City designated the RDA to perform all acts necessary, including the preparation of a Project Plan, for the creation of Tax Increment District Number Twenty-Three (23): Legends District ("TID 23"), on Tuesday, July 16, 2019; and

WHEREAS, the RDA performed the following acts, in accordance with Wis. Stats. §66.1105, to wit:

1. On Tuesday, August 20, 2019, at 1:30 p.m. in Room 604 of City Hall, 100 N. Jefferson St., held a public hearing on the proposed creation of TID 23, in which interested parties were afforded reasonable opportunity to express their views on the proposed Project Plan; and
2. On Wednesday, August 7, 2019, and Monday August 12, 2019, published a notice of said public hearing in the Green Bay Press-Gazette; and
3. On Monday, August 5, 2019, mailed, by first-class certified mail, owners of property identified by the Project Plan as in need of blight elimination said identification of property and a notice of said public hearing; and
4. On Monday, August 5, 2019, mailed, by first-class mail, the chief executive officer of Brown County, the Green Bay Area School District, and Northeast Wisconsin Technical College a copy of the notice of said public hearing; and
5. On Monday, August 5, 2019, made a hard copy of the Project Plan available for public review in Room 608 of City Hall and posted it on the City website; and

WHEREAS, the Project Plan meets all the requirements of Wis. Stats. §66.1105, to wit:

1. An economic feasibility study; and
2. A detailed list of estimated project costs; and
3. 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; and
4. A map showing existing uses and conditions of real property within TID 23; and
5. A map showing proposed improvements and uses in TID 23; and

6. A statement confirming that the estimated percentage of land devoted to retail uses within the territory of TID 23 will not exceed thirty-five percent (35%);
7. Statements indicating proposed changes in zoning ordinances, master plan, official map, building codes and city ordinances, if any; and
8. A list of estimated non-project costs; and
9. A statement relating to the proposed method for the relocation of any persons to be displaced; and
10. A statement indicating how creation of TID 23 promotes the orderly development of the City; and
11. An opinion of the City Attorney that the Project Plan is complete and complies with Wis. Stats. §66.1105; and

WHEREAS, the RDA makes the following findings as required by Wis. Stats. §66.1105, to wit:

1. That “but for” the creation of a TID, the development projected to occur as detailed in the Comprehensive Plan would not occur in the manner desired by the City and RDA because of challenges associated with:
 - 1.1. Additional costs associated with environmental remediation and mitigation; and/or
 - 1.2. Additional costs associated with rehabilitation and historic preservation; and/or
 - 1.3. Blighted parcels and the stigma of certain neighborhoods caused by disinvestment; and/or
 - 1.4. The lack of traditional financing options for forward-thinking projects; and
2. The equalized value of taxable property of TID 23 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; and
3. TID 23 shall be a blighted area district, as ninety-six percent (96%) – thirty-two and seventy hundredths (32.70) of thirty-four and seven-hundredths (34.07) acres – of the real property within TID 23 is in need of blight elimination, thereby exceeding the fifty percent (50%) threshold as defined in Wis. Stats. §66.1337 (2m)(b); and
4. The proposed activities and project costs in the Project Plan relate directly to blight elimination within TID 23 consistent with the purpose for which the District is created; and
5. The proposed activities and project costs in the Project Plan are in concurrence with Wis. Stats. §66.1337, which enable the City to conduct specific blight elimination and rehabilitation and conservation work, including:
 - 5.1. A program of voluntary or compulsory repair and rehabilitation of buildings or other improvements; and
 - 5.2. 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
 - 5.3. Installation, construction or reconstruction of streets, utilities, parks, playgrounds, and other improvements necessary for carrying out an urban renewal project; and
 - 5.4. The disposition, for uses in accordance with the objectives of the urban renewal project, of any property acquired in the area of the project; and
6. The improvement of the area is likely to significantly enhance the value of substantially all of the other real property in TID 23; and
7. The economic benefits of TID 23, as measured by increased property value, employment, and income,
 - 7.1. are greater than the cost of the improvements identified in the Project Plan; and
 - 7.2. are greater than the anticipated tax increments to be paid by owners of real property within the overlying taxing jurisdictions; and
8. The TID 23 Project Plan is feasible and in conformity with the City Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Green Bay hereby creates Tax Increment District Number Twenty-Three (23): Legends District (“TID 23”), and adopts the Project Plan.

Adopted _____

Approved _____

**COMMON COUNCIL OF THE
CITY OF GREEN BAY**

By: _____
Eric Genrich, Mayor

Attest: _____
Kris Teske, City Clerk



Report to the
Common Council
of the City of Green Bay

MEETING DATE

September 17, 2019

PREPARED BY

AGENDA ITEM # X.I.

A request by Ald. Wery to the Improvement and Services Committee and the Personnel Committee to discuss, with possible action, policies and procedures of the Inspection Department as it applies to communicating and working with constituents who request their alderman's assistance. Further, to discuss customer service standards and work expectations of inspectors. Investigate the addition of evening and/or weekend inspection hours.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None

GENERAL ORDINANCE NO. 20-19

**AN ORDINANCE
AMENDING SECTION 29.208,
GREEN BAY MUNICIPAL CODE,
RELATING TO PARKING REGULATIONS**

THE COMMON COUNCIL OF THE CITY OF GREEN BAY DOES ORDAIN AS FOLLOWS:

SECTION 1. Section 29.208, Green Bay Municipal Code, is hereby amended to establish the following NO PARKING zone:

VROMAN STREET, east side, from Elmore Street to Mather Street.

SECTION 2. Section 29.208, Green Bay Municipal Code, is hereby amended to establish the following 1-WAY YIELD conditions:

ERNST DRIVE, at Shirley Street.

NEUFELD STREET, at Shirley Street.

Dated at Green Bay, Wisconsin this _____ day of _____, 2019.

APPROVED:

Mayor

ATTEST:

City Clerk

SEF