

TAX INCREMENT DISTRICT

#18

UNIVERSITY AVENUE



PROJECT PLAN

City of Green Bay, Wisconsin

October 21, 2016

Table of Contents

Summary of Findings	3
Description of the Proposed District.....	4
The City of Green Bay.....	4
University Avenue Corridor	5
Tax Increment Financing District Number 18 (TID 18).....	5
TIF Capacity Analysis	6
Project Costs	13
Specific Projects.....	13
Other Eligible Projects.....	14
Economic Feasibility	15
Financing Methods	15
Projected Property Tax Increment.....	15
TID 18 Pro Forma.....	16
Required Documentation	17
Relocation	17
Non-Project Costs.....	17
Promotion of Orderly Growth.....	17
Proposed Changes to City Plans and Ordinances.....	17
Appendix A: City Attorney Legal Opinion	18
Appendix B: University Avenue Corridor Brownfield Redevelopment Plan – Section 2.3 Economic Assessment.....	19
Appendix C: Legal Description for TID 18	20
Appendix D: TID 18 Parcels and Assessed Values.....	21
Appendix E: TID 18 Pro Forma.....	22

Summary of Findings

As required by Wisconsin Statutes 66.1105, and as documented in this Project Plan and the exhibits contained and referenced herein, the following findings are made for the City of Green Bay Tax Increment Finance District Number Eighteen (TID 18):

1. That “but for” the creation of TID 18, the development projected to occur as detailed in this Plan would not occur in the manner desired by the City because of challenges associated with:
 - a. Additional costs associated with environmental cleanup and remediation; and
 - b. Additional costs associated with the rehabilitation of existing structures and parcels; and
 - c. Blighted parcels that deter private investment; and
 - d. A lack of facilities that accommodate pedestrian and bicycle users.
2. The equalized value of taxable property of TID 18 plus the value increment of all existing tax increment districts does not exceed twelve percent (12%) of the total equalized value of taxable property within the municipality.
3. 66.79%, by area (103.61 of the 155.12 total acres), of the real property within TID 18 is in need of rehabilitation or conservation work, thereby exceeding the fifty percent (50%) threshold as defined in Wisconsin Statutes 66.1337 (2m)(b).
4. The proposed activities in this Plan are in concurrence with Wisconsin Statutes 66.1337, which enable the City to conduct specific activities in a rehabilitation or conservation district; including:
 - a. A program of voluntary or compulsory repair and rehabilitation of buildings or other improvements; and
 - b. Acquisition of real property and demolition, removal or rehabilitation of buildings and improvements on the property where necessary to eliminate unhealthful, unsanitary or unsafe conditions, lessen density, reduce traffic hazards, eliminate obsolete or other uses detrimental to the public welfare, to otherwise remove or prevent the spread of blight or deterioration, or to provide land for needed public facilities; and
 - c. Installation, construction or reconstruction of streets, utilities, parks, playgrounds, and other improvements necessary for carrying out an urban renewal project; and
 - d. The disposition, for uses in accordance with the objectives of the urban renewal project, of any property acquired in the area of the project.
5. The project costs in this Plan relate directly to rehabilitating or conserving parcels within TID 18 consistent with the purpose for which the District is created.
6. The economic benefits of TID 18, as measured by increased property value, employment, and (business and personal) income, more than compensate for the cost of the improvements.
7. The benefits of the proposal are greater than the anticipated tax increments to be paid by property owners in overlying taxing jurisdictions.
8. The improvement of the area is likely to enhance significantly the value of substantially all of the other real property in TID 18.
9. The TID 18 Project Plan is feasible and in conformity with the City *Comprehensive Plan*.
10. The City Attorney has signed an opinion (located in [Appendix A](#)) advising that this Project Plan is complete and complies with the law.

Description of the Proposed District

The City of Green Bay

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

Demographically, the city has sustained steady population growth over the last few decades (2010 Census population of 104,057) and the metropolitan area has grown at an even faster rate. 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 top three industries (in terms of employees) are manufacturing, health care and social assistance, and retail trade. Employment continues to grow since the recession of 2008 and is projected to increase. Firms involved in the management of companies and enterprises, finance and insurance, and administrative and waste services weathered the recession exceptionally well. The city – and the metropolitan region – continues to be an employment magnet, with more employees coming in from other communities than residents leaving for employment elsewhere. The city will succeed in the future by leveraging the substantial assets and significant competitive advantage it has invested 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 link to the Milwaukee / Chicago area providing north-south access, while a four-lane state highway connects to the Minneapolis / St. Paul area providing east-west access. National, state, county, and local roads, along with several miles of pedestrian and bicycle infrastructure, provide sufficient mobility and access to points in between. Green Bay Metro Transit operates thirteen full-service bus routes, a handful of limited-service routes, and a paratransit service that provides over a million and a half rides annually in the metro area. The Austin Straubel International Airport (GRB) serves more than 610,000 passengers and ships 540,000 pounds of freight cargo annually through fifty-two daily flights operated by three commercial airlines and two fixed-based operators. The Port of Green Bay moves over two million metric tons of cargo annually through fourteen docks located along a three-mile stretch of the Fox River. Two rail carriers (one international and one regional) serve the Port and many industrial areas within the region.

The metropolitan area supports business growth and development. Foreign Trade Zone #167 allows merchandise to be imported, assembled, and repackaged with other components without formal customs entry procedures or import duties. The Advance Business and Manufacturing Center, University of Wisconsin – Green Bay Small Business Development Center, Northeastern Wisconsin Technical College Artisan and Business Center, and Brown County Culinary Kitchen have demonstrated success incubating businesses.

The city already offers award-winning public schools, reputable institutions of higher education, direct access to outstanding natural spaces, and some of the lowest crime rates in the nation. Community partners continue to enhance these assets by creating amazing public spaces and building transportation networks that accommodate individuals of all ages and abilities.

University Avenue Corridor

A section of the *City Comprehensive Plan* identifies areas prime for redevelopment: areas of blight, disinvestment, and properties not achieving their highest and best use based on economic conditions. One targeted redevelopment area is the University Avenue corridor: a four-mile arterial street traversing from the downtown area east-northeast to the University of Wisconsin – Green Bay. A portion of the street also holds the Wisconsin State Highway 54/57 designation and is part of an interchange with Interstate 43. The corridor contains a mix of commercial and industrial properties and low-to-moderate-income housing. A significant number of vacancies pose challenges for attracting new business to the area.

The addition of a \$60 million Veterans Administration (VA) Outpatient Clinic in 2013 on the eastern end of the corridor spurred interest in creating a detailed redevelopment strategy for the area. The City Planning Department, in concert with a citizen steering committee, facilitated a planning process, with financial assistance from a U.S. Environmental Protection Agency (EPA) Brownfields Area Wide Planning grant, and technical assistance from Stantec. The City completed the *University Avenue Corridor Brownfield Redevelopment Plan*, which was then adopted by the Common Council in 2014. Economic and demographic analyses show that the corridor has the potential to support additional residential and commercial uses, including a hotel, medical offices, retail shopping, and other neighborhood services. The *University Avenue Corridor Brownfield Redevelopment Plan – Section 2.3 Economic Assessment* is located in [Appendix B](#).

Tax Increment Financing District Number 18 (TID 18)

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 TID's current value 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 years before the unextended maximum life of the TID.

TID 18 is being created in order to provide a mechanism to overcome challenges associated with blighted parcels that deter private investment and the additional costs associated with the rehabilitation of existing structures and parcels, environmental cleanup and remediation, and a lack of amenities that encourage pedestrian and bicycle traffic. Of the 155.12 total acres of real property within TID 18, 103.61 acres, or 66.79%, are in need of rehabilitation or conservation work.

[Map 1](#) shows the location of TID 18 within the city, while [Map 2](#) shows its detailed boundaries. The legal description for TID 18 is attached as [Appendix C](#). TID 18 has seventy-nine (79) parcels totaling 191.93 acres: 155.12 acres of real property and 36.81 acres of public road right-of-way. [Table 1](#) and [Map 3](#) show the distribution of zoning categories, while [Table 2](#) and [Map 4](#) show the distribution of land uses. [Map 5](#) shows parcels in need of rehabilitation or conservation work.

In 2014, TID 18 had a combined assessment of \$32,539,800. This equates to \$171,388.59 per taxable acre. [Appendix D](#) provides a listing of all parcels and assessed values within the TID.

Zoning	Acres	Percentage
General Commercial (C1)	45.43	23.67 %
General Industry (GI)	38.71	20.17 %
Road Right-of-Way	36.81	19.18 %
Varied Density Residential (R3)	36.52	19.03 %
Light Industry	21.90	11.41 %
Highway Commercial (C2)	11.09	5.78 %
Neighborhood Commercial (NC)	1.38	0.72 %
Low Density Residential (RI)	0.09	0.05 %
TOTAL	191.93	100 %

Table 1. Zoning distribution.

Land Use	Acres	Percentage
Road Right-of-Way	36.81	19.18 %
Commercial (including underutilized)	35.23	18.36 %
Former Industrial – Vacant Structure	33.26	17.33 %
Natural Areas / Woodlands / Undeveloped	20.28	10.57 %
Former Commercial – Vacant Structure	17.04	8.88 %
Multi-Family	14.01	7.30 %
Single-Family	11.15	5.81 %
Industrial	10.33	5.38 %
Undeveloped Open Space	7.59	3.95 %
Former Commercial – Vacant Land	6.22	3.24 %
TOTAL	191.93	100 %

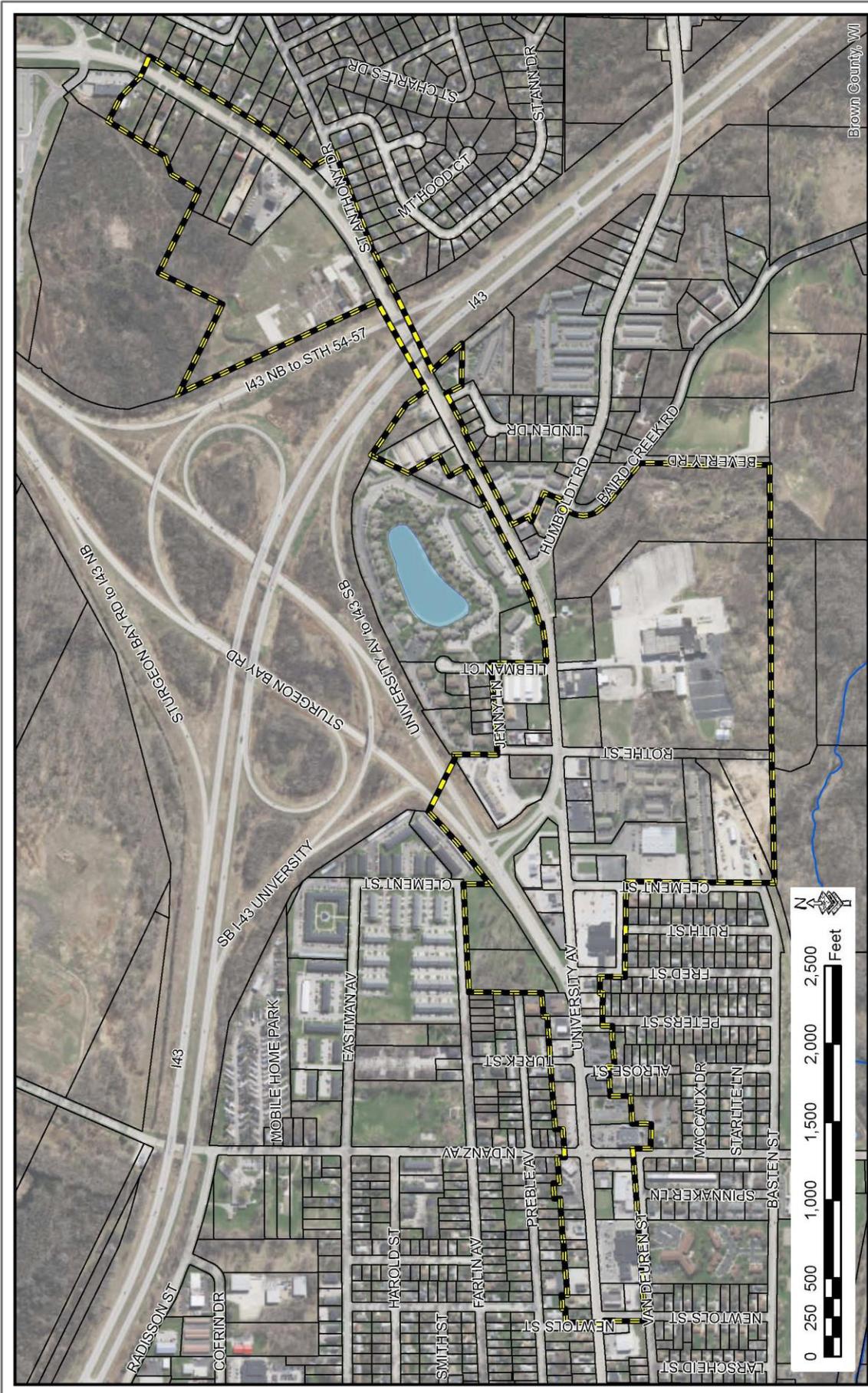
Table 2. Land use distribution.

TIF Capacity Analysis

Wisconsin Statutes 66.1105 (4)(gm)(4)(c), defines a limit on the equalized property value that may be located within municipal TIDs. The equalized value of taxable property of the new district plus the value increment of all existing districts does not exceed twelve percent (12%) of the total equalized value of taxable property within the municipality. The existing capacity in the City is more than satisfactory to permit the creation of TID 18, as the addition of TID 18 will only raise the percent of equalized value in TIDs from 3.10% to 3.66% (Table 3).

Measure	Amount as of January 1, 2014
Equalized value of the City of Green Bay	\$5,857,893,700
Total existing TID increment	\$181,632,100
Percent equalized value within total existing TID increment	3.10 %
Equalized value of proposed TID 18	\$32,539,800
Total value for 12% test	\$214,171,900
New percent equalized value within TIDs, including TID 18	3.66%

Table 3. Tax increment finance capacity.

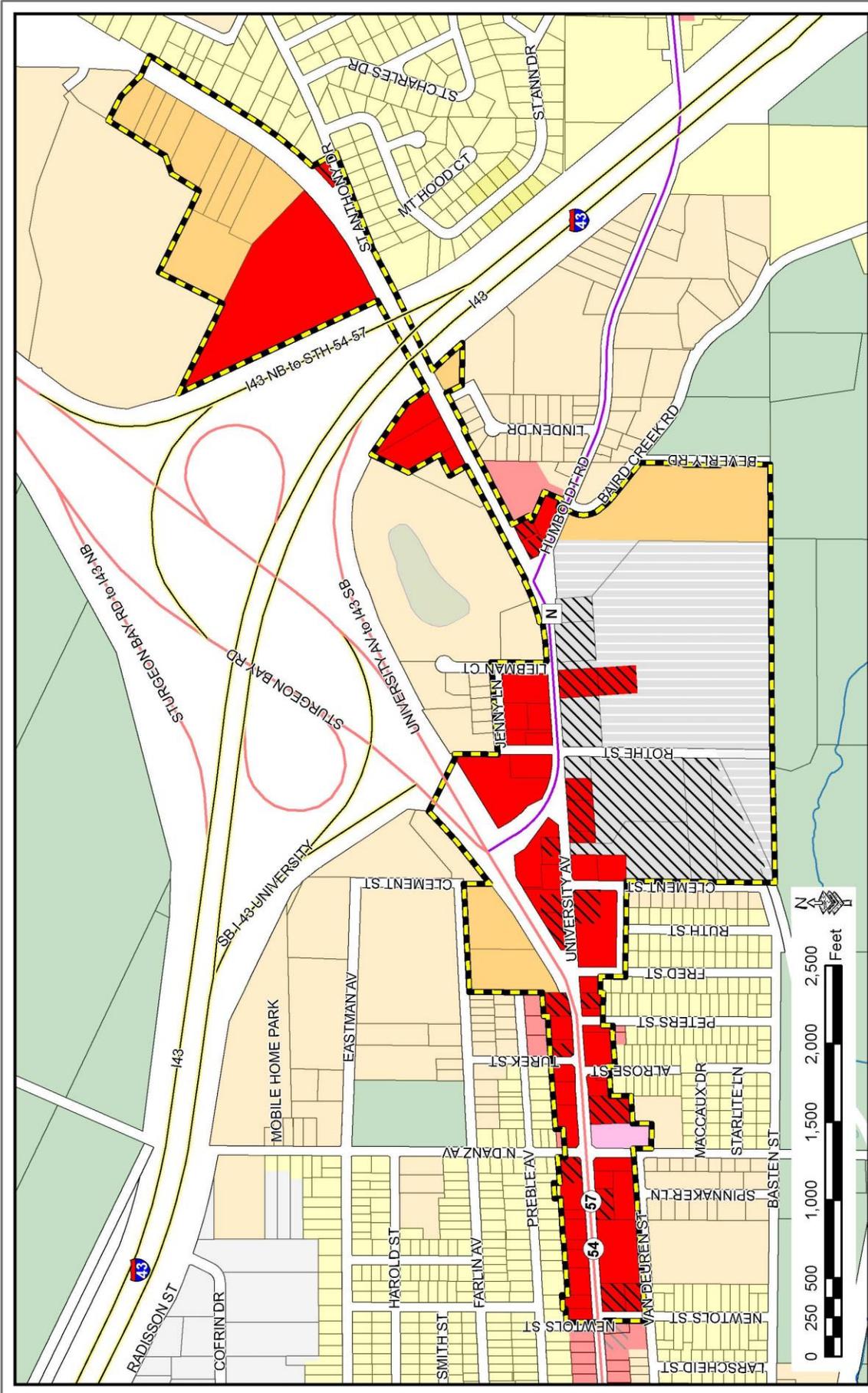


TID 18 Map 2: University Avenue TID Boundary



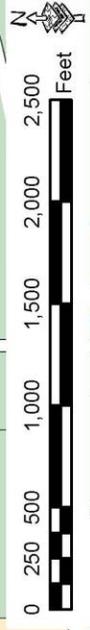
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Map prepared by City of Green Bay Planning Department. DJL
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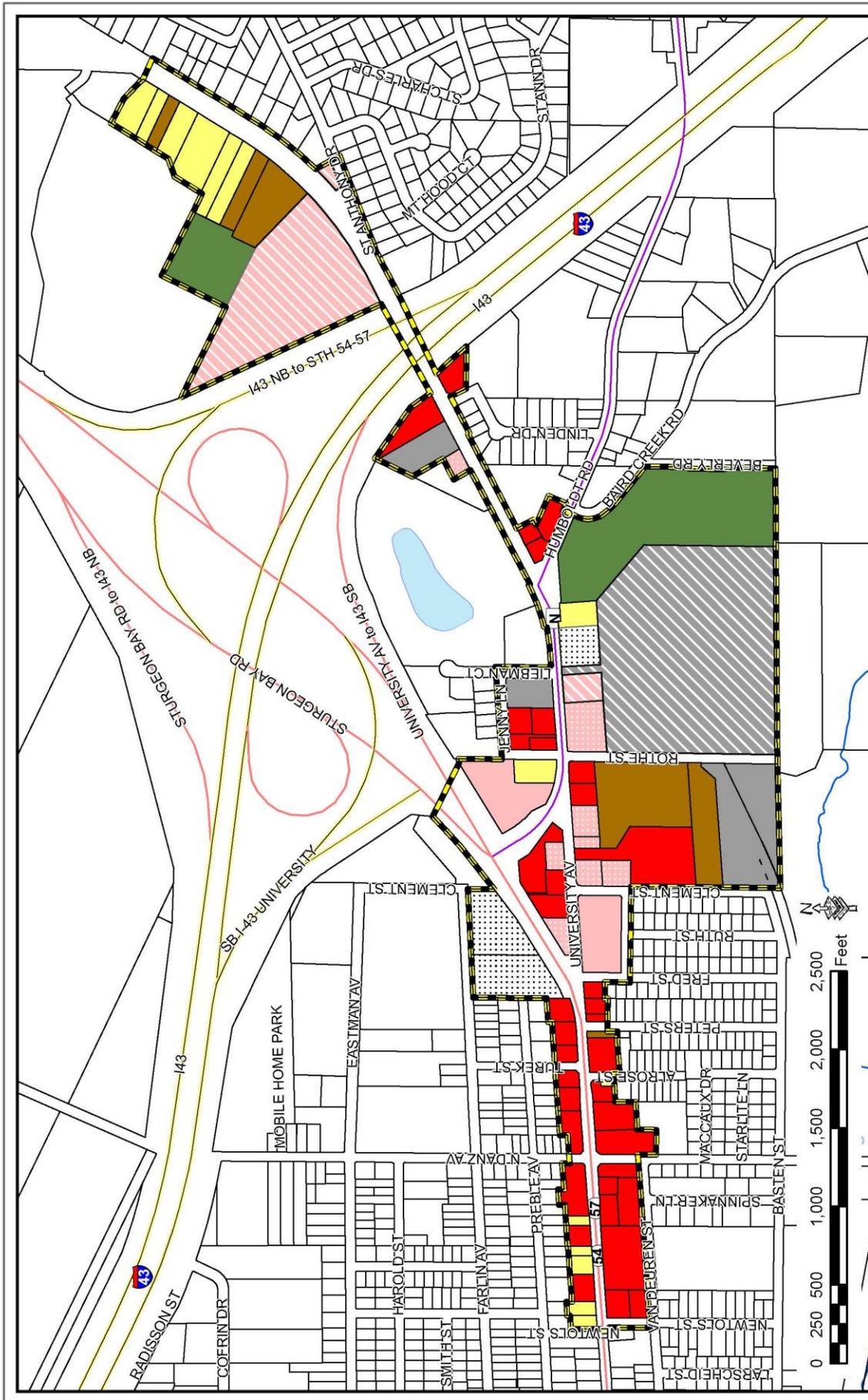
TID 18 Map 3: University Avenue TID Zoning

TID 18 Boundary
 R1 - Low Density Residential
 R3 - Varied Density Residential
 NC - Neighborhood Commercial
 C1 - Commercial One
 C2 - Commercial Two
 GI - General Industry
 LI - Light Industry



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 Date Printed: 26 May 2015 X:\Planning\CITYDATA_GIS\PROJECTS\TID18_Map3 - University Avenue TID Zoning.mxd



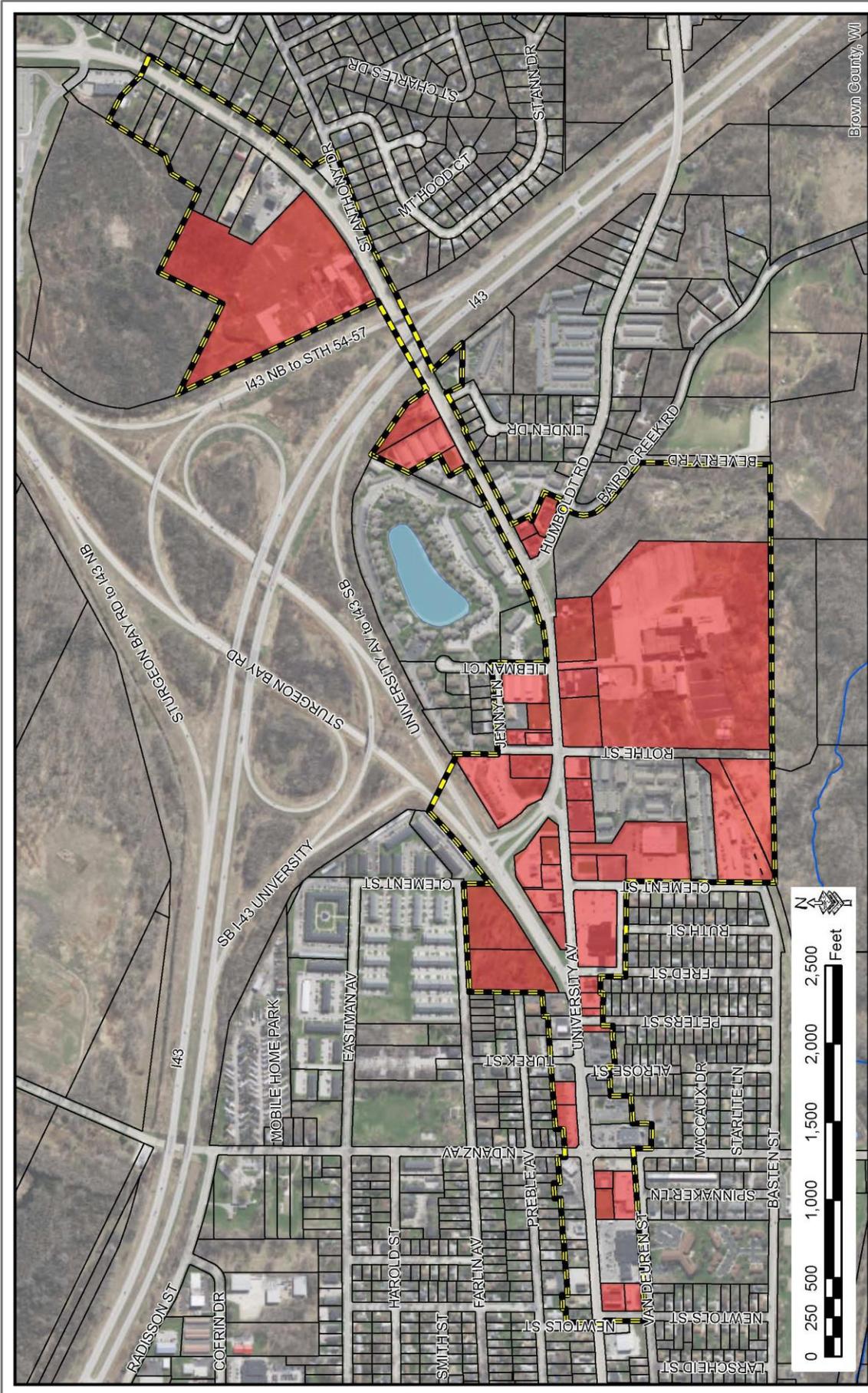
TID 18 Map 4: University Avenue TID Existing Land Use



- Commercial
- Commercial (underutilized)
- Vacant Structure (Commercial)
- Vacant Structure (Industrial)
- Multi-Family
- Single-Family
- TID 18 Boundary
- Undeveloped Openspace
- Industrial
- Natural Areas/Woodlands

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 Date Printed: 07 May 2015 X:\Planning\CITYDATA_GIS\PROJECTS\TID18\Map 4 - University Avenue TID Land Use.mxd

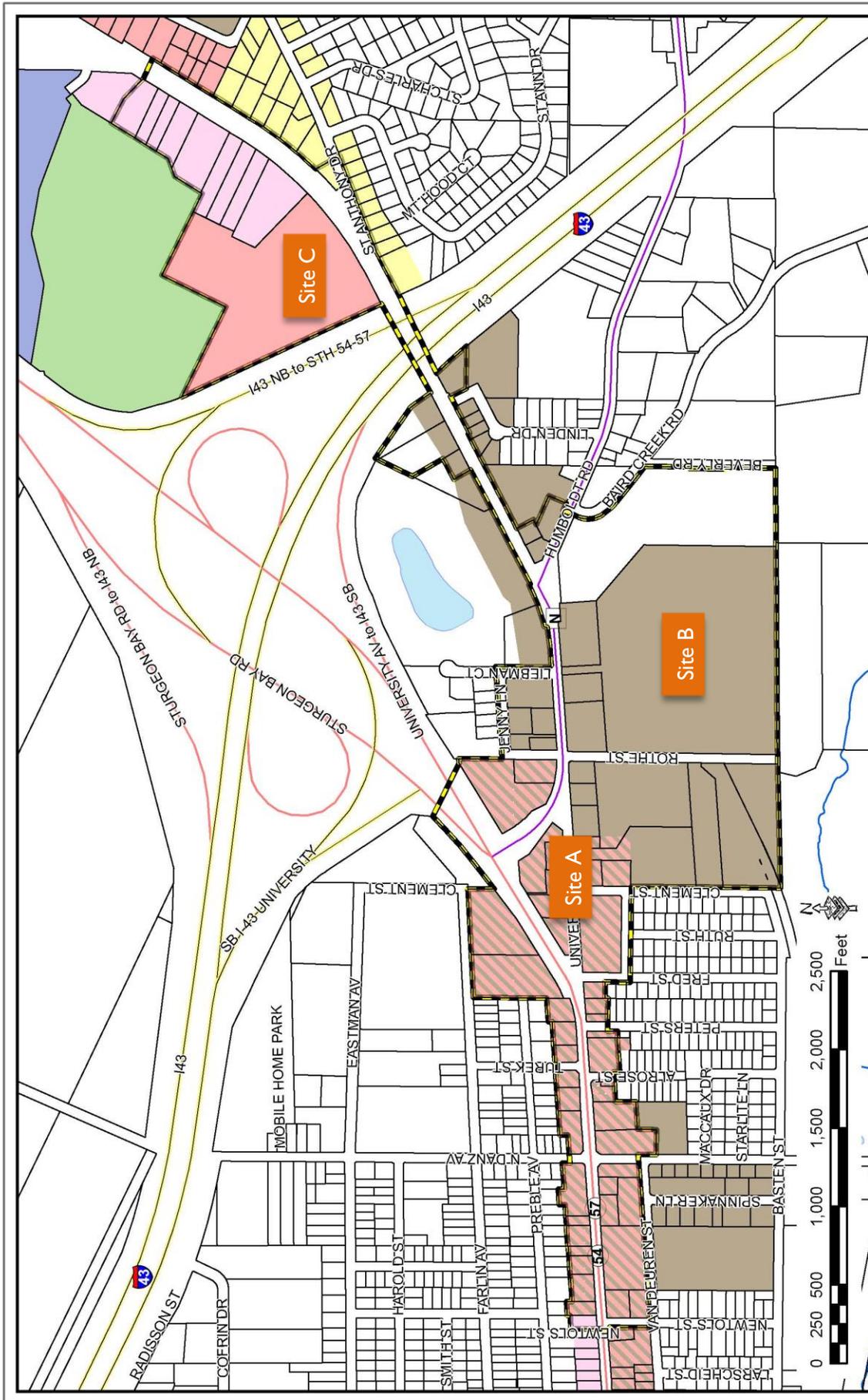


TID 18 Map 5: University Avenue TID Rehabilitation or Conservation Parcels

- TID 18 Boundary
- Rehabilitation or Conservation Parcels

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- TID 18 Map 6: University Ave Redevelopment Plan**
- TID 18 Boundary
 - Commercial
 - Single Family Residential
 - Multi-Family Residential
 - Commercial Transition
 - Mixed Use
 - Open Space
 - Institutional

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Project Costs

Specific Projects

The City may encumber funds to implement the following projects. This list is not meant to be a budget or an appropriation of funds for specific projects. All costs are estimates based on the best information available. The City reserves the right to delete projects or change the scope and/or timing of projects implemented as they are individually authorized by the Common Council, without amending the Plan. All improvements are designed to be applied within the boundaries of TID 18 ([Map 6](#)).

Improvement 1 Incentives: grants and loans

Details	money to offset project costs, including property acquisition, parcel assembly, site preparation, construction, and infrastructure (transportation, water, sewer, stormwater, utilities) on projects that eliminate blight, rehabilitate parcels, or conserve parcels
Purpose	provide a source of gap funding for projects on parcels with more development challenges (e.g. brownfields remediation)
Allocation	\$6,000,000
Disbursement	applied between 2018 and 2034, all assistance shall be through an annual post-project reimbursement (i.e. PayGo); the amount of financial assistance in any given year shall not exceed seventy-five (75%) of the annual incremental taxes for the impacted parcels and the period over which the financial assistance shall be applied or disbursed shall not exceed fifteen (15) years

Improvement 2 Infrastructure: pedestrian and bicycle

Details	sidewalks, paved trails, bicycle lanes, cycle tracks, and crossing improvements (e.g. medians, markings, signs, signals)
Purpose	attract more residents from adjacent neighborhoods to the area through enhancements that allow for people of all ages and abilities to travel by foot or bicycle through the corridor
Allocation	\$1,200,000
Disbursement	apply when funds can be leveraged through external grants through the Wisconsin Department of Transportation; a portion may be covered under a 2017 bond issue

Improvement 3 Infrastructure: stormwater

Details	filtration, infiltration, retention and detention facilities
Purpose	increase capacity for additional development and redevelopment
Allocation	\$2,800,000
Disbursement	integrate public and private projects when possible to minimize costs; a portion may be covered under a 2017 bond issue

Improvement 4 Infrastructure: streets

Details	construct additional streets identified in the University Avenue Corridor Brownfield Redevelopment Plan
Purpose	enhance access and development potential of larger parcels; improve vehicular traffic circulation
Allocation	\$2,300,000
Disbursement	before applying, consider if larger-scale developments are better served by private or public infrastructure; a portion may be covered under a 2017 bond issue

<u>Improvement 5</u>	<u>Infrastructure: placemaking amenities</u>
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	\$800,000
Disbursement	apply under leadership of local businesses and residents after enough reserve funds have been accumulated, most likely after 2024

<u>Improvement 6</u>	<u>Administration</u>
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	\$1,700,000
Disbursement	annual payments, 2016 through 2036, starting at \$50,000, increasing by two percent (2%) annually to account for inflation

Other Eligible Projects

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

1. Property, right-of-way, and easement acquisition
 - a. Property acquisition for development or redevelopment
 - b. Property acquisition for conservancy
 - c. Acquisition of right-of-way
 - d. Acquisition of easements
 - e. Relocation costs
2. Site preparation activities
 - a. Environmental audits and remediation
 - b. Demolition
 - c. Site grading
3. Utilities
 - a. Sanitary sewer system improvements
 - b. Water system improvements
 - c. Stormwater management system improvements
 - d. Other utilities, including electric service, gas service, and communications infrastructure
4. Streets and streetscape
 - a. Street improvements
 - b. Streetscaping and landscaping
 - c. Pedestrian and bicycle infrastructure
 - d. Development incentives including grants and loans
5. Administrative costs, including those paid to the City or consultants for services rendered
6. Financing costs
7. Projects outside TID 18 provided that
 - a. The project area is located within the corporate boundary of the City of Green Bay; and
 - b. The Joint Review Board approves the project.

Economic Feasibility

This section demonstrates that the proposed TID 18 is economically feasible, given that:

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

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

Financing Methods

TID 18 will function primarily as a "pay as you go" TID, meaning the City will plan completion of projects based on the availability of increment, though it may also obtain funding in the form of:

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

Projected Property Tax Increment

The development anticipated to occur as a result of implementing this Plan will generate sufficient property tax increment to pay for the costs of the projects. [Map 6](#) shows the manner in which the area will be redeveloped. The City believes that there are three 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: University Way Triangle. This area, covering eight (8) to twelve (12) acres, is located between and adjacent to University Avenue, University Way, and Sturgeon Bay Road (STH 54/57) in the center of the TID. It is a mix of underutilized and vacant commercial properties. With its proximity to the I-43 interchange, this area offers great potential to become the predominant commercial node on the corridor, possibly including a big-box retail center ([Table 4](#)).

	Land value	Improvement value	Total value	Property taxes
Current value	\$1,528,800	\$1,416,400	\$2,970,400	\$68,724
Estimated new value	\$2,300,000	\$8,700,000	\$11,000,000	\$240,680
Incremental value	\$771,200	\$7,283,600	\$8,029,600	\$171,956

Table 4. Projected increment for Site A.

Redevelopment Site B: Packerland Packing / JBS Site. This thirty-eight (38)-acre site is located in the central portion of the TID on the south side of University Avenue. It is a vacant former corporate

headquarters and beef processing facility that operated from 1960 to the late 2000s. With elevated topography, and access to the Baird Creek Parkway, the site offers great potential for residential use, including a combination of townhomes, multi-unit facilities, and live/work units ([Table 5](#)).

	Land value	Improvement value	Total value	Property taxes
Current value	\$1,374,800	\$511,300	\$1,886,100	\$41,268
Estimated new value	\$2,400,000	\$12,400,000	\$14,800,000	\$323,824
Incremental value	\$1,025,200	\$11,888,700	\$12,913,900	\$282,556

Table 5. Projected increment for Site B.

Redevelopment Site C: Tillman Nursery Site. This twenty (20)-acre site is located at the northeastern edge of the TID. It currently is a vacant tree nursery and landscaping business that operated from the 1980s to 2009. With high visibility from I-43 and its proximity to the VA Clinic, the site offers great potential for a hotel, medical facilities, and limited (professional services) office space ([Table 6](#)).

	Land value	Improvement value	Total value	Property taxes
Current value	\$620,100	\$61,400	\$681,500	\$14,911
Estimated new value	\$2,300,000	\$14,000,000	\$16,300,000	\$356,644
Incremental value	\$1,679,900	\$13,938,600	\$15,618,500	\$341,733

Table 6. Projected increment for Site C.

Given the catalytic nature of the three primary projects, there is good probability that additional redevelopment may also 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 in this plan.

TID 18 Pro Forma

The entire pro forma can be found in [Appendix E](#), 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 \$21.88 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 \$2,500,000 in 2017 at an interest rate of four percent (4.0%)
7. *Administration* expenditures increase two percent (2%) annually to account for inflation

The pro forma shows that TID 18 will be sufficiently funded to complete listed projects before the legal termination of the district. If this should occur, distribution of the surplus funds will be made in accordance with Wisconsin Statutes.

Required Documentation

Relocation

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

Non-Project Costs

In the event that TID 18 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.

The City Planning Department, in concert with a citizen steering committee, completed the *University Avenue Corridor Brownfield Redevelopment Plan*, which was then adopted by the Common Council, in 2014.

This Project Plan for TID 18 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 18 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 University Avenue Corridor Brownfield Redevelopment Plan.

Official Map. All streets included in the TID 18 Plan area are included on the official Map for the City of Green Bay as adopted subdivisions. Should redevelopment projects cause a realignment of Wisconsin State Highways 54/57, University Avenue, University Way, or another affected street, the City will take the required procedural actions to review such amendments.

Zoning. Several parcels within TID 18 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 University Avenue Corridor Brownfield Redevelopment Plan.

Building Codes. City building codes will not be changed to accommodate TID 18 activities.

Appendix A: City Attorney Legal Opinion



Law Department

James L. Mueller
City Attorney

August 10, 2015

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. 18
CITY OF GREEN BAY, BROWN COUNTY, WISCONSIN**

This opinion relates to the compliance of the proposed project plan for Tax Increment District No. 18, City of Green Bay, Brown County, Wisconsin (hereinafter "District") with the requirements of §66.1105(4), Wis. Stats.

The Planning 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 will be held on September 8, 2015. Resolutions adopting the project plan and amending the District will be considered by the Common Council on the evening of October 6, 2015.

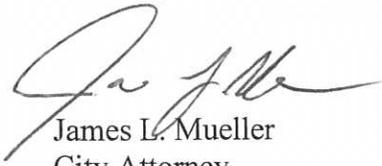
I have examined the project plan and find that it is complete and complies with the requirements of §66.1105(4)(f), Wis. Stats., and, in particular, it contains the following:

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.
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,

A handwritten signature in cursive script, appearing to read "James L. Mueller".

James L. Mueller
City Attorney

**Appendix B: University Avenue Corridor Brownfield
Redevelopment Plan – Section 2.3 Economic Assessment**

SECTION 2.3 ECONOMIC ASSESSMENT

Market research provides important context to the University Avenue Corridor and provides a framework for realistic redevelopment possibilities at the Catalyst Sites. For purposes of market research, the City of Green Bay purchased data packets from ESRI, which used a defined study area provided by the City of Green Bay and 10- and 20-minute drive trade areas for multiple comparisons. For purposes of this section, "study area" refers to the area outline in Figure 1.3A. The University Avenue Corridor falls within this study area. The 10-minute drive trade area covers most of eastern Green Bay and a portion of northwest Green Bay. The 20-minute drive trade area covers most of Brown County and a portion of the greater Green Bay region (see Figure 1.3B).

It should be noted that there is demographic variation within the study area. Interstate 43 bisects the study area into a western portion that contains roughly double the population size of the eastern portion. Furthermore, the area west of Interstate 43 has a lower median income, lower rates of homeownership, higher housing vacancy, higher proportions of Hispanics, and a higher percentage of school age children than the eastern portion of the study area.

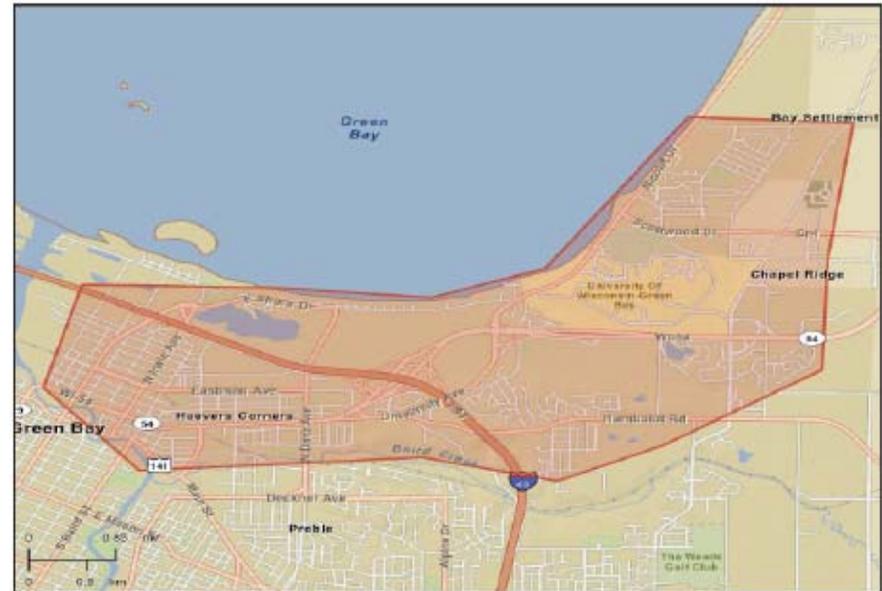


Figure 2.3A: ESRI study area



Figure 2.3B: ESRI study area access in ten- and twenty-minute drive zones

Demographics

Population

As of 2012, according to ESRI, the study area contained 22,833 residents, 8,299 households, and had an average household size of 2.48 (see Figure 1.3C). The study area population accounts for about one quarter of the population in the 10-minute drive trade area and one tenth of the population in the 20-minute drive trade area.

Trade Area	Population	Households	Average Household Size
Study Area	22,833	8,299	2.48
10 Minute Drive	82,243	32,189	2.46
20 Minute Drive	231,736	92,190	2.44

Figure 2.3C: 2012 Population and Households within the study area and ten and twenty-minute drives zones. Sources: ESRI

The population for the City of Green Bay was estimated to be 104,057 in 2010, with a projected population of 114,313 in 2030. The anticipated rate of growth for the City is well below that of the remainder of Brown County (see Figure 2.3D).

The City of Green Bay's rate of growth began to slow in the 1970s. Meanwhile, suburban Brown County has continued to grow at a more rapid pace, especially since 1990. Over the next 20 years Green Bay is expected to continue at a slow rate of population growth.

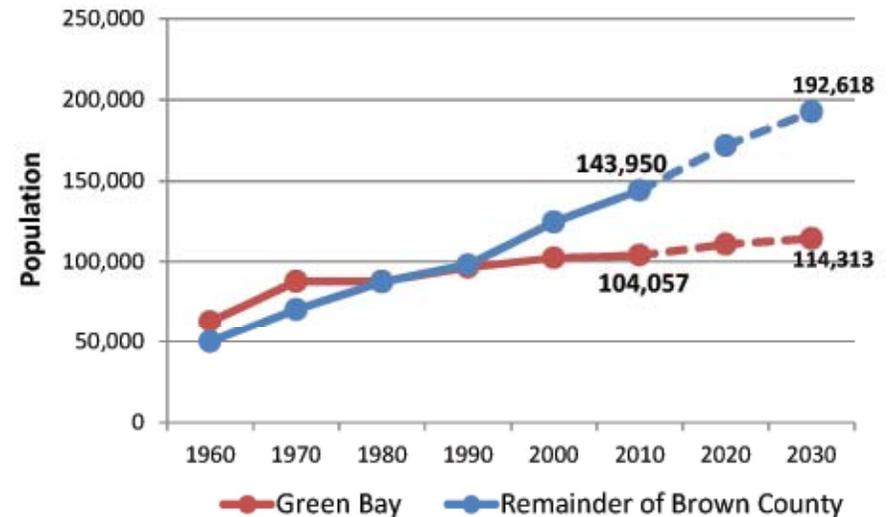


Figure 2.3D: Green Bay, Wisconsin Metro Population Growth Trends. (Sources: US Census Bureau, 1960-2010; Wisconsin Department of Administration, 2011; Brown County Planning Commission, 2013.)

Ethnic Diversity

The study area is racially and ethnically diverse, containing the City's highest percentages of minority residents. Hispanics make up 26% of residents in the study area. Other minority groups include African Americans, Native Americans, and Asians (ESRI).

Household Characteristics

Households with children account for about one-third of all households in the study area, which is typical for the 10-minute drive trade area and the U.S. as a whole (see Figure 1.3E). However, the study area has a higher proportion of single-person households in comparison to the surrounding area and national average.

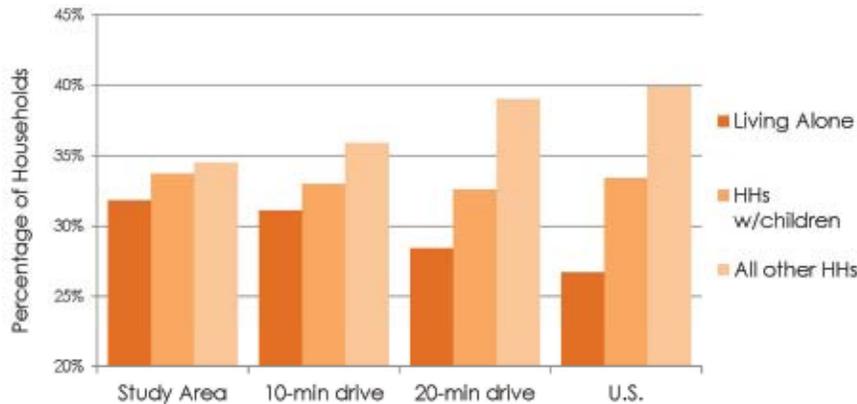


Figure 2.3E: 2012 Household Types in the study area, ten and twenty-minute drive trade areas and nationally. (Source: US Census Bureau)

Median Age and Age Structure

Median age within the study area, at 28.9 years, is almost ten years younger than the U.S. population as a whole and six years younger than residents in the surrounding drive trade areas. This low median age, along with high rates of single-person households noted above, is likely due to the areas's proximity to the UWGB campus. Figures 1.3F and 1.3G depict these statistics.

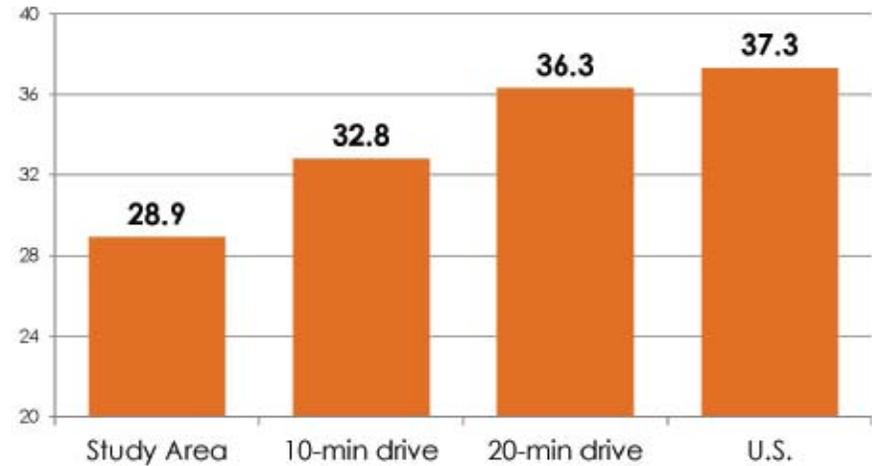


Figure 2.3F: 2012 Median Age in the study area, ten and twenty minute drive trade areas and nationally. (Source: ESRI)

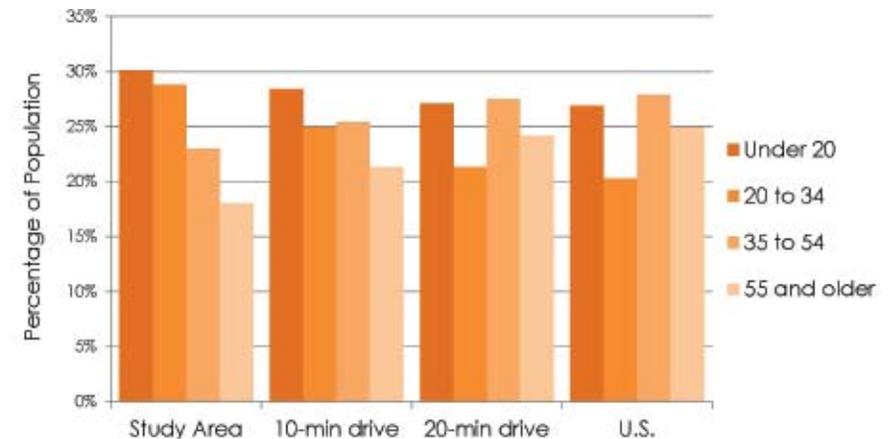


Figure 2.3G: 2012 Age Structure in the study area, ten and twenty minute drive trade areas and nationally. (Source: ESRI)

Income

The study area has a median household income of \$40,526, noted in Figure 1.3H. The minority population has an especially low median household income of \$38,364 (ESRI). Nearly a quarter of households have incomes of less than \$15,000 per year in contrast to roughly 6% of Wisconsin households. The study area unemployment rate of 11.6% is significantly higher than that of the city or Wisconsin's as a whole (ESRI). These figures are likely explained by the area's high number of students.

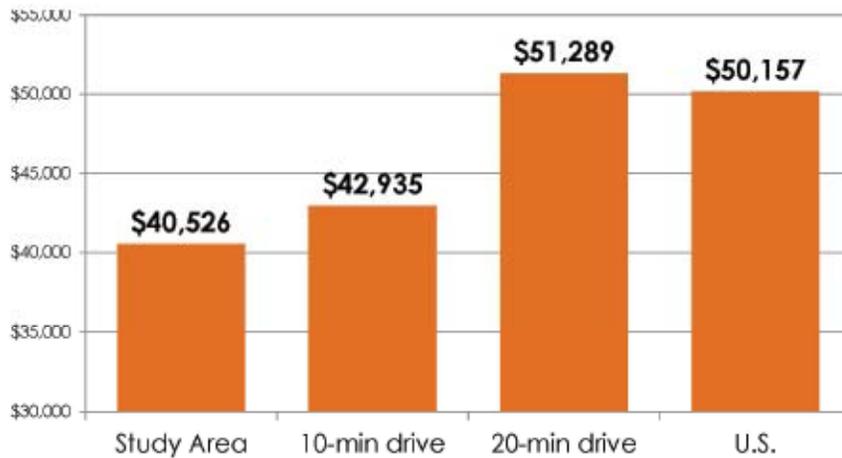


Figure 23H: 2012 Median Household Income in the study area, ten and twenty minute drive trade areas and nationally. (Source: ESRI)

Housing

Public Housing

The Green Bay Housing Authority owns and manages 17 properties of public housing along University Avenue. The units provide quality, affordable housing to low-income families. In 2011, the City and County continued a tradition of effort to reinvest in housing in the study area by locating a state-of-the-art public housing development along University Avenue. This project moved senior and disabled housing residents from an outdated facility and improved their quality of life by providing access to high-quality services. In addition, the Freedom House, which aids victims

of domestic violence, and an assisted living facility anchor the west side of the project area. The City and County are currently working with a developer to build a veterans housing facility at the east end of the UA Corridor.

Housing Characteristics

Average housing values in the study area are 34% lower than the average for the City as a whole (see Figure 2.3I). Property values in Brown County have experienced lower rates of increase over the past six years than other areas of Wisconsin. The Green Bay housing market tends to be higher priced than other Northeast WI markets. The City did not experience the decline in values from 2010 to 2011 that much of the State did. However, it has not been rebounding as quickly over the last two years compared to other housing markets (ESRI).

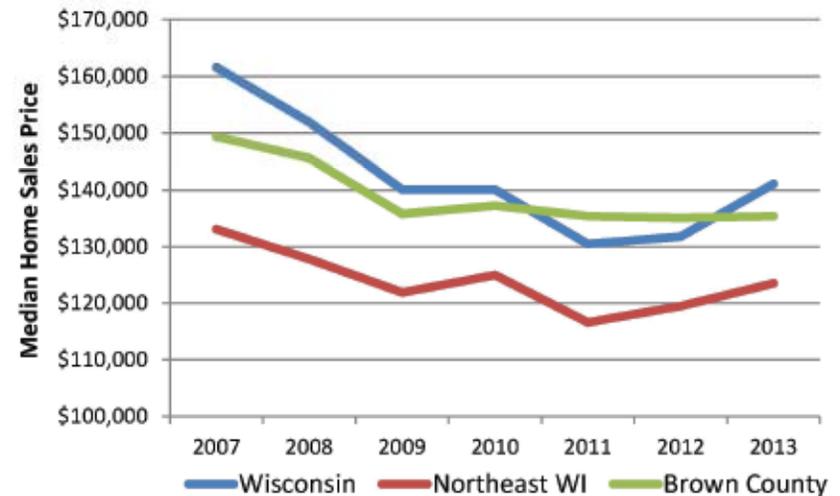


Figure 2.3I: Home Price Trend in the study area county, regionally and statewide. (Source: Wisconsin Association of Realtors)

The homeownership rate in the study area is 46%, which is well below that of the 10 and 20 minute drive areas, as well as the US homeownership rate (see Figure 1.3J). The study area housing vacancy rate of 8% is above the vacancy rates found in the 10 and 20 minute drive areas (see Figure 1.3K). The higher rate of vacancy in the study area compared to the immediate surroundings is likely due to its high percentage of renters, who tend to relocate more readily than homeowners.

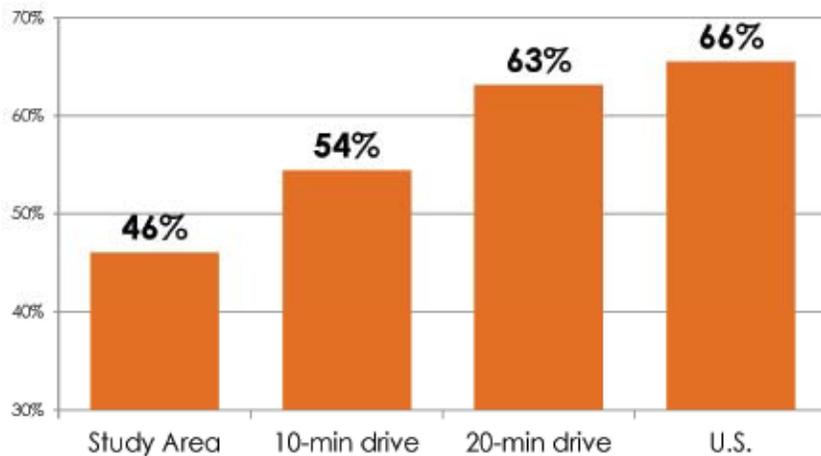


Figure 2.3J: 2012 Homeownership Rate in the study area, ten and twenty-minute drive trade areas, and nationally. (Source: ESRI)

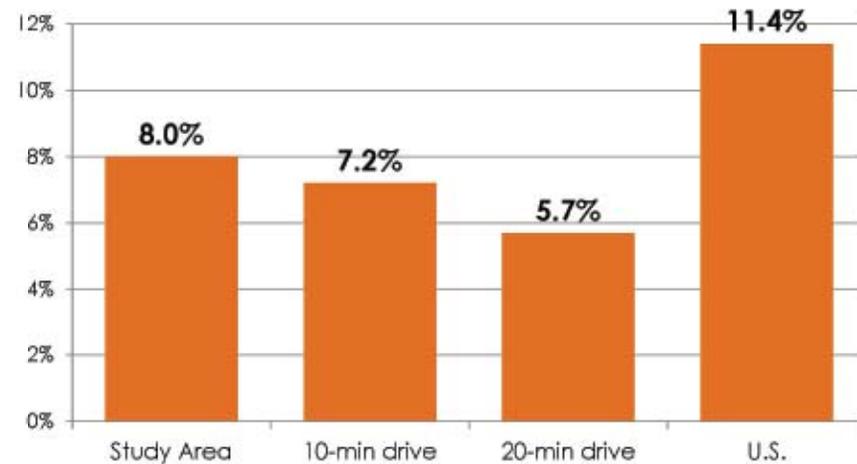


Figure 2.3K: 2012 Home Vacancy Rate in the study area, ten and twenty-minute drive trade areas and nationally. (Source: ESRI)

Employment

Employment by Sector

The study area has a very high concentration of jobs in manufacturing and transportation/warehousing (see Figure 1.3L). Conversely, the study

area has a very low concentration of retail jobs and professional services, indicating that there is a lack of retail activity within the study area and that most residents and other visitors to the study area must travel outside the study area for many retail goods and services.

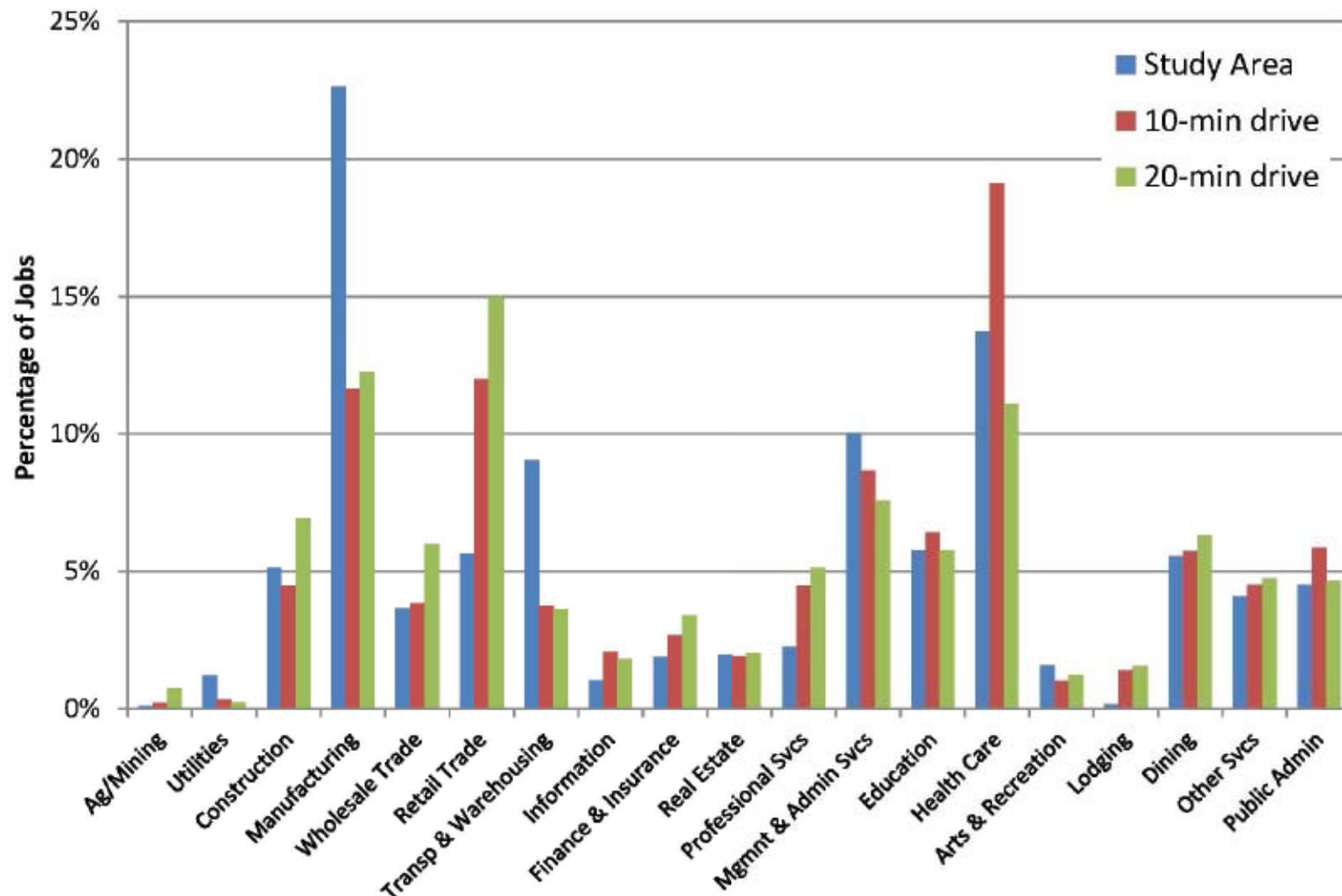


Figure 2.3L: 2012 Employment by Industry in the study area, ten and twenty-minute drive trade areas and nationally. (Source: Dun & Bradstreet & ESRI)

Market Sectors

Retail Sector

The demand for retail goods and services in the study area is estimated at \$176,000,000. This exceeds the supply found within the study area, estimated at \$44,000,000, by about four times. This results in a retail gap of \$132,000,000 that is leaking from within the study area to other parts of the City. Much of this spending likely occurs within the 20-minute drive region, which contains enough retail to support a much larger trade area.

Although the demand for food and drink in the study area also exceeds the supply, the gap is much smaller than the gap for retail goods and services. This result is not surprising considering that food and drink tends to be purchased much closer to where people live and work than other goods such as home furnishings and apparel. Food and drink demand and supply for the 10 and 20 minute drive areas also appears to be closer in balance as well.

Health Care Sector

A key development catalyst for future improvements in the corridor is a \$60 million Veterans Affairs Outpatient Clinic that recently opened at the northeast end of the corridor at 2800 University Avenue. The 193,000 sf development contains a 161,000 sf clinic that will provide outpatient services including cardiology, dentistry, gynecology, dialysis, mental health, physical therapy, and more. The new facility will serve up to 20,000 veterans a year, more than the number of patients admitted annually at any of the community's four major hospitals. This number is also several times the number of people who receive care at Green Bay's existing clinic, which serves approximately 3,500 patients a year in the existing 11,000 sf building. Although used as a federal facility, the clinic is privately owned and leased to the VA, thereby generating an estimated \$400,000 in annual property tax revenue.

This state of the art clinic is expected to serve as a catalyst for future development along the corridor for support facilities such as hotels, housing for staff, medical offices, restaurants, and other amenity services.

Education Sector

Within, or immediately adjacent to, the UA Corridor are nine public and private schools/learning centers. The University of Wisconsin – Green Bay campus lies along the east end of the UA Corridor. There are currently 6,549 students enrolled at the University living (within the region) with approximately 2,000 to 2,300 on campus.

Arts & Cultural Sector

The Weidner Center for Performing Arts and the Kress Events Center, both located on the UW - Green Bay campus, bring regular sporting events, performing arts, conferences, and expos to locations within the 10 minute drive area. In addition, the Downtown KI Convention Center and Stadium District Research Center serve as venues for conferences and sporting events.

Industrial Sector

The UA Corridor has a legacy of intense industrial use, much of which is associated with area-wide contamination issues. The western portion of the corridor has a significant industrial heritage linked to the region's historical status housing the largest cluster of paper mills of any area in the world. The corridor also has a long history of meat processing plants which have been associated with surface water pollution.

Currently, large industrial facilities include American Foods Group, an active beef processing and packaging facilities located within the study area, and the Georgia Pacific Paper Mill located just north of the study area on the East River.

Market Opportunities

Housing Market

As indicated in Section 2.3, Economic Assessment, the housing market in the Green Bay area is beginning to strengthen after the recession. The for-sale market is starting to experience price increases in response to an improving economy, fewer foreclosures, and greater consumer confidence. Nevertheless, pricing on the whole has yet to return to pre-recession levels. Therefore, development opportunities are only limited to areas where amenities are the highest and demand is the strongest.



In the western half of the UA Corridor, housing is older and smaller and thus sells well below the region's average sales price. Therefore, demand is largely limited by the local market's ability to pay for new for-sale housing, which is almost non-existent. The exception would be the possibility that key sites nearest the downtown (e.g., American Foods or the transit center) were to be redeveloped into a large-scale project that transformed a broad area. The potential to directly connect to the downtown and leverage the East River as an amenity could conceivably unlock a market currently not drawn to the UA Corridor. However, the level of both public and private investment needed to attract buyers that could afford market rate pricing would be substantial.

Demand for market rate, newly constructed housing in the western half of the UA Corridor is predicated on significant public investment

Further east and closer to I-43, the ability of the local market to afford new for-sale housing improves; however, the cost to prepare sites for for-sale housing may require higher densities compared to what is commonly found in this section of the

A variety of housing types at varying densities would have market support in the eastern half of the UA Corridor

UA Corridor. However, with several large opportunity sites that could accommodate significant new development, a variety of housing types at varying densities (e.g., single-family homes on smaller lots or townhomes) would have market support, especially if there are strong pedestrian connections to nearby recreational or commercial amenities.

The rental housing market is currently very strong. In the Green Bay region, as of 2014, apartment vacancy is below 3% and the average rent has increased more than 10% in the past three years. This indicates strong pent up demand for rental housing throughout the metro region. In east Green Bay, rents are generally 10-15% lower than the rest of the metro area; however, vacancies are well below market equilibrium and rents have been rising rapidly, thus indicating pent-up demand as well. Moreover, new apartment development in east Green Bay has lagged behind other areas of the metro region, which suggests that there is additional pent-up demand in the market for new rental product with features and amenities desired by today's renter.

The UA Corridor can support approximately 200 new apartment units over the next five years. This estimate is derived from two important findings. First, housing demand is closely associated with employment and household growth. Therefore, employees of the new VA Outpatient Clinic and students from UWGB will be important sources of demand for new housing, especially along the eastern end of the UA Corridor. Second, since 2010, the Green Bay metropolitan region has built on average about 400 multifamily units per year. If this rate of growth is to continue and 10% of it could be captured along the UA Corridor, given the presence of the VA Clinic, UWGB, and some strategic public investments, 40 units of housing per year on average could be developed (or 200 units over a five-year period).

VA employees and UWGB students are important sources of demand for new housing in the UA Corridor

Multifamily Housing:
40 units/year
200 units in a 5-year period

Retail Market



As presented in Section 2.3, a significant amount of local household dollars are spent outside of the UA Corridor. This is due to several reasons. First, a small trade area constrains the retail potential of the UA Corridor, which is hemmed in by downtown Green Bay to the west, the Bay to the north, sparse

settlement to the east, and the East Town retail district to the south. East Town is east Green Bay's preeminent retail district with 1 million square feet of retail space compared to the UA Corridor's ½ million square feet of retail space.

Second, lower than average household incomes surrounding the UA Corridor means there are fewer discretionary dollars that can support a wide variety of retailers. For example, many chain retailers often have minimum income thresholds that need to be met before they locate in a trade area.

Third, the UA Corridor's retail presence lacks a physical and visual cohesion. This is because many properties are scattered and cannot take advantage of being in close proximity to complementary businesses. Also, there are no easily recognizable entry signs, banners, monuments, landmarks, or other features that help visitors orient themselves to the Corridor. The lack of cohesion is a barrier to creating an identity for the Corridor that can be branded and used to attract visitors from beyond the immediate neighborhoods.

There is opportunity to capture demand near Sturgeon Bay Road and I-43

On the positive side, the retail market is currently on an upswing. Retail vacancy throughout the metro area and in the UA Corridor has been steadily declining over the past 24 to 36 months. Also, the segment of the Corridor near Sturgeon Bay Road and I-43 does not take full advantage

of the freeway interchange. Thus, there is an opportunity to alter transportation patterns and capture a greater share of local demand and, more importantly, demand from outside the trade area.

There is potential to enhance retail opportunities by concentrating activity at key nodes instead of letting it spread along the entire Corridor. Allowing it to spread has contributed to a disjointed feel and new investment can often be overwhelmed by numerous older properties that have not been reinvested in. Key nodes would include the intersections at Sturgeon Bay Road, Danz Avenue, and Henry Street.

Concentrate retail activity at several key nodes

It should be noted that the retail industry has been undergoing significant change in recent years due to the impact of on-line shopping and demographic shifts. Internet retail has forced traditional brick-and-mortar retailers to emphasize quality of the shopping experience over value. To some degree, retailers can manipulate their store settings to enhance the shopping experience. However, the public sector is more and more likely to play a bigger role in helping to make the shopping experience more interesting through improvements to the public realm, such as enhanced streetscapes, more pedestrian connections between blocks, improved wayfinding, strategically placed open space/public art, etc. This is especially true along traditional commercial corridors such as the UA Corridor where the public realm and right-of-way are essential to the visitor experience.

The other significant change to the retail industry is demographic. The Baby Boom generation is aging into retirement, which means their spending habits have shifted away from convenience in support of raising families to more experiential activities. At the same time, the children of the Baby Boom generation, the Millennials, are starting to form their own households and impact the retail industry in important ways. For example, the Millennials are the first truly internet-based generation. As a result, they have a strong propensity to shop for goods and services on the Internet. However, their digital lifestyles, dominated by smart phone technologies, also mean they place a high value on experiences that can't be "virtualized" or adapted to an electronic medium. Therefore, places that facilitate social interaction by using all five senses (sight, smell, hearing, touch, and taste) and merge it with discretionary shopping are rapidly rising in demand.

Places that merge *social interaction* with *discretionary shopping* are rapidly rising in *demand*

Office Market



Across the Green Bay region the office market has generally remained stable over the last several years with overall vacancy that has oscillated between 10% and 12%. Despite a stable market, a large office building under development in the downtown (320 North Adams) with over 250,000 square feet of space will increase supply in the market and thus likely absorb most of

the short-term demand for office space. Further limiting future demand for office space is a trend toward less space per employee. Less space per worker is being driven by increased levels of telecommuting and greater emphasis on smaller workstations.

The market for office space along the UA Corridor is negligible. The Corridor contains just over 100,000 square feet of office space, which is less than 1% of the metro market. Furthermore, the current vacancy rate is close to 20%, which is almost twice the metro-wide vacancy rate. In addition, the close proximity of the Corridor to the downtown clearly has an impact on office demand because any large user that would benefit from a location on or near the Corridor would likely prefer a downtown location. Also, the vast majority of office needs in the Corridor mostly consist of small professional service firms catering to the local household base (e.g., attorneys, accountants, tax preparers, chiropractors, dentists, etc.). In addition, because of the lower rents at many of the aging retail spaces along the Corridor, many professional service firms can afford retail space and benefit from its greater visibility.

The market for office space along the University Avenue corridor is negligible

Although current market conditions do not support significant office development along the UA Corridor, there are two possible segments of the Corridor that may be exceptions. First, as noted previously, the American Foods site is very close to the downtown. Therefore, any future redevelopment of the site, in which it is connected to the downtown, would present opportunity for significant new office development. Second, the VA Outpatient Clinic will likely be a catalyst for ancillary medical office space (e.g., specialty clinics, labs, records storage, etc.) in the vicinity of the clinic. These office users will prefer to be as close to the medical center as possible and also have visibility from I-43.

The **VA Outpatient Clinic** will likely be a **catalyst for ancillary medical office space**



Appendix C: Legal Description for TID 18

PARCEL	LOCATION	BLIGHT	REHAB / CNSRVTN	ACRES	DOCUMENT	LEGAL DESCRIPTION
21-1233	2670 UNIVERSITY AV			0.819183	2320483	THAT PRT GOVT LOT 1 S33 T24 N R21E COM SE COR P C 44 TH SE TO CL HWY NELY ALG C-L 905.3 FT TO BEG N 55 DEG 16 MIN 43 SEC W TO NE COR PC 44 NELY TO SEC LINE E TO NE COR S 660 FT W TO W LINE C BAUERS LAND N TO CL HWY NELY TO BEG EX 305 D 461 BC
21-1234-1	2645 UNIVERSITY AV	X	X	1.965661	1694933	THAT PRT GOVT LOT 1 SEC 33 T24N R21E DESC IN J12722-40
21-1234-1-1	2657 UNIVERSITY AV	X	X	1.476344	2333186	PRT GOVT LOT 1 S33 T24N R21 E COM SE COR PC 44E N 26 DEG E 755.4 FT TO BEG N 26 DEG E 16 FT S 55 DEG 16 MIN 43 SEC E 395.56 FT S 35 DEG 18 MIN E 199.77 FT S 62 DEG 47 MIN W 201.78 FT N 30 DEG 03 MIN W 537.75 FT TO BEG
21-1234-2-1	2635 UNIVERSITY AV	X	X	0.424842	2115526	PRT GOVT LOT 1 S33 T24N R21 E COM SE COR PC 44E S 29 DEG 56 MIN 27 SEC E 85.03 FT TO CL HWY N 62 DEG 47 MIN E 274 FT TO BEG N 62 DEG 47 MIN E 150 FT N 29 DEG 56 MIN 27 SEC W 165 FT S 62 DEG 47 MIN W 150 FT S 29 DEG 56 MIN 27 SEC E 165 FT TO B
21-1247-1	2532 UNIVERSITY AV	X	X	1.03171	J01984-26	THAT PRT OF GOVT LOT 2 SEC 33 T24 R21 AS DESC IN J1984-24 (PCL 1)

PARCEL	LOCATION	BLIGHT	REHAB / CNSRVTN	ACRES	DOCUMENT	LEGAL DESCRIPTION
21-1249-1-1	2560-2566 UNIVERSITY AV	X	X	1.441091	J24847-03	LOT 2 OF 33 CSM 272 BNG PRT OF GOVT LOT 2 SEC 33 T24N R21E
21-1249-1-1	2560-2566 UNIVERSITY AV		X	0.864214	J24847-03	LOT 2 OF 33 CSM 272 BNG PRT OF GOVT LOT 2 SEC 33 T24N R21E
21-1249-1-2	UNIVERSITY AV	X		15.664428	J24847-03	PRT OF GOVT LOTS 1 & 2 & PRT OF SE1/4 NE1/4 SEC 33 T24N R21E DESC AS PCLS 1 & 2 IN J24847-01 EX 33 CSM 272 & EX RD IN 2424037
21-1249-1-3	UNIVERSITY AV	X	X	1.837203	1711707	LOT 1 OF 33 CSM 272 BNG PRT OF GOVT LOTS 2 & 3 & BNG PRT OF SE1/4 NW1/4 SEC 33 T24N R21E
21-1250	2491 UNIVERSITY AV	X	X	0.909316	J05445-24	PART OF GOVT LOT 3 SEC 33 T24N R21E DESC IN J5445-24 EX J14845-43 & EX ST
21-1251	2437 UNIVERSITY AV		X	0.504951	2602343	LOT 1 OF 36 CSM 227 BNG PRT OF GOV'T LOT 3 SEC 33 T24N R21E & BNG PART OF VAC CLEMENT ST
21-1251-1	2475 UNIVERSITY WY	X	X	3.404678	2689145	LOTS 1 & 2 OF 29 CSM 37 BNG PRT OF GOV'T LOT 3 & PRT OF VAC PREBLE AV SEC 33 T24N R21E
21-1251-A	2439-2443 UNIVERSITY WY		X	1.311492	1791419	LOT 2 OF 36 CSM 227 BNG PRT OF GOV'T LOT 3 SEC 33 T24N R21E & BNG PART OF VAC CLEMENT ST
21-1251-B	2445 UNIVERSITY AV	X	X	0.48044	2639461	PARCELS "A" & "B" IN 2 CSM 261 BNG PRT OF GOVT LOT 3 S33 T24N R21E

PARCEL	LOCATION	BLIGHT	REHAB / CNSRVTN	ACRES	DOCUMENT	LEGAL DESCRIPTION
21-1252	2411 UNIVERSITY AV	X	X	2.940265	1966883	W 6.30CHS OF GOVT LOT 3 S33 T24N R2IE LYG S OF CL OF FARLIN AVE EXT EX 292 D 301 BCR EX PRT DES IN 836 R 231 5.99A EX ST EXC 75 J 250-3 ALSO VACATED ST
21-1252-1	2429 UNIVERSITY AV		X	0.708365	2199611	THAT PART OF GOV'T LOT 3 SEC 33 T24N R2IE DESC IN J15679-17
21-1252-2	2419 UNIVERSITY AV	X	X	0.580134	2271072	THAT PRT GOV'T LOT 3 SEC 33 T24N R2IE DESC IN J17331-27
21-1254	2442 UNIVERSITY AV	X	X	0.628737	2697681	THAT PRT OF SE 1/4 NW 1/4 S EC 33 T24N R2IE DESC AS PCL 1 OF 4 CSM 277 EXC VOL 1073 R 319
21-1254-2	2450 UNIVERSITY AV	X	X	4.311585	1981039	PRT OF E1/2 NW1/4 SEC 33 T24N R2IE DESC AS LOT 2 OF 4 CSM 277 EX LOT 1 OF 4 CSM 333
21-1254-2-A	564-609 ROTHE ST			6.082368	2396568	LOT 3 OF 4 CSM 277 BNG PRT OF SE1/4 NW1/4 SEC 33 T24N R2IE EX 29 CSM 378
21-1254-2-B	553-559 ROTHE ST			2.993074	2077434	PCL 4 OF 4 CSM 277 BNG PRT OF SE1/4 NW1/4 SEC 33 T24N R2IE
21-1254-2-C	610 CLEMENT ST	X	X	0.688436	2697681	PART OF SEC 33 T24N R2IE DESC AS LOT 1 OF 4 CSM 333
21-1254-2-D	2400 BLOCK UNIVERSITY AV	X	X	0.286524	2532362	LOT 1 OF 29 CSM 378 BNG PRT OF SE1/4 NW1/4 SEC 33 T24N R2IE

PARCEL	LOCATION	BLIGHT	REHAB / CNSRVTN	ACRES	DOCUMENT	LEGAL DESCRIPTION
21-1254-3	2476 UNIVERSITY AV	X	X	0.761332	2532362	THAT PRT OF E 12.5 CHS OF W 18.80 CHS OF E 1/2 OF NW 1/4 S33 T24N R21E AS DES IN 23 LC 357 & 23 LC 355 BCR EX 657 R 551 BCR & EX 1068 R 284
21-1254-3-1	2492 UNIVERSITY AV	X	X	0.53876	J26922-21	LOT 2 OF 10 CSM 175 BNG PRT OF E1/2 NW1/4 SEC 33 T24N R21E
21-1254-4	2480 UNIVERSITY AV	X	X	0.534904	J10981-18	LOT 1 OF 10 CSM 175
21-1254-A	515 ROTHE ST	X	X	2.907969	2087793	THAT PRT OF SE1/4 NW1/4 SEC 33 T24N R21E AS DESC IN 729 R 561 BNG PRT OF SD SEC LYG S OF LIEBMANN SPUR TRACK
21-1254-B	522 CLEMENT ST	X	X	4.17894	2087793	PRT OF SE 1/4 NW 1/4 OF SEC 33 T24N R21E AS DESC IN 962 R 596 & PRT IN 2609608
21-1714-E-32	2340 UNIVERSITY AV	X	X	0.322866	2674250	GEIMER ADDITION LOT 32
21-2199	2035 UNIVERSITY AV			0.591342	2500993	LOT 1 OF 58 CSM 38 BNG PRT OF LOTS 57 & 58 NEWBERRYS ADDN SUBD #1
21-2200	2023-2027 UNIVERSITY AV	X		0.372806	2516727	NEWBERRYS ADDN SUBD #1 W 88 FT OF E 176 FT OF LOT 57 LYG S OF PREBLE AVE EX N 125 FT
21-2201	2015 UNIVERSITY AV	X		0.338393	2688224	NEWBERRYS SUBD #1 W 88 FT OF LOT 57 LYG S OF PREBLE AVE EX NLY 142 FT & EX J5221-25 FOR ST
21-2202-2	2055 UNIVERSITY AV	X		0.414095	2528283	NEWBERRYS ADDN SUBD #1 SLY 150 FT OF ELY 180 FT OF LOT 58 EX E 60 FT

PARCEL	LOCATION	BLIGHT	REHAB / CNSRVTN	ACRES	DOCUMENT	LEGAL DESCRIPTION
21-2202-2-1	2065 UNIVERSITY AV	X		0.205923	2196116	NEWBERRYS ADDN SUBD #1 E 60 FT OF SLY 150 FT OF LOT 58
21-2204	2117 UNIVERSITY AV	X		0.214087	2208359	NEWBERRYS ADDN SUBD #1 WLY 62 FT OF SLY 152 FT OF E 1/2 OF S 1/2 OF LOT 59.21A EXC J 3448-39
21-2205-1	2105-2111 UNIVERSITY AV			0.462898	2278832 2	NEWBERRYS ADDN SUBD #1 S 150 FT OF W 1/2 OF LOT 59
21-2208-4	2145 UNIVERSITY AV			1.199643	1717748	NEWBERRYS ADDN SUBD NO 1 E 164 FT OF S 150 FT OF LOT 60 EX J03572-46 & S 152 FT OF E 1/2 OF LOT 59 EX W 62 FT & EX J03363-01 & LOT 2 OF 7 CSM 401 EX J03363-08
21-2213	2351 UNIVERSITY AV	X	X	3.2113	1991480	NEWBERRYS ADDN SUBD #1 LOT 64 EXC RD IN 1123 R 328
21-2216-1	2328 UNIVERSITY AV	X	X	0.327269	1746298	NEWBERRYS ADDN SUBD #1 THAT PRT LOT 67 COM NE COR S 146.5 FT TH N 89 DEG 49 MIN 04 SEC W 99.71 FT N 138.87 FT TO S LINE OF WILLOW ST E 100.0 FT TO BEG .33A
21-2216-5	2324 UNIVERSITY AV		X	0.151209	J14601-25	NEWBERRYS ADDN SUBD #1 PRT LOT 67 COM NE COR S 85 DEG 26 MIN 34 SEC W 100 FT TO BEG S 85 DEG 26 MIN 34 SEC W 48.75 FT S 0 DEG 10 MIN 56 SEC E 135.58 FT S 89 DEG 49 MIN 04 SEC E 48.29 FT N 0 D EG 10 MIN 56 SEC W 138.87 FT TO BEG EXC J 3615-7

PARCEL	LOCATION	BLIGHT	REHAB / CNSRVTN	ACRES	DOCUMENT	LEGAL DESCRIPTION
21-2218-1	615-617 PETERS ST	X	X	0.192851	2364337	NEWBERRYS ADDN SUBD #1 PRT LOT 68 COM NE COR LOT 67 S 85 DEG 26 MIN 34 SEC W 208.61 FT CONT SWLY 42.86 FT S 0 DEG 10 MIN 56 SEC E 272 FT S 89 DEG 49 MIN 04 SEC E 42.73 FT N 0 DEG 10 M IN 56 SEC W 275.27 FT TO BEG EX S 80 FT EXC J 3615-1
21-2219	2136 UNIVERSITY AV		X	0.309361	2489931	NEWBERRYS ADDN SUBD #1 PRT OF LOT 73 DESC IN J17356-39
21-2220	2148 UNIVERSITY AV			0.514063	2679067	NEWBERRYS SUBD #1 NLY 1.5 ACRES OF ELY 2 ACRES OF LOT 73 EX STS & EX SLY 584 FT & EX J3129-18
21-2221-1	2128 UNIVERSITY AV	X	X	0.532917	2517800	PCL A OF 1 CSM 595 BNG PRT OF NEWBERRYS SUBD #1 LOT 74 EX RD IN J3586-9
21-2221-2	2121 VAN DEUREN ST		X	1.053229	1736165	PCL B IN 1 CSM 595 BNG PRT OF LOT 74 NEWBERRYS SUBD #1 & THAT PRT OF WLY 3 ACRES OF LOT 73 LYG BTWN VAN DEUREN ST & THE S/L OF J17356-39
21-2222-1	2042-2080 UNIVERSITY AV			2.526085	1598986	PCL A OF 3 CSM 255 BNG PRT NEWBERRYS SUBD #1 LOTS 75 & 76
21-2224	NEWTOLS ST		X	0.492783	2188035	NEWBERRYS ADDN SUBD #1 ELY 179.4 FT OF NLY 270 FT OF LOT 77 EX N 150 FT .51A
21-2224-1	2030 UNIVERSITY AV		X	0.615732	2188035	NEWBERRYS ADDN SUBD #1 NLY 150 FT OF ELY 179.4 FT OF LOT 77 .64A

PARCEL	LOCATION	BLIGHT	REHAB / CNSRVTN	ACRES	DOCUMENT	LEGAL DESCRIPTION
21-2273	2204 UNIVERSITY AV			1.375861	J25734-33	NEJEDLO & ZILLES SUBD OF LOTS 69,70,71 & 72 PLAT OF NEWBERRY'S SUBD #1 PART OF LOT A AS DESC IN J22401-19
21-2274	2226 UNIVERSITY AV			1.117658	2697902	NEWBERRY'S ADDN #1 THAT PRT OF LOT A SUBD OF LOTS 69-72 DESC AS "TOTAL PARCEL" IN J25054-36 ALSO BNG PART OF LOT I OF 14 CSM 19
21-2275	2302 UNIVERSITY AV			0.950917	J22654-35	SUBD OF LOTS 69,70,71 & 72 OF NEWBERRYS ADDN SUBD #1 THAT PART OF LOT B AS DESC IN J18815-22 & J18948-35 & NEWBERRY'S ADDN #1 W 80 FT OF NLY 272 FT OF LOT 68
21-2280	2246 UNIVERSITY AV			0.385281	2249639	SUBD OF LOTS 69-70-71-72 OF NEWBERRYS ADDN SUBD #1 N 150 FT OF LOT B W OF TUREK ST EX S 84 FT OF E 50 FT & EX J03203-16
21-2281-A	625 ALROSE ST	X		0.075678	J14330-40	SUBD OF LOTS 69-70-71-72 OF NEWBERRYS ADDN SUBD #1 S 84 FT OF E 39.35 FT OF W 139.35 FT OF N 150 FT OF LOT B
21-2454	2594 UNIVERSITY AV		X	0.331048	2555101	PIERRE ADDN LOT 9 EX WLY 20 FT & ALL OF LOT 8 & WLY 20 FT OF LOT 7 BLK I
21-2455	2590 UNIVERSITY AV		X	0.334007	2555101	PIERRE ADDITION LOT 10 & WLY 20 FT OF LOT 9 EX ST BLK I

PARCEL	LOCATION	BLIGHT	REHAB / CNSRVTN	ACRES	DOCUMENT	LEGAL DESCRIPTION
21-2456	2625 HUMBOLDT RD	X	X	0.686949	2316692	PIERRE ADDITION THAT PRT OF LOTS 11-12-13 & 14 & VACATED PIERRE ST DESC IN 974 R 68 BLK 1
21-2475-C-16	2500 BLOCK JENNY LN	X	X	0.362845	J17728-03	LOT 1 OF 25 CSM 37 BNG PART OF LOTS 1 & 2 & OUTLOT 1 BLK 3 OF ROTHE PLAT & PART OF VAC SERVICE RD
21-2475-C-19	2525 UNIVERSITY AV	X	X	1.280998	J27043-55	LOT 2 OF 11 CSM 379 BNG PRT OF BLOCK 3 OF ROTHE PLAT 1.28 AC
21-2475-C-19-A	2501 UNIVERSITY AV	X	X	0.311537	1734995	ROTHE PLAT WLY 80 FT OF OUT LOT 1 AS DES IN 367 D 90 & VAC ALLEY & VAC SERVICE RD ADJ DES IN J 5543-34
21-2475-C-22	2514 JENNY LN			0.573723	J16967-46	LOT 2 OF 25 CSM 37 BNG PART OF LOTS 2,3 & 4 & OUTLOT 1 BLK 3 OF ROTHE PLAT
21-2475-C-23	2500 UNIVERSITY AV	X	X	0.573723	1583815	LOT 3 OF 25 CSM 37 BNG PART OF OUTLOT 1 BLK 3 OF ROTHE PLAT & PART OF VAC SERVICE DR
21-2475-F-1	2350 UNIVERSITY AV	X	X	2.96408	2582561	GEIMER ADDN LOTS 1 & 2 & SCHELLER ADDN LOTS 1,2,3,4, 5 & 6 & THAT PART OF W1/3 OF E1/2 OF NW1/4 SEC 33 T24N R21E LYG N & E OF SD LOT 1-6 BOUNDED ON THE N BY UNIVERSITY AV & ON THE E BY CLEMENT ST EX 1085 R 442 FOR ST
21-2705	2255 UNIVERSITY AV			0.371748		WARRENS PREBLE ADDN LOT 1 & 2 BLK A EXC J 3798-41

PARCEL	LOCATION	BLIGHT	REHAB / CNSRVTN	ACRES	DOCUMENT	LEGAL DESCRIPTION
21-2709	2237-2241 UNIVERSITY AV		X	0.493571		WARRENS PREBLE ADDN LOTS 3-4 & 5 BLK A EXC J 3249-35 EXC J 3968-20
21-2710	2201-2235 UNIVERSITY AV		X	0.757874	J15417-11	WARRENS PREBLE ADDN LOTS 6, 7 & 8 BLK A EX THE SLY 7 FT THEREOF ALSO PART OF NEWBERRYS ADDN SUBD #1 DESC AS THE S 100 FT OF THE W 120 FT OF LOT 61 EX J3406-28
21-2722	2265 UNIVERSITY AV			0.376516	2586181	WARRENS PREBLE ADDN LOT 1 EX J3615-15 & LOT 2 BLK B
21-2725	2311 UNIVERSITY AV			0.522065	2178494	WARRENS PREBLE ADDN LOTS 3, 4 & 5 BLK B EX 1126 R 250 FOR HWY
21-2728	2327-2329 UNIVERSITY AV			0.568207	J23636-52	LOT 2 OF 20 CSM 209 BNG PRT OF LOTS 6 THRU 11 BLK B OF WARRENS PREBLE ADDN
21-275-1	2833 UNIVERSITY AV			0.639157	2312632	PRT LOTS 3 & 4 SECT 27 T24N R21E DES AS SWLY 80 FT OF NELY 160 FT OF PRT DES IN 248 D 249 BCR .64A
21-275-1-1	2831 UNIVERSITY AV	X		1.110276	J05945-11	PRT LOTS 3 & 4 SEC 27 T24N R21E COM INSECTN W/L HWY 57 & S/L PC 46 ESFR NLY ALG HWY 756.2 FT TO BEG N64*W 350.57 FT N32*15'E 90 FT S64*E 350.57 FT S32*15'W 90 FT TO BEG & PRT OF LOT 1 OF 33 CSM 85 BNG PART OF SD GOV'T LOTS DESC IN 1759586

PARCEL	LOCATION	BLIGHT	REHAB / CNSRVTN	ACRES	DOCUMENT	LEGAL DESCRIPTION
21-275-1-2	2835 UNIVERSITY AV	X		0.638862	1584747	NELY 1/2 OF THAT PRT GOVT LOTS 3 & 4 SECT 27 T24N R21E DES IN 248 D 249 & 249 D 318 BCR EX 336 D 152
21-275-2-1	2839 UNIVERSITY AV	X		1.274425	2679146	PART OF GOV'T LOTS 3 & 4 SEC 27 T24N R21E DESC IN J18587-10
21-278	2790 UNIVERSITY AV	X		0.296069	1956288	THAT PRT OF FRAC SW 1/4 S27 T24N R21E COM INSECTN S LINE PC 46E & E LINE OF NEW HY 57 TH S 43 DEG 10 MIN W ALG HY 136 FT TO BEG CONT A LG HY 190 FT TH SW TO N LINE OF OLD HY TH ALG HY TO PT 265 FT 7 IN SWLY FROM S LINE OF PC 46E TH N 27 DEG
21-280-1	2735 UNIVERSITY AV	X	X	15.717051	2530865	PART OF SW1/4 SEC 27 & PART SE1/4 SEC 28 & PRT NW1/4 NW1/4 SEC 34 ALL IN T24N R21E & PART OF PC 45 EFR DESC IN 75J274-32 & PART OF PC46 EFR DESC IN J25686-20
21-280-1	2735 UNIVERSITY AV		X	4.617182	2530865	PART OF SW1/4 SEC 27 & PART SE1/4 SEC 28 & PRT NW1/4 NW1/4 SEC 34 ALL IN T24N R21E & PART OF PC 45 EFR DESC IN 75J274-32 & PART OF PC46 EFR DESC IN J25686-20
21-301	2580 UNIVERSITY AV	X	X	33.259563	J01984-24	THAT PRT NW1/4 SE1/4 & PRT OF NE1/4 SW1/4 & PRT SE1/4 NW1/4 & PRT LOT 2 ALL IN SEC 33 T24N R21E DESC AS PCL 2 IN J1984-24 EX PRT DESC IN J5164-27

PARCEL	LOCATION	BLIGHT	REHAB / CNSRVTN	ACRES	DOCUMENT	LEGAL DESCRIPTION
21-429-2	2809 UNIVERSITY AV			2.888728	2471732	PRT PC 46 E & SW 1/4 SW 1/4 S27 T24N R21E COM INSECTN S LINE PC 46E & W LINE HWY 57 NLY ALG HWY 169.8 FT N 64 DEG W 548.5 FT S 26 DEG W 165 FT S 45 DEG 35 MIN 30 SEC E 481.06 FT TO W LINE HWY NLY 160 FT TO BEG 2.88A
21-429-3	2811 UNIVERSITY AV			1.210178	2604063	LOT 2 OF 16 CSM 361 BNG PRT OF PC 46 ESRF
21-429-3-1	2815 UNIVERSITY AV	X		1.226645	2284644	LOT 1 OF 16 CSM 361 BNG PRT OF PC 46 ESRF
21-429-4	2825 UNIVERSITY AV	X		2.282419	J25263-46	PRT PC 46 ESRF COM INSECTN W/L HWY 57 & S/L NLY ALG HWY 372.7 FT TO BEG N64*W 547.7 FT N26*E 90 FT S64*E 129.78 FT N32*15'E 205 FT S64*E 427.52 FT TO W/L OF HWY SLY TO BEG EX 360 D 220 & PRT OF LOT 1 OF 33 CSM 85 BNG PART OF GOV'T LOTS 3 &
21-429-4-1	2819 UNIVERSITY AV	X		1.22695	1540740	PRT PC 46E COM INSECTN W LINE HWY 57 & S LINE NLY ALG HWY 372.7 FT TO BEG N 64 DE G W 547.7 FT N 26 DEG E 90 FT S 64 DEG E 129.78 FT N 32 DEG 15 MIN E 10.06 FT S 64 DEG E 427.52 FT TO W LINE OF SLY ALG HWY 100.56 FT TO BEG 1.22A

Appendix D: TID 18 Parcels and Assessed Values

PARCEL	LOCATION	ACRES	LAND VALUE	IMPROVEMENT VALUE	TOTAL VALUE
21-1254-2-A	564-609 ROTHE ST	6.08	\$933,500	\$3,049,500	\$3,983,000
21-429-2	2809 UNIVERSITY AV	2.88	\$440,600	\$1,702,500	\$2,143,100
21-2222-1	2042-2080 UNIVERSITY AV	2.52	\$632,700	\$965,400	\$1,598,100
21-2475-F-1	2350 UNIVERSITY AV	2.96	\$445,500	\$1,136,100	\$1,581,600
21-2208-4	2145 UNIVERSITY AV	1.19	\$300,800	\$1,122,700	\$1,423,500
21-2273	2204 UNIVERSITY AV	1.37	\$344,600	\$862,100	\$1,206,700
21-1254-2	2450 UNIVERSITY AV	4.31	\$540,000	\$643,100	\$1,183,100
21-1254-2-B	553-559 ROTHE ST	2.99	\$365,900	\$801,100	\$1,167,000
21-1251-1	2475 UNIVERSITY WY	3.4	\$853,000	\$273,500	\$1,126,500
21-301	2580 UNIVERSITY AV	33.25	\$672,500	\$319,500	\$992,000
21-2710	2201-2235 UNIVERSITY AV	0.75	\$189,900	\$537,900	\$727,800
21-280-1	2735 UNIVERSITY AV	20.33	\$620,100	\$61,400	\$681,500
21-2709	2237-2241 UNIVERSITY AV	0.49	\$123,700	\$530,800	\$654,500
21-2275	2302 UNIVERSITY AV	1.1	\$276,000	\$365,400	\$641,400
21-2221-2	2121 VAN DEUREN ST	1.05	\$263,800	\$279,400	\$543,200
21-2224-1	2030 UNIVERSITY AV	0.61	\$154,600	\$349,500	\$504,100
21-2475-C-19	2525 UNIVERSITY AV	1.28	\$319,100	\$179,200	\$498,300
21-1234-1	2645 UNIVERSITY AV	1.96	\$299,700	\$178,300	\$478,000
21-2274	2226 UNIVERSITY AV	1.11	\$295,600	\$109,900	\$405,500
21-1247-1	2532 UNIVERSITY AV	1.03	\$207,000	\$191,700	\$398,700
21-2728	2327-2329 UNIVERSITY AV	0.56	\$128,200	\$263,000	\$391,200
21-275-1	2833 UNIVERSITY AV	0.63	\$98,000	\$229,900	\$327,900
21-2455	2590 UNIVERSITY AV	0.33	\$83,700	\$242,400	\$326,100
21-1252-1	2429 UNIVERSITY AV	0.7	\$178,100	\$145,000	\$323,100
21-1249-1-3	UNIVERSITY AV	1.83	\$322,100	\$0	\$322,100
21-2705	2255 UNIVERSITY AV	0.37	\$93,200	\$225,700	\$318,900
21-1233	2670 UNIVERSITY AV	0.81	\$187,900	\$122,700	\$310,600
21-2199	2035 UNIVERSITY AV	0.59	\$125,900	\$179,000	\$304,900

PARCEL	LOCATION	ACRES	LAND VALUE	IMPROVEMENT VALUE	TOTAL VALUE
21-2456	2625 HUMBOLDT RD	0.68	\$104,700	\$197,300	\$302,000
21-1234-1-1	2657 UNIVERSITY AV	1.47	\$225,000	\$63,900	\$288,900
21-2722	2265 UNIVERSITY AV	0.37	\$94,300	\$170,300	\$264,600
21-2220	2148 UNIVERSITY AV	0.51	\$128,800	\$110,500	\$239,300
21-2219	2136 UNIVERSITY AV	0.3	\$77,500	\$152,800	\$230,300
21-1251-A	2439-2443 UNIVERSITY WY	1.31	\$164,200	\$56,100	\$220,300
21-2725	2311 UNIVERSITY AV	0.52	\$130,700	\$79,400	\$210,100
21-1254-B	522 CLEMENT ST	4.17	\$144,000	\$58,000	\$202,000
21-1251	2437 UNIVERSITY AV	0.5	\$126,400	\$73,400	\$199,800
21-1254-3-1	2492 UNIVERSITY AV	0.53	\$135,000	\$61,200	\$196,200
21-275-2-1	2839 UNIVERSITY AV	1.27	\$50,000	\$132,900	\$182,900
21-1254-4	2480 UNIVERSITY AV	0.53	\$134,400	\$39,100	\$173,500
21-2224	NEWTOLS ST	0.49	\$123,600	\$49,800	\$173,400
21-1249-1-1	2560-2566 UNIVERSITY AV	2.3	\$173,200	\$100	\$173,300
21-1252-2	2419 UNIVERSITY AV	0.58	\$146,100	\$26,000	\$172,100
21-1250	2491 UNIVERSITY AV	0.9	\$113,900	\$57,800	\$171,700
21-429-3-1	2815 UNIVERSITY AV	1.22	\$48,100	\$118,700	\$166,800
21-2205-1	2105-2111 UNIVERSITY AV	0.46	\$116,000	\$48,900	\$164,900
21-429-4	2825 UNIVERSITY AV	2.28	\$74,600	\$87,700	\$162,300
21-429-4-1	2819 UNIVERSITY AV	1.22	\$48,100	\$112,800	\$160,900
21-1249-1-2	UNIVERSITY AV	15.66	\$151,800	\$0	\$151,800
21-2475-C-19-A	2501 UNIVERSITY AV	0.31	\$78,200	\$68,000	\$146,200
21-275-1-1	2831 UNIVERSITY AV	1.11	\$43,500	\$99,800	\$143,300
21-1254-3	2476 UNIVERSITY AV	0.76	\$143,000	\$100	\$143,100
21-2216-5	2324 UNIVERSITY AV	0.15	\$38,400	\$101,200	\$139,600
21-2454	2594 UNIVERSITY AV	0.33	\$82,900	\$52,100	\$135,000
21-2280	2246 UNIVERSITY AV	0.38	\$41,800	\$92,200	\$134,000
21-275-1-2	2835 UNIVERSITY AV	0.63	\$25,100	\$108,200	\$133,300

PARCEL	LOCATION	ACRES	LAND VALUE	IMPROVEMENT VALUE	TOTAL VALUE
21-2221-1	2128 UNIVERSITY AV	0.53	\$129,100	\$0	\$129,100
21-1254	2442 UNIVERSITY AV	0.62	\$126,000	\$0	\$126,000
21-278	2790 UNIVERSITY AV	0.29	\$74,200	\$44,800	\$119,000
21-1714-E-32	2340 UNIVERSITY AV	0.32	\$80,900	\$37,700	\$118,600
21-2218-1	615-617 PETERS ST	0.19	\$25,000	\$90,700	\$115,700
21-429-3	2811 UNIVERSITY AV	1.21	\$47,500	\$61,200	\$108,700
21-1254-2-C	610 CLEMENT ST	0.68	\$105,000	\$3,100	\$108,100
21-2202-2	2055 UNIVERSITY AV	0.41	\$68,700	\$35,900	\$104,600
21-2200	2023-2027 UNIVERSITY AV	0.37	\$31,400	\$71,700	\$103,100
21-2202-2-1	2065 UNIVERSITY AV	0.2	\$38,200	\$63,000	\$101,200
21-1251-B	2445 UNIVERSITY AV	0.48	\$96,300	\$0	\$96,300
21-2204	2117 UNIVERSITY AV	0.21	\$39,600	\$54,500	\$94,100
21-2475-C-23	2500 UNIVERSITY AV	0.57	\$85,500	\$0	\$85,500
21-2201	2015 UNIVERSITY AV	0.33	\$30,700	\$54,300	\$85,000
21-2216-1	2328 UNIVERSITY AV	0.32	\$81,700	\$1,400	\$83,100
21-2475-C-16	2500 BLOCK JENNY LN	0.36	\$55,300	\$23,000	\$78,300
21-2281-A	625 ALROSE ST	0.07	\$14,400	\$56,100	\$70,500
21-1234-2-1	2635 UNIVERSITY AV	0.42	\$64,800	\$0	\$64,800
21-1254-2-D	2400 BLOCK UNIVERSITY AV	0.28	\$53,800	\$0	\$53,800
21-2213	2351 UNIVERSITY AV	3.21	\$28,000	\$0	\$28,000
21-1252	2411 UNIVERSITY AV	2.94	\$22,400	\$0	\$22,400
21-1254-A	515 ROTHE ST	2.9	\$15,700	\$0	\$15,700
21-2475-C-22	2514 JENNY LN	0.57	\$0	\$0	\$0

Appendix E: TID 18 Pro Forma

Year	Value Year	Site A Increment	Site B Increment	Site C Increment	Annual Additional Increment	Total Increment	Property Tax Rate	Annual TID Revenue	Incentives: PayGo	Infrastructure: Debt Service	Administration	Annual TID Expenditures	% of Revenue	Cash Flow	Cumulative TID Balance
1	2016	\$4,029,600	\$0	\$0	\$4,029,600	\$0	\$21.88	\$0	\$0	\$0	\$0	\$0	0%	\$0	\$0
2	2017	\$2,000,000	\$0	\$0	\$2,000,000	\$4,029,600	\$21.88	\$0	\$0	\$220,746	\$50,000	\$270,746	0%	-\$270,746	-\$270,746
3	2018	\$1,000,000	\$3,913,900	\$0	\$4,913,900	\$6,029,600	\$21.88	\$88,168	\$66,126	\$183,955	\$51,000	\$301,081	341%	-\$212,913	-\$483,659
4	2019	\$500,000	\$2,000,000	\$0	\$2,500,000	\$10,943,500	\$21.88	\$131,928	\$98,946	\$183,955	\$52,020	\$334,921	254%	-\$202,993	-\$686,652
5	2020	\$250,000	\$1,000,000	\$5,618,500	\$6,868,500	\$13,443,500	\$21.88	\$239,444	\$158,174	\$183,955	\$53,060	\$395,189	165%	-\$155,745	-\$842,398
6	2021	\$250,000	\$3,000,000	\$3,000,000	\$6,250,000	\$20,312,000	\$21.88	\$294,144	\$188,259	\$183,955	\$54,122	\$426,335	145%	-\$132,192	-\$974,589
7	2022	\$0	\$1,500,000	\$1,500,000	\$3,000,000	\$26,562,000	\$21.88	\$444,427	\$264,768	\$183,955	\$55,204	\$503,927	113%	-\$59,500	-\$1,034,089
8	2023	\$0	\$1,500,000	\$3,000,000	\$4,500,000	\$29,562,000	\$21.88	\$581,177	\$334,510	\$183,955	\$56,308	\$574,773	99%	\$6,403	-\$1,027,686
9	2024	\$0	\$0	\$1,500,000	\$1,500,000	\$34,062,000	\$21.88	\$646,817	\$367,330	\$183,955	\$57,434	\$608,719	94%	\$38,097	-\$989,589
10	2025	\$0	\$0	\$1,000,000	\$1,000,000	\$35,562,000	\$21.88	\$745,277	\$416,560	\$183,955	\$58,583	\$659,098	88%	\$86,178	-\$903,411
11	2026	\$0	\$0	\$0	\$0	\$36,562,000	\$21.88	\$778,097	\$432,970	\$183,955	\$59,755	\$676,680	87%	\$101,417	-\$801,994
12	2027	\$0	\$0	\$0	\$0	\$36,562,000	\$21.88	\$799,977	\$443,910	\$183,955	\$60,950	\$688,815	86%	\$111,162	-\$690,832
13	2028	\$0	\$0	\$0	\$0	\$36,562,000	\$21.88	\$799,977	\$443,910	\$183,955	\$62,169	\$690,034	86%	\$109,943	-\$580,890
14	2029	\$0	\$0	\$0	\$0	\$36,562,000	\$21.88	\$799,977	\$443,910	\$183,955	\$63,412	\$691,277	86%	\$108,699	-\$472,190
15	2030	\$0	\$0	\$0	\$0	\$36,562,000	\$21.88	\$799,977	\$443,910	\$183,955	\$64,680	\$692,546	87%	\$107,431	-\$364,759
16	2031	\$0	\$0	\$0	\$0	\$36,562,000	\$21.88	\$799,977	\$443,910	\$183,955	\$65,974	\$693,839	87%	\$106,137	-\$258,622
17	2032	\$0	\$0	\$0	\$0	\$36,562,000	\$21.88	\$799,977	\$443,910	\$183,955	\$67,293	\$695,159	87%	\$104,818	-\$153,804
18	2033	\$0	\$0	\$0	\$0	\$36,562,000	\$21.88	\$799,977	\$312,144	\$183,955	\$68,639	\$564,739	71%	\$235,238	\$81,434
19	2034	\$0	\$0	\$0	\$0	\$36,562,000	\$21.88	\$799,977	\$312,144	\$183,955	\$70,012	\$566,112	71%	\$233,865	\$315,299
20	2035	\$0	\$0	\$0	\$0	\$36,562,000	\$21.88	\$799,977	\$170,866	\$183,955	\$71,412	\$426,234	53%	\$373,743	\$689,042
21	2036	\$0	\$0	\$0	\$0	\$36,562,000	\$21.88	\$799,977	\$170,866	\$183,955	\$72,841	\$427,662	53%	\$372,315	\$1,061,356
22	2037	\$0	\$0	\$0	\$0	\$36,562,000	\$21.88	\$799,977	\$0	\$0	\$74,297	\$74,297	9%	\$725,679	\$1,787,036
23	2038	\$0	\$0	\$0	\$0	\$36,562,000	\$21.88	\$799,977	\$0	\$0	\$75,783	\$75,783	9%	\$724,193	\$2,511,229
24	2039	\$0	\$0	\$0	\$0	\$36,562,000	\$21.88	\$799,977	\$0	\$0	\$77,299	\$77,299	10%	\$722,678	\$3,233,906
25	2040	\$0	\$0	\$0	\$0	\$36,562,000	\$21.88	\$799,977	\$0	\$0	\$78,845	\$78,845	10%	\$721,132	\$3,955,038
26	2041	\$0	\$0	\$0	\$0	\$36,562,000	\$21.88	\$799,977	\$0	\$0	\$80,422	\$80,422	10%	\$719,555	\$4,674,593
27	2042	\$0	\$0	\$0	\$0	\$36,562,000	\$21.88	\$799,977	\$0	\$0	\$82,030	\$82,030	10%	\$717,946	\$5,392,539
SUM	2041	\$8,029,600	\$12,913,900	\$15,618,500	\$36,562,000	\$802,060,200		\$16,749,101	\$5,957,125	\$3,715,891	\$1,683,545	\$11,356,562			\$5,392,539