

**TAX INCREMENTAL FINANCE
DISTRICT NO. 13**

PROJECT PLAN

Downtown Redevelopment

City of Green Bay, Wisconsin

August 2005

Plan Amended - June 2008

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Introduction

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. A critical component of this strategy is redevelopment. As the availability of green space declines, redevelopment becomes the key to efficiently maximizing existing land already served by utilities within the City of Green Bay. The City's Comprehensive plan identifies several priority areas prime for redevelopment to include the downtown area. The heart of Green Bay's contains First Business zoning. Many of the properties in the area have been determined by definition to be blighted. While this neighborhood has experienced underutilization for years, the commitment of private investment has spurred redevelopment in the area. 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 site preparation.

A primary tool used to accomplish the City's redevelopment goals is Tax Increment Finance (TIF). This Project Plan for Tax Incremental Financing District (TID) No. 13 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 prevent and eliminate deteriorating conditions, benefiting not only the City of Green Bay but all of Brown County and northeastern Wisconsin.

Project Plan Amendment Introduction

Tax Increment Finance District (TID) No. 13 was originally created in August 2005. The core of TID No. 13 and the geographically center of downtown Green Bay is the 5-acre, two story, 400,000+ square foot Washington Commons mall. In 2005, this property was owned and operated by a private entity, which was trying to re-position the mall as a mixed-use facility that would be home to retailers, as well as office and hospitality users. Redevelopment into another use was discussed at this time, however, the mall was still functioning as a mall and redevelopment discussions were just beginning.

In 2005, Washington Commons was struggling to maintain its relevance at a time when larger suburban shopping centers were the preferred choice of retailers and consumers. Several communities were facing a similar challenge involving downtown shopping centers that were built during the popular urban renewal period of the 1960s and 1970s. The City of Green Bay and its involvement in the creation and future redevelopment of a downtown mall is a common story. Cities across the nation were trying to figure out what to do with these structures when they became obsolete.

In 2006, the mall officially closed its doors and in 2007, the City of Green Bay Redevelopment Authority became the sole owner of this important downtown landmark. When the mall closed, the City began working on a physical redevelopment plan. This proposed plan calls for the demolition of the entire Washington Commons structure and

reinstallation of the downtown street network, which includes connecting Adams Street to Main Street and bringing what is currently called Admiral Flatly Court east to Adams Street.

This property is the center of downtown Green Bay and it currently sits boarded and vacant. The redevelopment of this site is not only necessary to create a stronger TID, but more importantly, is necessary to create a stronger downtown. Redevelopment of a site this large and visible is going to have a positive ripple effect that will be felt throughout the greater Green Bay community.

Project Plan Amendments

The following pages include the proposed changes necessary to include the redevelopment of Washington Commons as part of TID No. 13. These changes include the addition of infrastructure projects related to the demolition and redevelopment of Washington Commons, an updated Project Map, and an updated proforma that includes projected increases in potential increment and project support.

Description of the Proposed District

I. Regional Location

The proposed Tax Increment Finance District No. 13 is located downtown on the East Side of the Fox River. TID No. 13 is bordered by the East River to the North, Monroe Avenue to the East, Cherry Street to the South, and the Fox River to the West. Map 1 shows where TID No. 13 is located within the City of Green Bay.

II. Tax Incremental District Boundary

The boundaries for TID No. 13 are provided on Map 2. The legal description for the District is included as Appendix "A."

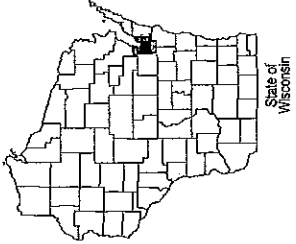
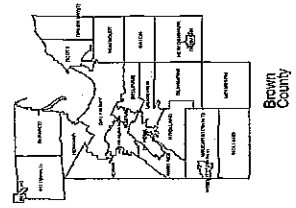
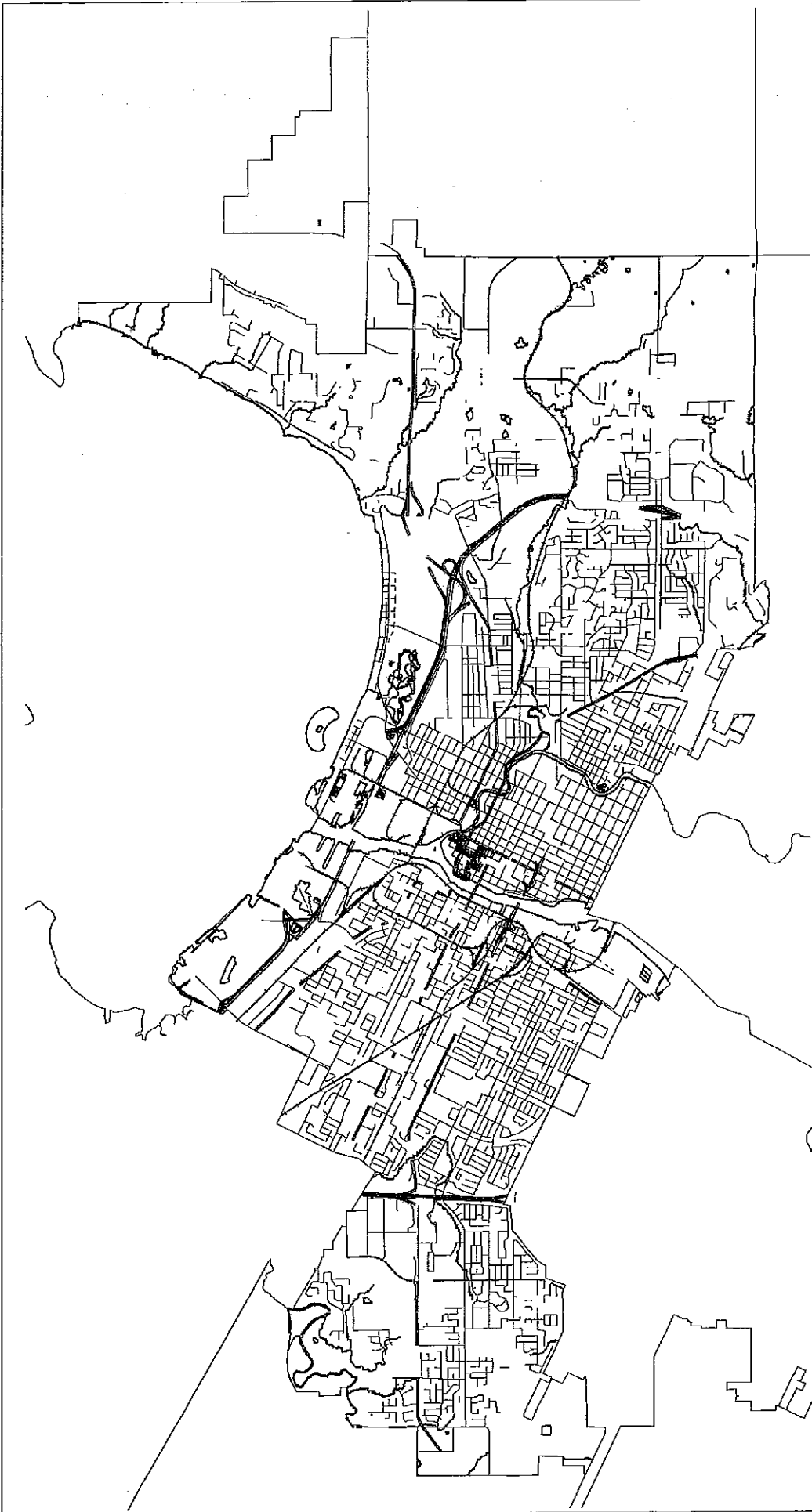
III. General Make-Up

Containing 31 parcels and 26.21 acres, proposed TID No. 13 is comprised of four land uses- commercial, transportation, parks and recreation, and governmental/institutional. Map 4 shows existing land use for the TID, and Map 3 illustrates the corresponding zoning. Approximately 98% of the acreage in TID No. 13 is zoned First Business with the remaining land being public property.

Appendix "B" provides a listing of the 31 parcels within TID No. 13 with parcel ID number, address, owner, land value, improvements, and total assessed value.

IV. Blight Criteria

According to the State of Wisconsin Tax Increment Law, for an area to be designated a Tax Incremental Financing 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. In proposed TID No. 13, 62% of the acreage was determined to be blighted and 87% of the parcels were determined to be blighted. Proposed TID No. 13 meets these statutory criteria. Map 6 shows the blighted parcels and Appendix "C" lists each designated parcel with a brief description of its redevelopment needs.



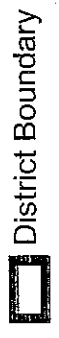
**City of Green Bay
Downtown
Tax Increment Finance District 13
Map 1. Location**

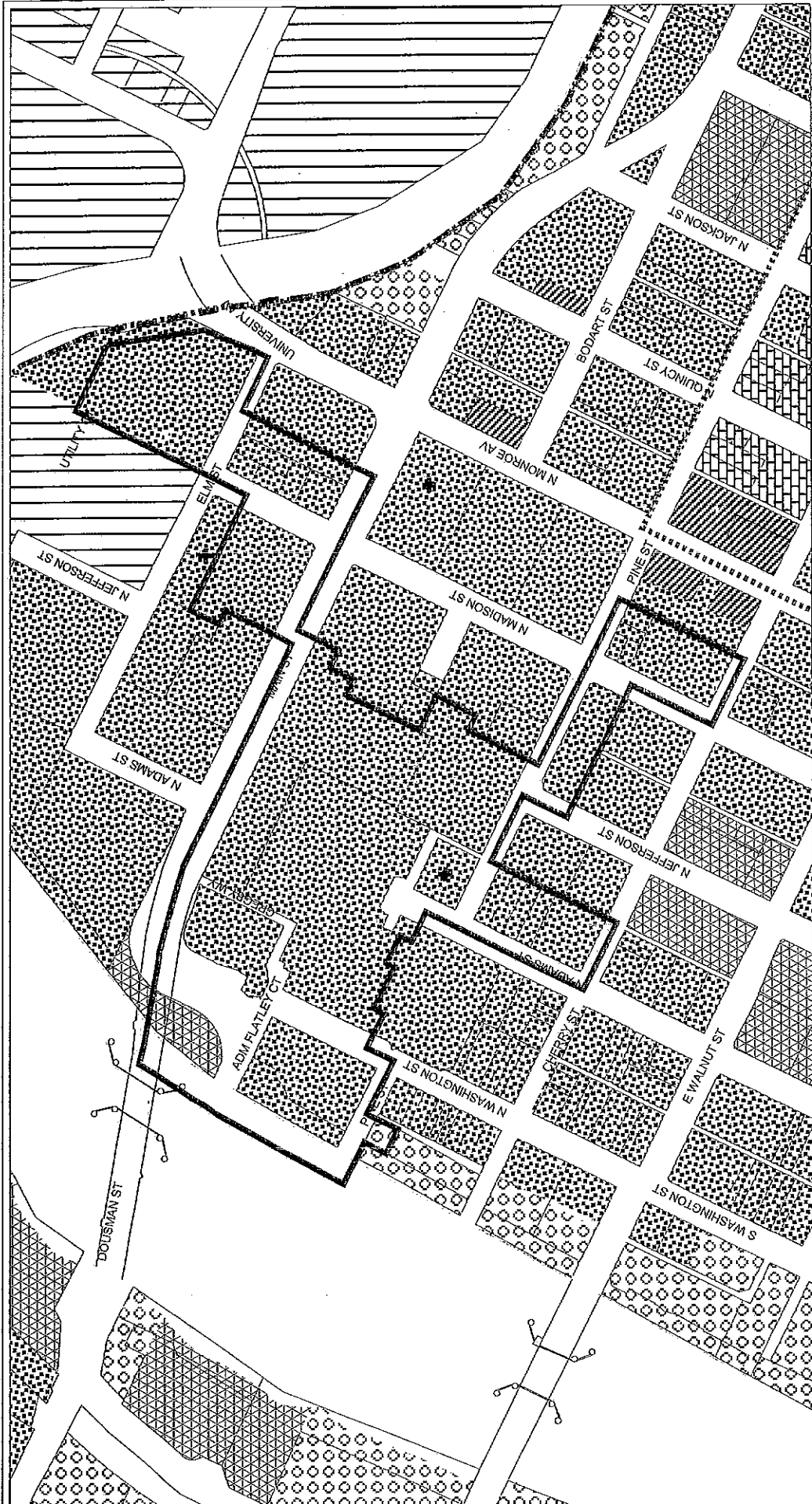


Map prepared by City of Green Bay Planning Department, May 2005.
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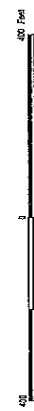
**City of Green Bay
 Downtown
 Tax Increment Finance District 13
 Map 2. District Boundary**



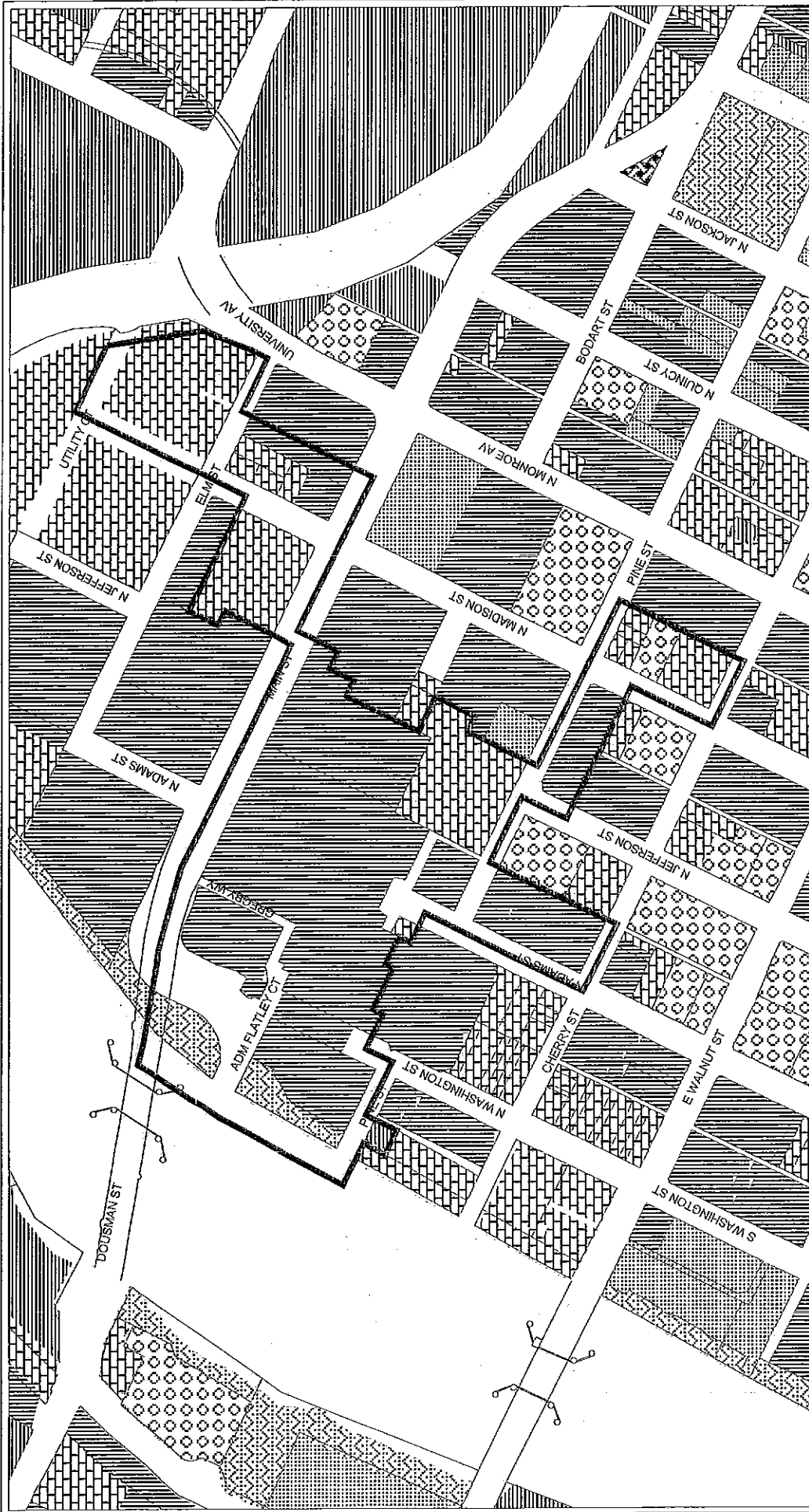


- District Boundary
- Commercial Construction
- Urban Parking
- Conditional Use
- First Business
- Second Business
- Highway Business
- High Density
- Industrial A
- Public Property (not a zoning category)

City of Green Bay
Olde Main Street
Tax Increment Finance District 13
Map 3 Existing Zoning



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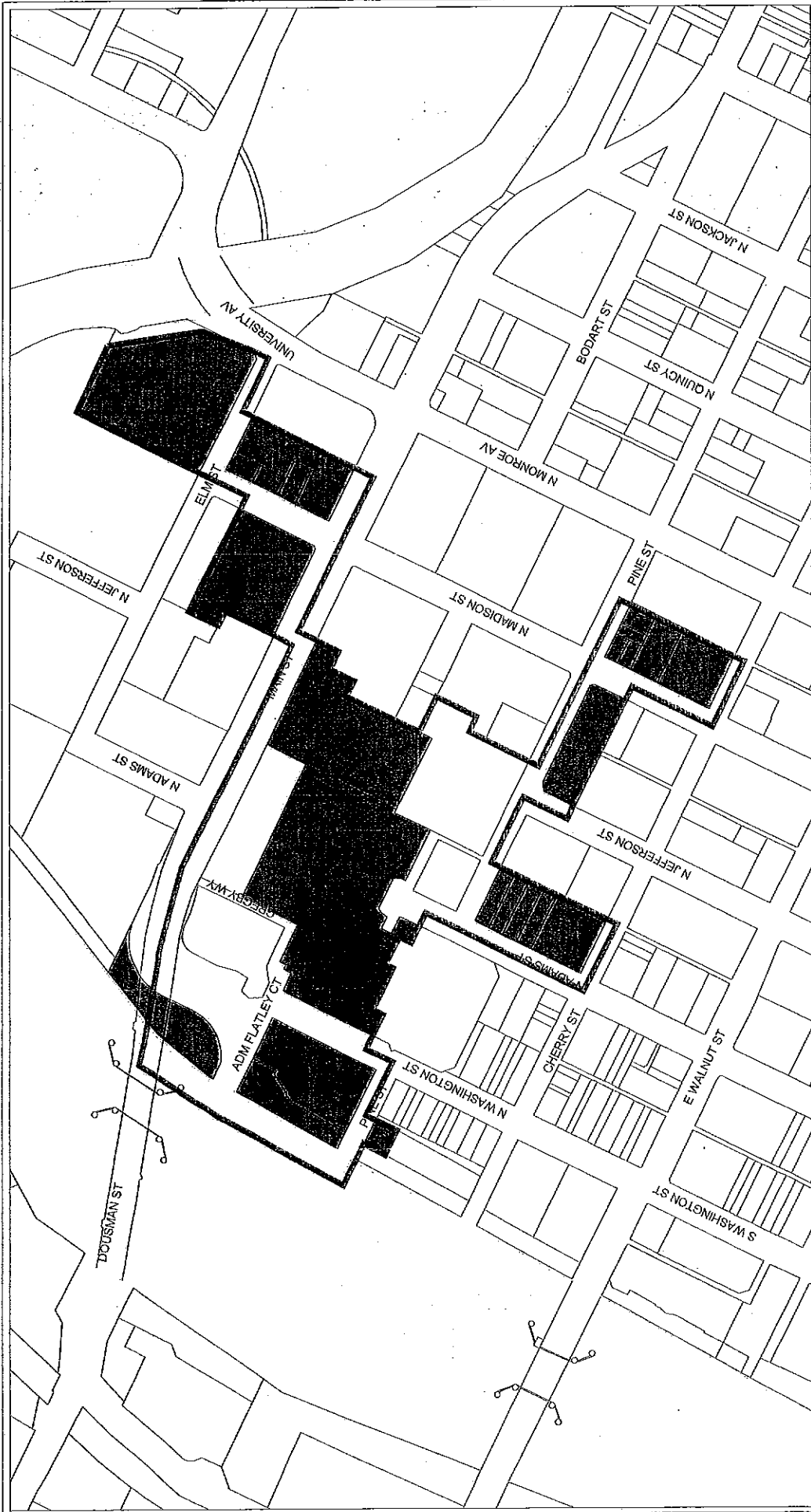
District Boundary.

- District Boundary.
- Residential
- Commercial
- Industrial
- Roads
- Transportation
- Communications/Utilities
- Governmental/Institutional
- Parks and Recreation

Land use data collected 2001



**City of Green Bay
Downtown
Tax Increment Finance District 13
Map 4. Existing Land Use**





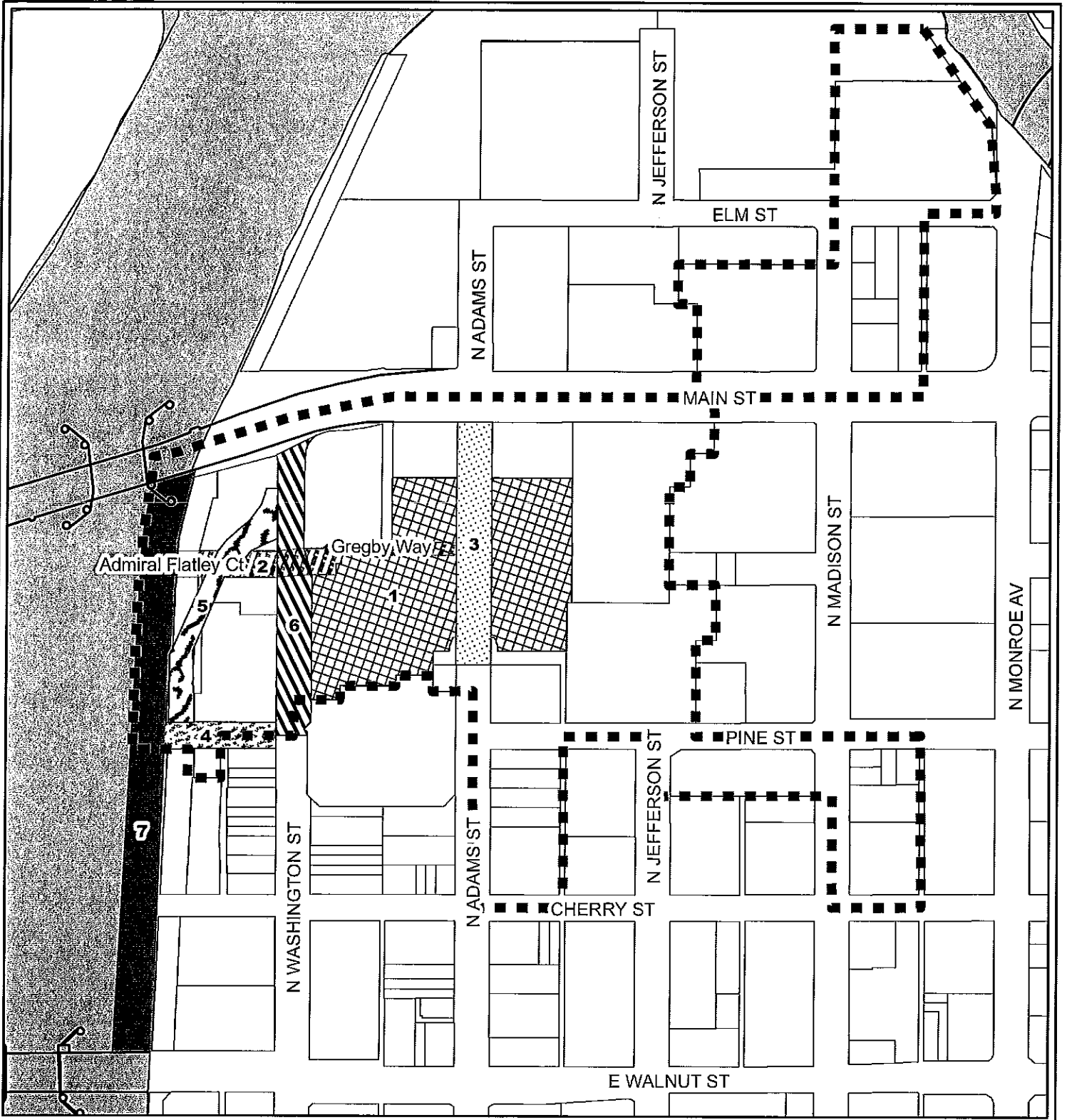
**City of Green Bay
 Olde Main Street
 Tax Increment Finance District 13
 Map 5. Blighted Properties**



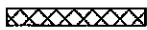







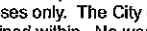
-  Blighted Property
-  District Boundary



Map prepared by City of Green Bay Planning Department, May 2006.
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Projects

-  1 - Demolition Washington Commons
-  2 - Infrastructure Admiral Flatley Ct or Gregby Way
-  3 - Infrastructure Adams St from Pine St to Main St
-  4 - Infrastructure Pine St from Washinton Av to Fox River
-  5 - Infrastructure Washington Way from Pine St to Main St
-  6 - Infrastructure Washington St to Main St
-  7 - Infrastructure Walnut St to Main St
-  8 - 12 District Wide Improvements
-  TID 13 Boundary

City of Green Bay

Tax Increment Finance District 13



This is a compilation of records and data located in various City of Green Bay offices and is to be used for reference purposes only. The City of Green Bay is not responsible for any inaccuracies or unauthorized use of the information contained within. No warranties are implied. Map prepared by City of Green Bay Planning Department. M.H. May 2008.



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. 13. All the proposed improvements were given consideration in order to both maximize development possibilities and remedy blighted conditions. Improvements will enhance the economic viability of downtown and provide public amenities to beautify the heart of Green Bay.

Improvement #1: Demolition

Location: Washington Commons Shopping Center

Public Work or Improvements: Demolition of all, or part of the former Washington Commons shopping center. Demolition includes re-facing adjacent structures that are currently attached to the Washington Commons property.

Improvement #2: Infrastructure

Location: Admiral Flatley Court or Gregby Way (name yet to be determined)

Public Work or Improvements: Extend and improve Admiral Flatley Court or Gregby Way. Install storm sewer and water main, street paving, add street lighting, landscaping, and urban amenities.

Improvement #3: Infrastructure

Location: Adams Street from approximately Pine Street to Main Street

Public Work or Improvements: Extend and improve Adams Street. Install storm sewer and water main, street paving, add street lighting, landscaping, and urban amenities. Project includes demolition and improvements necessary to connect Adams St. to Main St. through the Main Street ramp.

Improvement #4: Infrastructure

Location: Pine Street from Washington Street to River

Public Work or Improvements: Street paving, relocate electric line and electric box, add street lighting, landscaping, and urban amenities.

Improvement #5: Infrastructure

Location: Washington Way from Pine Street to Main Street

Description: Install water main and relocate electric line and electric box.

Improvement #6: Infrastructure

Location: Washington Street and Main Street

Public Work or Improvements: Street paving, add street lighting, landscaping, and urban amenities.

Improvement #7: Infrastructure & Urban Amenities

Location: Walnut Street to Main Street

Public Work or Improvements: Construct boardwalk from Walnut to Main Street.

Improvement #8: Parking Infrastructure

Location: District-wide

Public Work or Improvements: New parking facilities and improvements to existing facilities. Detailed cost breakdowns have not been calculated for these improvements, however allocation for these expenditures have been built into anticipated public and private improvements.

Improvement #9: Private Utilities

Location: District-wide

Description: To fully service TID No. 13, additional utility extensions will be needed to include electric, natural gas, telephone and internet communications, cable TV, and street lighting. Detailed cost breakdowns have not been calculated for these utilities, however allocation for their expenditure has been made.

Improvement #10: Property Acquisition

Location: Necessary Right-of-Ways and project properties

Description: Acquire and assemble parcels to expedite redevelopment.

Improvement #11: Loans and/or Grants to Businesses and Developers

Location: District-wide

Description: Loans and or grants made available to accomplish the objectives outlined in this plan.

Improvement #12: District Administration, Promotion and Marketing Activities

Location: District-wide

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

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 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 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.13.

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 twenty-two year timeline, with a possible three-year extension. Secondary or ongoing 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 or ongoing 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.

A. Primary TID Projects Only

The primary projects include a variety of infrastructure improvements that will improve the redevelopment of the downtown district and make it a vibrant multi-use development. Projected private investment will generate tax increment as follows:

Year	Value Date	Increment Value	TID Rate	Tax Revenue
1	2005			\$0
2	2006			\$0
3	2007		\$21.98	\$0
4	2008		\$21.54	\$0
5	2009	\$4,000,000	\$21.11	\$0
6	2010	\$63,120,000	\$20.69	\$84,438
7	2011	\$65,013,600	\$20.27	\$1,305,789
8	2012	\$66,964,008	\$19.87	\$1,318,063
9	2013	\$126,972,928	\$19.47	\$1,330,453
10	2014	\$130,782,116	\$19.08	\$2,472,266
11	2015	\$134,705,580	\$18.70	\$2,495,506
12	2016	\$138,746,747	\$18.33	\$2,518,964
13	2017	\$142,909,149	\$17.96	\$2,542,642
14	2018	\$147,196,424	\$17.60	\$2,566,543
15	2019	\$151,612,317	\$17.25	\$2,590,668
16	2020	\$156,160,686	\$16.90	\$2,615,020
17	2021	\$160,845,507	\$16.57	\$2,639,602
18	2022	\$165,670,872	\$16.23	\$2,664,414
19	2023	\$170,640,998	\$15.91	\$2,689,459
20	2024	\$175,760,228	\$15.59	\$2,714,740
21	2025	\$181,033,035	\$15.28	\$2,740,259
22	2026	\$186,464,026	\$14.97	\$2,766,017
23	2027	\$192,057,947	\$14.67	\$2,792,018
24	2028	\$197,819,685	\$14.38	\$2,818,263
25	2029	\$203,754,276	\$14.09	\$2,844,754
26	2030	\$209,866,904	\$13.81	\$2,871,495
27	2031	\$216,162,911	\$13.53	\$2,898,487
28	2032	\$222,647,798	\$13.26	\$2,925,733

Appendix “D” provides a complete proforma 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 redevelopment within the downtown district.

TID Proforma Assumptions:

1. Property tax revenues are expected to grow at a conservative rate.
2. The primary projects will add over \$121,000,000 in equalized value in the next 5 years, which in turn will generate the tax increment.
3. Total tax increment assumes a total tax levy of current mill rate of \$21.98 per \$1,000 of assessed value decreasing by 2% every year.
4. Borrowing interest is estimated to be 4.75%.

**Table 1
TID & Public Investment Summary
June 2008**

Project	Map #	Location #	TIF Cost	Projected Date
Demolition (Washington Commons)	Map 6	#1	\$2,500,000	2008-2011
Infrastructure (Street Improvement)	Map 6	#2	\$675,000	2008-2011
Infrastructure (Street Improvement)	Map 6	#3	\$825,000	2008-2011
Infrastructure (Street Improvement)	Map 6	#4	\$116,000	2006-2010
Infrastructure (Street Improvement)	Map 6	#5	\$96,000	2006-2010
Infrastructure (Street Improvement)	Map 6	#6	\$396,000	2006-2010
Infrastructure/Amenities (Board Walk)	Map 6	#7	\$7,000,000	2006-2012
Property Acquisition Site Prep. Parcel Assemblage	Map 6	#10	\$5,700,000	Ongoing
Loans/Grants	Map 6	#11	\$19,250,000	Ongoing
Promotion/ Marketing	Map 6	#12	\$500,000	Ongoing
Project Total			\$37,058,000	

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

B. Description of the Methods of Financing All Estimated TID No. 13 Project Costs

The City may use a variety of financing methods to implement TID No. 13 projects, including but not limited to, redevelopment bonds, lease-revenue bonds, general obligation bonds, and receipt of surplus revenues from municipal Tax Increment Districts 4,5,6,7,8,9,10, 11 & 12. TID No. 13 is able to receive as well as donate surplus funds from other active TIDs. 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 13.

The amounts and time frames for borrowing could vary depending on rate and type of development. Projected tax revenue proforma from TID No. 13 is outlined in Appendix D. 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 schedule to end 27 years after inception of the District. Total interest costs are projections only. Should conditions warrant during the life of TID No. 13, the City may opt to refinance the outstanding debt issued to better take advantage of lower interest rates.

The spreadsheet in Appendix D assumes that public project costs are financed through the issuance of bonds, borrowing from the State Trust Fund, 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 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.

C. Detailed Listing of Project Costs

Table 1 provided a listing of the estimated public improvement costs in June 2008 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 twenty-two years (if an extension is not necessary) on project administration, which could include salaries and fringe benefits, management, maintenance and marketing of the TID, bond issuance related expenses and loans and/or grants to business.

D. Promotion of Orderly Growth

The Tax Increment District No. 13 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. 13 area was targeted for redevelopment. 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 Comprehensive Land Use Plan these voices were incorporated in this TID Plan. TID No. 13 promotes orderly and consistent growth.

E. 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. 13 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.13 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. 13 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 redevelopment 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. 13 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 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 Green Bay will not be changed to accommodate TID No. 13 projects.

F. Non-Project Costs

In the event that TID No. 13 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 and 11.

G. 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. 13

That part of the Plat of Navarino, City of Green Bay, Brown County, Wisconsin described as follows:

Beginning at the northwest corner of Outlot 1, Brown County Certified Survey Map Number 7310 as recorded in Volume 49 of Certified Survey Maps page 332;

Thence easterly along the north line of said Outlot 1 to the northeast corner of Outlot 1;

Thence southerly along the east line of said Outlot 1 to a point on the south line of Lot 6, Plat of Navarino;

Thence easterly along said south line of Lot 6 to the west line of the lands described in Brown County Document Number 977064 as Jacket 5382, Image 35;

Thence northerly along last said west line to the centerline of Pine Street;

Thence easterly along said centerline of Pine Street to the centerline of North Washington Street;

Thence northerly along said centerline of North Washington Street to a point on the westerly extension of the south line of Lot 1, Certified Survey Map Number 2215 as recorded in Volume 10 of Certified Survey Maps page 79;

Thence easterly along said south line of Lot 1, Certified Survey Map Number 2215 and said extension thereof to a point on the west line Outlot 1 of said Certified Survey Map Number 2215;

Thence southerly along said west line of Outlot 1 to the southwest corner of said Outlot 1;

Thence easterly along the south line of said Outlot 1 and the extension thereof to a point on the centerline of North Adams Street;

Thence southerly along said centerline of North Adams Street to the centerline of Cherry Street;

Thence easterly along said centerline of Cherry Street to the southerly extension of the centerline of the platted alley lying easterly of and adjacent to Lots 67 through 71, Plat of Navarino;

Thence northerly along said centerline of the platted alley easterly of Lots 67 through 71 and the extension thereof to the centerline of Pine Street;

Thence easterly along said centerline of Pine Street to the centerline of North Jefferson Street;

Thence southerly along said centerline of North Jefferson Street to a point on the westerly extension of the south line of the north 105.9 feet of Lots 526 through 531, Plat of Navarino;

Thence easterly along said south line of the north 105.9 feet of Lots 526 through 531 and the extension thereof to a point on the centerline of North Madison Street;

Thence southerly along said centerline of North Madison Street to the centerline of Cherry Street;

Thence easterly along said centerline of Cherry Street to a point on the southerly extension of the centerline of the platted alley lying easterly of and adjacent to Lots 540 and 523, Plat of Navarino;

Thence northerly along said centerline of the alley easterly of and adjacent to Lots 540 and 523 and the extension thereof to a point on the platted centerline of Pine Street;

Thence westerly along said centerline of Pine Street to a point on the southerly extension of the east line of Lot 1, Certified Survey Map Number 1363 as recorded in Volume 5 of Certified Survey Maps page 167;

Thence northerly along said east line of Lot 1, Certified Survey Map Number 1363 and the extension thereof to the northeast corner of said Lot 1 (also being the southwest corner of Lot 4, Certified Survey Map Number 1363);

Thence westerly along the north line of said Lot 1, Certified Survey Map Number 1363 to a point on the east line of Lot 2 said Certified Survey Map Number 1363;

Thence northerly along the east line of said Lot 2, Certified Survey Map Number 1363 and the extension thereof to a point on the centerline of Main Street (formerly know as Cedar Street);

Thence easterly along said centerline of Main Street to the southerly extension of the platted alley easterly of and adjacent to Lots 332 and 349, Plat of Navarino;

Thence northerly along said centerline of the platted alley easterly of and adjacent to Lots 332 and 349 and the extension thereof to a point on the centerline of Elm Street;

Thence easterly along said centerline of Elm Street to a point on the southerly extension of the west line of Monroe Avenue as shown on Certified Survey Map Number 6835 as recorded in Volume 46 of Certified Survey Maps page 49;

Thence northerly to the southeast corner of Lot 2 said Certified Survey Map Number 6835;

Thence continuing northerly along the east line of last said Lot 2 to the northeast corner of said Lot 2;

Thence westerly along the north line of said Lot 2 to the northwest corner of said Lot 2;

Thence southerly along the west line of said Lot 2 and the southerly extension thereof (said extension being the centerline of North Madison Street), to a point on the easterly extension of the north line of Lot 3, Certified Survey Map Number 2670 as recorded in Volume 13 of Certified Survey Maps page 79;

Thence westerly along said north line of Lot 3, Certified Survey Map Number 2670 and the extension thereof to the northwest corner of said Lot 3;

Thence southerly along the west line of last said Lot 3 and the southerly extension thereof to a point on the centerline of Main Street;

Thence westerly along said centerline of Main Street as now laid out to a point on the combined pierhead and bulkhead line along the east bank of the Fox River;

Thence southerly along said combined pierhead and bulkhead line to the point of beginning.

Parcels affected being tax parcel numbers: 11-106,11-107,11-109,11-116,11-123,11-124,11-125,11-127,11-168,11-169,11-170,11-171,11-172,11-174,11-185,11-2,11-7,12-1,12-1-1,12-140,12-144,12-145,12-146,12-147,12-148,12-14-B,12-161,12-175,12-184-

TID No. 13 Parcel Assessed Values

PARCEL ID	LOCATION	OWNER	LAND VALUE	IMPROVEMENTS	TOTAL VALUE
11-185	501 CHERRY ST	FIRST NORTHERN S & L ASSN	\$223,000.00	\$7,200.00	\$230,200.00
11-172	220 N MADISON ST	ENCOMPASS CHILD CARE INC	\$0.00	\$0.00	\$0.00
11-168	516 PINE ST	ENCOMPASS CHILD CARE INC	\$0.00	\$0.00	\$0.00
11-171	226 N MADISON ST	ENCOMPASS CHILD CARE INC	\$0.00	\$0.00	\$0.00
11-169	512 PINE ST	ENCOMPASS CHILD CARE INC	\$0.00	\$0.00	\$0.00
11-170	230 N MADISON ST	ENCOMPASS CHILD CARE INC	\$0.00	\$0.00	\$0.00
11-174	225-229 N MADISON ST	ASSOCIATED KELLOGG BANK	\$295,200.00	\$275,000.00	\$570,200.00
12-140	202 N ADAMS ST	ASSOCIATED KELLOGG BANK	\$206,800.00	\$3,833,100.00	\$4,039,900.00
12-144	214-216 N ADAMS ST	ASSOCIATED KELLOGG BANK	\$59,500.00	\$259,200.00	\$318,700.00
12-145	218-220 N ADAMS ST	KELLOGG CITIZENS NATIONAL BANK OF GREEN BAY	\$59,500.00	\$233,800.00	\$293,300.00
12-146	222-224 N ADAMS ST	WEINSTEIN	\$59,500.00	\$151,300.00	\$210,800.00
12-147	306-312 PINE ST	A & E INVESTMENT CORP	\$59,500.00	\$486,700.00	\$546,200.00
12-148	304 N ADAMS ST	WISCONSIN HOUSING PRESERVATION CORP	\$0.00	\$0.00	\$0.00
11-7	309 S JEFFERSON ST	GREEN BAY CITY OF PARKING UTILITY COMMISSION	\$0.00	\$0.00	\$0.00
12-90	N ADAMS ST	GREEN BAY REDEVELOPMENT AUTHORITY	\$0.00	\$0.00	\$0.00
12-14-B	301 BLOCK N WASHINGTON ST	GREEN BAY REDEVELOPMENT AUTHORITY	\$0.00	\$0.00	\$0.00
11-107	503 CEDAR ST	BAY VERTE REALTY CO	\$99,100.00	\$433,200.00	\$532,300.00
11-109	514 N MADISON ST	BAY VERTE REALTY CO	\$49,600.00	\$4,600.00	\$54,200.00
11-2	N ADAMS ST	DEVELOPMENT ASSOCIATES LLC	\$781,500.00	\$603,400.00	\$1,384,900.00
11-124	516 N MADISON ST	BAY VERTE REALTY CO	\$37,200.00	\$2,000.00	\$39,200.00
12-1	301 N WASHINGTON ST	GREEN BAY REDEVELOPMENT AUTHORITY	\$0.00	\$0.00	\$0.00
11-106	610 N MADISON ST	BAY VERTE REALTY CO	\$148,700.00	\$181,700.00	\$330,400.00
12-86	320 N WASHINGTON ST	DEVELOPMENT ASSOCIATES LLC	\$1,483,800.00	\$1,223,600.00	\$2,707,400.00
12-1-1	299 WASHINGTON WY	GREEN BAY CITY OF	\$0.00	\$0.00	\$0.00
11-125	510 ELM ST	BAY VERTE REALTY CO	\$74,400.00	\$3,200.00	\$77,600.00
11-123	528 N MADISON ST	BAY VERTE REALTY CO	\$37,200.00	\$2,000.00	\$39,200.00
12-161	430 N ADAMS ST	GREEN BAY CITY OF	\$0.00	\$0.00	\$0.00
11-116	333 MAIN ST	REGENCY SUITES	\$601,400.00	\$34,200.00	\$635,600.00
12-175	406 N WASHINGTON ST	RASHID ENTERPRISES LLC	\$406,200.00	\$2,351,100.00	\$2,757,300.00
12-184-A	MAIN ST	GREEN BAY CITY OF	\$0.00	\$0.00	\$0.00
11-127	515 ELM ST	GREEN BAY CITY OF	\$0.00	\$0.00	\$0.00
			\$4,682,100.00	\$10,085,300.00	\$14,767,400.00

TID 13 Blighted Parcel List.

PARCEL ID	BLIGHT
11-185	X
11-172	X
11-168	X
11-171	X
11-169	X
11-170	X
11-174	X
12-140	X
12-144	X
12-145	X
12-147	X
12-146	X
12-148	
11-7	
12-90	X
12-14-B	X
11-107	X
11-109	X
11-2	X
12-1	X
11-124	X
11-106	X
12-86	X
12-1-1	X
11-125	X
11-123	X
12-161	
11-116	X
12-175	
12-184-A	X
11-127	X

Projected TID XIII Tax Revenues for Primary Projects

YR	Value Date	Increment Value	New Construction	Inflation Increment	TAX RATE	Tax Revenue	Anticipated Bond Amount	Est. Bond Payment	Begin Bal	CAP Interest	Purchase of Mall	Balance
1	2005	BASE					\$2,370,000					\$0
2	2006				\$21.98	\$0		\$197,098	-\$3,206,847			-\$3,206,847
3	2007				\$21.54	\$0	\$2,150,000	\$380,544	-\$5,825,213			-\$5,825,213
4	2008	\$0	\$4,000,000		\$21.11	\$0	\$14,900,000		-\$4,205,757	\$2,000,000		-\$4,205,757
5	2009	\$4,000,000	\$59,000,000	\$120,000	\$20.69	\$84,438		\$1,549,545	-\$4,205,757			-\$5,670,864
6	2010	\$63,120,000		\$1,893,600	\$20.27	\$1,305,789		\$1,552,995	-\$5,670,864			-\$5,918,070
7	2011	\$65,013,600		\$1,950,408	\$19.87	\$1,318,063	\$11,400,000	\$1,551,296	-\$5,918,070	\$1,500,000		-\$4,651,303
8	2012	\$66,964,008	\$58,000,000	\$2,008,920	\$19.47	\$1,330,453		\$2,445,070	-\$4,651,303			-\$5,765,920
9	2013	\$126,972,928		\$3,809,188	\$19.08	\$2,472,266		\$2,448,264	-\$5,765,920			-\$5,741,917
10	2014	\$130,782,116		\$3,923,463	\$18.70	\$2,495,506		\$2,446,352	-\$5,741,917			-\$5,692,764
11	2015	\$134,705,580		\$4,041,167	\$18.33	\$2,518,964		\$2,449,333	-\$5,692,764			-\$5,623,133
12	2016	\$138,746,747		\$4,162,402	\$17.96	\$2,542,642		\$2,447,245	-\$5,623,133			-\$5,527,736
13	2017	\$142,909,149		\$4,287,274	\$17.60	\$2,566,543		\$2,450,066	-\$5,527,736			-\$5,411,260
14	2018	\$147,196,424		\$4,415,893	\$17.25	\$2,590,668		\$2,447,742	-\$5,411,260			-\$5,268,334
15	2019	\$151,612,317		\$4,548,369	\$16.90	\$2,615,020		\$2,447,448	-\$5,268,334			-\$5,103,535
16	2020	\$156,160,686		\$4,684,821	\$16.57	\$2,639,602		\$2,449,479	-\$4,911,382			-\$4,911,382
17	2021	\$160,845,507		\$4,825,365	\$16.23	\$2,664,414		\$2,446,392	-\$4,696,447			-\$4,696,447
18	2022	\$165,670,872		\$4,970,126	\$15.91	\$2,689,459		\$2,448,186	-\$4,453,380			-\$4,453,380
19	2023	\$170,640,998		\$5,119,230	\$15.28	\$2,740,259		\$2,449,742	-\$4,186,825			-\$4,186,825
20	2024	\$175,760,228		\$5,272,807	\$14.97	\$2,766,017		\$2,334,072	-\$3,896,308			-\$3,896,308
21	2025	\$181,033,035		\$5,430,991	\$14.67	\$2,792,018		\$2,252,172	-\$3,464,363			-\$3,464,363
22	2026	\$186,464,026		\$5,593,921	\$14.38	\$2,818,263		\$2,065,876	-\$2,924,517			-\$2,924,517
23	2027	\$192,057,947		\$5,761,738	\$14.09	\$2,844,754		\$2,065,876	-\$2,172,131			-\$2,172,131
24	2028	\$197,819,685		\$5,934,591	\$13.81	\$2,871,495		\$895,475	-\$1,393,252			-\$1,393,252
25	2029	\$203,754,276		\$6,112,628	\$13.53	\$2,898,487		\$895,475	-\$582,768			-\$582,768
26	2030	\$209,866,904		\$6,296,007	\$13.26	\$2,925,733		\$895,475	-\$2,585,780			-\$2,585,780
27	2031	\$216,162,911		\$6,484,887								
28	2032	\$222,647,798		\$6,679,434								
							\$30,820,000					
							\$121,000,000					