

**TAX INCREMENT  
FINANCE  
DISTRICT NO. 7**

**PROJECT PLAN**

**ASHLAND AVENUE &  
LOMBARDI AVENUE  
CORRIDORS**

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**City of Green Bay, Wisconsin  
November 2001**

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## **Introduction**

Redevelopment on the commercial corridors of both Ashland Avenue and Lombardi Avenues has taken on greater significance in recent years. The area in question contains a hodge podge of competing land uses ranging from abandoned industrial lands to first residential tracts and many of the properties in the area have been determined to be blighted. While this neighborhood has dealt with competing land uses and declining uses for years the renovation of historic Lambeau Field coupled with the new Resch Center and the scheduled reconstruction of Lombardi Avenue has increased the timetable and the reasons to institute such redevelopment. The City of Green Bay has been working with various businesses and property owners to develop a plan for improvements in the area through land acquisition, land use changes and development site preparation.

A significant tool used to accomplish these goals is Tax Increment Finance (TIF). This report defines the scope of the improvement program proposed for tax increment support and all the related information required by state statute. Each public improvement sets the stage for private investment which will in turn stabilize land uses, maximize property values and prevent and eliminate deteriorating conditions, benefiting not only the City of Green Bay but all of Brown County and northeastern Wisconsin.

## CITY OF GREEN BAY

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**TO:** Clerk's Office  
**FROM:** Timothy J. Kelley  
City Attorney  
**DATE:** January 25, 2002  
**RE:** TIF DISTRICT NO. 7

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*Timothy J. Kelley*

On January 25, 2002, the City received the attached resolution from the Joint Review Board for Tax Incremental District No. 7. Would you please have this resolution placed on file. Thank you.

TJK:bc

Attachment

cc: P. Robert Strong, Planning Director  
Peter Thillman, Economic Development Director

RESOLUTION OF THE JOINT REVIEW BOARD  
TAX INCREMENTAL DISTRICT NO. 7  
CITY OF GREEN BAY, BROWN COUNTY, WISCONSIN

WHEREAS, the Common Council of the City of Green Bay has, pursuant to §66.1105(4m), Wis. Stats., convened a Joint Review Board for the purpose of establishment of Tax Incremental District No. 7, City of Green Bay, Brown County, Wisconsin; and

WHEREAS, this Joint Review Board has made review of all applicable public records, planning documents, and resolutions as adopted by the Common Council of the City of Green Bay on January 15, 2002.

NOW, THEREFORE, the Joint Review Board for Tax Incremental District No. 7, City of Green Bay, Brown County, Wisconsin, does hereby resolve as follows:

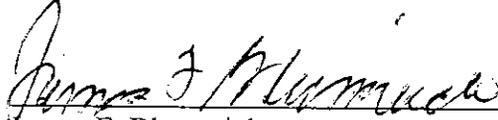
1. The Joint Review Board finds that the development expected within the boundaries of Tax Incremental District No. 7, as established by resolution of the Common Council of the City of Green Bay on January 15, 2002, would not occur without the use of tax incremental financing.
2. The Joint Review Board finds that the economic benefits of Tax Incremental District No. 7, as measured by anticipated increased employment, business and personal income, and property value, will be insufficient to compensate the cost of the improvements required for development of the anticipated use within the District without the use of tax incremental financing.
3. The Joint Review Board finds that benefits of the proposed development outweigh the anticipated loss in tax revenues of the overlying districts during the anticipated life of the tax incremental district.
4. Resolutions bearing Page Nos. 15 and 16, as adopted by the Common Council of the City of Green Bay on January 15, 2002, be, and the same hereby are, approved, together with all proceedings in the establishment of said Tax Incremental District No. 7, City of Green Bay, Brown County, Wisconsin, as had heretofore.

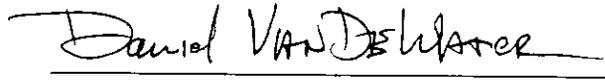
RESOLUTION OF THE JOINT REVIEW BOARD  
TAX INCREMENTAL DISTRICT NO. 7  
CITY OF GREEN BAY, WISCONSIN  
Page 2

5. That the creation and establishment of Tax Incremental District No. 7, City of Green Bay, Brown County, Wisconsin, be, and the same hereby is, in all respects approved.

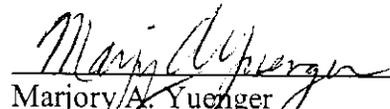
Dated at Green Bay, Wisconsin, this 25<sup>th</sup> day of January, 2002.

JOINT REVIEW BOARD  
TAX INCREMENTAL DISTRICT NO. 7  
CITY OF GREEN BAY, WISCONSIN

  
James F. Blumreich  
City of Green Bay

  
Daniel VanDeWater  
Green Bay Area Public School District

  
Brendan Bruss  
Brown County

  
Marjory A. Yuenger  
Northeast Wisconsin Technical College

  
Richard L. Wessel  
Public Member

## Description of the Proposed District

### I. Regional Location

The proposed Tax Increment Finance District No. 6 is located on the City's near west side at its southern border with the Village of Ashwaubenon.. State Highway 32 (Ashland Avenue) and County Road VK (Lombardi Avenue) are the major highway that provide access to the district, these two roads have major interchanges on State Highway 172 and US Highway 41 just minutes away from the proposed district. Map 1 Shows TIF 7 and its relative location in the City of Green Bay.

### II. Tax Increment District Boundary

Tax Increment 7 Boundaries are illustrated on Map 2. The legal description for the District is included as Appendix "A."

### III. General Make-Up

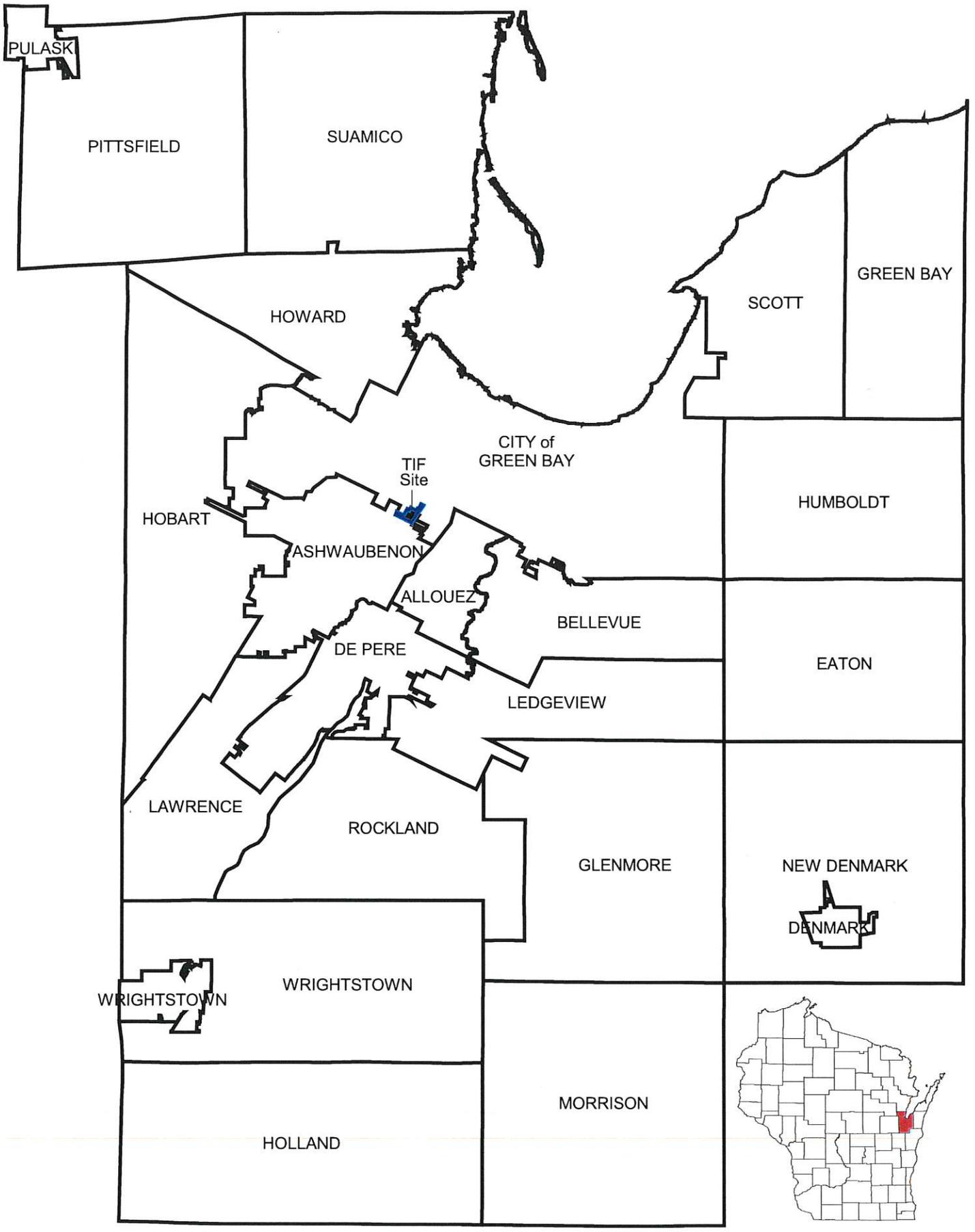
Containing 76 parcels and 57.605 acres, the proposed TID is comprised of a number of different land uses. Map 3 shows existing land use for the TID area and Map 4 the corresponding zoning. The TID is primarily zoned Industrial with 82.2% of the acreage in that zoning category, the next largest land use is first residential with 12.97% of the acreage in that zoning category, the remaining uses by acreage include First Business with 2.34% of the land area, Highway Business with 2.22% of the land area and Residential Off Street Parking with 0.24% of the land area.

The area originally provide area residents an ability to easily walk to work, but the area has undergone a significant transformation, with industrial sites being abandoned and the business land use becoming more and more commercial. This change has revolved around the entertainment aspects of the neighborhood, because of its proximity to both Lambeau Field and the Brown County Arena.

Appendix "B" provides a listing of all parcels within the TID address and assessed values are also listed.

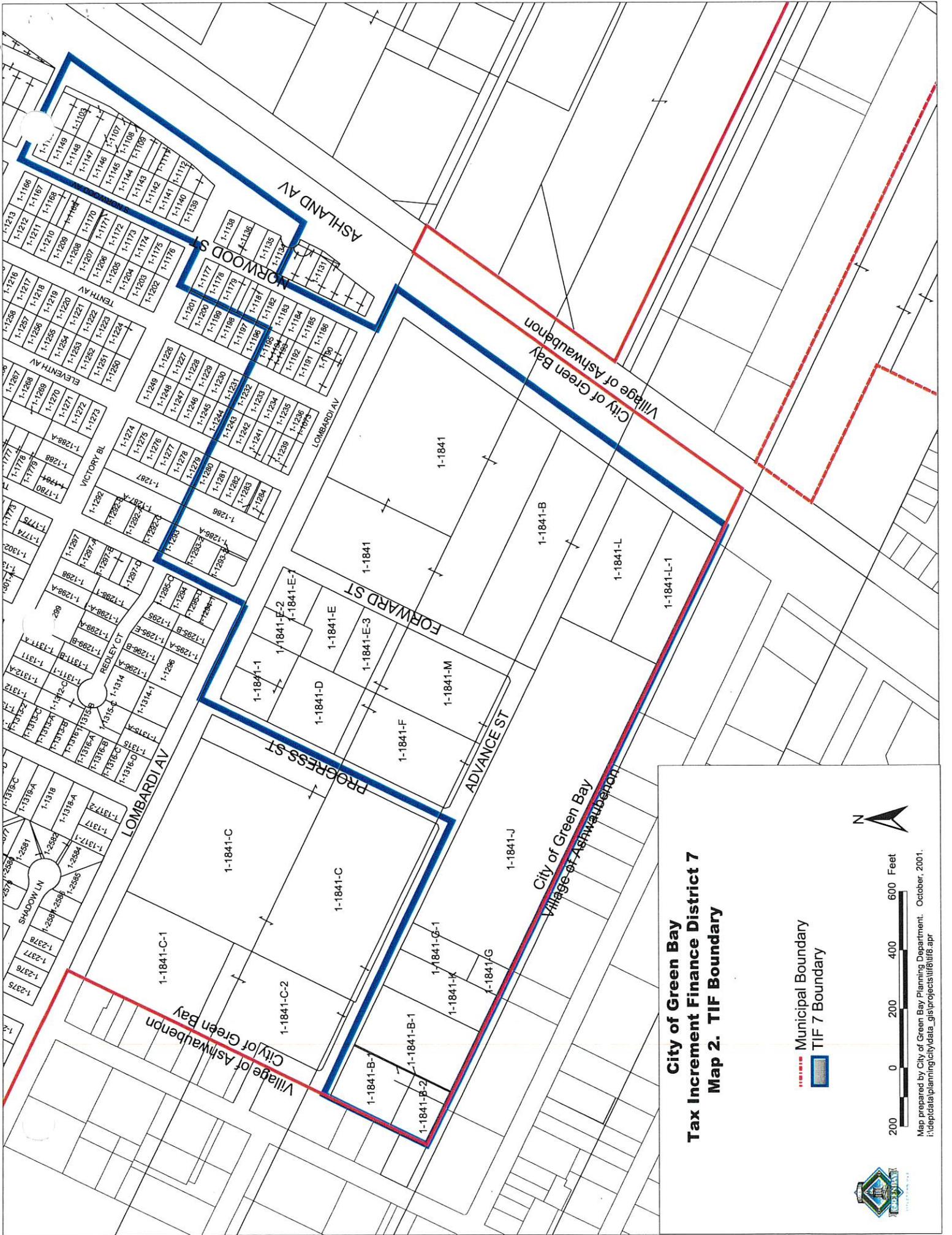
### IV. Blight Criteria

According to the State of Wisconsin Tax Increment Law, for an area to be designated a Tax Increment District, not less than 50% by area, or real property within the district must be blighted, in need of rehabilitation or conservation or suitable for industrial sites. The proposed TID has 82.89% of the acreage was determined to be blighted and in addition 52.63% of the parcels were also determined to be blighted. The proposed TID meets this statutory criteria. Map 5 shows the parcels and Appendix "B" lists each parcel with a brief description of its redevelopment needs.



**City of Green Bay  
Tax Increment Finance District 7  
Map 1. Location**





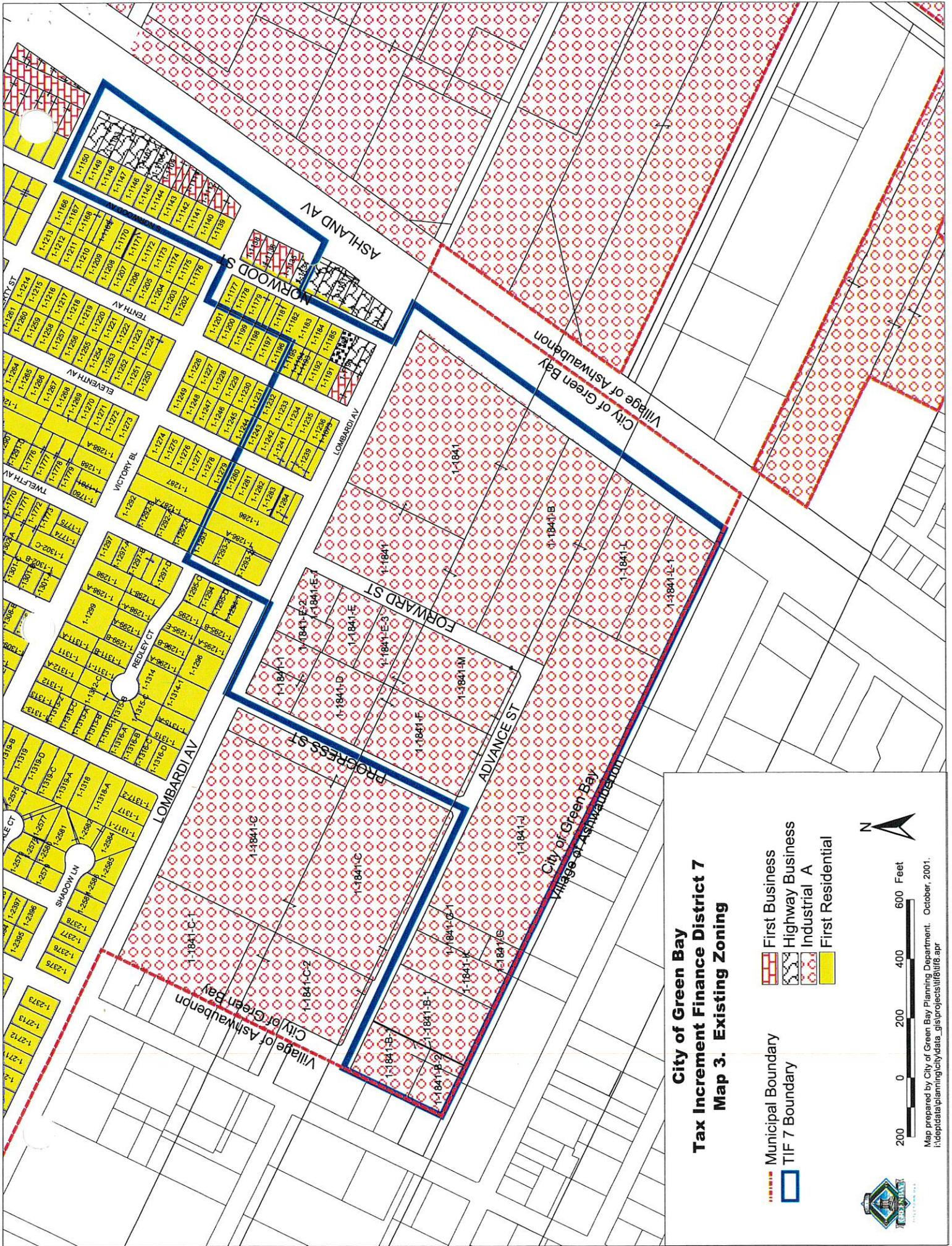
**City of Green Bay  
Tax Increment Finance District 7  
Map 2. TIF Boundary**

- Municipal Boundary
- TIF 7 Boundary



Map prepared by City of Green Bay Planning Department. October, 2001.  
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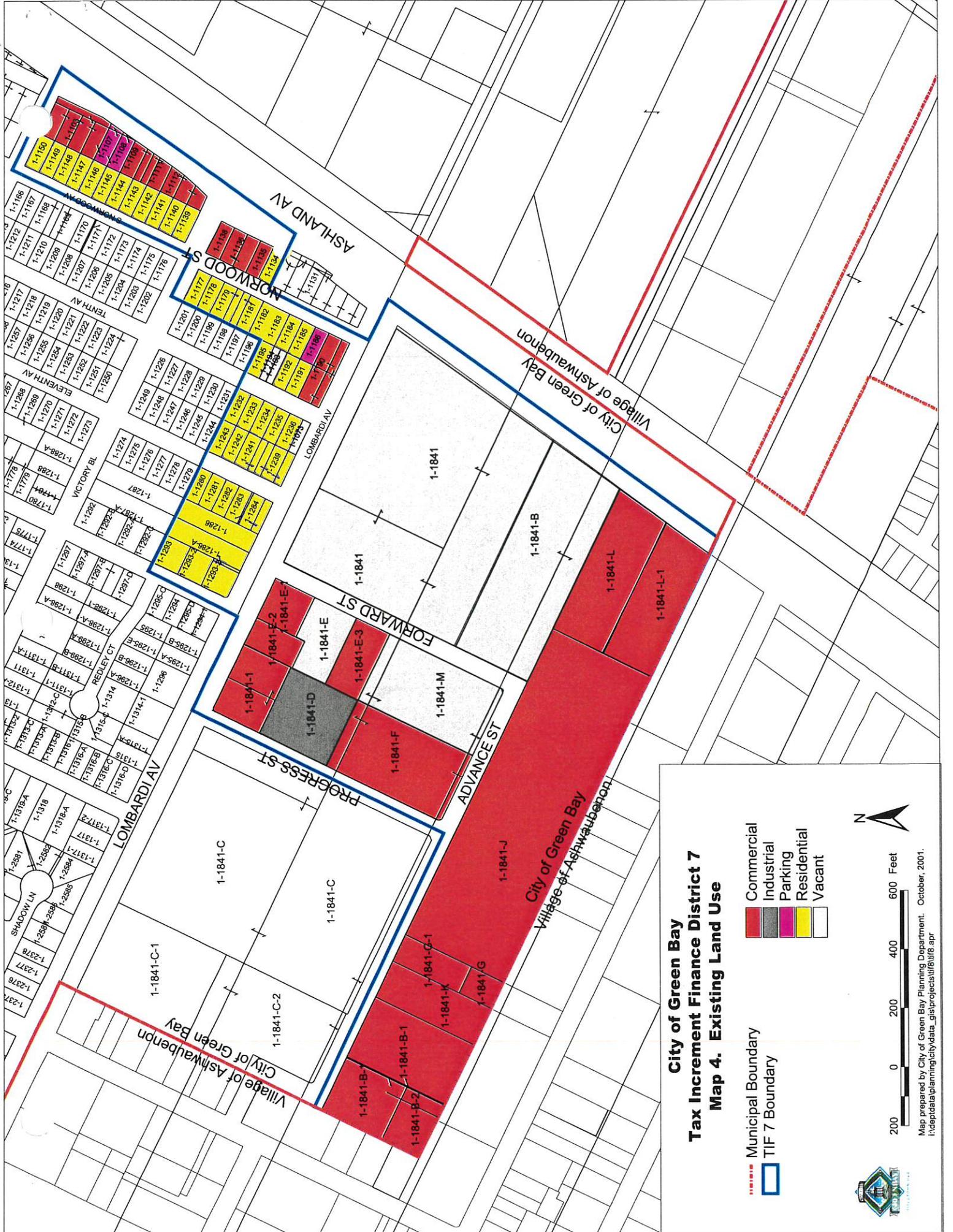
**City of Green Bay  
Tax Incremental Finance District 7  
Map 3. Existing Zoning**

-  Municipal Boundary
-  TIF 7 Boundary
-  First Business
-  Highway Business
-  Industrial A
-  First Residential



Map prepared by City of Green Bay Planning Department. October, 2001.  
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**City of Green Bay  
Tax Increment Finance District 7  
Map 4. Existing Land Use**

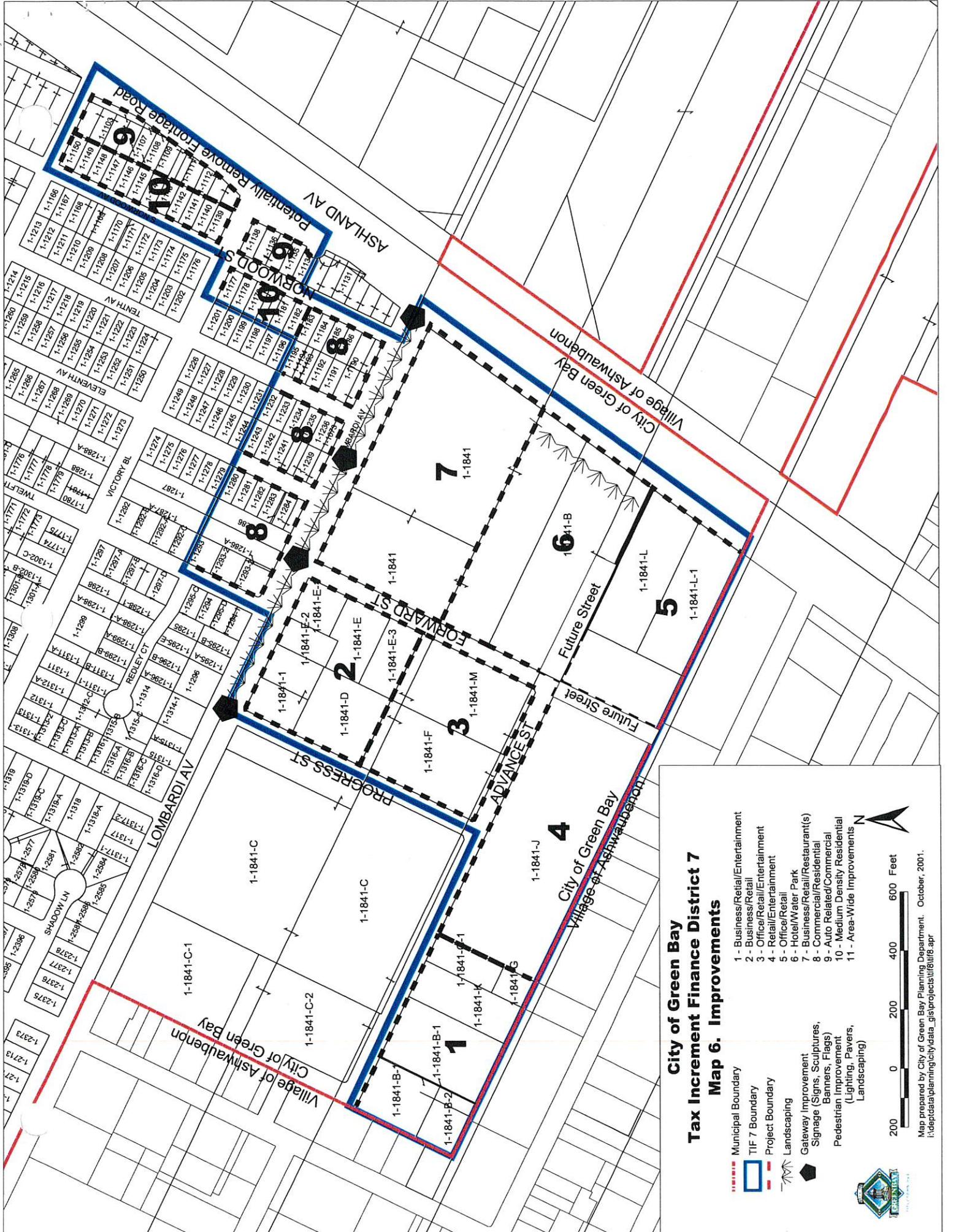
- - - - - Municipal Boundary
- TIF 7 Boundary
- Commercial
- Industrial
- Parking
- Residential
- Vacant



Map prepared by City of Green Bay Planning Department. October, 2001.  
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**City of Green Bay  
Tax Increment Finance District 7  
Map 6. Improvements**

- 1 - Business/Retail/Entertainment
- 2 - Business/Retail
- 3 - Office/Retail/Entertainment
- 4 - Retail/Entertainment
- 5 - Office/Retail
- 6 - Hotel/Water Park
- 7 - Business/Retail/Restaurant(s)
- 8 - Commercial/Residential
- 9 - Auto Related/Commercial
- 10 - Medium Density Residential
- 11 - Area-Wide Improvements

- Municipal Boundary
- TIF 7 Boundary
- Project Boundary
- Landscaping
- Gateway Improvement
- Signage (Signs, Sculptures, Banners, Flags)
- Pedestrian Improvement (Lighting, Pavers, Landscaping)



Map prepared by City of Green Bay Planning Department. October, 2001.  
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## **Project Plan**

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

Summarized below are the public works and related improvements proposed as part of TID 7. All the proposed improvements were given consideration in order to both maximize development possibilities and remedy the competing land uses in the district. Improvements will enhance the economic viability of the district and provide public amenities to beautify the overall commercial corridor.

#### **Improvement #1: Business/Retail/ Entertainment Redevelopment.**

**Location:** Southwest corner of Advance Street. (Map 6 Site 1)

**Description:** Currently used in the transportation industry staging ground, completely inconsistent with the surrounding business uses of hotels and restaurants.

**Public Work or Improvements:** Property acquisition and occupant relocation, site preparation costs, possible loan to business.

#### **Improvement #2: Business/Retail Redevelopment**

**Location:** South of Lombardi Avenue bounded by Forward Street on the East and Progress Street on the West the northern most 7 parcels. (Map 6 Site 2)

**Description:** Currently used in a mix of commercial, industrial, restaurant and used car lots..

**Public Work or Improvements:** Property acquisition and occupant relocation, site preparation costs, possible loan to business.

#### **Improvement #3: Business/Retail/ Entertainment Redevelopment.**

**Location:** South of Lombardi Avenue bounded by Forward Street on the East and Progress Street on the West the southern most 2 parcels. (Map 6 Site 3)

**Description:** Currently industrial with several vacant parcels

**Public Work or Improvements:** Property acquisition and occupant relocation, site preparation costs, possible loan to business.

**Improvement #4: Retail/ Entertainment Redevelopment**

**Location:** South of Advance Street Parcel 1-1841-J (Map 6 Site 4)

**Description:** Currently used by Fox Midwest Truck as a 10 acre maintenance and parking facility.

**Public Work or Improvements:** Property acquisition and occupant relocation, site preparation costs, possible loan to business.

**Improvement #5: Office/Retail Redevelopment.**

**Location:** South of Forward Street on the East and Progress Street extended and West of Ashland Avenue (Map 6 Site 5)

**Description:** Currently industrial with several vacant parcels

**Public Work or Improvements:** Property acquisition and occupant relocation, site preparation costs, possible loan to business.

**Improvement #6: Hotel/ Waterpark**

**Location:** A parcel of land sandwiched between Forward Street and Ashland Avenue with Advance Street extended as a southern border (Map 6 Site 6)

**Description:** Formerly a part of Green Bay Structural Steel now a vacant industrial parcel.

**Public Work or Improvements:** Property acquisition and occupant relocation, site preparation costs, possible loan to business.

**Improvement #7: Business/Retail/Restaurant/Entertainment Redevelopment.**

**Location:** South of Lombardi Avenue bounded by Forward Street on the west and Ashland Avenue on the East . (Map 6 Site 7)

**Description:** Formerly a part of Green Bay Structural Steel now a vacant industrial parcel.

**Public Work or Improvements:** Property acquisition and occupant relocation, site preparation costs, possible loan to business.

**Improvement #8: Commercial/Residential Redevelopment.**

**Location:** North Side of Lombardi Avenue. (Map 6 Site 8)

**Description:** Currently a mix of multi-family, single family and business.

**Public Work or Improvements:** Property acquisition and occupant relocation, site preparation costs, possible loan to business.

**Improvement #9: Auto Related Commercial Redevelopment.**

**Location:** West side of Ashland Avenue north of Lombardi Avenue. (Map 6 Site 9)

**Description:** Currently a mix of competing uses from hotel to commercial to multi-family and single family housing.

**Public Work or Improvements:** Property acquisition and occupant relocation, site preparation costs, possible loan to business.

**Improvement #10: Medium Density Redevelopment.**

**Location:** Southwest corner of Advance Street. (Map 6 Site 1)

**Description:** Currently a mix of competing uses from hotel to commercial to multi-family and single family housing.

**Public Work or Improvements:** Property acquisition and occupant relocation, site preparation costs, possible loan to business.

**Improvement #11: District Wide Improvements**

Including public amenities such as gateway improvements which include but are not limited to signs sculptures, banners, flags, etc. and Pedestrian improvements which include but are not limited to lighting, pavers and landscaping.

## **B. Economic Feasibility**

### **Background**

Under Wisconsin Tax Increment Law, the property taxes paid each year on the increase in equalized value of the Tax Increment District may be used by the City to pay the costs of redevelopment projects for the District. The increase in value is determined by taking the District's current value and deducting the value in the District that existed when the District was created (base value). 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.

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

### **Green Bay Market**

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

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

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

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

In the appendix of this report is a Green Bay MSA profile recently completed by Wisconsin Public Service.

### **TIF Capacity Analysis**

Wisconsin statutes establish a limit on the equalized property value that may be located within Tax Increment Districts (TIF Capacity). Two methods for determining that limit are defined in that statute. A municipality must meet the requirements on one of the two methods.

The City meets this requirement because the combined equalized values within all TIDS existing in the municipality is less than 7% of the total equalized value of the City. Using this method, the City of Green Bay capacity is as follows

**Tax Incremental Finance  
Capacity Analysis  
(January 2001)**

Equalized Value of the City of Green Bay	\$4,704,298,900.00
TIF Maximum (7% of City Value)	\$ 329,300,293.00
Total Value within Existing TIDS 3,4,5 & 6	\$ 183,009,500.00
Present Capacity for Future TIF Districts	\$ 146,290,793.00

Capacity for creation of a new Tax Increment Districts in the City of Green Bay is more than satisfactory to permit the creation of TID 7. The equalized value of property with TID5 is estimated to be \$10,414,600.00. This would leave \$136,876,193.00 in TIF capacity available for any future TIDs.

**Projection of Future Tax Increments**

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

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

**Primary TID Projects Only**

The primary first year projects include the construction of a hotel/waterpark (improvement #6), the development of the Southwest intersection of Lombardi/Ashland into a high traffic Commercial/Retail/Restaurant development. Projected private

investment will create an estimated increase in equalized value of \$28,000,000.00 by year 5. Tax increment expected from the project is as follows:

Year	TID Increased Value	Tax Increment
1	\$ 4,000,000.00	\$ 102,080.00
2	\$12,000,000.00	\$ 306,240.00
3	\$18,000,000.00	\$ 459,360.00
4	\$24,000,000.00	\$ 612,480.00
5	\$28,000,000.00	\$ 714,560.00
6	\$28,840,000.00	\$ 735,997.00
7	\$29,705,200.00	\$ 758,076.00
8	\$30,596,356.00	\$ 780,819.00
9	\$31,514,466.00	\$ 804,243.00
10	\$32,459,899.00	\$ 828,376.00
11	\$33,433,695.00	\$ 853,227.00
12	\$34,436,705.00	\$ 878,824.00
13	\$35,469,806.00	\$ 905,189.00
14	\$36,533,900.00	\$ 932,345.00
15	\$37,629,917.00	\$ 960,315.00
16	\$38,758,814.00	\$ 989,124.00
17	\$39,921,578.00	\$1,018,798.00
18	\$41,119,225.00	\$1,049,362.00
19	\$42,352,801.00	\$1,080,843.00
20	\$43,623,385.00	\$1,113,268.00
21	\$44,932,086.00	\$1,146,666.00
22	\$46,280,048.00	\$1,181,066.00
23	\$47,668,449.00	\$1,216,498.00

(Note: Assumes a 3% annual increase in values beginning in year 6)

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

TID Pro-Forma Assumptions:

1. Property tax revenues are expected to grow at a conservative 3% per year beginning in Year 6 of the project.
2. The Two primary projects will add \$28,000,000.00 in equalized value within the first 5 years, which in turn will generate the tax increment.
3. Interest income on the saving balance is projected at 4% annually.
4. Bond Interest is estimated at 7.0% for all bonds.
5. Total tax increment assumes a total tax levy of \$25.52 per \$1000 of assessed value.

## **Secondary TID Projects**

To ensure TID project tax increments are adequate to support the public costs for the proposed Secondary TID Project activities (Projects #1-#5 and Projects #8-#11), any future public projects will be implemented (and related costs incurred) once it is determined that private taxable investment is sufficient to generate tax increment capable of repaying debt for the public projects.

Public/private partnerships are expected to be created in order to fulfill the development activities projected with the TIF 7 Plan. Thus, the tax increments will be sufficient to guarantee the success of any and all future TIF 7 project improvements.

**Table 1**  
**TID & Public Investment Summary**  
**November 2001**

Project	Location	TIF Cost	Projected Date
Bus./Ent. Retail	Map 6 #1	\$1,000,000.00	2006
Business Retail	Map 6 #2	\$1,250,000.00	2005
Office/Retail/ Entertainment	Map 6 #3	\$750,000.00	2006
Retail/ Entertainment	Map 6 #4	\$1,750,000.00	2008
Office/ Retail	Map 6 #5	\$1,250,000.00	2007
Hotel/ Waterpark	Map 6 #6	\$4,100,000.00	2002
Business/ Retail/ Restaurants	Map 6 #7	\$2,000,000.00	2003
Commercial/ Residential	Map 6 #8	\$1,750,000.00	2006
Auto Related Commercial	Map 6 #9	\$1,500,000.00	2007
Medium Density Housing	Map 6 #10	\$1,250,000.00	2006
Gateway Improvements Signage <u>Pedestrian Improvements District Wide</u>		\$3,000,000.00	<u>ongoing</u>
<b>Project Total</b>		<b>\$14,600,000.00</b>	

**C. Description of the Methods of Financing All Estimated Project Costs and Time When the Costs or Monetary Obligations are to be Incurred**

The City may use a variety of financing methods to implement TID 7 activities, including but not limited to, redevelopment bonds, lease-revenue bonds, and general obligation bonds. Additionally, should grant opportunities be available the City may apply for such assistance in order to reduce public borrowing and allow for a rapid close-out of TID 7.

The amounts and time frames for borrowing could vary; however projections from the Primary TID Projects are outlined in Appendix "D". As stated above, the City will not proceed with Secondary TID projects until TIF increment is adequate to support debt service for public project costs. Interest cost of the borrowings can vary over time, thus the interest rates used in the proforma found in Appendix "D" are the best current estimates available. The total interest is based on the district life with repayment scheduled to end 23 years after inception of the District. Total interest costs are projections only. Should conditions warrant during the life of the TID 7, the City may opt to refinance the outstanding debt issued to better take advantage of lower interest rates.

The spreadsheet in Appendix "D" assumes all public project costs being financed through the issuance of bonds. Not included in the calculations were additional income sources which could be generated through the course of the project including lease payments and land sale revenues. Should these revenues be realized the City may elect to use this revenue to fund other identified projects, reduce borrowing or pay portions of the TIF related debt for the City.

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

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

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

#### **D. Detailed Listing of Project Costs**

Table 1 provided a listing of the estimated public improvement costs in November 2001 dollars. Project locations may be found on Map 6. It is anticipated that the City may elect to expend funds each year for the first seven years on project administration which could include salaries and fringe benefits, management and marketing of the TID, as well as bond issuance related expenses.

## **E. Promotion of Orderly Growth**

The Tax Increment District 7 has been developed in compliance with a number of planning documents which have been prepared to guide orderly development within the City of Green Bay and surrounding Brown County. The Green Bay Comprehensive Plan is in the process of being updated and the proposed TID 7 area has received special attention through the drafting process. The Plan is consistent with current drafts of the Comprehensive Plan. Additionally the Brown County "Comprehensive land Use/Transportation Plan: 2020" identifies issues crucial to traffic patterns in the area and also points out some shortcoming in Lambeau Avenue which this plan attempts to redress. Many documents have been reviewed and multiple sources of inputs were heard when drafting the City's Draft Comprehensive Land Use Plan these voices were incorporated in this TID Plan. Orderly and consistent growth is promoted by the TID 7 Plan.

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

The regulatory documents reviewed with respect to the projects proposed within the TID7 Plan are as follows:

- 1-Master Plan
- 2-Official Map
- 3-Zoning Codes
- 4-Building Codes

Summarized below are the findings.

### **Master Plan**

The City of Green Bay adopted a Comprehensive Plan in 1979, which is currently undergoing an update. The planned uses in the TID 7 are consistent with existing planning documents and has been incorporated into future planning documents. The 1996 Brown County Land Use and Transportation Plan also has been complimentary to the City's adopted Comprehensive plans.

### **Official Map**

All street included in the TID7 Plan area are included on the official Map for the City of Green Bay as adopted subdivisions. No major changes are expected. However, if redevelopment projects warrant a change, the City will take the required proceduarel actions to review such amendments.

### **Zoning**

The area found within the boundaries of TID7 will require the designation of more that one Planned Commercial Development (PCD overlay) District. The PCD Overlay district may include the following:

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

### **Building Codes**

Building codes for the City of GreenBay will not be changed to accommodate TID7 activities.

**G. Estimated Non-Project Costs**

There are no non-project costs associated with the proposed TID7 projects.

## **H. Proposed Method for Relocation of Any Persons to be Displaced**

Displacement pursuant to Wisconsin Statute occurs when municipal funds cause the relocation of occupants of property. Displacement may occur when property is purchased to prepare underdeveloped and/or deteriorated sites for new development. Should such actions be necessary, the occupants of these properties will be provided relocation assistance pursuant to State Statutes. Relocation services will be provided by the City of Green Bay's acquisition/relocation specialists with funds provided through TIF or by the City of Green Bay.

**T.I.F.D. NUMBER 7 – Legal Description**  
**(LOMBARDI AVENUE – ASHLAND AVENUE)**

That part of Lots 30 through 41; Lots 61 through 77; Lots 105 through 122; Lots 159 through 170; Lots 207 through 213; Highland Park Addition:

ALSO that part of Lots 1 through 4 of Brown County Certified Survey Map Number 1360 as recorded in Volume 5 of Certified Survey Maps Page 161 being part of Lots 213 and 220, Highland Park Addition:

ALSO that part of Lots 7 and 8, Morris and Bromley's Subdivision of the south half of Private Claim 13, West Side of the Fox River:

ALSO that part of Lots 1 and 2, Brown County Certified Survey Map Number 738 as recorded in Volume 3 of Certified Survey Maps Page 103 being part of Lots 8 and 9, Morris and Bromley's Subdivision of the south half of Private Claim 13, West Side of the Fox River:

ALSO that part of Private Claims 14 and 15 West Side of the Fox River:

ALSO that part of Lots 1 and 2 of Brown County Certified Survey Map Number 3966 as recorded in Volume 23 of Certified Survey Maps Page 142 being part of Private Claim 15, West Side of the Fox River:

ALSO that part of Lots 1 and 2 Brown County Certified Survey Map Number 4841 as recorded in Volume 31 of Certified Survey Maps Page 129 being part of Lots 1 and 2 of Brown County Certified Survey Map Number 2478 as recorded in Volume 11 of Certified Survey Maps Page 357 which is part of Private Claim 15, West Side of the Fox River.

ALSO that part of the dedicated or vacated street rights-of-way adjacent to the lands described above located in said Plats and Private Claims:

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

Beginning at the intersection of the centerline of Liberty Street and the centerline of Norwood Avenue as laid out in said Highland Park Addition; thence S25°-53'-40"W, 676.60 feet along said centerline of Norwood Avenue to the intersection with the centerline of Victory Boulevard; thence N64°-06'-20"W, 152.01 feet along said centerline of Victory Boulevard to a point on the northerly extension of the west line of said Lot 105 Highland Park Addition; thence S25°-53'-40"W, 341.53 feet along the west line of said Lots 105 through 110, Highland Park Addition to the southwest corner of said Lot 110; thence N64°-06'-20"W, 602.00 feet along the north line of said Lots 122, 159, 170 and 207, Highland Park Addition to the northwest corner of said Lot 207; thence S25°-53'-40"W, 0.32 feet along the west line of said Lot 207 to the northeast corner of said Lot 220, Highland Park Addition; thence N64°-02'-34"W, 274.21 feet along the north line of said Lot 220 and along the north line of said Lots 4 and 1 of Certified

Survey Map Number 1360 and the westerly extension thereof to the centerline of Twelfth Avenue; thence  $S25^{\circ}-52'-38''W$ , 340.21 feet along said centerline of Twelfth Avenue to the center of Lombardi Avenue; thence  $N64^{\circ}-03'-54''W$ , 364.03 feet along said center of Lombardi Avenue to the centerline of Progress Street; thence  $S25^{\circ}-56'-25''W$ , 961.61 feet along said centerline of Progress Street to the centerline of Advance Street; thence  $N64^{\circ}-05'-55''W$ , 1029.33 feet along said centerline of Advance Street to a point on the municipal boundary line between the City of Green Bay and the Village of Ashwaubenon; thence  $S25^{\circ}-54'-05''W$ , 402.65 feet along said municipal boundary line; thence continuing along said municipal boundary line  $S63^{\circ}-55'-50''E$ , 2384.66 feet to the center of Ashland Avenue; thence  $N35^{\circ}-43'-54''E$ , 1391.90 feet along said center of Ashland Avenue to the center of Lombardi Avenue; thence  $N64^{\circ}-07'-29''W$ , 200.16 feet along the center of Lombardi Avenue to the centerline of Norwood Avenue; thence  $N25^{\circ}-53'-40''E$ , 390.01 feet along said centerline of Norwood Avenue to a point on the westerly extension of the south line of said Lot 61 Highland Park Addition; thence  $S64^{\circ}-06'-20''E$ , 263.10 feet along said south line of Lot 61 and the extension thereof to a point on the center of Ashland Avenue; thence  $N35^{\circ}-34'-47''E$ , 982.12 feet along said center of Ashland Avenue to the centerline of Liberty Street; thence  $N64^{\circ}-06'-20''W$ , 428.33 feet along said centerline of Liberty Street to the point of beginning.

Parcel contains 72.79 acres of land more or less.

Parcels affected being: 1-1103, 1-1109, 1-1111, 1-1112, 1-1134, 1-1135, 1-1136, 1-1138, 1-1139, 1-1140, 1-1141, 1-1142, 1-1143, 1-1144, 1-1145, 1-1146, 1-1147, 1-1148, 1-1149, 1-1150, 1-1177, 1-1178, 1-1179, 1-1181, 1-1182, 1-1183, 1-1184, 1-1185, 1-1186, 1-1190, 1-1191, 1-1192, 1-1193, 1-1194, 1-1195, 1-1232, 1-1233, 1-1234, 1-1235, 1-1236, 1-1073, 1-1239, 1-1241, 1-1242, 1-1243, 1-1280, 1-1281, 1-1282, 1-1283, 1-1284, 1-1286-A, 1-1293, 1-1293-1, 1-1293-2, 1-1841, 1-1841-1, 1-1841-D, 1-1841-E, 1-1841-E-1, 1-1841-E-2, 1-1841-E-3, 1-1841-F, 1-1841-M, 1-1841-B, 1-1841-B-1, 1-1841-B-2, 1-1841-K, 1-1841-G, 1-1841-G-1, 1841-J, 1-1841-L, 1-1841-L-1.

PARCEL ID	PARCEL LOCATION	LAND VALUE	IMPR VALUE	TOTAL VALUE
1-1841-1	935 LOMBARDI AV	178200	413100	\$ 591,300.00
1-1841-E-2	921 LOMBARDI AV	72900	77000	\$ 149,900.00
1-1841-E-1	913 LOMBARDI AV	111400	52600	\$ 164,000.00
1-1841-D	1921 PROGRESS ST	0	0	\$ -
1-1841	865 LOMBARDI AV	1483500	100	\$ 1,483,600.00
1-1841-E	1920 FORWARD ST	0	0	\$ -
1-1841-B-1	1025 ADVANCE ST	322900	96700	\$ 419,600.00
1-1841-E-3	1930 FORWARD ST	46400	135600	\$ 182,000.00
1-1841-F	1945 PROGRESS ST	112600	120800	\$ 233,400.00
1-1841-M	1980 FORWARD ST	112600	0	\$ 112,600.00
1-1841-K	1009 ADVANCE ST	75300	0	\$ 75,300.00
1-1841-B-2	1025 REAR ADVANCE ST	111000	581800	\$ 692,800.00
1-1841-G-1	0 ADVANCE ST	37100	27600	\$ 64,700.00
1-1841-J	949 ADVANCE ST	450900	830900	\$ 1,281,800.00
1-1841-B	0 FORWARD ST	530300	100	\$ 530,400.00
1-1841-G	900 BLOCK ADVANCE ST	18400	7300	\$ 25,700.00
1-1841-L	1980 S ASHLAND AV	174700	100	\$ 174,800.00
1-1841-L-1	1900 BLOCK S ASHLAND AV	157800	0	\$ 157,800.00
1-1150	1703 S NORWOOD AV	12400	48500	\$ 60,900.00
1-1149	1707 S NORWOOD AV	11700	62100	\$ 73,800.00
1-1103	1704 S ASHLAND AV	124200	325700	\$ 449,900.00
1-1148	1709 S NORWOOD AV	11700	45100	\$ 56,800.00
1-1147	1713 S NORWOOD AV	11700	50900	\$ 62,600.00
1-1146	1717 S NORWOOD AV	11700	36900	\$ 48,600.00
1-1145	1721 S NORWOOD AV	11700	34800	\$ 46,500.00
1-1107	1718-1720 S GREENWOOD AV	0	0	\$ -
1-1144	1723-1725 S NORWOOD AV	11700	69900	\$ 81,600.00
1-1108	1718-1720 S GREENWOOD AV	0	0	\$ -
1-1143	1729 S NORWOOD AV	11700	48200	\$ 59,900.00
1-1109	1720 S GREENWOOD AV	25600	97300	\$ 122,900.00
1-1142	1735 S NORWOOD AV	11700	58000	\$ 69,700.00
1-1111	1732 S GREENWOOD AV	21800	46500	\$ 68,300.00
1-1141	1737 S NORWOOD AV	11700	62200	\$ 73,900.00
1-1293	1823-1829 TWELFTH AV	19700	117400	\$ 137,100.00
1-1140	1741 S NORWOOD AV	11700	62200	\$ 73,900.00
1-1112	1744 S ASHLAND AV	37300	79900	\$ 117,200.00
1-1286-A	904 LOMBARDI AV	14900	51400	\$ 66,300.00
1-1139	1745 S NORWOOD AV	12400	80300	\$ 92,700.00
1-1286	896 LOMBARDI AV	14700	58100	\$ 72,800.00
1-1293-2	1841 TWELFTH AV	20600	74500	\$ 95,100.00
1-1280	1824 ELEVENTH AV	11700	42600	\$ 54,300.00
1-1281	1830 ELEVENTH AV	11700	41900	\$ 53,600.00
1-1138	1800 S ASHLAND AV	18500	12500	\$ 31,000.00
1-1243	1823-1825 ELEVENTH AV	11700	67000	\$ 78,700.00
1-1282	1832 ELEVENTH AV	11700	45600	\$ 57,300.00
1-1136	1804 S ASHLAND AV	41600	183200	\$ 224,800.00
1-1242	1829 ELEVENTH AV	11700	24500	\$ 36,200.00
1-1232	1824 TENTH AV	11700	26700	\$ 38,400.00
1-1283	1836 ELEVENTH AV	12800	44000	\$ 56,800.00
1-1241	1833 ELEVENTH AV	17500	46300	\$ 63,800.00
1-1233	1828 TENTH AV	11700	36700	\$ 48,400.00

Parcel Assessed Values

APPENDIX B

1-1284	1844 ELEVENTH AV	15300	48500	\$	63,800.00
1-1135	1812 S ASHLAND AV	23800	58100	\$	81,900.00
1-1195	1825 TENTH AV	11700	56700	\$	68,400.00
1-1234	1832 TENTH AV	11700	35300	\$	47,000.00
1-1239	1841 ELEVENTH AV	24500	65900	\$	90,400.00
1-1134	1819 S NORWOOD AV	10700	45600	\$	56,300.00
1-1194	1825 BLOCK TENTH AV	5800	0	\$	5,800.00
1-1183	1824 S NORWOOD AV	11800	36200	\$	48,000.00
1-1235	1836 TENTH AV	11700	46800	\$	58,500.00
1-1193	0 TENTH AV	5900	0	\$	5,900.00
1-1192	1835 TENTH AV	11800	49300	\$	61,100.00
1-1184	1830 S NORWOOD AV	11800	58500	\$	70,300.00
1-1236	1840 TENTH AV	11700	47300	\$	59,000.00
1-1191	1839 TENTH AV	11800	62900	\$	74,700.00
1-1185	1832 S NORWOOD AV	11800	44800	\$	56,600.00
1-1073	0 S ASHLAND AV	0	0	\$	-
1-1190	850 LOMBARDI AV	38700	203600	\$	242,300.00
1-1186	0 S NORWOOD AV	11800	0	\$	11,800.00
1-1177	1802 S NORWOOD AV	12200	40400		52600
1-1178	1806 S NORWOOD AV	11800	46400		58200
1-1179	1810 S NORWOOD AV	17700	53900		71600
1-1181	1816 S NORWOOD AV	17700	44300		62000
1-1182	1820 S NORWOOD AV	11800	43100		54900
		4902400	5512200	\$	10,414,600.00

PARCEL ID	PARCEL LOCATION	Blight	Reason for Blight
1-1841-1	935 LOMBARDI AV	yes	Fence in disrepair, no parking lot landscaping
1-1841-E-2	921 LOMBARDI AV	yes	No greenspace
1-1841-E-1	913 LOMBARDI AV	yes	No customer separation area & no parking lot greenspace
1-1841-D	1921 PROGRESS ST	yes	Gravel parking, peeling paint
1-1841	865 LOMBARDI AV	yes	Vacant, underutilized
1-1841-E	1920 FORWARD ST	yes	Vacant, dilapidated garage, gravel lot
1-1841-B-1	1025 ADVANCE ST	no	
1-1841-E-3	1930 FORWARD ST	no	
1-1841-F	1945 PROGRESS ST	yes	peeling paint, outdoor storage
1-1841-M	1980 FORWARD ST	yes	Vacant, underutilized
1-1841-K	1009 ADVANCE ST	yes	Gravel lot, peeling paint
1-1841-B-2	1025 REAR ADVANCE ST	yes	No parking lot landscaping
1-1841-G-1	0 ADVANCE ST	yes	Gravel lot
1-1841-J	949 ADVANCE ST	yes	No greenspace, outdoor storage
1-1841-B	0 FORWARD ST	yes	Vacant, underutilized
1-1841-G	900 BLOCK ADVANCE ST	yes	Gravel lot
1-1841-L	1980 S ASHLAND AV	yes	outdoor truck storage
1-1841-L-1	1900 BLOCK S ASHLAND AV	yes	outdoor truck storage
1-1150	1703 S NORWOOD AV	yes	dilapidated garage
1-1149	1707 S NORWOOD AV	no	
1-1103	1704 S ASHLAND AV	yes	parking lot in disrepair, poor building maintenance
1-1148	1709 S NORWOOD AV	no	
1-1147	1713 S NORWOOD AV	no	
1-1146	1717 S NORWOOD AV	no	
1-1145	1721 S NORWOOD AV	yes	sagging roof, gravel parking
1-1107	1718-1720 S GREENWOOD AV	yes	Poor pavement condition, no landscaping in parking lot
1-1144	1723-1725 S NORWOOD AV	no	
1-1108	1718-1720 S GREENWOOD AV	yes	Poor pavement condition, no landscaping in parking lot
1-1143	1729 S NORWOOD AV	no	
1-1109	1720 S GREENWOOD AV	yes	Poor pavement condition, no landscaping in parking lot
1-1142	1735 S NORWOOD AV	no	
1-1111	1732 S GREENWOOD AV	yes	parking lot in disrepair, outdoor storage
1-1141	1737 S NORWOOD AV	no	
1-1293	1823-1829 TWELFTH AV	no	
1-1140	1741 S NORWOOD AV	yes	damaged siding
1-1112	1744 S ASHLAND AV	yes	Gravel parking, no parking lot landscaping
1-1286-A	904 LOMBARDI AV	no	
1-1139	1745 S NORWOOD AV	yes	shifting foundation
1-1286	896 LOMBARDI AV	no	
1-1293-2	1841 TWELFTH AV	no	
1-1280	1824 ELEVENTH AV	no	
1-1281	1830 ELEVENTH AV	yes	cracked stucco, windows in disrepair
1-1138	1800 S ASHLAND AV	yes	sign violation, no greenspace
1-1243	1823-1825 ELEVENTH AV	no	
1-1282	1832 ELEVENTH AV	yes	peeling paint
1-1136	1804 S ASHLAND AV	no	
1-1242	1829 ELEVENTH AV	no	
1-1232	1824 TENTH AV	yes	peeling paint, cracked vents, falling siding
1-1283	1836 ELEVENTH AV	no	
1-1241	1833 ELEVENTH AV	no	
1-1233	1828 TENTH AV	yes	falling porch, no window frames
1-1284	1844 ELEVENTH AV	no	
1-1135	1812 S ASHLAND AV	yes	vacant structure, peeling paint
1-1195	1825 TENTH AV	no	
1-1234	1832 TENTH AV	yes	gravel drive, no door frame
1-1239	1841 ELEVENTH AV	no	
1-1134	1819 S NORWOOD AV	yes	peeling paint, no side yard
1-1194	1825 BLOCK TENTH AV	no	

1-1183	1824 S NORWOOD AV	yes	peeling paint, damaged eaves
-1235	1836 TENTH AV	no	
1-1193	0 TENTH AV	no	
1-1192	1835 TENTH AV	yes	broken garage door, peeling paint
1-1184	1830 S NORWOOD AV	no	
1-1236	1840 TENTH AV	yes	loose shingles on roof
1-1191	1839 TENTH AV	no	
1-1185	1832 S NORWOOD AV	yes	Vacant, peeling paint, failing gutter
1-1073	0 S ASHLAND AV		
1-1190	850 LOMBARDI AV	no	
1-1186	0 S NORWOOD AV	no	
1-1177	1802 S NORWOOD AV	yes	No porch, peeling paint
1-1178	1806 S NORWOOD AV	yes	No gutters
1-1179	1810 S NORWOOD AV	no	
1-1181	1816 S NORWOOD AV	no	
1-1182	1820 S NORWOOD AV	no	

## Projected TID Tax Revenues for Primary Projects

Year	TID Value	Tax Increment	Anticipated Bond Amount	Est. Bond Payment	Cap Interest	Other Revenues	Balance
1	\$4,000,000.00	\$102,080.00	\$6,100,000.00	\$541,155.00	\$1,100,000.00	\$55,000.00	\$715,925.00
2	\$12,000,000.00	\$306,240.00		\$541,155.00	\$715,925.00	\$35,796.25	\$516,806.25
3	\$18,000,000.00	\$459,360.00		\$541,155.00	\$516,806.25	\$25,840.31	\$460,851.56
4	\$24,000,000.00	\$612,480.00		\$541,155.00	\$460,851.56	\$23,042.58	\$555,219.14
5	\$28,000,000.00	\$714,560.00		\$541,155.00	\$555,219.14	\$27,760.96	\$756,385.10
6	\$28,840,000.00	\$735,997.00		\$541,155.00	\$756,385.10	\$37,819.25	\$989,046.35
7	\$29,705,200.00	\$758,076.00		\$541,155.00	\$989,046.35	\$49,452.32	\$1,255,419.67
8	\$30,596,356.00	\$780,819.00		\$541,155.00	\$1,255,419.67	\$62,770.98	\$1,557,854.65
9	\$31,514,466.00	\$804,243.00		\$541,155.00	\$1,557,854.65	\$77,892.73	\$1,898,835.39
10	\$32,459,899.00	\$828,376.00		\$541,155.00	\$1,898,835.39	\$94,941.77	\$2,280,998.16
11	\$33,433,695.00	\$853,227.00		\$541,155.00	\$2,280,998.16	\$114,049.91	\$2,707,120.06
12	\$34,436,705.00	\$878,824.00		\$541,155.00	\$2,707,120.06	\$135,356.00	\$3,180,145.07
13	\$35,469,806.00	\$905,189.00		\$541,155.00	\$3,180,145.07	\$159,007.25	\$3,703,186.32
14	\$36,533,900.00	\$932,345.00		\$541,155.00	\$3,703,186.32	\$185,159.32	\$4,279,535.64
15	\$37,629,917.00	\$960,315.00		\$541,155.00	\$4,279,535.64	\$213,976.78	\$4,912,672.42
16	\$38,758,814.00	\$989,124.00		\$541,155.00	\$4,912,672.42	\$245,633.62	\$5,606,275.04
17	\$39,921,578.00	\$1,018,798.00		\$541,155.00	\$5,606,275.04	\$280,313.75	\$6,364,231.79
18	\$41,119,225.00	\$1,049,362.00		\$541,155.00	\$6,364,231.79	\$318,211.59	\$7,190,650.38
19	\$42,352,801.00	\$1,080,843.00		\$541,155.00	\$7,190,650.38	\$359,532.52	\$8,089,870.90
20	\$43,623,385.00	\$1,113,268.00		\$541,155.00	\$8,089,870.90	\$404,493.54	\$9,066,477.44
21	\$44,932,086.00	\$1,146,666.00		\$541,155.00	\$9,066,477.44	\$453,323.87	\$10,125,312.32
22	\$46,280,048.00	\$1,181,066.00		\$541,155.00	\$10,125,312.32	\$506,265.62	\$11,271,488.93
	\$47,668,449.00	\$1,216,498.00		\$541,155.00	\$11,271,488.93	\$563,574.45	\$12,510,406.38

## TIF 7 PROJECTED REDEVELOPMENT VALUES

Improve Number	Project	Est. Public Cost	Est. Assessed Value	Projected Completion Date
1	Business Entertainment Retail	\$1,000,000	\$4,000,000	2006
2	Business Retail	\$1,250,000	\$5,000,000	2005
3	Office/Retail/Entertainment	\$750,000	\$3,000,000	2006
4	Retail/Entertainment	\$1,750,000	\$7,000,000	2008
5	Office/Retail	\$1,250,000	\$5,000,000	2007
6	Hotel Waterpark	\$4,100,000	\$16,400,000	2002
7	Business Retail/Restaurants	\$2,000,000	\$8,000,000	2003
8	Commercial/Residential	\$1,750,000	\$7,000,000	2006
9	Auto Related Commercial	\$1,500,000	\$6,000,000	2007
10	Medium Density Improvements	\$1,250,000	\$5,000,000	2006
11	District Wide Public Improvements	\$3,000,000	\$12,000,000	ongoing
<b>TOTALS</b>		<b>\$19,600,000</b>	<b>\$78,400,000</b>	