



City of Green Bay
Department of Community and Economic Development

**Tax
Increment
District
Fourteen (14)**

The Rail Yard

**Amended
PROJECT PLAN**

**City of Green Bay, Wisconsin
27 September 2019**

Joint Review Board of the City of Green Bay

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

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Summary of Findings

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

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

Proposed Amendment

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

Appendix A: City Attorney Legal Opinion



Law Department

Vanessa R. Chavez
City Attorney

September 13, 2019

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

RE: Certification of Amended Project Plan
Tax Increment District No. 14
City of Green Bay, Brown County, Wisconsin

This opinion relates to the compliance of the proposed amended project plan for Tax Increment District No. 14, City of Green Bay, Brown County, Wisconsin (hereinafter "District") with the requirements of §66.1105(4), Wis. Stats.

The Community and Economic Development Department has drafted an amended project plan for the District. Pursuant to statutory requirements, a public hearing was held before the Redevelopment Authority at which interested parties were afforded a reasonable opportunity to express their views on the proposed project plan amendment [§66.1105(4)(e), Wis. Stats.]. This hearing was held on August 20, 2019. Resolutions adopting the amended project plan and adding territory to the District will be considered by the Common Council on the evening of September 17, 2019.

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

Thank you for your attention to this matter.

Sincerely,

Vanessa R. Chavez
City Attorney

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

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

Appendix B: Amended Legal Description for TID 14

All of Green Bay Broadway Condominium, as recorded in Volume 5 of Condominium Plats, Pages 129 through 132, as Document Number 2370859;

ALSO all of Lot 18 and Outlot 1, of the recorded plat of Larsen Green, as recorded on Volume 23 of Plats, Pages 17 through 19 as Document Number 2433894;

ALSO all of Larsen Green Condominium, as recorded in Volume 6 of Condominium Plats, Pages 75 through 78, as Document Number 2733827;

ALSO all of Lots 1, 3, 4, 5, 6, 7, 8 and Outlots 1, 2 and 3 of the recorded plat of The Rail Yard, as recorded on Volume 21 of Plats, Pages 109 through 111 as Document Number 2858557;

ALSO Part of Lot 1 and all of Lots 3 and 4, Brown County Certified Survey Map Number 7693, as recorded in Volume 53 of Certified Survey Maps, Pages 31 through 36, as Document Number 2324842 (being part of Lots 20, 21 and 22, of the recorded plat of Dousman's Addition, recorded in Volume 1 of Plats, Page 190);

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

ALSO that part of the adjacent Vacated Rights Of Way;

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

Commencing at the southeast corner of Lot 51, Fort Howard Military Reserve;

thence S25°-33'-03"W, 3443.63 feet to the most northwesterly corner of said Lot 6, of the recorded plat of The Rail Yard, and the point of beginning;

thence S63°-49'-46"E, 142.98 feet, along a northerly line of said Lot 6, The Rail Yard;

thence N26°-10'-14"E, 125.12 feet along a westerly line of said Lot 6, The Rail Yard;

thence S63°-48'-57"E, 286.93 feet, along a northerly line of said Lot 6, The Rail Yard;

thence N26°-11'-42"E, 50.31 feet along a westerly line of said Lot 6, The Rail Yard;

thence S77°-47'-32"E, 103.10 feet, along a northerly line of said Lot 6, The Rail Yard;

thence S63°-49'-46"E, 11.47 feet, along a northerly line of said Lot 6, The Rail Yard;

thence 113.99 Feet along a westerly line of said Lot 6, The Rail Yard, being the arc of a 245.50 foot radius curve to the left whose chord bears N53°-59'-00"E, 112.97 feet, to the south right-of-way line of Mather Street;

thence N26°-14'-27"E, 30.00 feet to the centerline of said Mather Street;

thence S63°-45'-33"E, 87.34 feet along said centerline of Mather Street, to a point on the northerly extension of the east line of said Lot 6, The Rail Yard;

thence S26°-19'-10"W, 361.08 feet along said east line of said Lot 6 and extension thereof, to a northerly line of said Lot 6, The Rail Yard;

thence S64°-18'-02"E, 160.01 feet, along a northerly line of said Lot 6, The Rail Yard, to the easterly line of said Lot 6, The Rail Yard;

thence $S41^{\circ}-10'-34''W$, 100.29 feet along said east line of Lot 6, The Rail Yard, to the northeasterly corner of Outlot 3, The Rail Yard;

thence $S42^{\circ}-45'-00''W$, 276.40 feet along the easterly line of said Outlot 3, The Rail Yard;

thence continuing along said easterly line of Outlot 3, The Rail Yard, $S43^{\circ}-17'-14''W$, 290.25 feet;

thence continuing along said easterly line of Outlot 3, The Rail Yard, $S43^{\circ}-35'-20''W$, 303.18 feet, to the southeasterly corner of said Outlot 3, The Rail Yard;

thence $N57^{\circ}-36'-26''W$, 71.37 feet along the southerly line of said Outlot 3, The Rail Yard;

thence continuing along said southerly line of said Outlot 3, The Rail Yard and the westerly extension thereof, $N62^{\circ}-52'-14''W$, 107.27 feet, to the centerline of Donald Driver Way;

thence $S31^{\circ}-56'-28''W$, 343.61 feet along said centerline of Donald Driver Way;

thence continuing along said centerline of Donald Driver Way, $S45^{\circ}-22'-22''W$, 264.42 feet;

thence continuing along said centerline of Donald Driver Way, $S25^{\circ}-44'-22''W$, 85.27 feet, to the centerline of Dousman Street;

thence $N63^{\circ}-56'-38''W$, 298.01 feet, along said centerline of Dousman Street, to the centerline of N. Broadway;

thence $N25^{\circ}-44'-22''E$, 316.95 feet, along said centerline of N. Broadway;

thence continuing along said centerline of N. Broadway, $N26^{\circ}-09'-57''E$, 1309.14 feet;

thence $S63^{\circ}-49'-46''E$, 40.00 feet, to the point of beginning.

Parcels affected being tax parcel numbers:

5-584-2, 5-584-3, 5-1737, 5-1738, 5-1739, 5-1757, 5-1758, 5-1759, 5-1760, 5-1761, 5-1762, 5-1763, 5-1764, 5-1765, 5-1767, 5-1768, 5-1769, 5-1770, 5-1771, 5-1772, 5-1773, 5-1774 and 5-1756-1.

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

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

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