



City of Green Bay  
Department of Community and Economic Development

**Tax  
Incremental  
District  
Twelve (12)**

**I-43 Industrial Park**

**Amended  
PROJECT PLAN**

**City of Green Bay, Wisconsin  
September 25, 2018**



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Law Department

Vanessa R. Chavez  
City Attorney

September 20, 2018

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

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

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

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

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

1. A statement listing the kind, number and location of all proposed public works or improvements within the District and those located outside of the District to the extent provided in §66.1105(2)(f)1.k., Wis. Stats.
2. An economic feasibility study.
3. A detailed list of estimated project costs.
4. A description of the methods of financing all estimated project costs and the time when such costs or obligations related thereto are to be incurred.
5. A map showing existing uses and conditions of real property within the District.

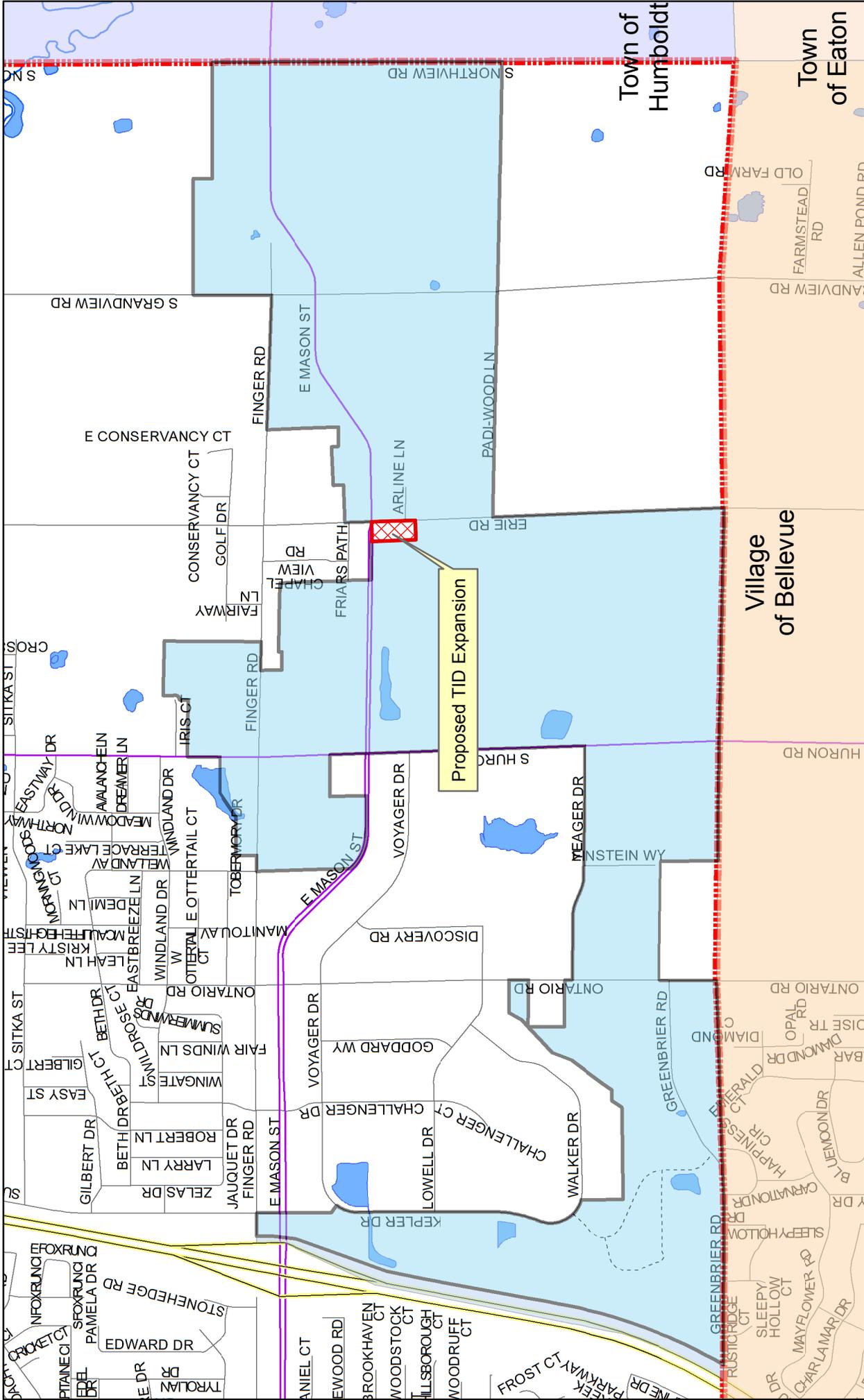
6. A map showing proposed improvements and uses in the District.
7. Statements indicating proposed changes in zoning ordinances, master plan, official map, building codes, and City ordinances, if any.
8. A list of estimated non-project costs.
9. A statement relating to the proposed method for the relocation of any persons to be displaced.
10. A statement indicating how the District promotes the orderly development of the City.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Vanessa R. Chavez". The signature is fluid and cursive, with a long horizontal stroke at the end.

Vanessa R. Chavez  
City Attorney



# Green Bay Tax Increment Financing District 12 Territory Amendment

- Tax Increment Finance District**
- Existing TID 12
  - Proposed TID Expansion
- Municipal Districts**
- Town of Eaton
  - Town of Humboldt
  - Village of Bellevue

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

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## **Introduction**

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

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

## **Description of the Proposed District**

### **I. Regional Location**

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

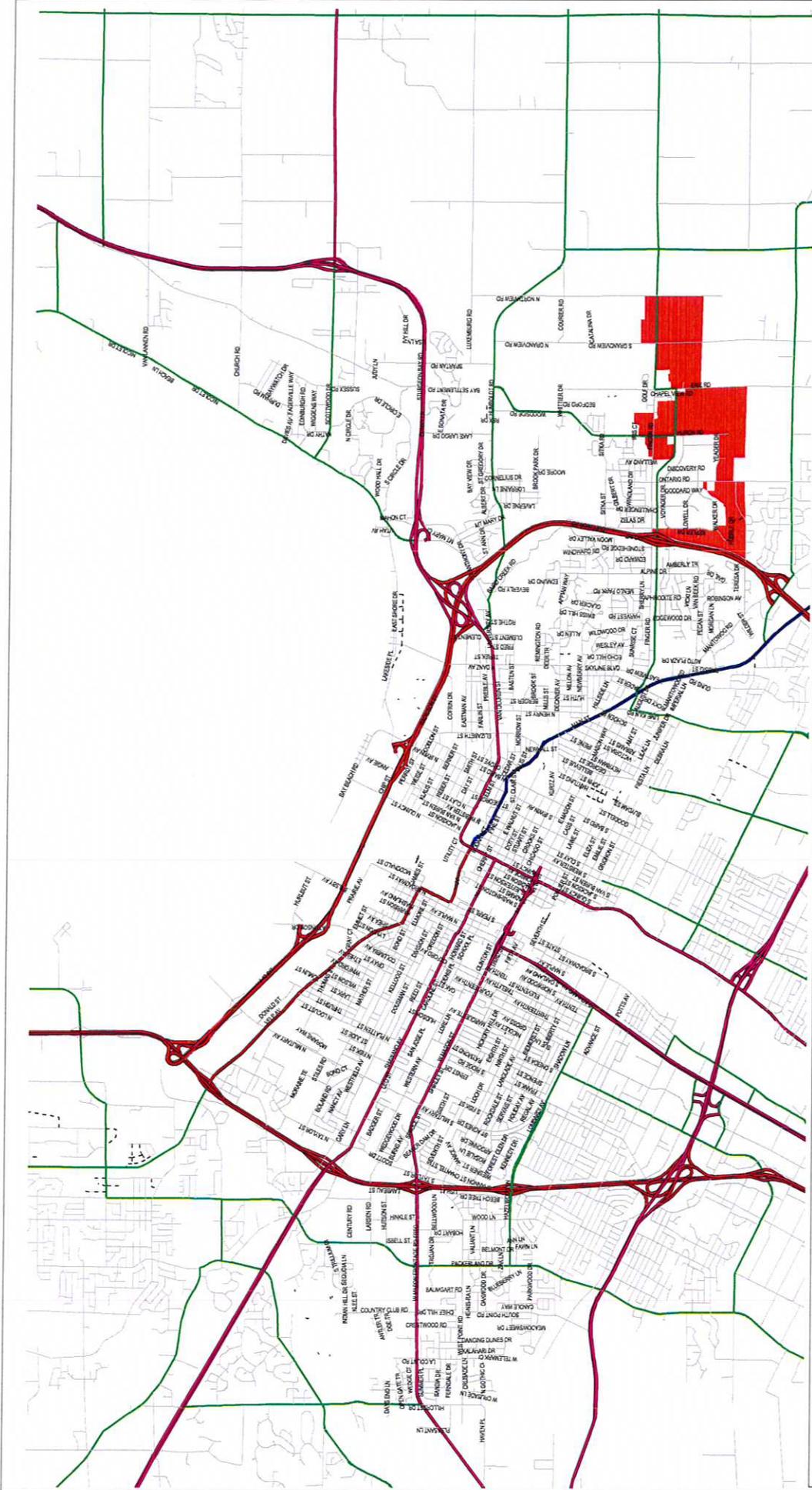
### **II. Tax Incremental District Boundary**

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

### **III. General Make-Up**

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

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

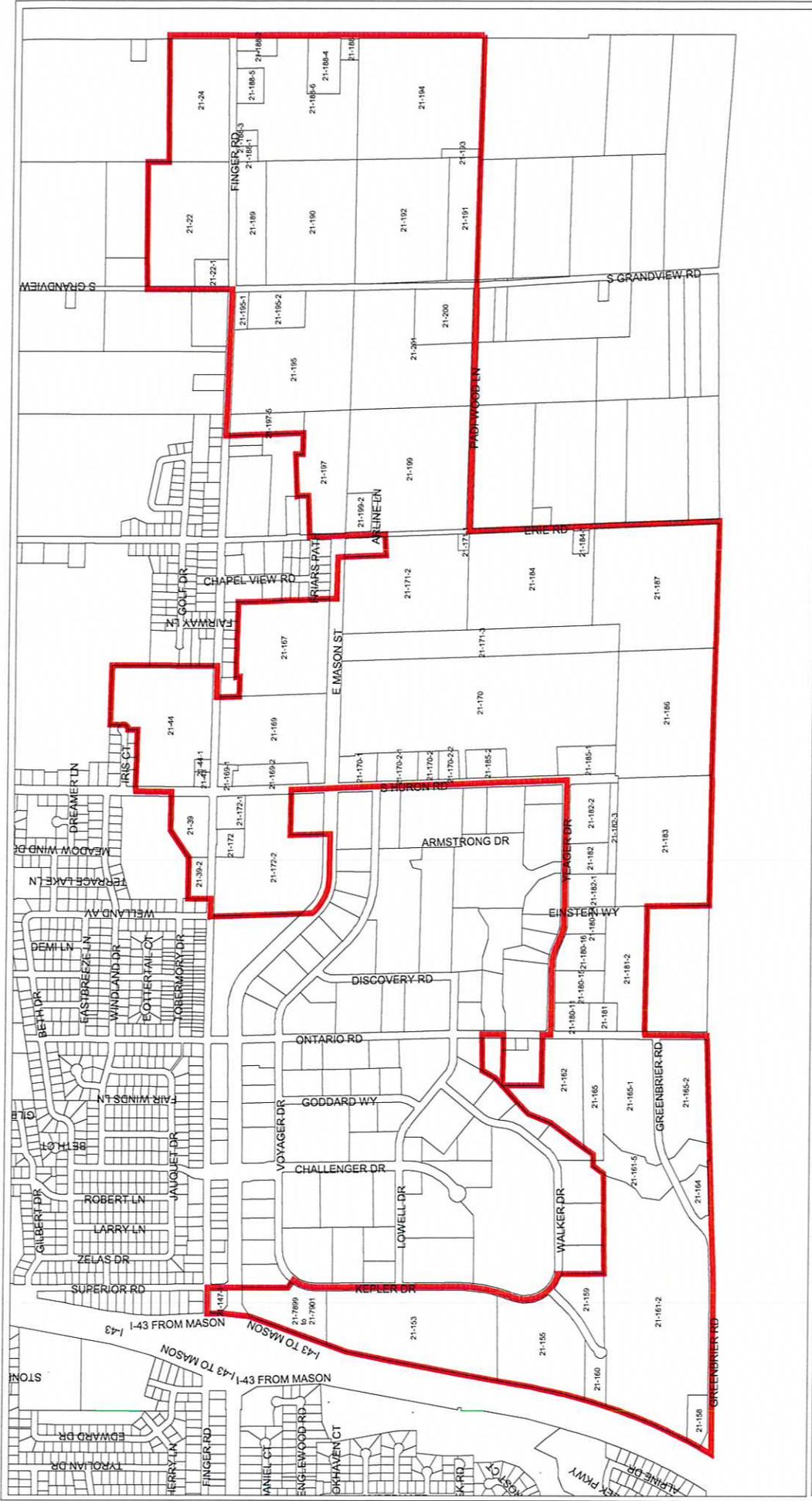


Brown County

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

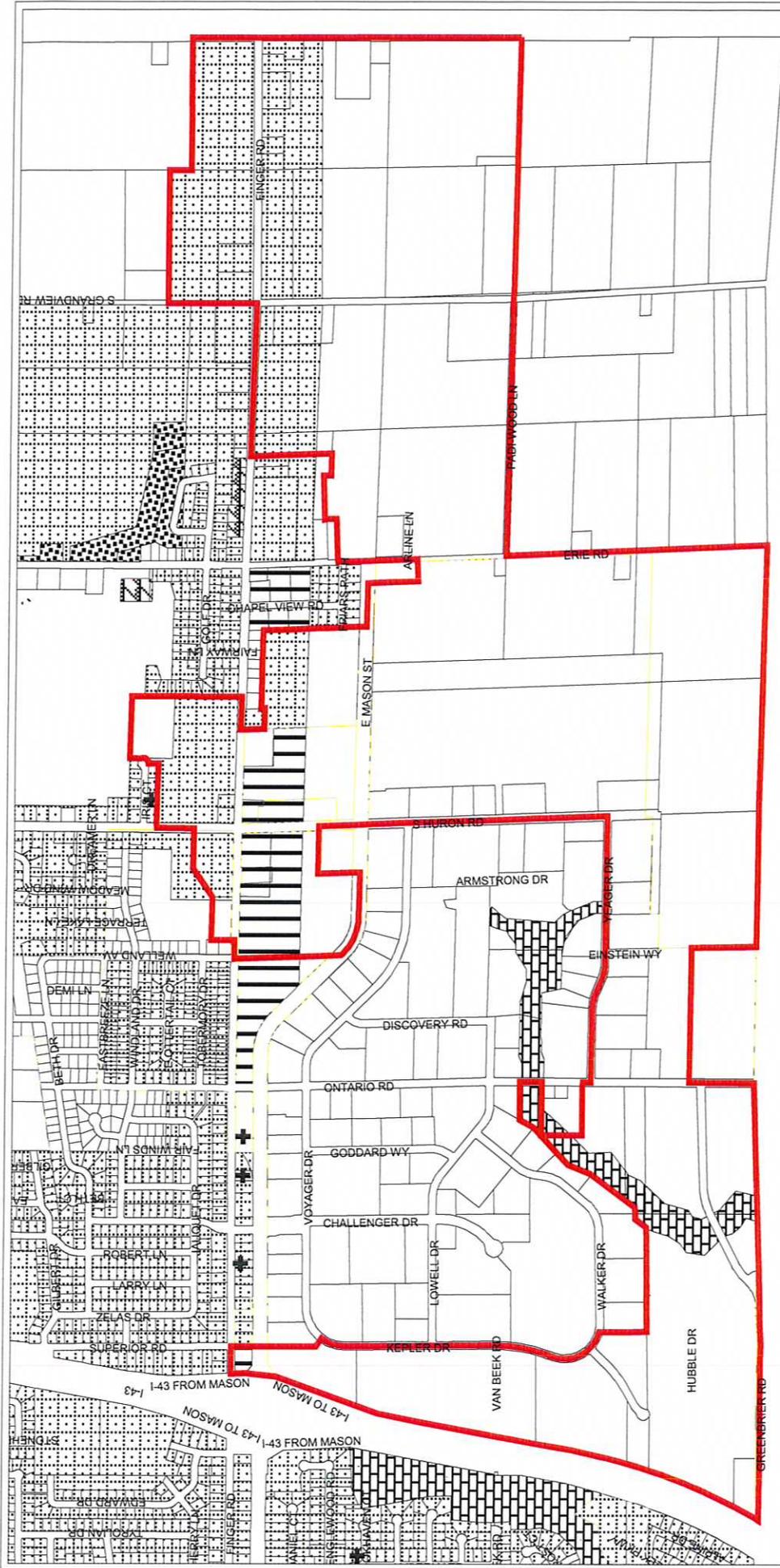


Map prepared by City of Green Bay Planning Department. May 2005.  
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**City of Green Bay**  
**I-43**  
**Tax Increment Finance District 12**  
**Map 2. District Boundary**



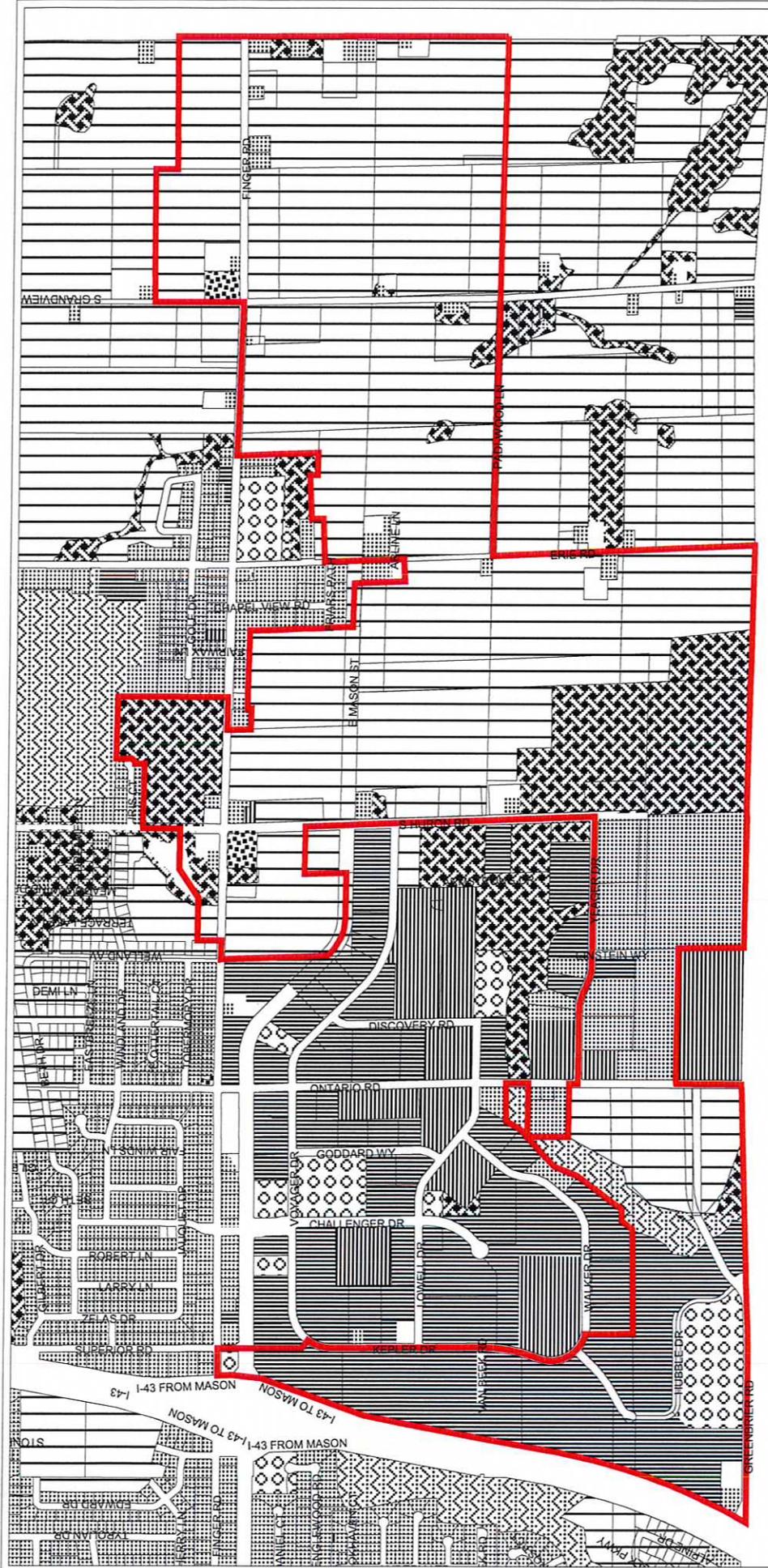


-  District Boundary
-  Conditional Use
-  Planned Commercial District
-  First Residential
-  Third Residential
-  Residential Park
-  First Business
-  Conservancy Parkway

**City of Green Bay  
I-43  
Tax Increment Finance District 12  
Map 3 Existing Zoning**



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

**Residential**

**Commercial**

**Industrial**

**Roads**

**Communications/Utilities**

**Governmental/Institutional**

**Parks and Recreation**

**Woodlands, Wetlands, Undeveloped Open Space**

**Agriculture**

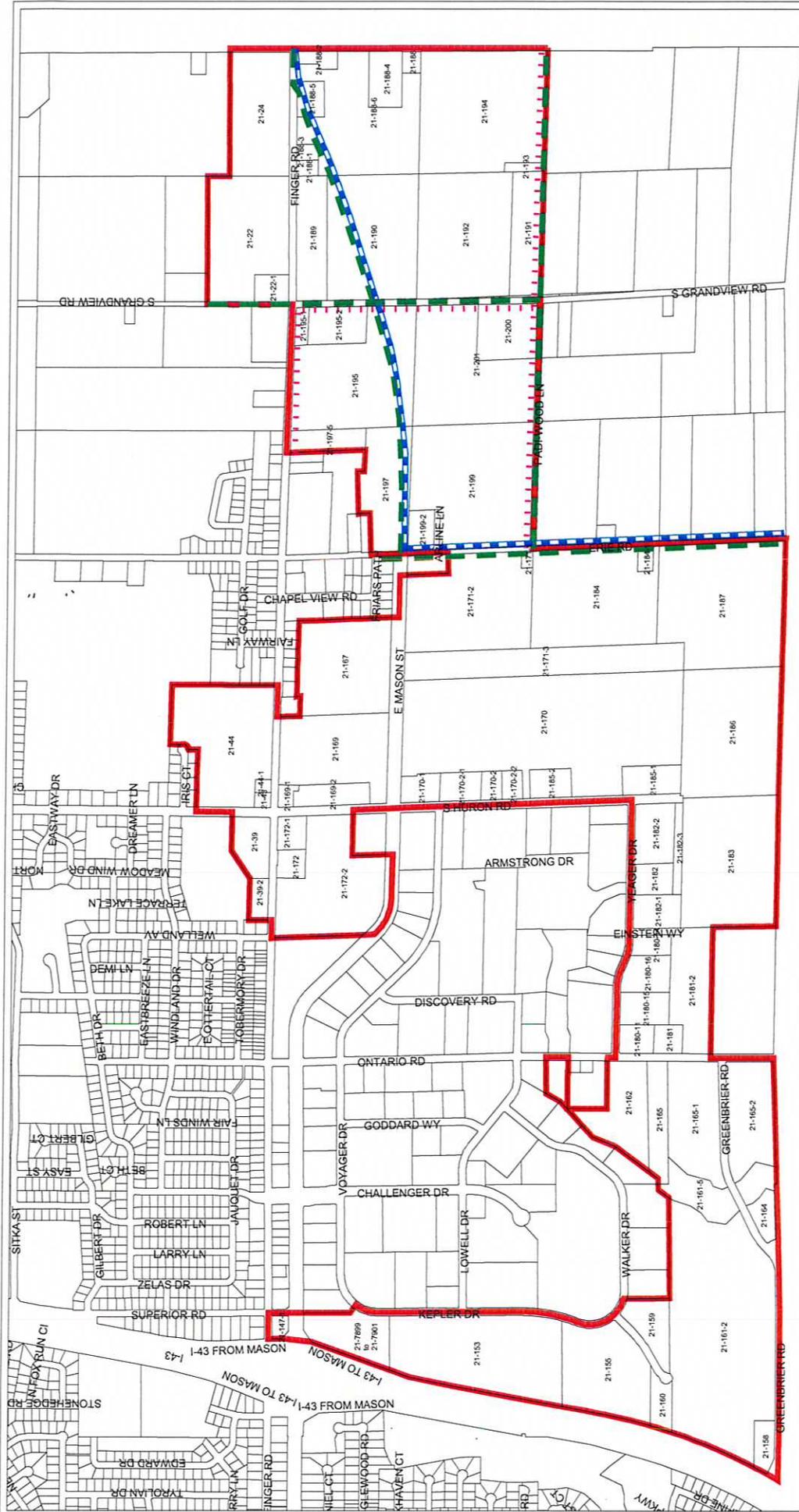
**Land use data collected 2001**

**City of Green Bay  
I-43  
Tax Increment Finance District 12  
Map 4. Existing Land Use**



Map prepared by City of Green Bay Planning Department, May 2005.  
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-  District Boundary
  -  Baird Creek South Branch Interceptor Sewer
  -  Interceptor Sewer
  -  Sanitary Sewer, Storm Sewer, Watermain, Street Paving, Street Lighting and Street Trees
- \* See Text for Further Future Improvements

**City of Green Bay  
I-43  
Tax Increment Finance District 12  
Map 5. Projects**



## **Project Plan**

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

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

#### **Improvement #1: Interceptor Sewer**

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

#### **Improvement #2: Sanitary Sewer**

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

#### **Improvement #3: Storm Sewer**

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

#### **Improvement #4: Water mains**

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

#### **Improvement #5: Street Paving**

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

**Improvement #6: Street Lighting**

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

**Improvement #7: Trees**

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

**Improvement #8: Traffic Lights**

**Locations:** Ontario, Huron, Erie, and Grandview

**Improvement #9: Detention Ponds**

**Locations:** District-wide

**Improvement #10: Storm water Management Study**

**Improvement #11: Signage**

**Locations:** District-wide

**Improvement #12: Right of Way Land Acquisition**

**Locations:** A total of 30 acres district-wide

**Improvement #13: Park Acquisition**

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

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

**Improvement #15: District Administration, Promotion and Marketing Activities**

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

## **B. Economic Feasibility**

### **Background**

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

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

### **Green Bay Market**

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

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

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

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

## TIF Capacity Analysis

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

### Tax Incremental Finance Capacity Analysis (January 2005)

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

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

## Projection of Future Tax Increments

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

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

### Primary TID Projects Only

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

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

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

#### TID Pro-Forma Assumptions:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Master Plan**

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

### **Official Map**

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

### **Zoning**

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

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

### **Building Codes**

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

### **G. Non-Project Costs**

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

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

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

**DESCRIPTION OF TID No. 12**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

thence N53°-26'-16" W, 102.49 feet;

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

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

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

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

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

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

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

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

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

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

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

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

**APPENDIX "F"**  
**ALLOCATION AMENDMENT & ANNUAL FINANCIAL REPORT**

## **ALLOCATION AMENDMENT**

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

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

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

Date District Created: January 1, 2005

Latest Possible Termination Date: December 31, 2027

Fund Balance January 1, 2010 \$ 4,884,909.12

Revenues:

Tax Increment	\$ 1,020,381.72
Debt Proceeds	-
Interest	70,392.01
Other	<u>279,743.00</u>
<b>Total Revenue</b>	<u>1,370,516.73</u>
<b>Sub-Total</b>	<b>\$ 6,255,425.85</b>

Expenditures:

Project Costs	\$ 444,149.97
Debt Service	276,066.10
Other	<u>-</u>
<b>Total Expenditures</b>	<u>720,216.07</u>

Fund Balance December 31, 2010 \$ 5,535,209.78

Outstanding Debt Service:

Principal	\$ 3,515,540.00
Interest	<u>1,897,257.76</u>
<b>Total</b>	<b>\$ 5,412,797.76</b>

*Dawn M. Foeller*  
 Dawn M. Foeller  
 Finance Director / Comptroller



City of Green Bay  
Department of Community and Economic Development

## Appendix G: Allocation Amendment

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

- 1) Allocate up to two hundred thousand dollars (\$200,000.00) to Tax Increment Finance District #6 (Near East Side / Navarino) in order to pay all outstanding and encumbered Project expenses necessary to terminate TID #6 in 2018.
- 2) Allocate up to three hundred and fifty thousand dollars (\$350,000.00) to Tax Increment Finance District #11 (Olde Main Street) in order to pay all outstanding and encumbered Project expenses necessary to terminate TID #11 in 2018.
- 3) Allocate up to one hundred and fifty thousand dollars (\$150,000.00) to Tax Increment Finance District #15 (Olde North) in order to pay all outstanding and encumbered Project expenses necessary to terminate TID #15 in 2018.

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

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