



Joint Review Board

Regular Untelevised

335 South Broadway
De Pere, WI 54115
<https://www.deperewi.gov/>

Agenda

Thursday, August 24, 2023

9:30 AM

GoToMeeting

Pursuant to Wisconsin Statute 19.84, Notice is hereby given to the public that a meeting of the **Joint Review Board** of the City of De Pere will be held on **August 24, 2023** at **9:30 AM**.

This meeting will be held electronically and the public may attend this meeting electronically or telephonically by accessing either:

Please join my meeting from your computer, tablet or smartphone.

<https://www.gotomeet.me/DePere>

You can also dial in using your phone.

United States (Toll Free): [1 866 899 4679](tel:18668994679)

United States: [+1 \(312\) 757-3117](tel:+13127573117)

Access Code: 154-883-285

*****THIS MEETING WILL NOT BE HELD IN PERSON.*****

Call to Order

1. Roll Call
2. Approval of the minutes of the August 2, 2022 Joint Review Board meeting.
3. Public comments upon matters not on the agenda. Comments made during the public comment period shall pertain only to matters under the jurisdiction of the Joint Review Board. §6-3(f) DPMC.
4. Review Proposed Project Plan Amendment No. 1 and Boundary Amendment No. 2 for Tax Increment District No. 11.
5. Set the Next Meeting Date for TID No. 11 Amendment and Annual Meeting of the Joint Review Board.

Adjournment

Any person wishing to attend this meeting, who, because of disability, requires special accommodations should contact the Development Services Department at 339-4043 by noon the previous day so that arrangements can be made.

Agenda Sent To:

Alderspersons
City Administrator
Mayor
Department Heads
TV, Newspapers & Radio Stations
Kress Family Library
De Pere Chamber of Commerce



City of De Pere, Wisconsin

Request For Joint Review Board Action

MEETING DATE: August 24, 2023

DEPARTMENT: Planning

FROM: Kelly Barker

SUBJECT: Approval of the minutes of the August 2, 2022 Joint Review Board meeting.

ATTACHMENTS:

- JRB_Aug2022_Minutes_West_Draft (PDF)



Joint Review Board

Regular Untelevised

335 South Broadway
De Pere, WI 54115
<https://www.deperewi.gov/>

Draft Minutes

Tuesday, August 2, 2022

10:00 AM

GoToMeeting

Call to Order

The meeting was called to order at 10:00 AM by Mayor James Boyd

Attendee Name	Title	Status	Arrived
James Boyd	Mayor	Present	
Mark Higgins	Board Member	Present	
Chet Lamers	Board Member	Present	
Dawn Laboy	Board Member	Present	
Chad Weininger	Board Member	Excused	

Also present: Development Services Director Daniel Lindstrom, City Administrator Larry Delo, Finance Director Joe Zegers, and City Attorney Kristen Johnson. Chet Lamers attended in place of Bob Mathews.

- Approval of the minutes of the June 22, 2022 Joint Review Board meeting.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	James Boyd, Mayor
SECONDER:	Mark Higgins, Board Member
AYES:	James Boyd, Dawn Laboy, Chet Lamers, Mark Higgins
EXCUSED:	Chad Weininger

- Public comments upon matters not on the agenda. Comments made during the public comment period shall pertain only to matters under the jurisdiction of the Joint Review Board. §6-3(f) DPMC.

There were no public comments.

RESULT:	DISCUSSED
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- TID No. 15 Project Plan Amendment

A. Review Proposed Project Plan Amendment to Tax Incremental Financing District No. 15.

Development Services Director Daniel Lindstrom reviewed the project plan amendment for TID No. 15. He reported that the TID was created as an overlap of TID 8 to spur the development of the United Health Group building. The original project plan was very limited in scope to the single development project. However, since then, there have been a few new developments including the announcement of the preferred route for the Southern Bridge project and the sale of the Humana campus which is planned for redevelopment. Also, any additional development incentives and southern bridge expenditures need to be included in a project plan amendment.

RESULT:	DISCUSSED
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B. Review and Approval of Common Council Resolution #22-61, Approving the Proposed Project Plan Amendment to Tax Incremental Financing District No. 15 in the City of De Pere.

Common Council approved the amendment at their July 19, 2022, meeting. Mark Higgins asked if there are any regulations that limit the number of amendments a TID can have. Development Services Director Daniel Lindstrom replied that boundary amendments are limited to a maximum of four amendments, but project plan amendments are unlimited.

RESULT:	DISCUSSED
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C. TID No. 15 Joint Review Board Resolution #JRB 22-01, Approving the Proposed Project Plan Amendment to Tax Incremental Financing District No. 15. (Project Plan Amendment #1)

Mayor Boyd moved, seconded by Mark Higgins, to approve JRB Resolution #JRB 22-01. Upon vote, motion carried unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	James Boyd, Mayor
SECONDER:	Mark Higgins, Board Member
AYES:	James Boyd, Dawn Laboy, Chet Lamers, Mark Higgins
EXCUSED:	Chad Weininger

5. Annual Review of Financial Reports for Tax Increment Financing Districts No. 8, No. 9, No. 11, No. 12, No. 13, and No. 15.

Development Services Director Daniel Lindstrom provided an annual review of the following west side TIDS: No, 8, 9, 11, 12, 13 and 15.

TID No. 6 - This TID was closed in 2021. There were no questions.

TID No. 8 - There were some major changes last year, with the correction to the \$11 million loss in value, which was a mistake. There are two more years left for the expenditure period. Projected to end with a \$1.5 million surplus, which could change with the Southern Bridge project. There were no questions.

TID No. 9 - There was a small reduction in value as a result of nominal changes (depreciation). Cobblestone Hotel will be completed in 2022, which will bring \$8 million in value in new development during its life. The TID is set to close in 2044. \$240,000 in increased value. There were no questions.

TID No. 11 - This business park mixed-use TID had changes primarily in residential values with the the Honeysuckle Acres subdivision. Two potential expansion projects on Fortune Avenue could bring in \$11 million in revenue, which would cause the TID to end with a surplus. Upon closure, \$850,000 in increased revenue. There were no questions.

TID No. 12 - This business park mixed-use TID saw significant improvements in residential neighborhoods, Waterview Heights Fifth Addition. Also the Green Bay Packaging expansion, and new Georgia Pacific warehouse. \$26 million in additional revenue. Projected to end with a surplus. Overall, \$2.25 million increase in value over the life of the TID. There were no questions.

TID No. 13 - This mixed use TID on the northwest side saw some growth, about \$7.5 million. Projected to end with a surplus of \$800,000. At closure, \$310,000 in annual tax collection. There were no questions.

TID No. 15 - This mixed-use TID was created in 2020. \$1.9 million increase. There were no questions.

Mayor Boyd moved, seconded by Dawn Laboy, to accept and place on file the financial reports for TIDS 8 ,9, 11, 12 and 15. Upon vote, motion carried unanimously.

Development Services Director Daniel Lindstrom asked Dawn Laboy & Chet Lamers to send their mill rate projections to staff in advance of the annual JRB meetings going forward.

RESULT: DISCUSSED

Adjournment

Mayor Boyd moved, seconded by Chet Lamers, to adjourn the meeting at 10:26 AM. Upon vote, motion carried unanimously.

Respectfully submitted,
Kelly Barker



City of De Pere, Wisconsin

Request For Joint Review Board Action

MEETING DATE: August 24, 2023

DEPARTMENT: Planning

FROM: Kelly Barker

SUBJECT: Public comments upon matters not on the agenda. Comments made during the public comment period shall pertain only to matters under the jurisdiction of the Joint Review Board. §6-3(f) DPMC.



City of De Pere, Wisconsin

Request For Joint Review Board Action

MEETING DATE: August 24, 2023

DEPARTMENT: Planning

FROM: Kelly Barker

SUBJECT: Review Proposed Project Plan Amendment No. 1 and Boundary Amendment No. 2 for Tax Increment District No. 11.

ATTACHMENTS:

- TID No. 11 Boundary Amendment No2 Project Plan No1 DRAFT 08172023 (PDF)



City of De Pere

Tax Increment District No.11 Boundary Amendment No. 2 Project Plan Amendment No.1

DRAFT August 18, 2023

Prepared by the Development Services Department

**Original Project Plan for TID 11 - September 1, 2015
Boundary Amendment No. 1– August 17, 2021**

**Plan Commission Review and Approval – August 28, 2023
Common Council Review and Approval – September 18, 2023 (Tentative)
Joint Review Board Review and Approval - TBD**

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City of De Pere - TID No. 11 Boundary Amendment No. 2

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DRAFT 08/18/2023

City of De Pere TID No. 11 Officials and Acknowledgements

Common Council

Mayor James Boyd
 Amy Chandik Kunding
 Shana Defnet Ledvina
 Jonathon Hansen
 Kelly Ruh
 Dean Raasch
 Devin Pearock

Plan Commission

James Boyd, Mayor
 Devin Perock, Alderperson
 Dean Raasch, Alderperson
 Brenda Busch, Commissioner
 Mark Higgins, Commissioner
 Shane Raymaker, Commissioner
 Grant Schilling, Commissioner

Joint Review Board

James Boyd, Mayor - City of De Pere Representative
 Chet Lamers - Northeast Wisconsin Technical College Representative
 Dawn Laboy - West De Pere School District Representative
 Chad Weininger - Brown County Representative
 Mark Higgins - Citizen Member

City Staff

Daniel J. Lindstrom, AICP Development Services Director
 Larry Delo, City Administrator
 Anthony S. Wachewicz III, City Attorney
 Kelly Barker, Administrative Assistant

Milestone Dates

Public Hearing: August 28, 2023 (scheduled)
 Plan Commission Approval Recommendation: September 19, 2023 (scheduled)
 Common Council Approval: September 19, 2023 (scheduled)
 Joint Review Board Approval: TBD

A. EXECUTIVE SUMMARY TID NO. 11 BOUNDARY AMENDMENT NO. 2 AND PROJECT PLAN AMENDMENT NO. 1

The purpose of the Boundary Amendment is to add parcels WD-364-D-505, WD-364-D-505-3, WD-364-D-505-8, WD-1136-1, and the remaining part of parcel WD-1139. The City of De Pere wants to assist in the business growth and expansion of city-owned and privately-owned land. This is also a Project Plan amendment to clarify additional costs related to the South Bridge Connections Project and include other additional project costs necessary for the development within TID no. 11. This amendment will replace the previous project plan as this approach enables the city to keep the most recent project plan and boundary updated under a single document. The project cost section of the document outlines the original costs and the proposed amendments. The Boundary Amendment also includes updated maps to reflect the proposed boundary and updates to the City of De Pere Zoning Code.

B. COMMUNITY INTRODUCTION

The 25,250 people, who call the City of De Pere, Wisconsin home, know that the community provides a high quality of life in the Greater Green Bay metropolitan area. The excellent schools, a dynamic downtown, successful business parks, and safe neighborhoods served by ample parks and natural areas have resulted in considerable loyalty and community pride among residents. The residences, businesses, and commercial areas are connected with a transportation and green space network that accommodates cars, bikes, and pedestrians. The beautiful Fox River is the focal point of the city center, and the Claude Allouez Bridge unites the two sides of our dynamic downtown. Whether you are on the east side or west side, historic buildings thoughtfully blend with new redevelopment to provide a mix of housing, employment, shopping, dining, and entertainment.



C. INTRODUCTION TO TAX INCREMENT FINANCING

Tax Increment Financing (TIF) is a method of public finance often used by municipalities across the United States to subsidize redevelopment, infrastructure, and other community growth projects. The Wisconsin legislature passed the first TIF law in 1975, and municipalities across the state have used the mechanism to make improvements to specified Tax Increment Districts (TIDs). TIF helps to promote local tax base expansion by using property tax revenues to fund site improvements to attract new development, industry, rehabilitation/conservation projects, mixed-use development, blight elimination, and environmental remediation. During the development period, tax bases for the entities in question remain static at pre-development levels, while property taxes continue to be paid. The taxes derived from increases in property value within the TIDs (the tax increment) are diverted into a special fund at the City to pay for the costs of this redevelopment. Generally, the City will borrow funds to pay for initial development costs and use tax increments to retire debt. The City works with developers and property owners to provide infrastructure improvements and incentives for development. Public infrastructure and property improvements will be financed by a combination of TIF increments and debt financing. Figure 1 diagrams the example TID lifespan and process.

The State of Wisconsin classifies City Tax Increment Districts into several categories: rehabilitation, blight removal, industrial, mixed-use, and environmental remediation districts. Tax Increment Districts terminate once either all costs are paid through increment financing or the mandated termination date passes. Upon termination, the taxing jurisdictions within the TID share in the post-TIF tax revenue generated through improvements during the TID's lifetime.

State Statute places certain limitations on the creation of Tax Incremental Financing Districts. Only whole parcels of property that are assessed for general property tax purposes and which are contiguous can be included within a District.

In addition, at least fifty percent (50%) of the real property in a District must meet at least one of the following criteria:

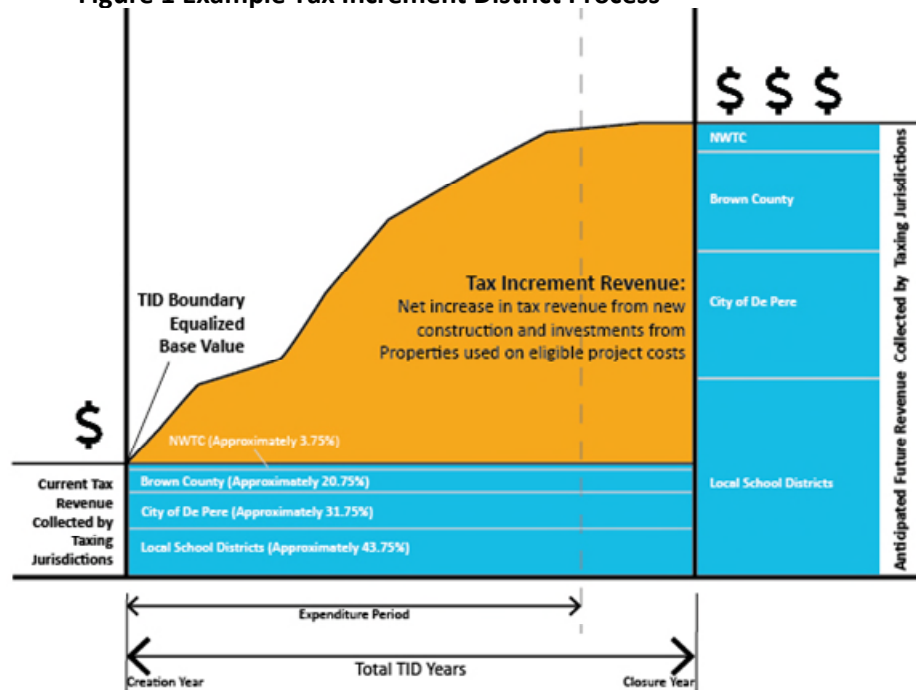
1. It is a blighted area.
2. It is an area in need of conservation or rehabilitation work.
3. It is an area suitable for industrial sites and has been zoned for industrial use; or
4. It is an area suitable for mixed-use development.

It also must be found that:

1. The improvement of the area is likely to significantly enhance the value of substantially all the other real property in the District.
2. The project costs relate directly to eliminating blight, directly serve to rehabilitate or conserve the area or directly serve to promote industrial and/or mixed-use development; and
3. The equalized value of taxable property of the district plus the value increment of all existing Districts does not exceed 12 percent of the total equalized value of taxable property within the City.

Before a Tax Incremental Financing District can be created or amended, a Joint Review Board, which is comprised of representatives of the authorities having the power to levy taxes in the District and one public member, must approve the municipality's action relative to the creation or amendment of the District.

Figure 1 Example Tax Increment District Process



A Tax Incremental Financing District shall terminate when the earlier of the following occurs:

1. That time when the City has received aggregate tax increments with respect to such District in an amount equal to the aggregate of all project costs under the Project Plan and any amendments to the Project Plan for such District.
2. Twenty years after the District is created for mixed-use TIDs.
3. The local legislative body, by resolution, dissolves the District, at which time the City shall become liable for all unpaid project costs actually incurred, except this paragraph does not make the City liable for any tax incremental bonds or notes issued.

D. TAX INCREMENT DISTRICT NO. 11 OVERVIEW

The city created Tax Incremental District No. 11 (“TID No.11”) as an overlap of Tax Incremental District No. 6 (TID No. 6) that has since terminated. The TID was deemed vital to spur the development around the west Industrial Park and help facilitate the development of the Southern Bridge project. The city created TID a “Mixed-Use District” and is a composite of commercial, manufacturing, and residential.

Tax Increment District No. 11 Amendment

The Project Plan Amendment No. 1 for Tax Incremental Financing District No. 11, “the District,” in the City of De Pere has been prepared in compliance with s. 66.1105(4), Wisconsin Statutes. TID No. 11 and the proposed Boundary Amendment is defined by the boundary shown on Map 1 found in Appendix A. Pursuant to s. 66.1105(4)(f), the Project Plan shall include:

1. A statement listing the kind, number, and location of all proposed public works or improvements within the district.
2. An economic feasibility study.
3. A detailed list of estimated projects costs.
4. A description of the methods of financing all estimated project costs.
5. The time when the related costs or monetary obligations are to be incurred.
6. A map showing existing uses and condition of real property in the district.
7. A map showing proposed improvements and uses in the district.
8. Proposed changes of zoning ordinances, master plan, if any, maps, building codes, and city ordinances.
9. A list of estimated non-project costs.
10. A statement of the proposed method for the relocation of any persons to be displaced.
11. An indication as to how creation and amendment of the tax incremental district promotes the orderly development of the city.
12. An analysis of the overlying taxing districts.
13. A map showing the district boundaries; and
14. An opinion of the city attorney advising whether the plan is complete and complies with s. 66.1105(4)(f), Wisconsin Statutes.

a. Planning and Approval Process Timeline

The Finance and Personnel Committee recommended staff and the Plan Commission initiate the planning process for the Amendment of TID No. 11. The City notified the overlying taxing jurisdictions of the public hearing on August 8, 2023 and published public hearing notices in the Green Bay Press Times on August 18, 2023. The notice for the first Joint Review Board (JRB) meeting was published on August 18, 2023. The Joint Review Board held its first meeting on August 24, 2023.

The City held the public hearing for the amendment of the TID No. 11 Project Plan and Boundary on August 28, 2023. After the public hearing, the Plan Commission recommended **approval** of the TID No. 11 Project Plan and Boundary. This Project Plan and boundary was adopted by resolution of the Common Council on _____.

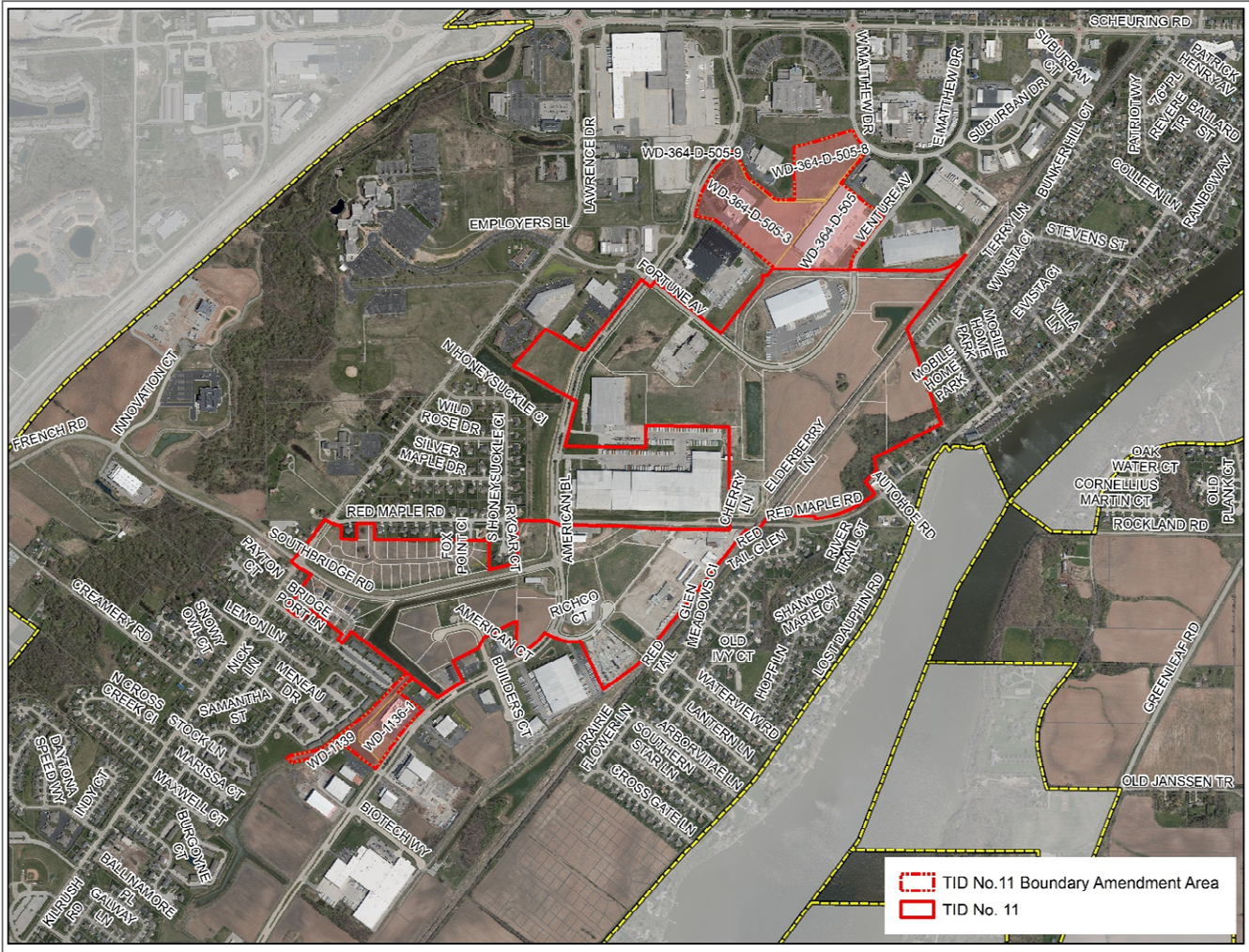
On _____ the Joint Review Board reviewed and **approved** of The TID No. 11 Project Plan and the boundary as required by Wisconsin Statutes. The City published the agenda notice of the final Joint Review Board meeting on _____.

Documentation of all resolutions, notices, and minutes can be found as attachments to this Project Plan. As required by Wisconsin Statutes Chapter 66.1105(5)(b), a copy of the Project Plan will be submitted to the Wisconsin Department of Revenue and used as the basis for the certification of Tax Increment District No. 11 in the City of De Pere. This official Project Plan Amendment guides the development activities within the TID No. 11 amended boundary. Implementation of the Project Plan and completion of the proposed activities require a case-by-case authorization by the Plan Commission, Board of Public Works, Finance and Personnel Committee and the City Council. Public expenditures for projects listed in the Project Plan will be based on the development status of the land and economic conditions existing at the time of construction or implementation. Changes to the TID boundary or project categories not identified here require a formal amendment to the Project Plan involving a public hearing and review and City Council approval.

b. Description And Inventory of Area

The TID current Boundary encompasses _____ acres; the amendment adds an additional _____ acres. The City, through land development regulations and the implementation of the TID Project Plan, could require or facilitate additional right-of-way acquisitions, land dedications, land swaps between property owners, or right-of-way vacations; however, only whole parcels may be included within the TID boundary.

TID Boundary Map: A complete map set is included within Appendix A of this Project Plan.



E. STATEMENT OF PURPOSE

TID No. 11 is being amended to encourage additional development in the city, with the specific goal of increasing commercial and manufacturing development opportunities in the community. The city recognized that without the creation and subsequent amendment of the District, the employment generators and positive construction increment would not occur if the proper infrastructure was not in place to attract and support the development. Therefore, the creation and subsequent amendment of the TID creates a path for developers and the city to develop the lands. The city also intended to complete the following:

- Construction of roads in and up to a one-half mile of the TID boundary, including assisting in the funding of the South Bridge Connection Project;
- Infrastructure upgrades and expansions to sewer and water utilities;
- Developer incentives; and
- Potential land purchases and other potential capital costs.

F. SUMMARY OF FINDINGS

As required by Wisconsin Statutes Section 66.1105, and as documented in this Project Plan Amendment and the exhibits contained and referenced herein, the following findings are made:

a. Project Plan is/has:

- i. In conformity with the Comprehensive Plan and other guiding documents.
- ii. Economically feasible and will enable the TID to close prior to the required closure date.

b. Economic Feasibility and Benefits:

- i. As detailed in the economic feasibility section of this Project Plan, the total tax increment and resulting revenues in the District are sufficient to pay for the existing public works and the proposed incentives included within this Project Plan.
- ii. The benefits of the proposal outweigh the anticipated tax increments to be paid by the owners of property in the overlying taxing jurisdictions. Moreover, the development and infrastructure projects will spur additional development located outside of the TID, the overlying taxing jurisdictions will see an increase in the tax base immediately instead of waiting for the District to close with a much larger TID.
- iii. The expenditures made will create new jobs in the immediate area as a result of the TID amendment. When added to the area within one-half mile of the District, the new and existing businesses in the area will be able to capture an additional or larger market share in the greater region. Therefore, the project costs of the District continue to relate directly to promoting development in the District consistent with the purpose for which the District was created and to be amended.

c. "But For Test":

But for the amendments of this District, the City and developers would not be able to use the Project Plan tools (infrastructure, demolition, land assemblage, and development incentives ("cash grants")) to facilitate the redevelopment of the district. That "but for" the amendment of this TID, the development projected as detailed in this Project Plan: 1) would not occur; or 2)

would not occur in the manner, at the values, or within the timeframe desired by the City. In making this determination, the City has considered the following information:

- i. Development within the TID has not occurred at the pace anticipated by the city due to recent construction prices increases and continually rising interest rates. Infrastructure and other development-related expenses are not likely to be borne exclusively by private developers; therefore, the city has concluded that public investment will be required to fully achieve the City's objectives for this area.
- ii. To achieve its objectives, the city has determined that it must take an active role in encouraging development by making appropriate public expenditures in the area. Without the availability of tax increment financing, these expenditures are unlikely to be made. Enhancement of this area will complement existing venues in the city, and benefit, not only the city but all overlapping taxing jurisdictions. Accordingly, the costs to implement the needed projects and programs are appropriately funded through tax increment financing.
- iii. In order to make the area included within the TID suitable for development, the city will need to make a substantial investment to pay the costs of some or all of the projects listed in the Project Plan such as offsite public infrastructure (stormwater pond, roadway, and intersection improvements). Due to the public investment that is required, the city has determined that the development of the area will not occur at the pace or levels desired solely as a result of private investment.

d. 12% Test:

The City does not exceed the 12% maximum threshold for the total equalized increment value combined with the projected new TID base value in this TID as a ratio of the total equalized value of the property in the City. The total increment value of all the existing tax increment districts within the City equals 9.06%, the inclusion of the base value at the time of amendment increases the percentage to 9.86%.

e. District Type:

The TID was created as a Mixed-Use District. This Project Plan amendment continues met the definition and requirements for a Mixed-Use District. Not less than 50% of the proposed district's area land is suitable for industrial and commercial use. Lands proposed for newly platted residential use does not exceed 35% by area of the real property within the district.

f. Estimated Percentage of Retail:

The City estimates that less than 35% of the territory within the District will be devoted to retail business at the end of the District's maximum expenditure period. The City anticipates zero percent of the area will be devoted to retail business.

G. CITY PLANNING AND ZONING

The following are the subject sections and maps of the City of De Pere guiding documents:

a. Existing Land Use:

As of the drafting of this Project Plan amendment, the TID area is primarily comprised of manufacturing, industrial, and available open space for development, road, rights-of-way,

agricultural fields available for development, and stormwater facilities. Map 2 of Appendix A illustrates the existing land uses.

b. Future Land Use:

The 2010 De Pere Comprehensive Plan designates the amendment areas as Business Park. Map 3 of Appendix A illustrates the proposed or future land uses.

c. Zoning:

The parcels in the TID are subject to local zoning and land division regulation. The parcels are currently zoned as applicable by Wisconsin Statutes, the City can implement zoning changes that comply with the Comprehensive Plan. Map 4 of Appendix A illustrates the existing zoning.

H. STATEMENT OF KIND, NUMBER, AND LOCATION OF PUBLIC WORKS & OTHER PROJECTS

The City created TID No. 11 to promote mixed-use development and redevelopment of properties, improve a portion of the City, enhance the value of the TID, and broaden the property tax base. Any cost directly or indirectly related to achieving the objective of promoting mixed-use development is considered a "project cost" and eligible to be paid from tax increments of this tax increment district, including but not limited to the list below. This may include the construction of infrastructure in and up to a one-half mile of the TID boundary. Maps 5 and 6 in Appendix A illustrate this boundary. Listed below are major categories, which are necessary and standard improvements for promoting mixed-use development:

a. Infrastructure

That portion of costs related to the construction or alteration of sewage treatment plants; water treatment plants or other environmental protection devices; storm or sanitary sewer lines; stormwater management facilities; water lines or amenities on streets; or the rebuilding or expansion of streets, the construction, alteration, rebuilding or expansion of which is necessitated by the Project Plan for a district, and is within the district. Infrastructure can also be installed outside the district, if required, to carry out Project Plans; but only the portion which directly benefits the district is an eligible cost.

The City originally budgeted \$2,255,000 under this category. The Project Plan Amendment adds \$3,629,000 to this category and also reduces rail administration by \$650,000 for a total impact cost of \$5,234,000.

b. Capital Improvement Costs

Including, but not limited to, the costs of the construction of public works or improvements; new buildings, structures, and fixtures; the demolition, alteration, remodeling, repair, or reconstruction of existing buildings, structures, and fixtures, other than the demolition of listed historic properties and the acquisition of equipment to service the district.

The city did not originally budget for Site Development Costs on specific structures and this project plan does not add additional costs.

c. Site Development Costs

Site development activities required to make sites suitable for development include but are not limited to, environmental studies and remediation; stripping topsoil; grading; compacted

granular fill; topsoil replacement; access drives; parking areas; landscaping; stormwater detention areas; demolition of existing structures; relocating utility lines; and other infrastructure, utilities, signs, fencing, and related activities.

The City did not originally budget for Site Development Costs. The Project Plan Amendment adds \$500,000 to this category to assist with a potential stream relocation for Parcel WD-D0077.

d. Land Acquisition & Assembly

This may include but is not limited to, fee title, easements, appraisals, environmental evaluations, consultant and broker fees, closing costs, surveying and mapping, and lease and/or the sale of property at or below market price to encourage or make feasible an economic development project. This could also include the cost to relocate existing businesses or residents to allow redevelopment.

The City did not originally budget for Site Development Costs since most of the land was purchased under TID No. 6. The Project Plan Amendment adds \$825,000 to this category to assist with the potential development of a remaining multi-family zoned property along the South Bridge Connection Corridor.

e. Development Incentives

The City may use TID No. 11 funds to provide cash grants and other types of incentives to developers and businesses to promote and stimulate new development. The City may enter into agreements with property owners, businesses, developers, or non-profit organizations to share costs to encourage the desired kinds of improvements. In such cases, the City will execute development agreements with the developers and/or businesses, which will identify the type and amount of assistance to be provided.

The City may provide funds either directly or through an organization authorized by Wisconsin Statutes (such as a Redevelopment Authority, Public Housing Authority, development organizations, or other appropriate organizations) to make capital available to businesses and/or developers to stimulate or enable economic development and housing development projects within TID No. 11. Funds may be provided in the form of a cash grant, forgivable loan, direct loan, or loan guarantee.

The City originally budgeted \$4,468,000 under this category and this project plan does not add additional costs.

f. Professional Services

Including, but not limited to, those costs incurred for architectural, planning, engineering, and legal advice related to implementing the Project Plan, negotiating with property owners and developers, and planning for the redevelopment of the area.

The City originally budgeted \$25,000 under this category. The Project Plan Amendment adds \$175,000 to this category to assist with surveys and other environmental work for a total impact of \$200,000.

g. Discretionary Payments

Payments made at the discretion of the local legislative body, which are found to be necessary or convenient to the creation and/or amendment of tax incremental districts or the implementation of Project Plans. This could include expenditures to fund programs to eliminate blight; improve housing stock; remove social obstacles to development; provide labor force training, daycare services, or neighborhood improvements to improve the quality of life or safety of the residents, workers, or visitors; and other payments which are necessary or convenient to the implementation of this Project Plan. This also can include an annual donation to the underlying TID No.10 in accordance with the requirements prescribed in Wisconsin Statutes Chapter 66.1105.

The City did not originally budget for Discretionary Payments. The Project Plan Amendment adds \$25,000 to this category for potential marketing strategies and economic development strategies around the South Bridge Connection Corridor.

h. Administration Costs

Administrative costs include but are not limited to, a reasonable portion of the salaries of the City Administrator, Building Inspector, Attorney, Finance Director, Auditor, Assessor, Public Works employees, City Engineer, consultants, and others directly involved in planning and administering the projects and overall District. Administration costs also include any annual payments required to be paid to the Wisconsin Department of Revenue (DOR) under state law.

The City originally budgeted \$85,000 for administration costs. The Project Plan Amendment adds \$375,000 to this category for reasonable salaries of City staff related to the implementation of City staff necessary to support the development of the TID for a total impact of \$460,000.

i. TID Organizational/Amendment Costs

Organizational costs include but are not limited to, the fees of the financial consultant, attorney, engineers, planners, community development consultants, surveyors, GIS professionals, environmental consultants, appraisers, and other contract services related to the planning and creation and/or amendment of the TID. This shall include the preparation of feasibility studies, project plans, and engineering to determine project costs and prepare plans, maps, legal services, environmental investigations, grant applications, regulatory approvals, and other payments made which are necessary or convenient to the creation and/or amendment of this tax increment district. Also included as an eligible administrative cost is the \$1,000 Certification Fee charged by the Wisconsin Department of Revenue.

The City originally budgeted \$3,000 for creation for the District. The Project Plan Amendment adds an additional \$1,000 for a total impact of \$1,000.

j. Inflation

Throughout the past 20 years, the annual rate of inflation in the construction industry has averaged between 2% and 4% but that has increased significantly over the past few years. The inflation appreciation rate, for the purpose of making projections, is 4% as illustrated in Appendix B.

The City anticipates \$200,000 in inflation costs throughout the life of the TID.

k. Financing Costs

Including, but not limited to, all interest paid to holders of evidence of indebtedness issued to pay for project costs and any premium paid over the principal amount of the obligations due to their redemption of the obligations before maturity.

The total financing cost allocated to the TID will be dependent on the amount and time of the loans. The City anticipated \$1,187,083 in financing cost. The project plan amendment adds approximately \$860,000 in additional financing costs throughout the life of the TID not including capitalized interest.

The projects listed above will provide the necessary facilities and support to enable and encourage the development of TID No. 11. These projects may be implemented in varying degrees in response to development needs. The cost estimates above may be adjusted for inflation at the time they are incurred.

I. DETAILED LIST OF PROJECT COSTS

Figure No. 2 below summarizes the detailed project costs for project categories anticipated to be implemented during the remaining expenditure period of TID No. 11. This format follows Department of Revenue guidance on detailed project costs, which states “this list should show estimated expenditures expected for each major category of public improvements.”

Amendment costs listed are based on 2023 prices and are preliminary estimates. The City reserves the right to revise these cost estimates to reflect unforeseen circumstances between 2023 and the time of construction or implementation, such as a higher than the anticipated inflation rate or financing costs that vary from projections due to market conditions at the time of a bond issuance. The city could pursue grant programs to help share project costs included in this Project Plan, as appropriate. Planned project costs are listed in the table below. A more detailed list of planned project costs is included as part of the Financial Attachments in Appendix B.

The City may fund specific project cost items shown below in greater or lesser amounts in response to opportunities that will help the City accomplish the purposes of TID No. 11. The city will use the overall benefit to the city and economic feasibility (i.e., the availability of future revenue to support additional project costs) in determining the actual budget for project cost items throughout the TID’s expenditure period.

Figure 2: Planned Project Costs Summary				
TID No. 11		Created/Revised: 8/16/2023		
Category	Project Plan Costs	Amendments Plan Costs	Other's Share	TID Share
A. Infrastructure	\$2,255,000	\$12,550,000	\$9,571,000	\$5,234,000
B. Capital Costs	\$0	\$0	\$0	\$0
C. Site Development Costs	\$0	\$500,000	\$0	\$500,000
D. Land Acquisition & Assembly	\$0	\$825,000	\$0	\$825,000
E. Development Incentives	\$4,478,000		\$0	\$4,478,000
F. Professional Services	\$25,000	\$175,000	\$0	\$200,000
G. Discretionary Payments	\$0	\$25,000	\$0	\$25,000
H. Administration Costs	\$85,000	\$375,000	\$0	\$460,000
I. Organizational Costs	\$3,000	\$1,000	\$0	\$4,000
J. Inflation	\$0	\$0	\$0	\$0
Subtotal	\$6,846,000	\$14,451,000	\$9,571,000	\$11,726,000
K. Financing Costs (<i>less Capitalized Interest</i>)		\$0		\$2,042,846
Capitalized Interest				\$0
Total TID Expenditure				\$13,768,846

Non-Project costs are public works projects that only partly benefit the TID or are not eligible to be paid with tax increment, or costs not eligible to be paid with Tax Incremental Financing funds. Examples would include:

- A public improvement made within the TID that also benefits property outside the TID. That portion of the total project costs allocable to properties outside of the TID would be a non-project cost.
- A public improvement made outside the TID that only partially benefits property within the TID. That portion of the total project costs allocable to properties outside of the TID would be a non-project cost.
- Projects undertaken within the TID as part of the implementation of this Project Plan, the costs of which are paid fully or in part by impact fees, grants, special assessments, or revenues other than tax increments.

The city anticipates approximately \$9,571,000 of project funding from other governmental agencies, other TIDs, and other grant programs for the completion of the future South Bridge Connector project improvements that would also benefit parcels outside of the TID. Table 1 in Appendix B illustrates these costs.

J. ECONOMIC FEASIBILITY, FINANCING & TIMETABLE

In order to evaluate the economic feasibility of the TID, it is necessary to project the amount of tax increment revenue that can reasonably be generated from the District. The ability of the municipality to finance proposed projects must also be determined. The District is economically feasible if the tax increment revenue projected to be generated over the life of the TID is sufficient to pay all project and financing costs incurred during the TID's expenditure period. The components of such an analysis include:

- The expected increase in property valuation due to inflation and the impact of general economic conditions on the TID.
- The expected increase in property valuation due to new development encouraged by the TID.
- Any change that may take place in the full value tax rate.
- The expected TID revenues.
- The expected TID cash flow (the timing of the revenue).

The economic feasibility must make some projections and assumptions. These assumptions are as follows:

a. Increase in Property Value

For the purposes of projecting assessed values for the remainder of the District's life, the Project Plan used a 1% property appreciation rate per year. This estimate is below the recent local, state, and national averages.

b. Effective Tax Rate

The second variable to consider in projecting TID revenues is the full-value tax rate. The full-value tax rate is adjusted annually based on property valuation and the amount of funds required by all taxing jurisdictions to support their adopted annual budgets. For the purposes of projecting the mill rate for the remainder of the District's life, the Project Plan used the 2020 reported interim tax rate of \$0.16925 as projected by the City. The assumption of a -0.5% change will provide a conservative estimate since the rate drastically dropped by 18% over the past several years and we anticipate it to return to the previous year values over the remaining life of the district.

c. Cash Flow

Another consideration regarding the adequacy of TID revenues toward paying TID project costs is the relative timing of revenue and expenditures or cash flow. There are sufficient TID revenues over the life of the TID to pay for all costs. The Tax Increment Cash Flow Worksheet shown in Appendix B summarizes the assumed cash flow.

K. FINANCING METHODS & TIMETABLE

a. Financing Methods

An important aspect to consider in assessing the economic feasibility of TID No. 11 is the ability of the City to finance desired projects to encourage development. Financial resources available to the City include general obligation notes and bonds, revenue bonds, special assessments, and federal and state community development programs.

General obligations of the City are limited by state law to five percent of the equalized property value. As of December 31, 2022, the City had a total debt capacity of approximately \$165.76 million and approximately \$51,957,867 million in existing debt. There is approximately \$5.735 million in anticipated new project costs within the TID; however, not all anticipated project costs will need to be borrowed. For example, TID administration costs can be paid out of City operating funds and reimbursed from the TID when funds are available. Other expenses can be paid out of TID cash flow as projects are constructed and assessed, and begin paying property taxes. The City can finance some project costs through direct debt or bond instruments, utilizing the general revenue capacity of the City to secure those instruments. There are other mechanisms available to pay for some project costs that would not count against the City's constitutional debt capacity. "Developer-Financed TIF" (PAYGO) is one of these options, where the developer borrows funds that the City would have borrowed under a traditional TIF, and is then reimbursed by the City.

b. Timetable

The maximum life of the TID is 20 years; a three-year extension may be requested. The City of De Pere has a maximum of 15 years to incur TIF expenses for the projects outlined in this Project Plan. The City of De Pere is not mandated to make the improvements defined in this Project Plan; each project will require case-by-case review and approval. The decision to proceed with a particular project will be based on the economic conditions and budgetary constraints at the time a project is scheduled for consideration. The actual implementation of the projects may be accelerated or deferred, depending on conditions existing at the time.

Additionally, current state statutes allow a municipality to collect revenue from a TID that is about to close for one additional year to benefit affordable housing and improve the City's

housing stock. The City of De Pere may opt to take advantage of this provision before termination of TID No. 11.

The timing for each of the planned redevelopment projects is shown in the TID Pro Forma (Attachment No. 4 in Appendix B) and Increment Projections (Attachment No. 7 in Appendix B) worksheets.

c. TID Expenditure Period

The expenditure period for the District ends on September 1, 2030. The City could incur additional project costs until this date. The City is not mandated to make the improvements defined in this Project Plan; each project will require case-by-case review and approval. The decision to proceed with a particular project will be based on the economic conditions and budgetary constraints at the time a project is scheduled for consideration. The actual implementation of the projects may be accelerated or deferred, depending on conditions existing at the time.

d. TID Closure Date

The mandate closure date is September 1, 2035. Therefore, the final collection year for TID No. 11 is 2036. If the City was to close the TID after April 15 of the same calendar, the TID would receive one additional year of increment revenue. It is noted that per Act 256 in 2015, the State approved adding one-year life and allocation extension for new TIDs when the municipality adopts the resolution between September 30 and May 15. This is to account for the difference between annual TID creation deadlines and require closure deadlines.

L. EQUALIZED VALUE TEST

Wisconsin Statutes Section 66.1105(4)(gm)4.c states that the equalized value of the taxable property of the new TID combined with the value increments of all existing districts cannot exceed 12% of the total equalized value of the taxable property within the municipality. Figure 3 below uses values listed in the Wisconsin Department of Revenue’s 2023 TIF Value Limitation Report.

Figure 3: TID Valuation Compliance Test			
TID No. 11			
Description	Type	Current	Proposed
Report Year (8/9/2023)		2023	2023
Recent Annual Reported Total Municipal Equalized Value		\$ 3,315,310,100	\$ 3,315,310,100
12% Test		\$ 397,837,212	\$ 397,837,212
Tax Increment District No. 007	Increment	\$ 7,817,300	\$ 7,817,300
Tax Increment District No. 008	Increment	\$ 24,712,100	\$ 24,712,100
Tax Increment District No. 009	Increment	\$ 9,563,300	\$ 9,563,300
Tax Increment District No. 010	Increment	\$ 15,355,200	\$ 15,355,200
Tax Increment District No. 011	Increment	\$ 43,051,400	\$ 43,051,400
Tax Increment District No. 011 Amendment Area	Base+		\$ 26,534,335
Tax Increment District No. 012	Increment	\$ 121,957,700	\$ 121,957,700
Tax Increment District No. 013	Increment	\$ 16,996,500	\$ 16,996,500
Tax Increment District No. 014	Increment	\$ 1,926,800	\$ 1,926,800
Tax Increment District No. 015	Increment	\$ 38,347,200	\$ 38,347,200
Tax Increment District No. 016	Increment	\$ -	\$ -
Tax Increment District No. 017	Increment	\$ 20,632,600	\$ 20,632,600
Total (*A negative increment is treated as zero increment)		\$ 300,360,100	\$ 326,894,435
Percent of City's Equalized Value in Existing TIDs		9.06%	9.86%
Remaining Available TID Value		\$ 97,477,112	\$ 70,942,777
Compliance		OK	OK

M. STATEMENT OF IMPACT TO OVERLYING TAXING JURISDICTIONS

All overlapping taxing jurisdictions will benefit from increased property values, job creation, and redevelopment or development of properties, as well as other economic activities. Therefore, upon closure of the TID, the projected increments should be dispersed between all of the overlying taxing jurisdictions. Figure 4 provides a summary of the impact on the overlying taxing jurisdictions throughout the life of the District.

Figure 4: Analysis of Impact on Overlying Jurisdictions						
TID No. 11						
Taxing Jurisdiction	2022 Tax Increment Worksheet Interim Rate	% of Mill Rate by Jurisdiction	Annual Taxes Collected on Base Value Distributed to Taxing Jurisdictions	Annual Taxes Collected After TID	Increase in Annual Tax Collections After TID	City Levy Increase (50%) Annual Tax Collections After TID
County	\$0.002740720	19.01%	\$35,668	\$239,206	\$203,538	
Local	\$0.004478348	31.07%	\$58,281	\$58,281	\$0	\$166,291
School District	\$0.006656861	46.18%	\$86,632	\$581,000	\$494,368	
Tech. College	\$0.000539320	3.74%	\$7,019	\$47,071	\$40,052	
Total	\$0.014415249	100.0%	\$187,600	\$925,558	\$737,958	\$166,291

N. STATEMENT OF PROPOSED CHANGES TO MUNICIPAL MAPS, PLANS, AND ORDINANCES

For areas located in the city, this Project Plan does not propose changes to the Comprehensive Plan, City maps, City ordinances or Building Codes as part of this Project Plan. The Project Plan presented here is in compliance with the City's adopted Comprehensive Plan. Modifications to the City's Zoning Code and other City ordinances may be necessary for the future if deemed appropriate for redevelopment. Zoning is shown in Appendix A. Development proposals will have to go through the appropriate procedure to receive the proper zoning for a proposed project.

O. RELOCATION

No persons are expected to be displaced or relocated as a result of proposed projects in TID No. 11; however, if relocation were to become necessary in the future, the City will do so in full accordance with all applicable state statutes and rules. The following is the method proposed by the city for displacement or relocation. Before negotiations begin for the acquisition of property or easements, all property owners will be contacted to determine if there will be displaced persons as defined by Wisconsin Statutes and Administrative Rules. If it appears there will be displaced persons, all property owners and prospective displaced persons will be provided an informational pamphlet prepared by the State of Wisconsin. If any person is displaced as a result of the acquisition, they will be given a pamphlet on "Relocation Benefits" as prepared by the DOA. The City will file a relocation Project Plan with the DOA and shall keep records as required by Wisconsin Statutes section 32.27. The City will provide each owner a full narrative appraisal, a map showing the owners of all property affected by the proposed project, and a list of neighboring landowners to whom offers are being made as required by law.

P. CITY ATTORNEY OPINION

The City Attorney for the City of De Pere, Wisconsin has reviewed the Project Plan for Tax Incremental Finance District Number 11 Boundary Amendment No. 2 and Project Plan Amendment No. 1, City of De Pere, Wisconsin, dated _____, and has found that it is complete and complies with Section 66.1105, Wisconsin Statutes. The City Attorney letter is included as Appendix B.

Q. LEGAL DESCRIPTION (AMENDED)

The description of the proposed boundaries of the Tax Incremental District being considered is located in the City of De Pere, Brown County, Wisconsin, generally, more particularly described as follows: Part of Lot 2, Volume 58 of Certified Survey Maps, Page 266, Map Number 8344; all of Lot 2, Volume 41 of Certified Survey Maps, Page 100, Map Number 6194; all of Lots 1 and 2, Volume 58 of Certified Survey Maps, Page 29, Map Number 8276; all of Lot 1 and Outlot 1, Volume 52 of Certified Survey Maps, Page 114, Map Number 7598; part of Lot 1, Volume 50 of Certified Survey Maps, Page 241, Map Number 7396; all of Lot 1, Volume 47 of Certified Survey Maps, Page 64, Map Number 6967; all of Lot 1 and Outlot 1 of Volume 40 of Certified Survey Maps, Page 322, Map Number 6146; part of Lots 1 and 2 of Volume 31 of Certified Survey Maps, Page 77, Map Number 4822; part of Lot 1, Volume 26 of Certified Survey Maps, Page 26, Map Number 4189; all of Lot 1, Volume 23 of Certified Survey Maps, Page 196, Map Number 3987; part of Lots 3 and 5, all of Lots 4 and 6, De Pere Business Park South Addition; all of Lots 17, 18, 19, 20, 21, 22 and 23, Southbridge Business Park Second Addition; all of Lot 14, Southbridge Business Park First Addition; part of Outlot 1, Southbridge Business Park; part of Lot 110, Williams Grant; part of Lots 3 and 4, part of the Northwest $\frac{1}{4}$ of the Northwest $\frac{1}{4}$, part of the Northeast $\frac{1}{4}$ of the Northwest $\frac{1}{4}$, Section 5; part of Government Lot 1 and Lot 2, Section 6; being a part of Township 22 North, Range 20 East; part of the Northeast $\frac{1}{4}$ of the Southeast $\frac{1}{4}$ of Section 31, part of the Southeast $\frac{1}{4}$ of the Southwest $\frac{1}{4}$, part of the Southwest $\frac{1}{4}$ of the Southwest $\frac{1}{4}$, part of the Northwest $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ and part of the Northeast $\frac{1}{4}$ of the Southwest $\frac{1}{4}$, part of the Southwest $\frac{1}{4}$ of the Northeast $\frac{1}{4}$, part of the Southeast $\frac{1}{4}$ of the Northeast $\frac{1}{4}$, part of the Northwest $\frac{1}{4}$ of the Southeast $\frac{1}{4}$ part of the Southwest $\frac{1}{4}$ of the Southeast $\frac{1}{4}$, part of Lot 1, Section 32, being a part of Township 23 North, Range 20 East, all being in the City of De Pere, Brown County, Wisconsin described as follows:

Beginning at the northwest corner of said Section 5; thence S89° 03' 19"E, 330.06 feet on the north line of Lot 1, Volume 47 of Certified Survey Maps, Page 64, Map Number 6967 to the west right of way of American Boulevard; thence S70° 38' 54"E, 126.79 feet to the intersection of the east right of way of American Boulevard and the south right of way of Red Maple Road; thence S89° 03' 19"E, 688.55 feet on said south right of way to the northerly right of way of Southbridge Road; thence S85° 54' 57"E, 365.19 feet crossing Southbridge Road to a point on the south right of way of Southbridge Road; thence S89° 03' 19"E, 752.37 feet on said south right of way; thence N00° 32' 09"W, 170.05 feet to the north right of way of Southbridge Road, being the southeast corner of Lot 2, Volume 39 of Certified Survey Maps, Page 340, Map Number 6018; thence N00° 32' 09"W, 916.56 feet on the east line of said Lot 2 to the northeast corner of land described in Document Number 2580618; thence N88° 57' 26"W, 882.54 feet on the north line of said Document Number 2580618 to the east line of said Lot 2, Volume 41 of Certified Survey Maps, Page 100, Map Number 6194; thence S01°02'34"W, 234.51 feet on said east line to the southeast corner of said Lot 2; thence N88°57'26"W, 856.00 feet on the south line of said lot 2 to the east right of way of American Boulevard; thence N14°28'30"E, 488.73 feet on said east right of way; thence N60° 20' 43"W, 124.34 feet to the southeast corner of Lot 6, De Pere Business Park South Addition; thence N60° 20' 43"W, 649.58 feet to the southwest corner of said Lot 6; thence N41° 24' 00"E, 522.57 feet on the westerly line of Lot 6 and Lot 5, De Pere Business Park South Addition to the northerly line of lands described in Document Number 1756176; thence S60° 20' 43"E, 467.82 feet on said northerly line to the westerly right of way of American Boulevard; thence continuing on said westerly right of way 5.68 feet on the arc of a 723.41 foot radius to the right, having a long chord that bears N38°43'05"E, 5.68 feet; thence N38° 40' 16"E, 956.15 feet on said westerly right of way; thence S51° 19' 44"E, 120.00 feet to the easterly right of way of American Boulevard; thence continuing on said easterly right of way 18.55 feet on the arc of a 12.00 foot radius curve to the right, having a long chord that bears N83° 40' 16"E, 16.97 feet to the southerly right of way of Fortune Avenue; thence N39° 22' 01"E, 80.00 feet to the northerly right of way of Fortune Avenue; thence S51° 19' 33"E, 888.00 feet on said northerly right of way to the easterly line of Lot 1, Volume 20 of Certified Survey Maps, Page 173,

Map Number 3602; thence N38° 35' 43"E, 705.93 feet on said easterly line; thence N00° 32' 25"W, 60.75 feet on said easterly line to the Center ¼ corner of said Section 32; thence S88° 59' 30"E, 48.50 feet on said easterly line; thence N38° 35' 43"E, 101.05 feet to the southwest corner of Lot 1, Volume 37 of Certified Survey Maps, Page 163, Map Number 5651; thence S88° 59' 30"E, 1644.28 feet on the south line of said Lot 1 and the south line of Lot 1, Volume 36 of Certified Survey Maps, Page 217, Map Number 5535; thence continuing on said south line 472.48 feet on the arc of a 531.01 foot radius curve to the left, having a long chord that bears N65°31'04"E, 457.04 feet to the northerly line of said Lot 1; thence S51°20'52"E, 0.16 feet on said northerly line to the westerly right of way of the Wisconsin Central Ltd. Railroad; thence S38°39'08"W, 349.15 feet on said westerly right of way to the south line of the Southeast ¼ of the Northeast ¼ of said Section 32; thence S38° 39' 08"W, 674.39 feet on said westerly right of way to the intersection with the westerly line of Volume 3 of Certified Survey Maps, Page 339, Map Number 854 extended northerly; thence S19° 52' 42"E, 1078.85 feet on said westerly line to the easterly extension of the northerly line of Volume 26 of Certified Survey Maps, Page 156, Map Number 4235; thence S62° 02' 12"W, 232.89 feet on said northerly line to the northeast corner of said Certified Survey Map; thence S62°02'12"W, 101.32 feet on said northerly line; thence S63°28'56"W, 464.78 feet on said northerly line to the westerly line of said Certified Survey Map; thence S09° 18' 42"E, 131.00 feet on said westerly line extended to the northerly line of lands described in Jacket 18028 Image 54; thence S41° 41' 18"W, 173.20 feet to the northwest corner of said lands; thence S39° 18' 42"E, 157.59 feet on the westerly line of said lands to the northerly right of way of Red Maple Road; thence 694.28 feet along said northerly right of way on the arc of a 1288.14 foot radius curve to the right, having a long chord that bears S67°38'47"W, 685.91 feet; thence N00° 53' 25"E, 27.49 feet on said northerly right of way; thence N88° 53' 39"W, 483.68 feet on said northerly right of way to the easterly right of way of the Wisconsin Central Ltd. railroad; thence S38° 39' 08"W, 252.76 feet on said easterly right of way to the southerly right of way of Red Maple Road; thence N66° 31' 00"W, 103.56 feet to the northeast corner of Lot 1, Volume 58 of Certified Survey Maps, Page 29, Map Number 8276; thence S38° 38' 40"W, 1840.72 feet on the westerly right of way of the Wisconsin Central Ltd. railroad to the northerly line of Outlot 1, Volume 53 of Certified Survey Maps, Page 275, Map Number 7774; thence S54° 13' 00"W, 446.57 feet on said northerly line to the westerly line of Lot 1, Volume 50 of Certified Survey Maps, Page 241, Map Number 7396; thence N25° 30' 05"W, 570.11 feet on said westerly line to the southerly right of way of Richco Road; thence continuing on said southerly right of way 265.12 feet on the arc of a 375.00 foot radius curve to the right, having a long chord that bears N82°03'51"W, 259.63 feet; thence continuing on said southerly right of way 17.61 feet on the arc of a 12.00 foot radius curve to the left, having a long chord that bears S76°09'21"W, 16.07 feet; thence N55° 53' 49"W, 120.00 feet to the westerly right of way of American Boulevard; thence continuing on said westerly right of way 346.74 feet on the arc of a 679.30 foot radius curve to the right, having a long chord that bears S48°43'34"W, 342.99 feet; thence S63° 20' 58"W, 52.97 feet on said westerly right of way to the east line of Southbridge Business Park First Addition; thence N00° 27' 44"E, 365.13 feet on said east line to the southeast corner of Lot 17, Southbridge Business Park Second Addition; thence S63° 20' 58"W, 391.71 feet to the southwest corner of said Lot 17; thence S26° 34' 09"W, 125.24 feet to the southeast corner of Lot 23, Southbridge Business Park Second Addition; thence S63° 20' 58"W, 307.25 feet on the south line of said Southbridge Business Park Second Addition to the west line of Document Number 2132758; thence S26° 39' 02"E, 250.16 feet on said west line to the northerly right of way of American Boulevard; thence continuing on said northerly right of way 315.84 feet on the arc of a 1970.00 foot radius curve to the left, having a long chord that bears S58°10'42"W, 315.50 feet to the southerly line of Outlot 1, Southbridge Business Park; thence N52° 31' 15"W, 154.37 feet on said southerly line; thence N51° 56' 37"W, 193.44 feet on said southerly line; thence N50° 54' 34"W, 80.31 feet to the northeast corner of Lot 9, Southbridge Estates; thence N52° 59' 36"W, 731.31 feet to the northwest corner of said Lot 9; thence S37° 11' 10"W, 157.17 feet on the westerly line of said Lot 9 to Bridge Port Court; thence

N52° 59' 36"W, 60.00 feet on the northerly line of said Bridge Port Court to the easterly line of Lot 8, Southbridge Estates; thence N37° 11' 10"E, 75.00 feet on the easterly line to the northeast corner of said Lot 8; thence N52° 48' 50"W, 431.46 feet to the northwest corner of Lot 5, Southbridge Estates; thence southerly 15.64 feet on the west line of said Lot 5 on the arc of a 65.00 foot radius curve to the left, having a long chord that bears S42°32'53"W, 15.60 feet; thence S35° 39' 21"W, 95.58 feet on said westerly line to Whistler Court; thence N54° 20' 39"W, 60.00 feet on the northerly right of way of said Whistler Court; thence S35° 39' 21"W, 10.00 feet on the westerly right of way of Whistler Court; thence continuing on said westerly right of way 19.17 feet on the arc of a 12.00 foot radius curve to the right, having a long chord that bears S81° 25' 15.5"W, 17.20 feet to the northerly right of way of Bridge Port Lane; thence N52° 48'50"W, 49.86 feet on said northerly right of way; thence N54° 20'39"W, 82.34 feet on said northerly right of way to the southeast corner of Lot 4, Southbridge Estates; thence N35° 39' 21"E, 445.68 feet to the northeast corner of Lot 1, Southbridge Estates; thence N57° 57' 39"W, 104.27 feet on the southerly right of way of Southbridge Road; thence continuing on said southerly right of way 41.22 feet on the arc of a 34.00 foot radius curve to the left, having a long chord that bears S87° 21'12"W, 38.75 feet; thence N46° 27' 58"W, 116.41 feet to the intersection of the southerly right of way of Southbridge Road and the westerly right of way of Lawrence Drive; thence N39° 07' 10"E, 150.27 feet to the intersection of the northerly right of way of Southbridge Road and the westerly right of way of Lawrence Drive; thence N80° 37' 37"E, 21.21 feet on said westerly right of way of Lawrence Drive; thence N35° 38' 16"E, 401.88 feet on said westerly right of way; thence S67° 21' 44"E, 117.19 feet to the southerly right of way of Red Maple Road; thence continuing on said southerly right of way 77.21 feet on the arc of a 140.00 foot radius curve to the left, having a long chord that bears S78° 07' 10"E, 76.24 feet to the west line of Lot 1, Volume 58 of Certified Survey Maps, Page 266, Map Number 8344; thence S00° 09' 52"W, 141.80 feet on said west line; thence S87° 00' 00"E, 160.20 feet on the south line of said Lot 1; thence N00° 09' 52"E, 170.00 feet on the east line of said Lot 1 to the south right of way of Red Maple Road; thence S89° 50' 08"E, 192.00 feet on said south right of way to the west line of Lot 64, Honeysuckle Acres 3rd Addition; thence S00° 09' 52"W, 170.00 feet on said west line to the south line of said Honeysuckle Acres 3rd Addition; thence S89° 50' 08"E, 989.00 feet on said south line to Fox Point Circle; thence S85°45' 07"E, 70.18 feet on said south line to the southwest corner of Lot 1, Volume 59 of Certified Survey Maps, Page 285, Map Number 8459; thence S89° 50' 08"E, 159.09 feet to the southeast corner of said Lot 1; thence S00° 27' 44"W, 307.05 feet to the southwest corner of Lot 3, RyGar Heights; thence N77° 38' 48"E, 307.66 feet to the southeast corner of Lot 4, RyGar Heights; thence N00° 28' 00"E, 455.38 feet on the east line of RyGar Heights to the POINT OF BEGINNING. Said description contains 293.32 acres of land more or less excluding wetlands.

APPENDIX A:MAPS



DE PERE

Map 1: Amended District Boundary Map

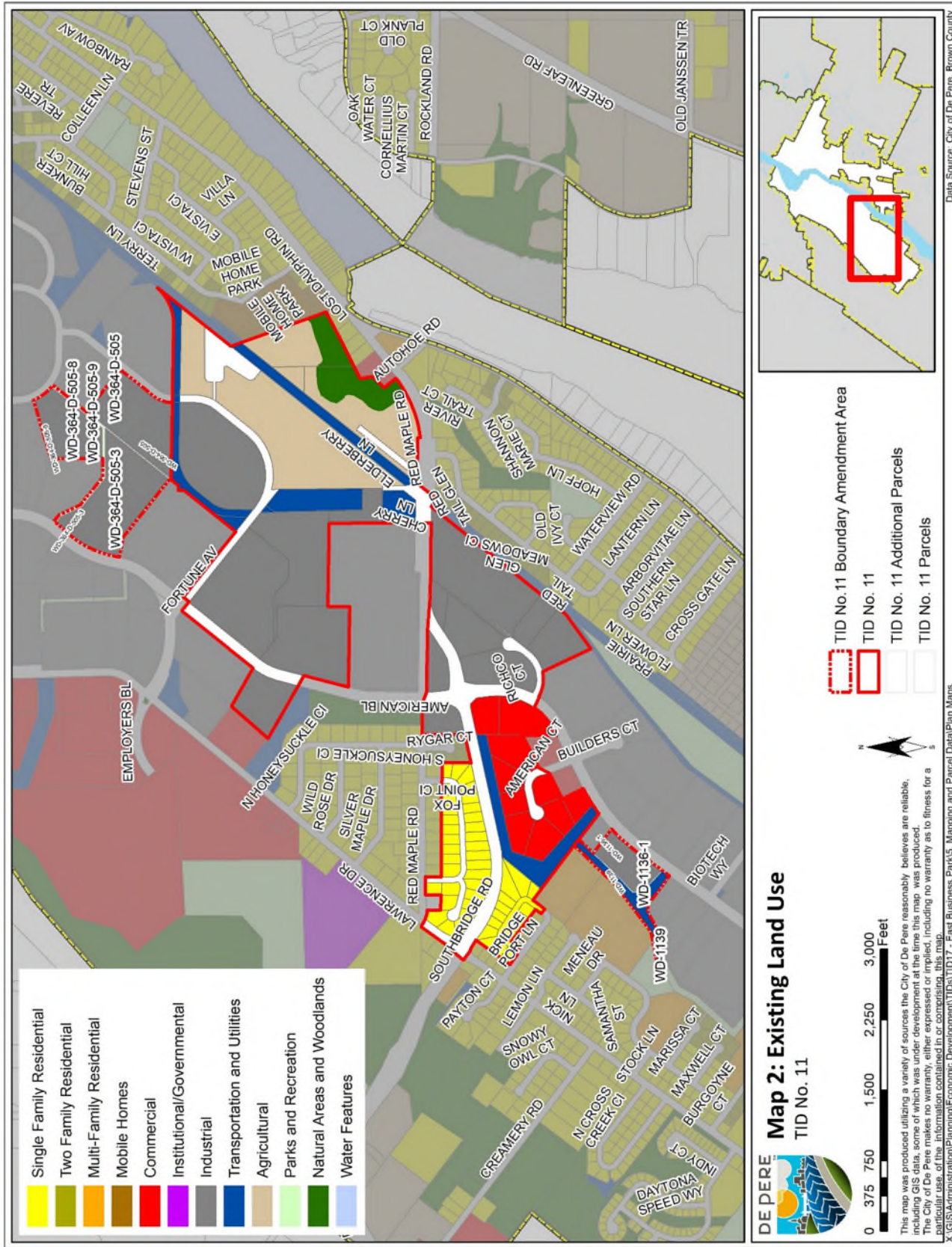
TID No. 11

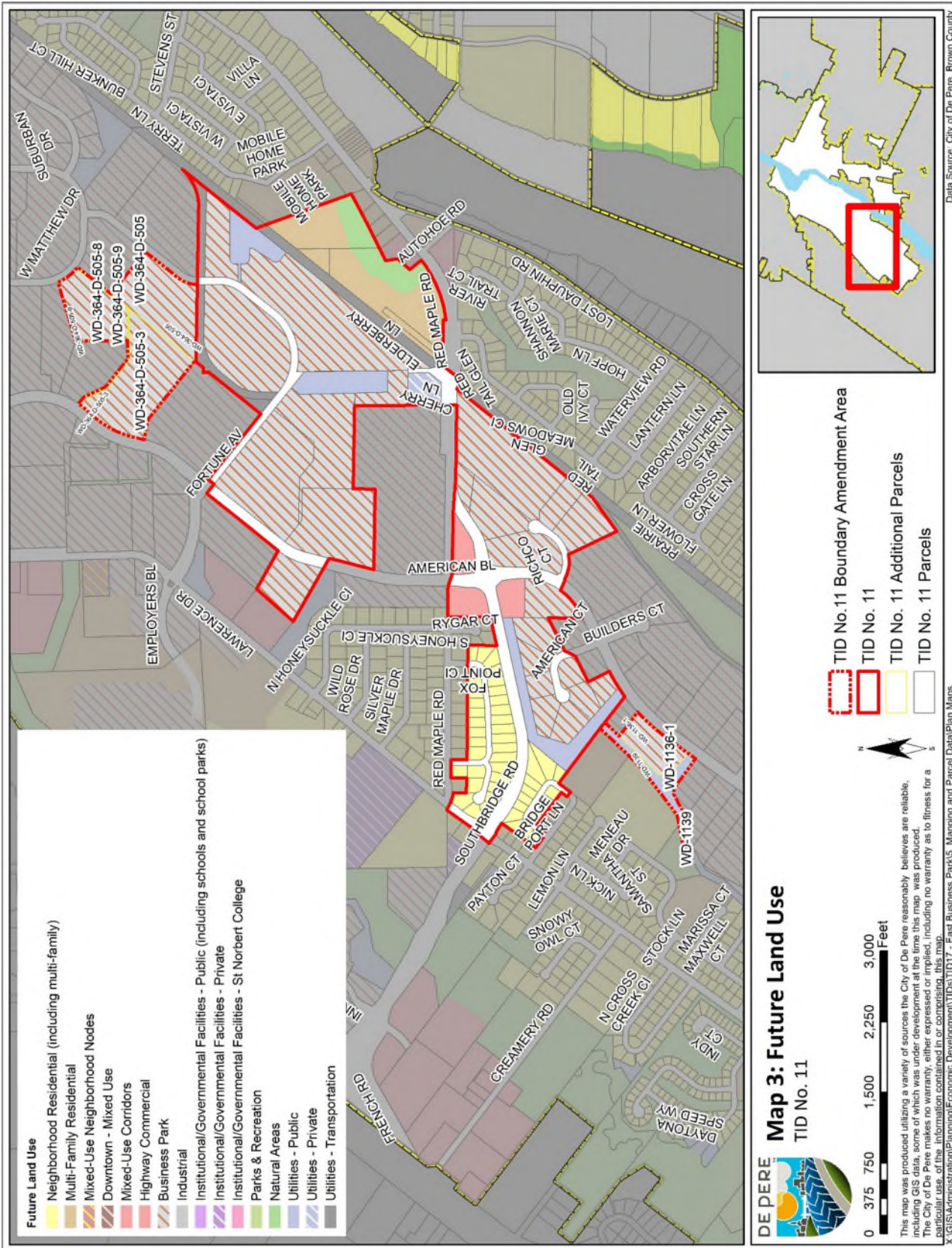
- TID No. 11 Boundary Amendment Area
- TID No. 11
- City Parcels
- TID No. 11 Parcels Amendment
- TID No. 11 Existing Parcels
- City Boundary

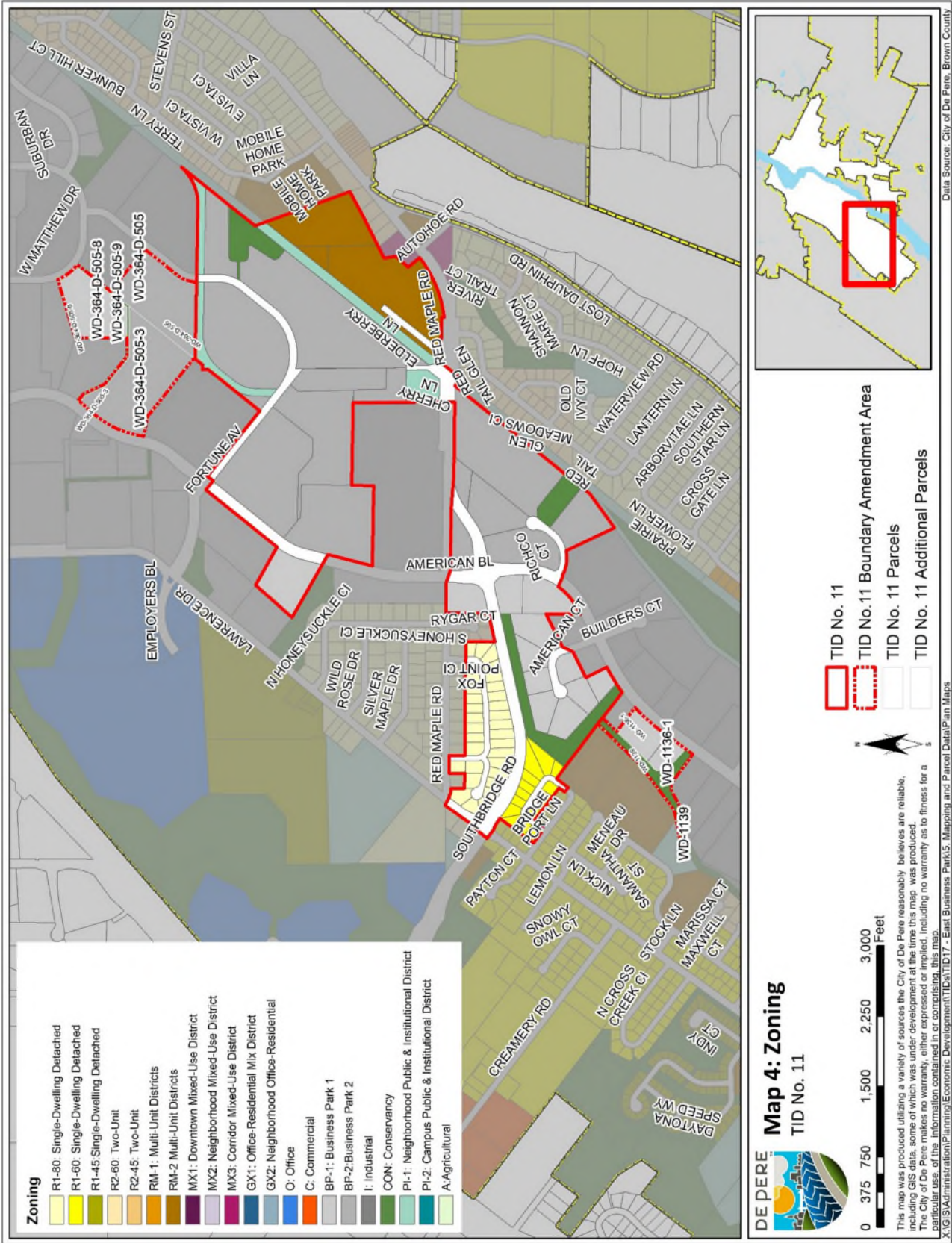
This map was produced utilizing a variety of sources the City of De Pere reasonably believes are reliable, including GIS data, some of which was under development at the time this map was produced. The City of De Pere makes no warranty, either expressed or implied, including no warranty as to fitness for a particular use, of the information contained in or comprising this map.

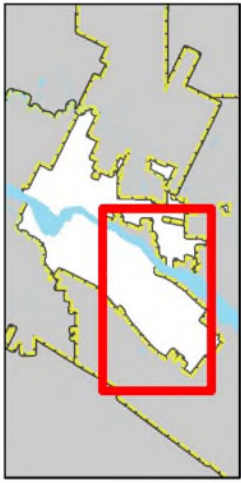
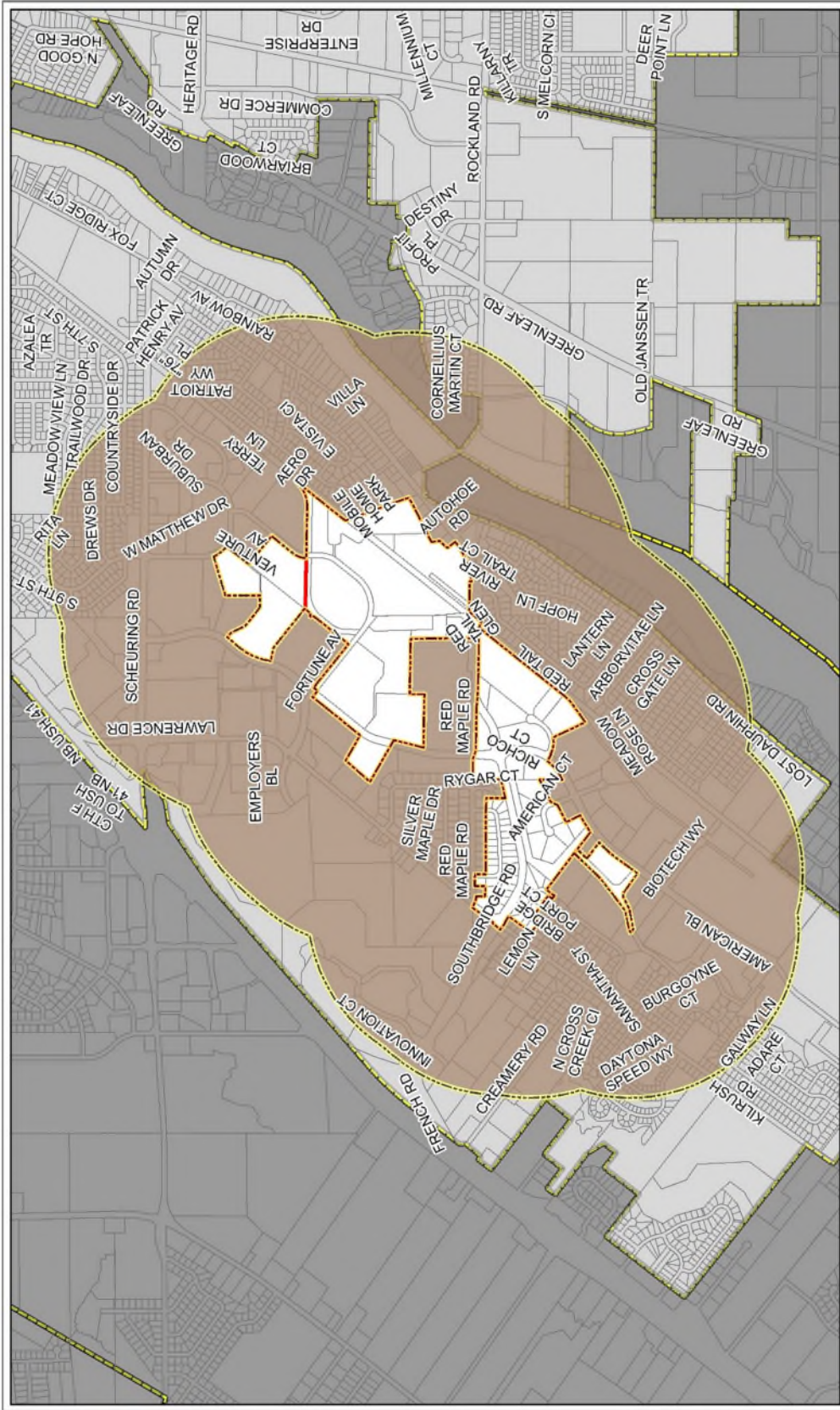
X:\GIS\Administration\Planning\Economic Development\TID11 - East Business Park\GIS - Mapping and Parcel Data\Plan Maps

Data Source: City of De Pere, Brown County









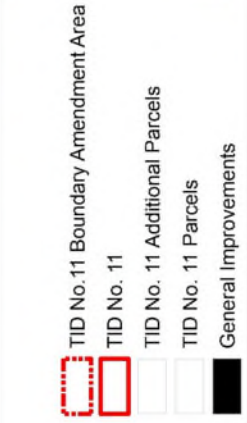
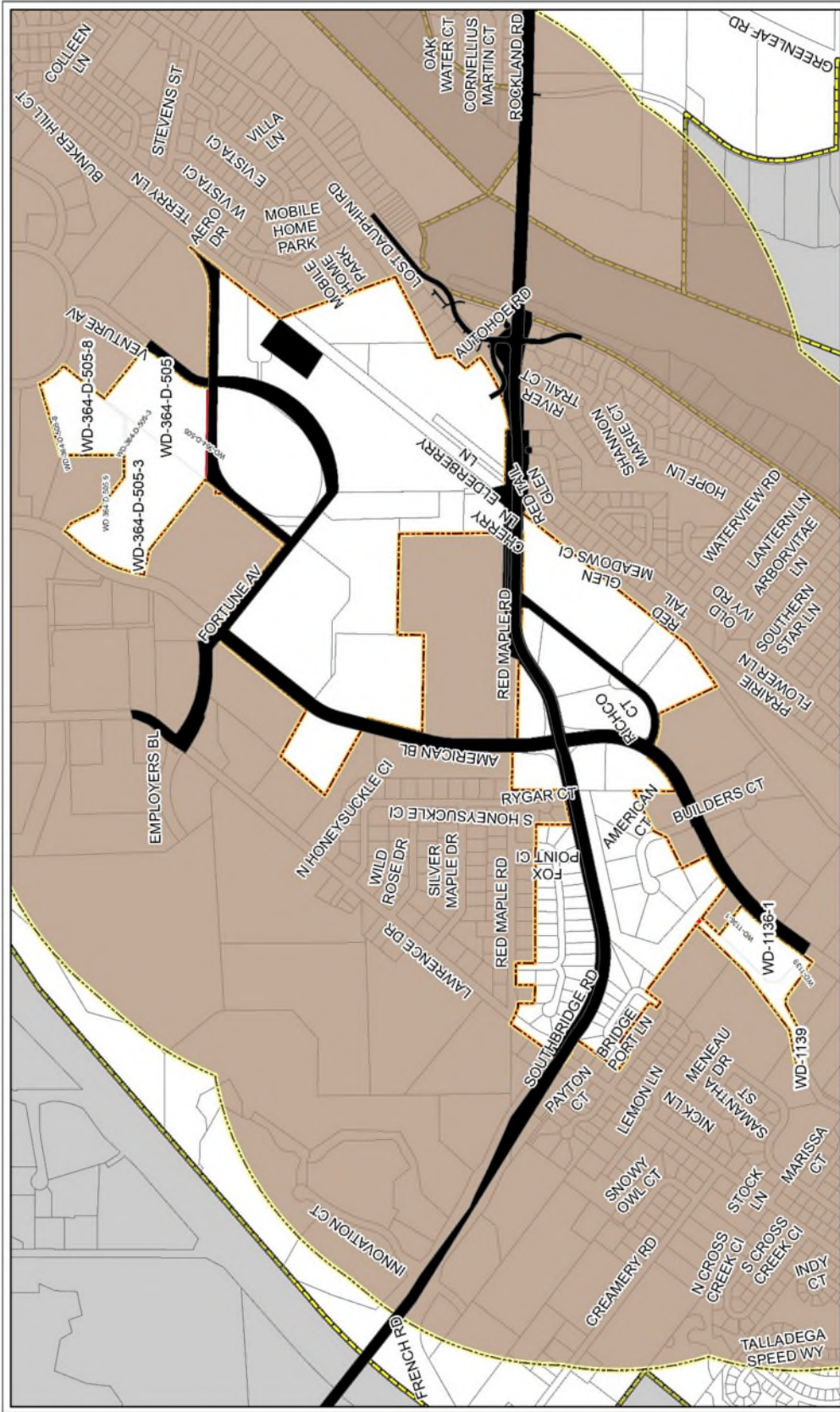
DE PERE
Map 5: Half-Mile Radius
 TID No. 11



- TID No. 11 Boundary Amendment Area
- TID No. 11
- TID No. 11 Proposed Boundary Amendment 1/2 mile Radius

This map was produced utilizing a variety of sources the City of De Pere reasonably believes are reliable, including GIS data, some of which was under development at the time this map was produced. The City of De Pere makes no warranty, either expressed or implied, including no warranty as to fitness for a particular use, of the information contained in or comprising, this map.

X:\GIS\Administration\Planning\Economic Development\TID11\TID11 - East Business Park\GIS Mapping and Parcel Data\Plan Maps Data Source: City of De Pere, Brown County



Map 6: Proposed Improvement Areas
TID No. 11

DE PERE

This map was produced utilizing a variety of sources the City of De Pere reasonably believes are reliable, including GIS data, some of which was under development at the time this map was produced. The City of De Pere makes no warranty, either expressed or implied, including no warranty as to fitness for a particular use, of the information contained in or comprising this map.

X:\GIS\Administration\Planning\Economic Development\TID011\TID11 - East Business Park\GIS - Mapping and Parcel Data\Plan Maps

Data Source: City of De Pere, Brown County

Appendix B Financial Attachments and Parcels

TID No. 11 Parcel Addition Information List																																				
TID No. 11 Boundary Amendment No. 2 and Project Plan Amendment No. 1																																				
City of De Pere																																				
WAP ID	Basic Parcel Information			Supplemental Parcel Information (Place "X" in Column)						Current Assessment Information				Equalized DOR Full Value Assessment Information																						
	Parcel Number	Existing TID (s)	Owner	Lot GIS Acres	Rehab/Conservation Status	Vacant (by assessment)	Other Tax Exempt	Municipal Owned	Retail	Commercial/Mix and Use	Zone/Industrial Suitable	Residential (Current)	Residential (New)	Manufacturing (DCK List)	Land Value	Improvement Value	Personal Property Value	Total Value	Land Value	Improvement Value	Personal Property Value	Total Value														
1	WD-364-D-505-8		DEPERE CITY OF	8.595		X		X		X					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
2	WD-364-D-505-9		DEPERE CITY OF	0.904		X		X		X					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
3	WD-364-D-505-3		DK AMERICAN BLDV LLC	16.434						X			X		\$ 746,300	\$ 2,568,400	\$ -	\$ 3,314,700	\$ 746,300	\$ 2,568,400	\$ -	\$ 3,314,700														
4	WD-364-D-505		GLORY ROAD#1 LLC ETAL	12.560						X					\$ 477,300	\$ 9,820,800	\$ -	\$ 10,298,100	\$ 498,121	\$ 10,249,217	\$ -	\$ 10,747,339														
5	WD-1139		DEPERE CITY OF (merged)	4.283				X							\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -														
6	WD-1136-1		WASHWORLD OF DE PERE LLC	5.257						X					\$ 154,500	\$ 2,883,100	\$ -	\$ 3,037,600	\$ 161,240	\$ 3,008,871	\$ -	\$ 3,170,111														
Total Real Property				48.033	0.00	9.50	0.00	13.78	0.00	42.25	0.00	0.00	16.43		\$ 1,378,100	\$ 15,723,300	\$ -	\$ 16,659,400	\$ 1,405,561	\$ 15,826,888	\$ -	\$ 17,232,149														
Total ROW and Waterways				0	0%	20%	0%	2.9%	0%	89%	0%	0%	34%					\$ 16,659,400				\$ -														
Total TID Boundary				48.033															\$ 16,659,400				\$ 17,232,149													
																			Total DOR Equalized Value		\$	Total Assessed Value		\$	Total DOR Equalized Value		\$	Total Assessed Value		\$	Total DOR Equalized Value		\$	Total Assessed Value		\$

Table 1: Planned Project Costs						
TID No. 11 Boundary Amendment No. 2 and Project Plan Amendment No. 1				Created/Revised:		8/16/2023
Type of Expenditure	Creation Amount	Amendment Amount	% Paid By		TID Costs Allocated to Project	
			TID Project	Other		
A. Infrastructure						
Southbridge Lawrence-American	\$305,000	\$0	100%	0%	\$305,000	
Southbridge American - Rail	\$950,000	-\$650,000	100%	0%	\$300,000	
1/2 Mile Road Repair	\$1,000,000	\$0	100%	0%	\$1,000,000	
South Bridge Connection (including within 1/2 mile) (segments 2&3)	\$0	\$13,200,000	100%	27.5%	\$3,629,000	
	\$0	\$0	100%	0%	\$0	
	\$0	\$0	100%	0%	\$0	
Total Capital Costs	\$2,255,000	\$12,550,000			\$5,234,000	
B. Capital Improvement Cost						
Reserved	\$0	\$0	100%	0%	\$0	
Reserved	\$0	\$0	100%	0%	\$0	
Reserved	\$0	\$0	100%	0%	\$0	
Total TID Infrastructure	\$0	\$0			\$0	
C. Site Development Costs						
Stream Relocation - WD-D0077	\$0	\$500,000	100%	0%	\$500,000	
Reserved	\$0	\$0	100%	0%	\$0	
Reserved	\$0	\$0	100%	0%	\$0	
Total TID Site Development Costs	\$0	\$500,000			\$500,000	
D. Land Acquisition & Assembly						
Potential Land Purchase	\$0	\$825,000	100%	0%	\$825,000	
Reserved	\$0	\$0	100%	0%	\$0	
Reserved	\$0	\$0	100%	0%	\$0	
Total TID Land Acquisition & Assembly	\$0	\$825,000			\$825,000	
E. Development Incentives						
Developer Cash Grant and PAYGO	\$4,478,000	\$0	100%	0%	\$4,478,000	
Reserved	\$0	\$0	100%	0%	\$0	
Reserved	\$0	\$0	100%	0%	\$0	
Total TID Development Incentives	\$4,478,000	\$0			\$4,478,000	
F. Professional Services						
Consulting	\$25,000	\$175,000	100%	0%	\$200,000	
Reserved	\$0	\$0	100%	0%	\$0	
Reserved	\$0	\$0	100%	0%	\$0	
Total TID Professional Services	\$25,000	\$175,000			\$200,000	
G. Discretionary Payments						
Marketing or Studies	\$0	\$25,000	100%	0%	\$25,000	
Reserved	\$0	\$0	100%	0%	\$0	
Reserved	\$0	\$0	100%	0%	\$0	
Total TID Discretionary Payments	\$0	\$25,000			\$25,000	
H. Administration Costs						
City Staff	\$85,000	\$375,000	100%	0%	\$460,000	
DOR Fees	\$0	\$0	100%	0%	\$0	
Audits	\$0	\$0	100%	0%	\$0	
Total TID Administration Costs	\$85,000	\$375,000			\$460,000	
I. Organizational Costs						
Department of Revenue Submittal Fee	\$3,000	\$1,000	100%	0%	\$4,000	
Professional Fees	\$0	\$0	100%	0%	\$0	
City Staff & Publishing	\$0	\$0	100%	0%	\$0	
Total TID Organization Costs	\$3,000	\$1,000			\$4,000	
J. Inflation						
	\$0	\$200,000			\$200,000	
Org Total TID Project Costs	\$6,846,000					
Amended Total TID Project Costs (less financing and inflation)		\$4,880,000				
K. Financing Costs						
Total Interest, Fin. Fees, Less Cap. Interest (org)	\$1,187,083				\$1,187,083	
Total Interest, Fin. Fees, Less Cap. Interest (South Bridge- Amd)	\$698,598				\$698,598	
Total Interest, Fin. Fees, Less Cap. Interest (Other)	\$157,165				\$157,165	
Plus Capitalized Interest	\$0	\$0			\$0	
Total Financing Costs		\$0			\$2,042,846	
				TOTAL ORG TID EXPENDITURE	\$8,033,083	
				TOTAL AMENDED TID EXPENDITURE	\$5,735,763	

TID No. 11 Tax Increment Proforma
 City of De Pere
 TID No. 11 Boundary Amendment No. 2 and Project Plan Amendment No. 1
 8/16/2023

Assumptions											
TID Creation Date	9/1/15	Equalized Base Value	\$	13,014,000	0.01692	Projected for 2023 Tax Bills	Previous Base Value	\$6,079,500			
Valuation Date	1/1/15	Projected Tax Rate									
Last Expenditure Year	2030	Annual Change in Tax Rate	-0.50%								
Termination Year	2035	Property Appreciation Rate	1.00%								
TID Category	Mixed-Use	Construction Inflation Rate	0.00%								
Construction Year	Valuation Year	TID Revenue Year	Previous Valuation	Inflation Increment	TIF Increment		Total Valuation	Cumulative Increment	TIF Tax Rate*	TIF Revenue	TID Revenue Year
					Construction	Land					
2015	2016	2017	0	0	0	0	17,189,000	11,109,500	As Reported	\$0	2017
2016	2017	2018	17,189,000	0	0	0	17,189,000	11,109,500	As Reported	\$11,831	2018
2017	2018	2019	31,835,300	560,654	24,230,100	0	31,835,300	18,821,300	As Reported	\$40,691	2019
2018	2019	2020	56,065,400	475,320	(9,094,100)	0	56,065,400	43,051,400	As Reported	\$137,742	2020
2019	2020	2021	47,531,954	475,320	6,800,000	0	47,531,954	34,517,954	As Reported	\$159,373	2021
2020	2021	2022	54,807,274	548,073	8,000,000	0	54,807,274	41,793,274	As Reported	\$219,256	2022
2021	2022	2023	63,355,346	633,553	8,000,000	0	63,355,346	50,341,346	As Reported	\$318,542	2023
2022	2023	2024	71,988,900	719,889	500,000	0	71,988,900	58,974,900	As Reported	\$691,575	2024
2023	2024	2025	73,208,789	732,088	500,000	0	73,208,789	60,194,789	As Reported	\$539,479	2025
2024	2025	2026	74,440,877	744,409	500,000	0	74,440,877	61,426,877	As Reported	\$641,494	2026
2025	2026	2027	75,685,285	756,853	500,000	0	75,685,285	62,671,285	As Reported	\$759,170	2027
2026	2027	2028	76,942,138	769,421	7,000,000	0	76,942,138	63,928,138	As Reported	\$884,921	2028
2027	2028	2029	76,942,138	769,421	7,000,000	0	76,942,138	63,928,138	As Reported	\$898,710	2029
2028	2029	2030	84,711,560	847,116	0	0	84,711,560	71,697,560	As Reported	\$912,519	2030
2029	2030	2031	85,558,675	855,587	0	0	85,558,675	72,544,675	As Reported	\$926,351	2031
2030	2031	2032	86,414,262	864,143	0	0	86,414,262	73,400,262	As Reported	\$940,204	2032
2031	2032	2033	86,414,262	864,143	0	0	86,414,262	73,400,262	As Reported	\$1,049,198	2033
2032	2033	2034	86,414,262	864,143	0	0	86,414,262	73,400,262	As Reported	\$1,056,286	2034
2033	2034	2035	86,414,262	864,143	0	0	86,414,262	73,400,262	As Reported	\$1,063,400	2035
2034	2035	2036	86,414,262	864,143	0	0	86,414,262	73,400,262	As Reported	\$1,070,540	2036
Total			\$8,507,105	\$61,582,300	\$0		\$987,013,164			\$12,131,017	

Notes: Negative increments treated as zero TID revenue

- Reported Value
- Includes \$9,594,100 of prior year corrections - will be reduced in 2024
- Estimates mill rates
- Prior year correction
- Wolter \$4,800,000 & Washworld \$2,000,000 (2023 Amendments)
- Fortune Ave Project (\$10,000,000 split 2024 & 2025) Robinson Metal Expansion (4,000,000 split 2024-2025) Washworld \$2,000,000
- WD-D0075-2 Multifamily
- American Court and other Small Projects (Reduced to 500,000 from 700,000)

Table 3: TID No. 11 Tax Increment Cash Flow
 City of De Pere
 TID No. 11 Boundary Amendment No. 2 and Project Plan Amendment No. 1
 8/16/2023

Year	Beginning Balance	Revenues					Class of Fund Advance	Existing Debt	South Side Stream 2 (Debt)	South Side Stream 2 (Admin)	South Side Stream 2 (Debt)	South Side Stream 2 (Admin)	South Side Stream 2 (Debt)	South Side Stream 2 (Admin)	Future Development Incentive (Debt)	Future Development Incentive (Admin)	Stream Relocation (W/D0077)	Professional Services	Debt Service/Book Income	Existing Development Projects	Leads within Street Construction	Professional Services	Annual Surplus (Deficit)	Balance After Surplus to Principal
		Capital Interest Revenue	Tax Increment Revenue	Road Premium and Fees	Property Sales	Other Income (Grants, etc.)																		
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020	69,065	0	137,742	1,213,775	57,500	60	130,837	0	0	0	0	0	0	0	0	0	0	122,855	18,441	30,060	827	49,380	1,057,177	1,126,242
2021	1,126,242	0	159,373	0	0	22,525	262,735	0	0	0	0	0	0	0	0	0	0	8,169	0	78,536	0	36,506	(204,068)	921,173
2022	322,175	0	219,256	180,482	0	60	359,075	0	0	0	0	0	0	0	0	0	0	11,517	0	0	2,975	18,355	89,777	411,950
2023	1,011,950	0	318,242	0	0	20,239	275,467	0	0	0	0	0	0	0	0	0	0	5,000	0	0	10,000	40,000	8,334	1,020,264
2024	1,020,264	0	694,575	0	0	20,405	264,648	2,200	0	8,000	0	0	0	0	0	0	0	5,000	25,000	0	10,000	40,000	336,733	1,356,997
2025	1,356,997	0	539,479	0	0	27,140	278,108	7,397	0	26,899	0	22,950	35,000	0	0	0	0	5,000	0	0	10,000	40,000	125,873	1,482,870
2026	1,482,870	0	641,494	0	0	29,657	270,988	7,397	16,400	26,899	19,800	59,797	35,000	34,425	0	0	0	5,000	0	0	10,000	40,000	82,588	1,565,459
2027	1,565,459	0	759,170	0	0	31,309	268,653	7,397	55,442	26,899	65,574	59,797	35,000	34,425	0	0	0	5,000	0	0	10,000	40,000	118,715	1,684,153
2028	1,684,153	0	884,921	0	0	33,683	267,495	7,397	55,442	26,899	66,574	59,797	35,000	105,244	0	0	0	5,000	0	0	835,000	40,800	(739,923)	944,332
2029	944,332	0	886,710	0	0	18,887	267,208	7,397	55,442	26,899	66,574	59,797	35,000	105,244	0	0	0	5,000	0	0	10,000	40,000	(202,288)	742,043
2030	742,043	0	912,519	0	0	14,841	171,748	7,397	55,442	26,899	66,574	59,797	25,000	105,244	0	0	0	10,000	0	0	10,000	40,000	(87,065)	654,979
2031	654,979	0	936,351	0	0	13,100	49,038	21,349	55,442	77,632	66,574	59,797	25,000	105,244	0	0	0	10,000	0	0	10,000	40,000	(25,193)	429,787
2032	429,787	0	940,204	0	0	8,596	47,425	0	159,145	0	192,139	274,319	0	105,244	0	0	0	0	0	0	0	5,000	16,349	446,136
2033	446,136	0	1,049,198	0	0	8,223	25,813	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,000	679,517	1,028,373
2034	348,856	0	1,056,286	0	0	6,977	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,000	336,043	1,364,416
2035	1,028,373	0	1,063,400	0	0	20,567	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,000	1,092,828	2,457,244
2036	1,364,416	0	1,070,540	0	0	27,288	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,000	1,374,732	3,831,976
Remaining Total:	0	12,131,007	182,182	0	304,195	0	2,703,409	67,932	505,398	3,117,401	247,023	611,383	656,048	200,000	989,630	646,312	192,041	25,000	78,536	907,975	459,654	1,092,828	2,457,244	

Other: Outside Services, General Admin, Street Eng General Admin
 Rail Mentance
 Land Purchase
 Stream Location
 Future Southern Bridge Improvements
 WD-0041 Project Incentive Debt
 WD-0077 Project Incentive Debt
 2.00% Interest Income

***** includes potential advanced payments with available increment at call dates



City of De Pere, Wisconsin

Request For Joint Review Board Action

MEETING DATE: August 24, 2023

DEPARTMENT: Planning

FROM: Kelly Barker

SUBJECT: Set the Next Meeting Date for TID No. 11 Amendment and Annual Meeting of the Joint Review Board.
