



Plan Commission

Regular Meeting

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

Agenda

Monday, June 27, 2022

7:00 PM

Council Chambers and Virtual

Pursuant to Wisconsin Statutes 19.84, Notice is hereby given to the public that a meeting of the **Plan Commission** of the City of De Pere will be held on **June 27, 2022** at **7:00 PM** in the **COUNCIL CHAMBERS, 2ND FLOOR CITY HALL, 335 S. BROADWAY STREET, DE PERE.**

The public may attend the meeting either in person in the Council Chambers or electronically/telephonically. Electronic or telephonic access to the meeting is provided below:

Computer/smart phone accessing <https://www.gotomeet.me/DePere>

OR

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 may also be rebroadcast on Spectrum Cable Channel 4 and AT&T U-verse Channel 99 throughout the week and available on demand at <http://deperecitywi.igmp2.com/>.

Call to Order

1. Roll Call
2. Approval of the minutes of the May 23, 2022 Plan Commission 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 Plan Commission. §6-3(f) DPMC.
4. A Public Hearing on the current status of CDBG-Funded Activities is scheduled for 7:00 PM or as soon thereafter as can be heard.
 - A. Overview and current status of CDBG-funded activities.
 - B. Citizen input regarding current CDBG activities.
5. A Public Hearing on the proposed project plan amendment for Tax Increment Financing District No. 15 is scheduled for 7:00 PM, or as soon thereafter as can be heard.
 - A. Notice of Public Hearing for Tax Increment District No. 15 Project Plan Amendment.
 - B. Review Proposed Project Plan Amendment for Tax Increment Financing District No. 15. *
 - C. Resolution PC22-01, Recommending Adoption of the Proposed Project Amendment to Tax Increment District No. 15.
6. Discussion between the Plan Commission and developer about the proposed development and rezoning with Planned Development District (PDD) overlay of four Condominium Units at 815 Fox River DR (Parcel ED-91).

7. Consideration and possible action for a site plan for an ~3,950 building addition and ~6,375 SF parking lot addition at 1415 Fortune AV (Parcel WD-D0040-1).
8. Discussion about proposed changes to the City's proposed DRAFT Zoning Code related to parking and access.

Adjournment

Any person wishing to attend this meeting, who, because of disability, requires special accommodations should contact the City Planner's office at 339-4043 by noon on the day of the meeting so that arrangements can be made.

*Items with an asterisk require City Council approval.

Agenda Sent To:

Alderspersons

City Administrator

Mayor

Department Heads

TV, Newspapers & Radio Stations

Kress Family Library

De Pere Chamber of Commerce

Tim Kneeland, PTF Properties LLC

Bob Mach, Mach IV Engineering

John N Dykema 2020 Trust



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: June 27, 2022

DEPARTMENT: Planning

FROM: Kelly Barker

SUBJECT: Approval of the minutes of the May 23, 2022 Plan Commission meeting.

ATTACHMENTS:

- PC_May2022_Minutes_Draft (PDF)



Plan Commission

Regular Meeting

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

Draft Minutes

Monday, May 23, 2022

7:00 PM

Council Chambers and Virtual

Call to Order

The meeting was called to order at 7:00 PM by Alderperson Dean Raasch

Attendee Name	Title	Status	Arrived
James Boyd	Mayor	Excused	
Brenda Busch	Commissioner	Present	
Dan Carpenter	Aldersperson	Present	
Mark Higgins	Commissioner	Present	
Dean Raasch	Aldersperson	Present	
Shane Raymaker	Commissioner	Present	
Grant Schilling	Commissioner	Present	

Also present: Development Services Director Daniel Lindstrom, City Planner Peter Schlein, and members of the public.

2. Approval of the minutes of the April 25, 2022 Plan Commission meeting.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Dan Carpenter, Aldersperson
SECONDER:	Mark Higgins, Commissioner
AYES:	Busch, Carpenter, Higgins, Raasch, Raymaker, Schilling
EXCUSED:	James Boyd

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 Plan Commission. §6-3(f) DPMC.

There were no public comments.

RESULT:	DISCUSSED
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4. Consideration and possible action for a site plan for an ~11,326 SF private access road and storm water management at 114 S Ninth ST (Parcel WD-D0200-4).

City Planner Peter Schlein, reviewed the site plan for the creation of a stormwater management system and the addition of a private access road that will connect between Ninth Street and the east end of the Festival Foods parking lot. Staff recommended approval of the site plan, subject to the conditions in the report. Mark Higgins moved, seconded by Brenda Busch, to approve the site plan. Upon vote, motion carried unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Mark Higgins, Commissioner
SECONDER:	Brenda Busch, Commissioner
AYES:	Busch, Carpenter, Higgins, Raasch, Raymaker, Schilling
EXCUSED:	James Boyd

5. Consideration and possible action for a site plan for a ~6,625 SF high jump pad at 1600 Lost Dauphin RD (Parcel WD-201).

City Planner Peter Schleinz reviewed the site plan for a high jump pad at the southeast corner of the track at Schneider Stadium, located at 1600 Lost Dauphin Road. Staff recommended approval of the site plan, subject to the conditions in the report. Ald. Carpenter moved, seconded by Ald. Raasch, to approve the site plan. Upon vote, motion carried unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Dan Carpenter, Alderperson
SECONDER:	Dean Raasch, Alderperson
AYES:	Busch, Carpenter, Higgins, Raasch, Raymaker, Schilling
EXCUSED:	James Boyd

6. Consideration and possible action for a site plan for a ~17,200 SF addition of two tennis courts with a 12' x 24' pavilion, and the resurfacing of seven existing tennis courts at 1700 Chicago ST (ED-1128-30).

City Planner Peter Schleinz reviewed the site plan for the addition of 2 new tennis courts and the resurfacing of 7 existing tennis courts at De Pere High School, located at 1700 Chicago Street. Ald. Carpenter asked if the common description was incorrectly listed as 600 Lost Dauphin in the report. Peter replied that it was incorrect and staff would make the correction to state, "1700 Chicago Street, located northeast from the Merrill St and Lone Oak Rd intersection." Staff recommended approval of the site plan, subject to the conditions in the report. Mark Higgins moved, seconded by Grant Schilling, to approve the site plan. Upon vote, motion carried unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Mark Higgins, Commissioner
SECONDER:	Grant Schilling, Commissioner
AYES:	Busch, Carpenter, Higgins, Raasch, Raymaker, Schilling
EXCUSED:	James Boyd

7. Consideration and possible action for a site plan for a ~4,963 SF parking lot addition at 650 Heritage RD (ED-F0097).

City Planner Peter Schleinz reviewed the site plan for a parking lot addition at 650 Heritage Road. He noted that the addition would add 26 additional parking stalls and walkways to an existing parking lot on the north side of the building. Staff recommended approval of the site plan, subject to the conditions in the report. Shane Raymaker moved, seconded by Brenda Busch, to approve the site plan. Upon vote, motion carried unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Shane Raymaker, Commissioner
SECONDER:	Brenda Busch, Commissioner
AYES:	Busch, Carpenter, Higgins, Raasch, Raymaker, Schilling
EXCUSED:	James Boyd

8. Discussion about proposed changes to the City's proposed DRAFT Zoning Code related to residential, mixed use, commercial, business park, and industrial landscaping.

City Planner Peter Schleinz provided an update to the City's proposed DRAFT Zoning Code related to residential, mixed use, commercial, business park, and industrial

landscaping. This topic includes the following items: street trees, parking lot screening, parking lot interiors, building foundations and landscaping materials.

Street Trees: There is no requirement for street trees in the current Zoning Code. This new requirement would require 1 large tree to be planted per 30 feet of street frontage in the right-of-way. Peter noted that staff would work with the City Forester and Engineering staff to identify exceptions to the requirement. Ald. Raasch asked who is responsible for maintaining the trees. Peter replied that the trees would be owned by the City but the property owner would be responsible for paying for the trees initially during the planting of the rest of the site. Ald. Carpenter asked if this would be a requirement of all new subdivisions. Peter stated that it would become part of rewriting the subdivision ordinance to include this requirement. Ald. Carpenter stated that he is not in favor of requiring street trees in new subdivisions.

Parking Lot Screening: The existing code states that anywhere there are 4 or more parking stalls, a parking lot needs to be screened in some way, but it doesn't specify the type of screening that is required. In the new Zoning Code, the screening is tied to a specific size parking lot, for any new parking lot or reconstructed parking lot areas that are 3500 square feet or more, and adjacent to streets or residential zoning districts.

Parking Lot Interiors: The areas inside the parking lot are referred to as parking lot interiors, or landscaping islands. In the existing Code, any parking lot that is a half acre in size requires a landscaping island. Trees can be planted in the islands, but are not required. Instead, they can be filled with rock or planted with grass. In the new Zoning Code, any new parking lot with 20 or more stalls or any existing parking lots that are expanded by more than 33% or reconstructed parking lots with a paved area of 3500 square feet all require landscaping islands with tree requirements. Ald. Carpenter noted that the existing Festival Foods and Walmart parking lots do not comply with this new requirement. Peter replied that these parking lots do not comply.

Landscaping Materials: City Planner Peter Schleinz noted that staff is sometimes challenged with trees being counted in natural areas. He asked for feedback from the Plan Commission members on this item. Ald. Raasch suggested giving developers a credit for the natural trees as a certain percentage of the requirement. Peter noted that the current landscaping requirements are vague in that they give a tree count but no other guidance as to where the trees should be planted. Discussion followed regarding how to handle naturally occurring trees, and the commission came to a consensus to use the credit as a percentage method.

Building Foundations: establishes a 5 foot wide landscaping foundation for commercial sites. Examples shown included CVS Pharmacy on the west side.

City Planner Peter Schleinz showed example images of business sites already doing what is proposed to be required, such as the Festival Foods Headquarters and the new Humana campus.

Mark Higgins asked how De Pere compares to other communities. Development Services Director Daniel Lindstrom stated that De Pere is on the lower end compared to the surrounding communities in landscaping requirements. Other communities, such as

Green Bay and Bellevue, have much higher landscaping standards in their business parks. He suggested that it is probably due to having an older Zoning Code.

This is a discussion-only item, so no action is needed at this time.

RESULT: DISCUSSED

Adjournment

Brenda Busch moved, seconded by Ald. Carpenter, to adjourn the meeting at 7:51 PM. Upon vote, motion carried unanimously.

Respectfully submitted,
Kelly Barker



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: June 27, 2022

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 Plan Commission. §6-3(f) DPMC.



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: June 27, 2022

DEPARTMENT: Plan Commission

FROM: Daniel Lindstrom

SUBJECT: A. Overview and current status of CDBG-funded activities.

ATTACHMENTS:

- De Pere CDBG Public Hearing Notice (DOCX)
- De Pere CDBG Public Hearing-2 Page Printout (PDF)

Publication Dates: June 10, 2022

**NOTICE OF PUBLIC HEARING REGARDING THE
COMMUNITY DEVELOPMENT BLOCK GRANT – SPECIAL PROJECTS FUNDS**

NOTICE IS HEREBY GIVEN, that the Plan Commission of the City of De Pere, will hold a public hearing on June 27, 2022, at 7:00 p.m. The public may attend this meeting either in person in the Council Chambers at 335 S. Broadway, De Pere, WI 54115 or electronically or telephonically by accessing either: Computer/smartphone accessing <https://www.gotomeet.me/DePere> OR dial by phone: United States (Toll Free): 1-866 899-4679 United States: +1 (312) 757-3117 Access Code: 154-883-285.

The City of De Pere Plan Commission will conduct a public hearing regarding its Community Development Block Grant – Special Projects funds. The City of De Pere has received a Community Development Block Grant to provide assistance to a developer to acquire and rehabilitate the building located at 525 N 10th Street, Oak Meadow Senior Apartments, into a 55-unit Independent Senior Living Facility. The public is invited to attend to learn about the CDBG program, to help identify additional community development needs, and to comment on the activities proposed to be included in the CDBG application.

The intent of the hearing is to receive citizens' views and provide a review of the performance of the funded activities.

The agenda for this public hearing is:

1. Overview and current status of CDBG-funded activities.
2. Citizen input regarding current CDBG activities.

Public comments will be invited at the public hearing. Written comments can also be submitted to the City of De Pere Development Services Department, Attn: Daniel Lindstrom, 335 S Broadway ST, De Pere WI 54115 or dlindstrom@deperewi.gov.

Dated this the 10th day of June 2022.

BY ORDER OF THE COMMON COUNCIL

James G. Boyd
Mayor

Carey E. Danen
City Clerk

City of De Pere CDBG Special Projects Grant Public Hearing

June 27, 2022

Oak Meadows – 525 N 10th Street Independent Senior Affordable Living Facility

vierbicher
planners | engineers | advisors



Katherine A. Westaby, AICP, CNU-A
Community Development Consultant

Overview

1. Overview and current status of CDBG-funded activities.
2. Citizen input regarding current CDBG activities.

OAK MEADOWS PROJECT

Oak Meadows Project

Project Info

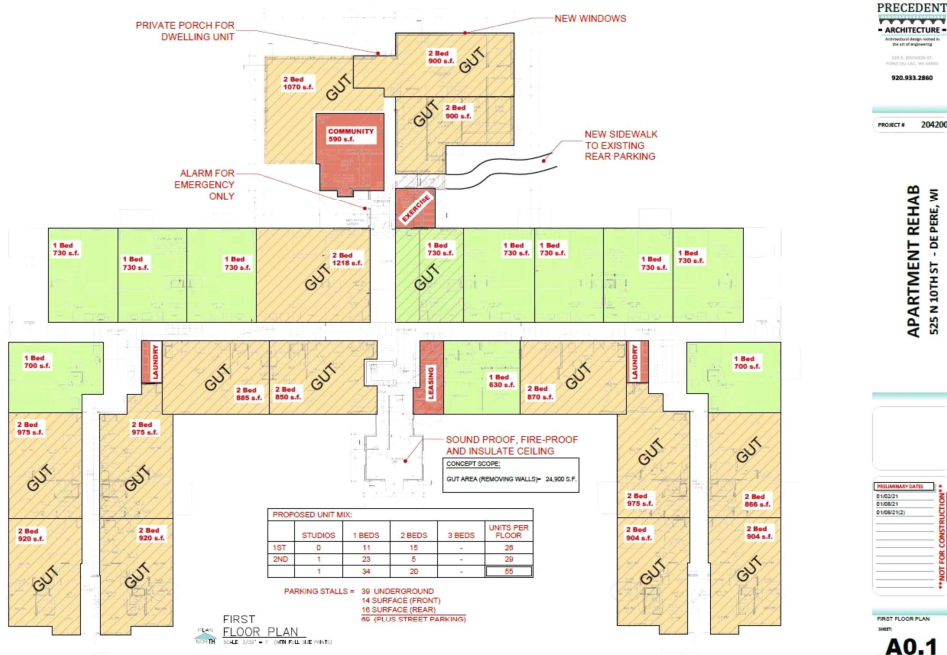
- 525 N 10th Street
- Constructed in 1970s
- Currently Vacant
- Remodeled in 2002 and used as a 68-bed Assisted Living Facility
- Proposed 55-unit Independent Senior Affordable Living Facility
- Gut rehab
- Repair/replace aging systems
- Construction started January 2022

Project Location



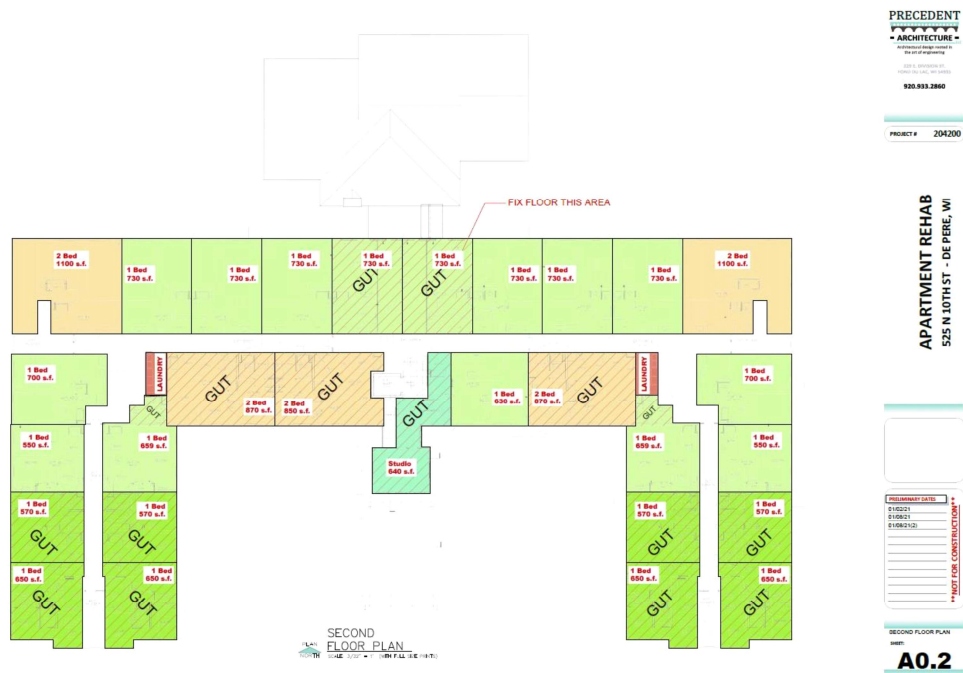
Oak Meadows Project

Project Info



Oak Meadows Project

Project Info



CITIZEN INPUT ON PROJECT



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: June 27, 2022

DEPARTMENT: Plan Commission

FROM: Daniel Lindstrom

SUBJECT: B. Citizen input regarding current CDBG activities.



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: June 27, 2022

DEPARTMENT: Plan Commission

FROM: Daniel Lindstrom

SUBJECT: A. Notice of Public Hearing for Tax Increment District No. 15
Project Plan Amendment.

ATTACHMENTS:

- TID No. 15 Public Hearing Notice - Project Plan Amendment No. 1 (DOCX)

Publication Dates: June 17, 2022

**NOTICE OF PUBLIC HEARING
REGARDING THE AMENDMENT OF THE PROJECT PLAN
FOR TAX INCREMENTAL DISTRICT (TID) NO. 15
IN THE CITY OF DE PERE, WISCONSIN**

NOTICE IS HEREBY GIVEN, that the Plan Commission of the City of De Pere, will hold a public hearing on June 27, 2022, at 7:00 p.m. The public may attend this meeting either in person in the Council Chambers at 335 S. Broadway, De Pere, WI 54115 or electronically or telephonically by accessing either: Computer/smartphone accessing <https://www.gotomeet.me/DePere> OR dial by phone: United States (Toll Free): 1-866 899-4679 United States: +1 (312) 757-3117 Access Code: 154-883-285.

The purpose of the public hearing is to review and take action regarding the proposed amendment to the Project Plan for Tax Incremental District No. 15 in the City of De Pere. The City is proposing to amend the Project Plan to reallocate proposed funding and add additional projects to the project plan. The City still anticipates the proposed project plan's project cost may include cash grants, land price discounts and/or other incentives by the City to owners, lessees, or developers of land that is located within the tax increment district.

At the public hearing, all persons will be afforded a reasonable opportunity to be heard concerning the proposed Project Plan amendment for TID No. 15. Copies of the proposed Project Plan amendment are available for inspection and will be provided upon request. Arrangements for either inspection or receipt of a copy of the project plans may be made by contacting Daniel Lindstrom, AICP, Development Services Director, 335 S Broadway, De Pere, WI 54115; Phone 920-339-2370.

Dated this 17th day of June 2022

BY ORDER OF THE COMMON COUNCIL

James Boyd
Mayor

Carey Danen
City Clerk



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: June 27, 2022

DEPARTMENT: Plan Commission

FROM: Daniel Lindstrom

SUBJECT: B. Review Proposed Project Plan Amendment for Tax Increment Financing District No. 15. *

The purpose of the boundary amendment is to add planned project cost to the previously approved TID Project Plan. The amendment is strictly a project plan amendment and the boundary of TID No. 15 remains unchanged. Amendment No. 1 formats the project plan to the current City standard and includes additional detailed sections, retains relevant sections of the previous plan, amends and adds project costs, updates plan maps, and adds any required references. This approach enables the City to keep the most up-to-date project plan under a single document.

Project Plan Amendment No. 1 now includes additional project costs that were not included in the original project plan. The Humana Campus, located on Lawrence Drive, was recently sold, and now includes a proposal to develop the site into a mixed-use campus with additional commercial, office, multi-family, and single-family uses. The original project plan did not anticipate the sale transaction and future proposed development. Therefore, Project Plan Amendment No. 1 now includes costs to assist in the redevelopment of the campus. The City anticipates various public improvement and project cost expenditures for the entire district of approximately \$35,000,000 during the TID's 15-year expenditure period. The largest cost-share increase is associated with the future South Bridge Connector Project.

The City anticipates land and improvement values (incremental value) of approximately \$125,000,000 will be created in the TID by the end of 2040. This is an increase from the \$33,000,000 in the original project plan as a result of the increased interest in the South Bridge Connector corridor/route after the announcement in late 2020. This additional value will be a result of the improvements made and projects undertaken with the TID and private developers. The City anticipates approximately \$40,000,000 in increment revenue over the life of the district. The TID increment revenue will primarily be used to pay the debt service costs of the TID, project development incentives, and contribute to the development of the South Bridge Connector Project.

ATTACHMENTS:

- TID No. 15 Project Plan Amendment No1 - DRAFT 06232022 (PDF)



City of De Pere

**Tax Increment District No.15
DRAFT Project Plan Amendment No. 1**

DRAFT

Prepared by the Development Services Department

DRAFT 06/16/2022

**Plan Commission Review and Approval - TBD
Common Council Review and Approval - TBD
Joint Review Board Review and Approval - TBD**

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- Map 2: District Boundary with TID No. 10 Overlay
- Map 3: Existing Land Use
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- Map 7: Proposed Public Works and Utility Improvements

Appendix B Financial Attachments

- Table 1: Planned Project Costs
- Table 2: Tax Increment Proforma
- Table 3: Tax Increment Cash Flow
- Table 4: Financing Summary

DRAFT**Appendix C: Resolutions, Notices, Minutes & Other Attachments**

- 1: Opinion Letter from City Attorney Regarding Compliance with Statutes
- 2: Letter Chief Official of Overlying Taxing Entities and Notice
- 3: JRB Meeting Notices – Affidavit of Publication
- 4: JRB Meeting No. 1 Agenda and Minutes
- 5: JRB Meeting No. 2 Agenda and Minutes
- 6: JRB Resolution Approving TID No. 15 Project Plan Amendment No. 1
- 7: Public Hearing Notice – Affidavit of Publication
- 8: Plan Commission/Public Hearing Meeting Agendas
- 9: Plan Commission/Public Hearing and Meeting Minutes
- 10: Plan Commission Resolution Approving TID No. 15 Project Plan Amendment No. 1
- 11: Common Council Meeting Agenda
- 12: Common Council Meeting Minutes
- 13: Common Council Resolution Approving TID No. 15 Project Plan Amendment No. 1

City of De Pere TID No. 15 Officials and Acknowledgements

Common Council

Mayor James Boyd
Ald. Amy Chandik Kunding
Ald. Jonathon Hansen
Ald. Dean Raasch
Ald. John Quigley
Ald. Shana Defnet Ledvina
Ald. Pamela Gantz
Ald. Devin Perock
Ald. Dan Carpenter

Plan Commission

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

Joint Review Board

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

City Staff

Daniel J. Lindstrom, AICP Development Services Director
Larry Delo, City Administrator
Judith Schmidt-Lehman City Attorney
Kristen Johnson, Assistant City Attorney
Kelly Barker, Administrative Assistant

Milestone Dates

Public Hearing: June 27, 2022
Plan Commission Approval Recommendation: TBD
Common Council Approval: TBD
Joint Review Board Approval: TBD

DRAFT**1. EXECUTIVE SUMMARY TID NO. 15 PROJECT PLAN AMENDMENT NO. 1**

The purpose of the Boundary Amendment is to add planned project cost to the previously Approved TID Project Plan. The amendment is strictly a project plan amendment and the boundary of TID No. 15 remains unchanged. Amendment No. 1 formats the project plan to the current City standard and includes additional detailed sections, retains relevant sections of the previous plan, amends and adds project costs, updates plan maps, and adds any required references. This approach enables the City to keep the most up-to-date project plan under a single document. Therefore, sections heading text identified in light gray are areas in which the document has been updated under this amendment.

2. COMMUNITY INTRODUCTION

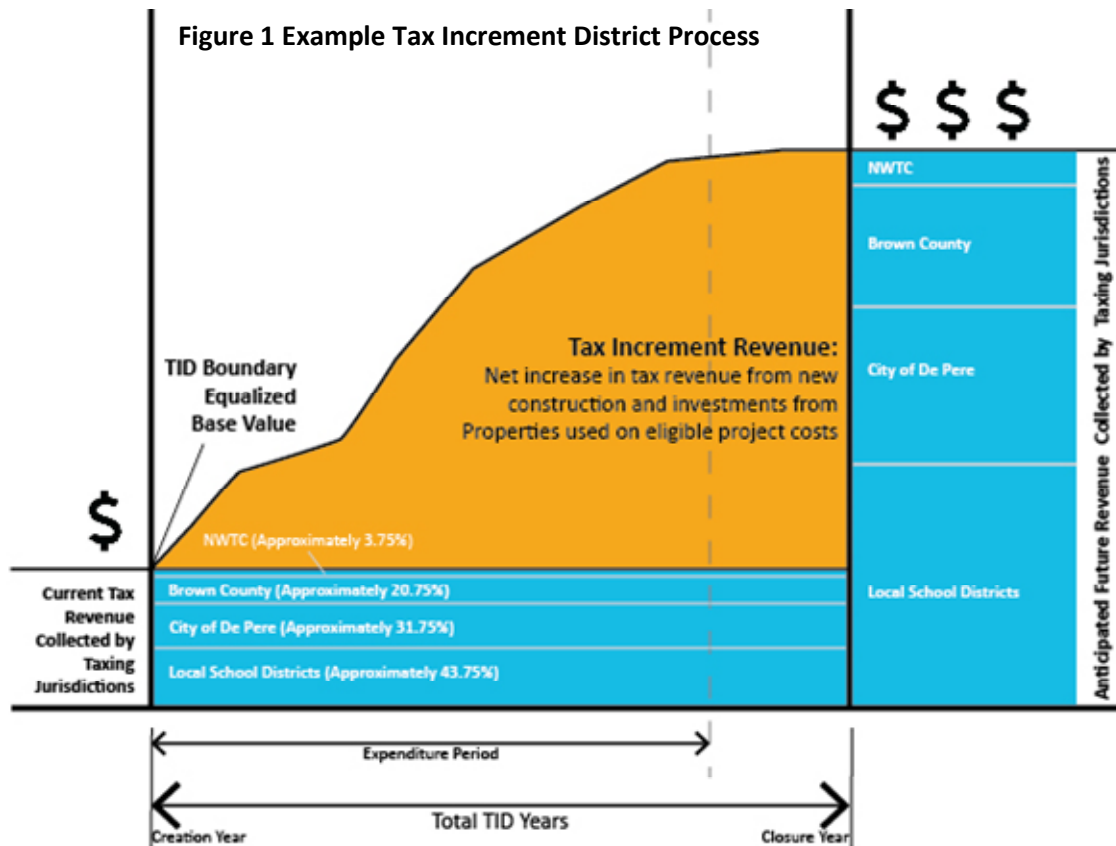
The 25,000 people, who call the City of De Pere, Wisconsin home, know that the community provides a high quality of life in the Greater Green Bay metropolitan area. The excellent schools, a dynamic downtown, successful business parks, and safe neighborhoods served by ample parks and natural areas have 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.

**3. 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 in 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.

DRAFT

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.



4. TAX INCREMENT DISTRICT NO. 15 CREATION AND AMENDMENT OVERVIEW

a. Summary and Statement of Purpose

The City plans to use Tax Incremental Financing ("TIF") as a successful economic development programming tool by providing public improvements to encourage and promote industrial, commercial, and residential development. The goal is to increase the tax base, provide for and preserve employment opportunities within the City, and create and enhance tourism opportunities in the area and region. 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.

The City of De Pere Created Tax Incremental District No. 15 ("TID No. 15") on January 27, 2020, as an overlap of Tax Incremental District No. 8 (TID No. 8). The City created TID No. 8 on August 21, 2007, and is expected to terminate (absent extension) ending August 21,

DRAFT

2027. The City created TID No. 15 in response to a large, proposed development utilizing property previously located in TID No. 8 that required TIF incentives. The United Health Group project was completed in April of 2022 and is valued at nearly \$27,000,000. TID No.8 will remain economically solvent even with pulling properties from TID No. 8 into TID No.15. The Humana Campus in TID No. 8 was recently sold and was completed as an arms-length transaction. The sale value will increase the increment value in TID No. 8. Appendix B illustrates the TID No.8 status proforma analysis with the TID No.15 overlay. The City created TID No. 15 as a "Mixed-Use District" with the instant focus of this District to facilitate the proposed office development. The 174,000 square foot, four-story corporate office development was completed in 2021 and required TIF incentives. The project includes a guaranteed assessed value of approximately \$30 million and brings 1,000 employees to the City. Payment in Lieu of Taxes is required if the property falls below the guaranteed addressed value during the life of the TID.

Project Plan Amendment No. 1 now includes additional project costs that were not included in the original project plan. The Humana Campus, located on Lawrence Drive, was recently sold, and now includes a proposal to develop the site into a mixed-use campus with additional commercial, office, multi-family, and single-family uses. The original project plan did not anticipate the sale transaction and future proposed development. Therefore Project Plan Amendment No. 1 now includes costs to assist in the redevelopment of the campus. The City anticipates various public improvement and project cost expenditures for the entire district of approximately \$27,750,000 during the TID's 15-year expenditure period. The largest cost-share increase is associated with the future South Bridge Connector Project.

The City projects land and improvement values (incremental value) of approximately \$125,000,000 will be created in the TID by the end of 2040. This is an increase from the \$33,000,000 in the original project plan as a result of the increased interest in the South Bridge Connector corridor/route after the announcement in late 2020. This additional value will be a result of the improvements made and projects undertaken with the TID and private developers. The City anticipates approximately \$40,000,000 in increment revenue over the life of the district. The TID increment revenue will primarily be used to pay the debt service costs of the TID, project development incentives, and contribute to the development of the South Bridge Connector Project.

b. Planning and Approval Process Timeline

The City notified the overlying taxing jurisdictions of the public hearing on June 2, 2022, and published public hearing notices in the Press Times on June 17, 2022. The notice for the first Joint Review Board (JRB) meeting was also published on June 17, 2022. The Joint Review Board held its organizational meeting on June 22, 2022.

The City held the public hearing for Project Plan Amendment No. 1 to TID No. 15 on June 27, 2022. After the public hearing, the Plan Commission recommended _____ of the TID No. 15 Project Plan Amendment. This Project Plan Amendment was adopted by the resolution of the Common Council on July ___, 2022.

On _____, ___, 2022 the Joint Review Board reviewed and _____ of The TID No. 15 Project Plan Amendment as required by Wisconsin Statutes. The City published the agenda notice of the final Joint Review Board meeting on _____, ___, 2022.

DRAFT

Documentation of all resolutions, notices, and minutes can be found as attachments to this Project Plan Amendment. 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 review of the Amendment. This official Project Plan Amendment guides the development activities within TID No. 15. 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 herein require a formal amendment to the Project Plan involving a public hearing and review and City Council approval.

c. Description And Inventory of Area

The real property in the TID is in the City of De Pere, located in Brown County, WI. The TID No. 15 project area is roughly defined by properties, north of Creamery Road, west of Interstate 41, 1,300 Feet South of Scheuring Road, and east of Lawrence Drive The approved TID Boundary encompasses 243.36 acres.

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TID Boundary Map: A complete map set is included within Appendix A of this Project Plan. Map 1 illustrates the current TID Boundary and Map 2 illustrates the overlapping parcels with TID No. 8. The maps have been updated to reflect the current parcel lines, but the boundaries remain unchanged.



DRAFT**5. SUMMARY OF FINDINGS**

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

a. The Project Plan Amendment is:

- 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 creation. 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 is to be created.

c. "But For Test":

But for the creation and subsequent 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 creation 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. 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.

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- 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 development of the area will not occur at the pace or levels desired solely as a result of private investment.

d. 12% Test:

While the boundary is not being amended in this project plan the total value has been updated to reflect the current limits at the time of Amendment approval.

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 6.37%. The City terminated TID No. 6 in 2021. The closure of TID No. 6 is expected to lower the TID increment value to 2.5% of the total equalized value in the City. The detailed TID breakdown is included in Section 11.

e. District Type:

The TID was created as a Mixed-Use District. This Project Plan meets the definition and requirements for a Mixed-Use District and that not less than 50% of the proposed district's area land is suitable for industrial (business park), commercial, and residential use. The total real property area dedicated to newly platted residential is 22.9% and complies with 66.1105(2)(cm).

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.

6. 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, the TID area is primarily comprised of business uses, open space, road rights-of-way, fields, and stormwater facilities. Map 3 of Appendix A illustrates the existing land uses.

b. Future Land Use:

At the time of TID creation in 2020, the De Pere Comprehensive Plan designated the areas as Future Business Park and Highway Commercial uses. In 2021 the Common Council approved a Future Land Use Map amendment to also include Neighborhood Residential (including Multi-Family) and Multi-Family on the undeveloped portion of the Humana Campus. Map 4 of the Appendix has been updated with a 2021 amendment and illustrates the 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 5 of Appendix A illustrates the existing zoning.

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

The City created TID No. 15 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. Project costs include expenditures made or estimated to be incurred by this mixed-use district for newly platted residential development in cases where the density of the residential housing is at least 3 units per acre; or for residential housing located in a conservation subdivision as defined in Wis. Stats. §66.1027(1)(a); or for residential housing located in a traditional neighborhood development as defined in Wis. Stats. Project costs also include the construction of infrastructure in and up to one-half mile of the TID boundary, illustrated in Map 6 in Appendix A.

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 design, 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. Map 7 In Appendix A illustrates the proposed physical improvements.

The TID originally budgeted \$3,194,000 under this category. Project Plan Amendment No. 1 now includes proposes to increase infrastructure costs to \$15,000,000 (TID Share).

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. These are items not already covered under impact or user fees.

Project Plan Amendment No. 1 now includes \$100,000 budgeted under this category.

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.

Project Plan Amendment No. 1 now includes \$500,000 budgeted under this category.

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 the 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.

Project Plan Amendment No. 1 now includes \$500,000 budgeted under this category.

e. Development Incentives ("Cash Grants")

The City may use TID No. 15 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. 15. Funds may be provided in the form of a cash grant, forgivable loan, direct loan, or loan guarantee.

The TID originally budgeted \$3,306,000 under this category. Project Plan Amendment No. 1 now increases possible Developer Incentives (cash grant) costs to \$9,000,000.

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 design of specific infrastructure projects listed in Section 7.A is included in the respective infrastructure budgets.

Project Plan Amendment No. 1 now includes \$300,000 budgeted under this category.

g. Discretionary Payments

Payments made at the discretion of the local legislative body, which are found to be necessary or convenient to the creation 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 allocation to TID No. 9 in accordance with the requirements prescribed in Wisconsin Statutes Chapter 66.1105(6)(d).

Project Plan Amendment No. 1 now includes \$500,000 budgeted under this category.

h. Administration Costs

Administrative costs include, but are not limited to, a reasonable portion of the salaries of the City Administrator, Development Services Director, 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 TID originally budgeted \$1,300,000 under this category and remains unchanged.

i. TID Organizational 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 of the TID. This shall include the preparation of feasibility studies, project plans, 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 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.

Project Plan Amendment No. 1 now includes \$25,000 budgeted under this category.

j. Inflation

Throughout the past 20 years, the annual rate of inflation in the construction industry has averaged between 2% and 4%. The inflation appreciation rate, for the purpose of making projections, is 2.5% as illustrated in Appendix B.

Project Plan Amendment No. 1 now includes \$2,875,000 budgeted under this category.

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 TID originally budgeted \$1,729,200 under this category. Project Plan Amendment No. 1 now increases financing costs to \$7,056,000 most of which is associated with the cost of the South Bridge Connector project.

The projects listed above will provide the necessary facilities and support to enable and encourage the development of TID No. 15. 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.

8. DETAILED LIST OF PROJECT COSTS

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Figure No. 2 below summarizes the detailed project costs for project categories anticipated to be implemented during the expenditure period of TID No. 15. 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.”

All updated costs listed are based on 2022 prices and are preliminary estimates. The City reserves the right to revise these cost estimates to reflect unforeseen circumstances between the time of TID creation 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. 15. 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. 15		Created/Revised: 6/17/2022		
Category	Project Plan Costs	Amendments Plan (1-4) Costs	Other's Share	TID Share
A. Infrastructure	\$3,194,000	\$201,806,000	\$188,000,000	\$17,000,000
B. Capital Costs	\$0	\$100,000	\$0	\$100,000
C. Site Development Costs	\$0	\$500,000	\$0	\$500,000
D. Land Acquisition & Assembly	\$0	\$500,000	\$0	\$500,000
E. Development Incentives	\$3,305,000		\$0	\$9,500,000
F. Professional Services	\$0	\$300,000	\$0	\$300,000
G. Discretionary Payments	\$0	\$500,000	\$0	\$500,000
H. Administration Costs	\$1,300,000	\$3,000	\$0	\$1,303,000
I. Organizational Costs	\$1,000	\$24,000	\$0	\$25,000
J. Inflation	\$0	\$0	\$0	\$0
Subtotal	\$7,800,000	\$203,733,000	\$188,000,000	\$29,728,000
K. <u>Financing Costs (less Capitalized Interest)</u>		\$2,629,580		\$4,091,237
Capitalized Interest				\$142,000
Total TID Expenditure				\$33,961,237

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.

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- 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 \$190,000,000 of project funding from other governmental agencies and grant programs for the completion of the future Southbridge Road improvements that would also benefit parcels outside of the TID. Table 1 in Appendix B illustrates these costs. It is noted the final cost of the South Bridge Improvements will not be finalized until closer to the construction schedule.

9. 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 is due to inflation and the impact of general economic conditions on the TID.
- The expected increase in property valuation is 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 0.5% property appreciation rate per year. This estimate is below the recent local, state, and national averages.

b. Effective Tax Rate

The third 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 2021 reported interim tax rate of \$0.019735933 as reported by the City. The project plan assumes an annual average reduction of -0.25% change will provide a conservative estimate since the rate dropped by 9% over the past two years but was stabilized in years prior.

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.

10. FINANCING METHODS & TIMETABLE

a. Financing Methods

The City plans to fund project costs with cash received from future TID No. 15 tax increments and requires the City to issue obligations to provide direct or indirect financing for the Projects to be undertaken. The following is a list of the types of obligations the City may choose to utilize.

General Obligation (G.O.) Bonds or Notes

The City may issue G.O. Bonds or Notes to finance the cost of Projects included within this Plan. Wisconsin Statutes limit the principal amount of G.O. and State Trust Fund Loan debt that a community may have outstanding at any point in time to an amount not greater than five percent of its total equalized value (including increment values).

Board of Commissioners of Public Lands State Trust Fund Loans

The City may issue State Trust Fund Loans to finance the cost of Projects included within this Plan. Wisconsin Statutes limit the principal amount of State Trust Fund Loan and GO debt that a community may have outstanding at any point in time to an amount not greater than five percent of its total equalized value (including increment values).

Bonds Issued to Developers ("Pay as You Go" Financing)

The City may issue a bond to one or more developers who provide financing for projects included in this Plan. Repayment of the amounts due to the developer under the bonds is limited to an agreed percentage of the available annual tax increments collected that result from the improvements made by the developer. To the extent the tax increments collected are insufficient to make annual payments or to repay the entire obligation over the life of the District, the City's obligation is limited to not more than the agreed percentage of the actual increments collected. Bonds issued to developers in this fashion are not general obligations of the City and therefore do not count against the City's borrowing capacity.

Federal/State Loan Grant Programs

The State and Federal governments often sponsor grant and loan programs that municipalities may potentially use to supplement TID expenditures or provide financing for capital costs that positively impact the District. These programs include Wisconsin Community Development Block Grants, Rural Development Administration Community Facility Loan/Grants, Transportation Economic Assistance Grants, and Economic Development Administration Grants. These programs require local match funding to ensure State and Federal participation in the project.

The actual amount of debt issuance will be determined by the City at its convenience and as dictated by the nature of the projects as they are implemented.

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General obligations of the City are limited by state law to five percent of the equalized property value. As of December 31, 2021, the City had a total debt capacity of approximately \$125.48 million and approximately \$44.03 million in existing General Obligation debt. Using this data, the current remaining debt capacity is about \$81.4 million. There is approximately \$35 million in anticipated 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.

If financing as outlined in this Plan proves unworkable, the City reserves the right to use alternate financing solutions for the projects as they are implemented.

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. 15.

The timing for each of the planned development projects is shown in the TID Pro Forma (Attachment No. 4 in Appendix B).

c. TID Expenditure Period

The expenditure period for the District ends on February 19, 2035. 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 February 19, 2041. Therefore, the final collection year for TID No. 15 is 2041. 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.

DRAFT**11. 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 2021 TIF Value Limitation Report. The table has been updated for reference only.

Figure 3: TID Valuation Compliance Test			
TID No. 15			
Description	Type	2021	2022
Report Year		2021	2022
Recent Annual Reported Total Municipal Equalized Value		\$ 2,509,546,300	\$ 2,509,546,300
12% Test		\$ 301,145,556	\$ 301,145,556
Tax Increment District No. 006	Increment	\$ 99,743,400	Closed 2021
Tax Increment District No. 007	Increment	\$ 5,332,600	\$ 5,332,600
Tax Increment District No. 008	Increment	\$ 13,551,000	\$ 13,551,000
Tax Increment District No. 009	Increment	\$ 1,508,500	\$ 1,508,500
Tax Increment District No. 010	Increment	\$ 7,337,000	\$ 7,337,000
Tax Increment District No. 011	Increment	\$ 11,109,500	\$ 11,109,500
Tax Increment District No. 012	Base +	\$ 11,400,000	\$ 11,400,000
Tax Increment District No. 013	Increment	\$ 7,554,200	\$ 7,554,200
Tax Increment District No. 014	Increment	\$ 2,327,200	\$ 2,327,200
Tax Increment District No. 015	Increment	\$ (62,700)	\$ 26,000,000
Tax Increment District No. 016	Increment	\$ -	\$ -
Tax Increment District No. 017	Increment	\$ -	\$ -
Total (*A negative increment is treated as zero increment)		\$ 159,863,400	\$ 86,120,000
Percent of City's Equalized Value in Existing TIDs		6.37%	3.43%
Remaining Available TID Value		\$ 141,282,156	\$ 215,025,556
Compliance		OK	OK

12. 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 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. 15						
Taxing Jurisdiction	2021 Tax Increment Worksheet Interim Rate	% of Mill Rate by Jurisdiction	Annual Taxes Collected on Base Value Distributed to Taxing Jurisdictions (2020)	Annual Taxes Collected After TID*	Increase in Annual Tax Collections After TID	City Levy Increase (50%) Annual Tax Collections After TID
County	\$0.003752323	19.01%	\$10,910	\$536,964	\$526,055	
Local	\$0.006131311	31.07%	\$17,826	\$877,402	\$0	\$429,788
School District	\$0.009113915	46.18%	\$26,498	\$1,304,218	\$1,277,720	
Tech. College	\$0.000738384	3.74%	\$2,147	\$105,664	\$103,517	
Total	0.019735933	100.00%	\$57,381	\$2,824,249		

* 2041 Mill rate projection at current mill rate percentages

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

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The Project Plan Amendment 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 complies 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.

There are no lands included within the TID that were annexed by the City on or after January 1, 2004.

14. RELOCATION

No persons are expected to be displaced or relocated as a result of proposed projects in TID No. 15; 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 with 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.

DRAFT**15. DISTRICT BOUNDARY AND DESCRIPTION**

ALL OF THE NW 1/4 OF THE SE 1/4, PART OF THE NE 1/4, PART OF THE SE 1/4, PART OF THE SW 1/4 OF THE SE 1/4, PART OF THE NE 1/4 OF THE NE 1/4, PART OF THE SE 1/4 OF THE NE 1/4, PART OF THE SW 1/4 OF THE NE 1/4, PART OF THE SE 1/4 OF THE NW 1/4, PART OF THE NE 1/4 OF THE SW 1/4, PART OF GOVERNMENT LOT 1, AND PART OF GOVERNMENT LOT 2, SECTION 31, T23N, R20E, AND PART OF THE NW 1/4 OF THE NW 1/4, PART OF THE SW 1/4 OF THE NW 1/4, PART OF THE SE 1/4 OF THE NW 1/4, AND PART OF THE NW 1/4 OF THE SW 1/4, SECTION 32, T23N, R20E, AND PART OF GOVERNMENT LOT 2, SECTION 6, T22N, R20E, AND PART OF LOTS 59, 60, AND 61, WILLIAMS GRANT, ALL IN THE CITY OF DE PERE, BROWN COUNTY, WISCONSIN, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTH 1/4 CORNER OF SAID SECTION 31;

THENCE N89°50'08"W, 113.41 FEET ON THE SOUTH LINE OF SAID SECTION 31 TO THE NORTHERLY RIGHT OF WAY OF SOUTHBRIDGE ROAD; THENCE S14°28'14"W, 160.55 FEET TO THE SOUTHERLY RIGHT OF WAY OF SOUTHBRIDGE ROAD; THENCE N54°23'03"W, 28.17 FEET ON SAID SOUTHERLY RIGHT OF WAY; THENCE ON SAID SOUTHERLY RIGHT OF WAY 108.69 FEET ON THE ARC OF A 1385.39 FOOT RADIUS CURVE TO THE LEFT, LONG CHORD BEARS N56°37'54"W, 108.67 FEET; THENCE N71°41'58"W, 256.12 FEET ON SAID SOUTHERLY RIGHT OF WAY; THENCE N89°50'08"W, 94.81 FEET ON SAID SOUTHERLY RIGHT OF WAY; THENCE N52°43'52"W, 112.17 FEET ON SAID SOUTHERLY RIGHT OF WAY; THENCE N65°06'50"W, 322.83 FEET ON SAID SOUTHERLY RIGHT OF WAY; THENCE N52°26'40"W, 313.48 FEET ON SAID SOUTHERLY RIGHT OF WAY; THENCE N42°55'20"E, 530.30 FEET ON A SOUTHWESTERLY EXTENSION OF AN EASTERLY LINE OF OUTLOT 1 OF VOLUME 58, CERTIFIED SURVEY MAPS, PAGE 41; THENCE N80°46'37"E, 289.07 FEET ON AN EASTERLY LINE OF SAID OUTLOT 1; THENCE N60°56'30"E, 286.84 FEET ON AN EASTERLY LINE OF SAID OUTLOT 1; THENCE N01°53'22"E, 516.35 FEET ON AN EASTERLY LINE OF SAID OUTLOT 1; THENCE N33°44'22"W, 328.03 FEET ON AN EASTERLY LINE OF SAID OUTLOT 1; THENCE N72°33'12"W, 107.81 FEET ON A NORTHERLY LINE OF SAID OUTLOT 1 TO THE NORTHEAST CORNER OF LOT 2 OF VOLUME 57, CERTIFIED SURVEY MAPS, PAGE 255; THENCE N89°21'29"W, 209.79 FEET ON THE NORTH LINE OF SAID LOT 2 TO THE EASTERLY RIGHT OF WAY OF INNOVATION COURT; THENCE ON SAID EASTERLY RIGHT OF WAY 681.89 FEET ON THE ARC OF A 1427.87 FOOT RADIUS CURVE TO THE LEFT, LONG CHORD BEARS S28°28'11"W, 675.43 FEET; THENCE ON SAID EASTERLY RIGHT OF WAY 136.53 FEET ON THE ARC OF A 335.00 FOOT RADIUS CURVE TO THE RIGHT, LONG CHORD BEARS S26°27'49"W, 135.58 FEET; THENCE S62°41'37"E, 113.42 FEET ON A SOUTHERLY LINE OF SAID LOT 2 TO THE NORTHEASTERLY CORNER OF LOT 1 OF VOLUME 58, CERTIFIED SURVEY MAPS, PAGE 41; THENCE S30°05'00"W, 415.42 FEET ON THE EASTERLY LINE OF SAID LOT 1 TO THE NORTHERLY RIGHT OF WAY OF SOUTHBRIDGE ROAD; THENCE S37°18'33"W, 172.64 FEET TO THE SOUTHERLY RIGHT OF WAY OF SOUTHBRIDGE ROAD; THENCE N52°41'27"W, 78.72 FEET ON SAID SOUTHERLY RIGHT OF WAY; THENCE N64°37'06"W, 56.45 FEET ON SAID SOUTHERLY RIGHT OF WAY; THENCE N79°23'24"W, 131.99 FEET ON SAID SOUTHERLY RIGHT OF WAY TO THE EASTERLY RIGHT OF WAY OF INNOVATION DRIVE; THENCE S37°11'04"W, 45.62 FEET ON SAID EASTERLY RIGHT OF WAY; THENCE S37°31'27"W, 102.31 FEET ON SAID EASTERLY RIGHT OF WAY; THENCE ON SAID EASTERLY RIGHT OF WAY 186.00 FEET ON THE ARC OF A 633.41 FOOT RADIUS CURVE TO THE RIGHT, LONG CHORD BEARS S46°56'48"W, 185.33 FEET TO THE NORTHERLY LINE OF LOT 60, WILLIAMS GRANT; THENCE S52°52'06"E, 1397.47 FEET ON SAID NORTHERLY LINE TO THE WESTERLY LINE OF LANDS DESCRIBED IN VOLUME 624 OF RECORDS, PAGE 066; THENCE S37°06'31"W, 291.25 FEET ON SAID WESTERLY LINE TO THE NORTHERLY LINE OF LOT 17, CLAIRMOOR ESTATES 1ST ADDITION; THENCE N52°02'59"W, 298.02 FEET ON SAID NORTHERLY LINE TO THE NORTHWESTERLY CORNER THEREOF; THENCE S37°05'00"W, 215.89 FEET ON THE WESTERLY LINE OF SAID LOT 17 TO THE NORTHERLY LINE OF LOT 61, WILLIAMS GRANT; THENCE N52°54'59"W, 658.00 FEET ON SAID NORTHERLY LINE TO THE EASTERLY LINE OF LANDS DESCRIBED IN JACKET 01169, IMAGE 15; THENCE S37°20'20"W, 233.26 FEET ON SAID EASTERLY LINE TO THE NORTHERLY LINE OF LANDS DESCRIBED IN JACKET 16113, IMAGE 09; THENCE N52°39'40"W, 450.65 FEET ON SAID NORTHERLY LINE EXTENDED NORTHWESTERLY TO THE WESTERLY LINE OF LANDS DESCRIBED IN VOLUME 649 OF RECORDS, PAGE 618; THENCE S37°20'20"W, 20.00 FEET ON SAID WESTERLY LINE TO THE NORTHERLY LINE OF LANDS DESCRIBED IN VOLUME 696 OF RECORDS, PAGE 605; THENCE N52°39'40"W, 100.00 FEET

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ON SAID NORTHERLY LINE TO THE EASTERLY LINE OF LOT 2 OF VOLUME 47, CERTIFIED SURVEY MAPS, PAGE 173; THENCE S37°20'20"W, 217.25 FEET ON SAID EASTERLY LINE TO THE NORTHERLY RIGHT OF WAY OF CREAMERY ROAD; THENCE N52°39'40"W, 336.61 FEET ON SAID NORTHERLY RIGHT OF WAY TO THE EASTERLY LINE OF LOT 1 OF VOLUME 47, CERTIFIED SURVEY MAPS, PAGE 173; THENCE N37°46'46"E, 204.74 FEET ON SAID EASTERLY LINE TO THE NORTHERLY LINE OF SAID LOT 1; THENCE N52°39'40"W, 467.99 FEET ON SAID NORTHERLY LINE TO THE EASTERLY RIGHT OF WAY OF FRENCH ROAD; THENCE N67°37'13"E, 78.31 FEET ON SAID EASTERLY RIGHT OF WAY; THENCE N60°18'17"E, 209.24 FEET ON SAID EASTERLY RIGHT OF WAY; THENCE S52°54'59"E, 2.03 FEET ON SAID EASTERLY RIGHT OF WAY; THENCE N60°15'13"E, 571.14 FEET ON SAID EASTERLY RIGHT OF WAY; THENCE N42°59'44"E, 632.73 FEET TO THE INTERSECTION OF THE NORTHERLY RIGHT OF WAY OF SOUTHBRIDGE ROAD AND THE EASTERLY RIGHT OF WAY OF INTERSTATE 41; THENCE N18°14'51"E, 401.79 FEET ON SAID EASTERLY RIGHT OF WAY; THENCE N22°54'21"E, 392.79 FEET ON SAID EASTERLY RIGHT OF WAY; THENCE N48°50'13"E, 1693.79 FEET ON SAID EASTERLY RIGHT OF WAY TO THE NORTH LINE OF LOT 1 OF VOLUME 10, CERTIFIED SURVEY MAPS, PAGE 329; THENCE S89°47'03"E, 689.12 FEET ON SAID NORTH LINE; THENCE S38°49'13"E, 562.53 FEET AND A NORTHEASTERLY LINE OF SAID LOT 1; THENCE S21°09'40"E, 90.01 FEET ON AN NORTHEASTERLY LINE OF SAID LOT 1 TO THE NORTH LINE OF THE NW 1/4 OF THE SE 1/4 OF SAID SECTION 31; THENCE N86°27'52"E, 1706.17 FEET ON SAID NORTH LINE AND THE NORTH LINE OF THE NE 1/4 OF THE SE 1/4 OF SAID SECTION 31 TO THE SOUTHEAST CORNER OF LOT 1 OF VOLUME 10, CERTIFIED SURVEY MAPS, PAGE 321; THENCE N37°42'10"W, 519.00 FEET ON THE EAST LINE OF SAID LOT 1; THENCE N01°43'38"W, 1562.56 FEET ON THE EAST LINE OF SAID LOT 1 TO THE NORTHEAST CORNER THEREOF; THENCE N66°17'07"E, 66.09 FEET ON THE NORTH LINE OF OUTLOT 2 OF DE PERE BUSINESS PARK; THENCE N78°54'42"E, 140.54 FEET ON SAID NORTH LINE OF OUTLOT 2 TO THE NORTHEAST CORNER THEREOF; THENCE S01°44'54"E, 354.51 FEET ON THE EAST LINE OF SAID OUTLOT 2 TO THE NORTH LINE OF LANDS DESCRIBED IN JACKET 12912, IMAGE 35; THENCE S70°44'44"E, 643.48 FEET ON SAID NORTH LINE; THENCE N88°17'01"E, 515.17 FEET ON SAID NORTH LINE EXTENDED EASTERLY TO THE EAST RIGHT OF WAY OF LAWRENCE DRIVE; THENCE S01°43'19"E, 54.88 FEET ON SAID EAST RIGHT OF WAY; THENCE S88°16'41"W, 60.00 FEET ON SAID EAST RIGHT OF WAY; THENCE S01°43'19"E, 158.00 FEET ON SAID EAST RIGHT OF WAY TO THE EASTERLY EXTENSION OF THE NORTH LINE OF LOT 1 OF VOLUME 41, CERTIFIED SURVEY MAPS, PAGE 72; THENCE S88°16'41"W, 470.01 FEET ON SAID EXTENDED NORTH LINE OF SAID LOT 1 THE NORTHWEST CORNER THEREOF; THENCE S01°43'19"E, 284.00 FEET ON THE WEST LINE OF SAID LOT 1 TO THE SOUTHWEST CORNER THEREOF; THENCE N88°16'41"E, 470.01 FEET ON THE SOUTH LINE OF SAID LOT 1 EXTENDED EASTERLY TO THE EAST RIGHT OF WAY OF LAWRENCE DRIVE; THENCE S01°43'19"E, 244.86 FEET ON SAID EAST RIGHT OF WAY; THENCE ON SAID EAST RIGHT OF WAY 13.13 FEET ON THE ARC OF A 405.72 FOOT RADIUS CURVE TO THE RIGHT, LONG CHORD BEARS S00°47'42"E, 13.13 FEET; THENCE N88°16'43"E, 717.44 FEET TO THE WEST LINE OF OUTLOT 1 OF VOLUME 39, CERTIFIED SURVEY MAPS, PAGE 72; THENCE S01°43'15"E, 230.05 FEET ON SAID WEST LINE TO THE NORTH LINE OF LOT 2 OF VOLUME 39, CERTIFIED SURVEY MAPS, PAGE 72; THENCE S88°16'53"W, 798.15 FEET ON SAID NORTH LINE AND THE NORTH LINE OF LOT 1 OF VOLUME 33, CERTIFIED SURVEY MAPS, PAGE 248 EXTENDED WESTERLY TO THE EASTERLY RIGHT OF WAY OF LAWRENCE DRIVE; THENCE ON SAID EASTERLY RIGHT OF WAY 31.36 FEET ON THE ARC OF A 405.72 FOOT RADIUS CURVE TO THE RIGHT, LONG CHORD BEARS S37°18'38"W, 31.36 FEET; THENCE S39°31'31"W, 173.02 FEET ON SAID EASTERLY RIGHT OF WAY TO THE NORTH RIGHT OF WAY OF FORTUNE AVENUE; THENCE S39°27'26"W, 186.67 FEET TO THE SOUTH RIGHT OF WAY OF FORTUNE AVENUE; THENCE S39°31'42"W, 666.93 FEET ON THE EASTERLY RIGHT OF WAY OF LAWRENCE DRIVE; THENCE S39°31'44"W, 520.00 FEET ON SAID EASTERLY RIGHT OF WAY; THENCE S39°31'42"W, 410.00 FEET ON SAID EASTERLY RIGHT OF WAY; THENCE S39°31'51"W, 193.46 FEET ON SAID EASTERLY RIGHT OF WAY TO THE NORTHERLY RIGHT OF WAY OF NORTH HONEYSUCKLE CIRCLE; THENCE S39°31'18"W, 94.00 FEET TO THE SOUTHERLY RIGHT OF WAY OF NORTH HONEYSUCKLE CIRCLE; THENCE S39°31'18"W, 60.17 FEET ON THE EASTERLY RIGHT OF WAY OF LAWRENCE DRIVE THENCE S89°36'55"W, 412.97 FEET ON THE EASTERLY EXTENSION OF THE NORTH LINE OF LANDS DESCRIBED IN VOLUME 354 OF DEEDS, PAGE 107; THENCE S39°22'34"W, 36.79 FEET OF THE WESTERLY LINE OF SAID DESCRIBED LANDS AND THE WESTERLY LINE OF LOT 2 OF VOLUME 41, CERTIFIED SURVEY MAPS, PAGE 264 TO THE SOUTH LINE OF THE NE 1/4 OF THE SE 1/4 OF SAID SECTION 31; THENCE S88°18'00"W, 1385.42 FEET ON SAID SOUTH LINE AND THE NORTH LINE OF THE SW

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1/4 OF THE SE 1/4 OF SAID SECTION 31 TO THE NORTHWEST CORNER THEREOF; THENCE S00°48'06"E, 296.27 FEET ON THE WEST LINE OF SAID SW 1/4 OF THE SE 1/4 TO THE NORTHEASTERLY LINE OF LANDS DESCRIBED IN JACKET 05535, IMAGE 03; THENCE S50°28'31"E, 1086.86 FEET ON SAID NORTHEASTERLY LINE TO THE WESTERLY RIGHT OF WAY OF LAWRENCE DRIVE; THENCE S39°31'27"W, 323.78 FEET ON SAID WESTERLY RIGHT OF WAY TO THE SOUTH LINE OF SAID SECTION 31; THENCE N89°50'08"W, 619.15 FEET ON SAID SOUTH LINE TO THE SOUTH 1/4 CORNER OF SAID SECTION 31, TO THE POINT OF BEGINNING.

SAID DESCRIBED LANDS CONTAIN 243.36 ACRES MORE OR LESS.

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APPENDIX A: MAPS

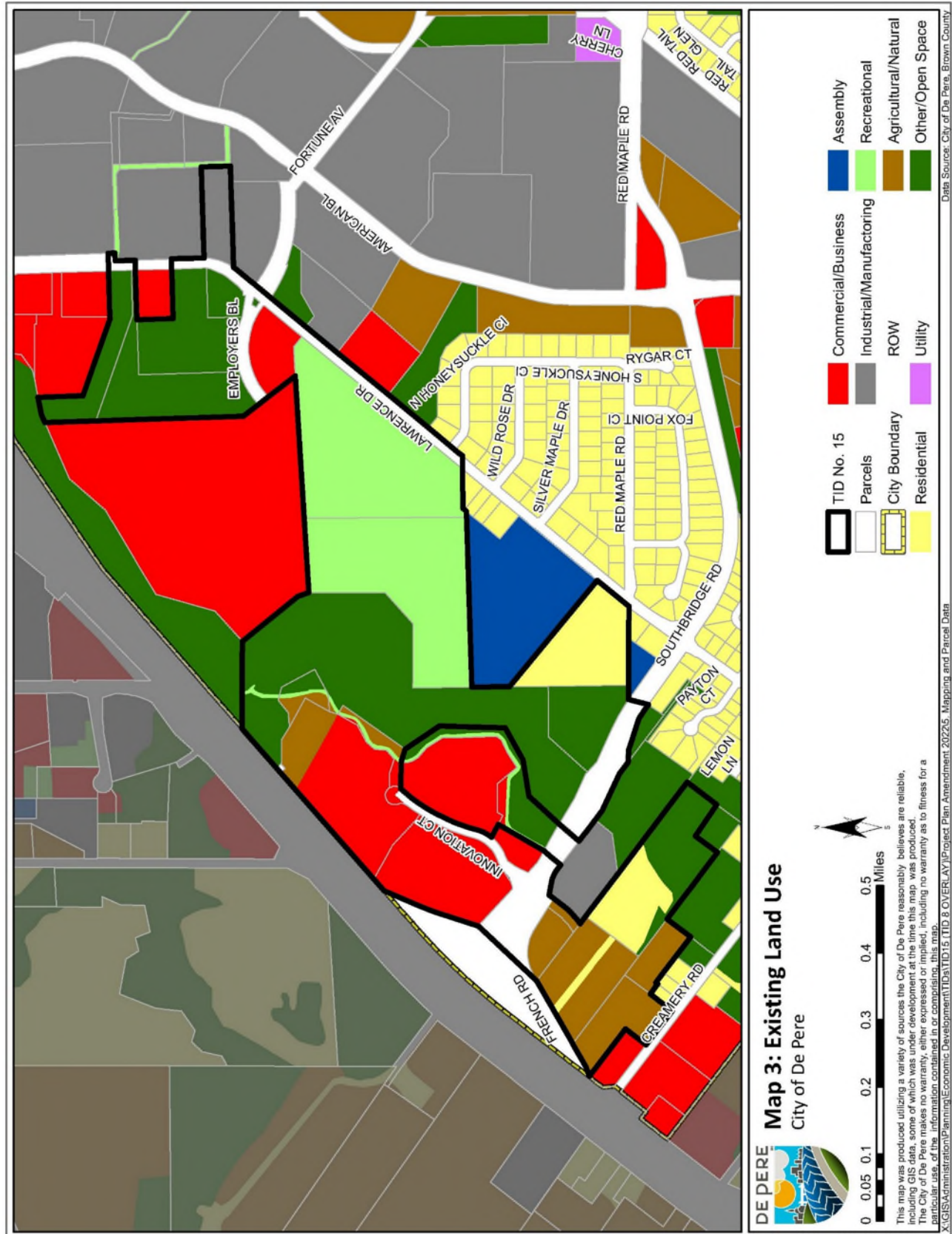
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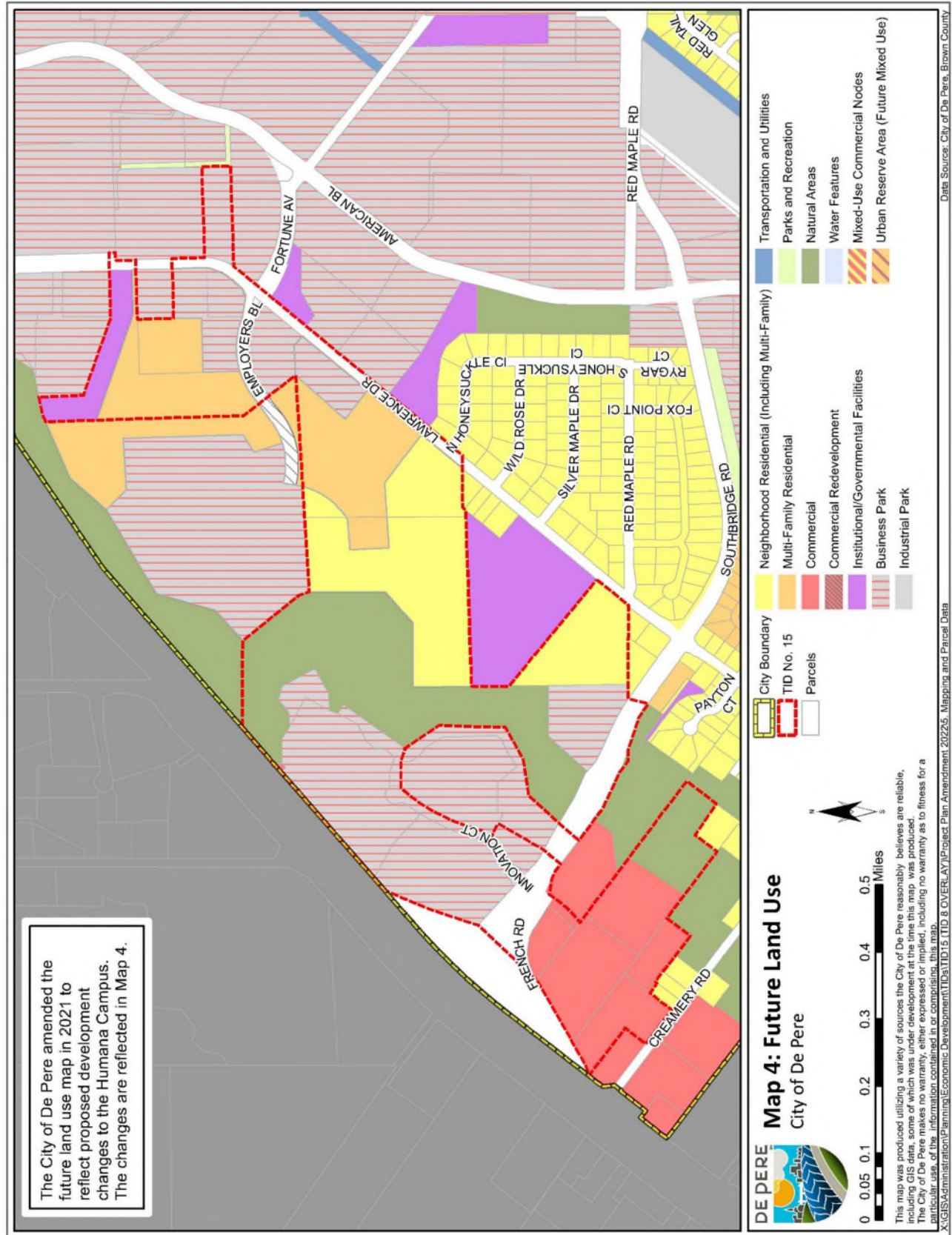
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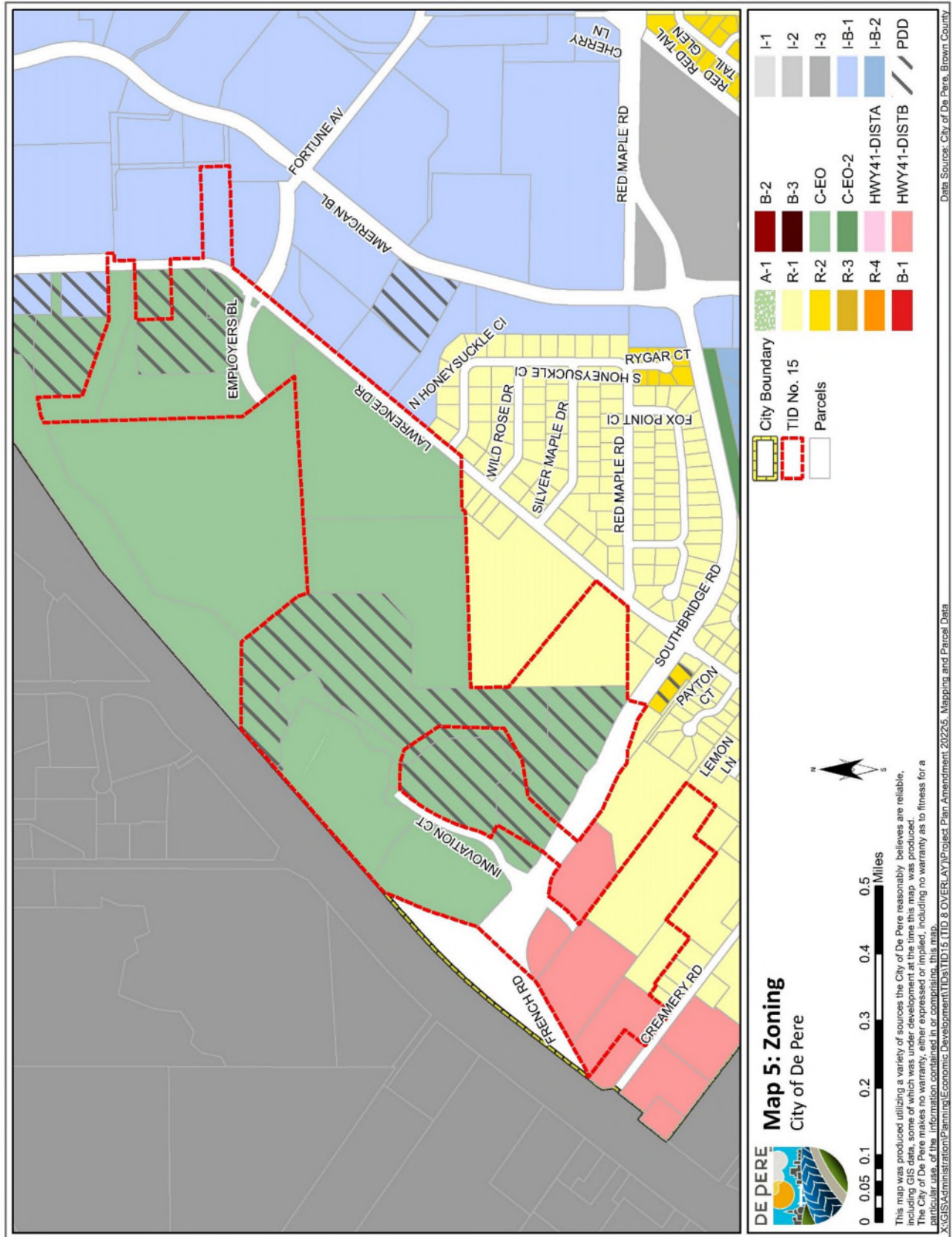
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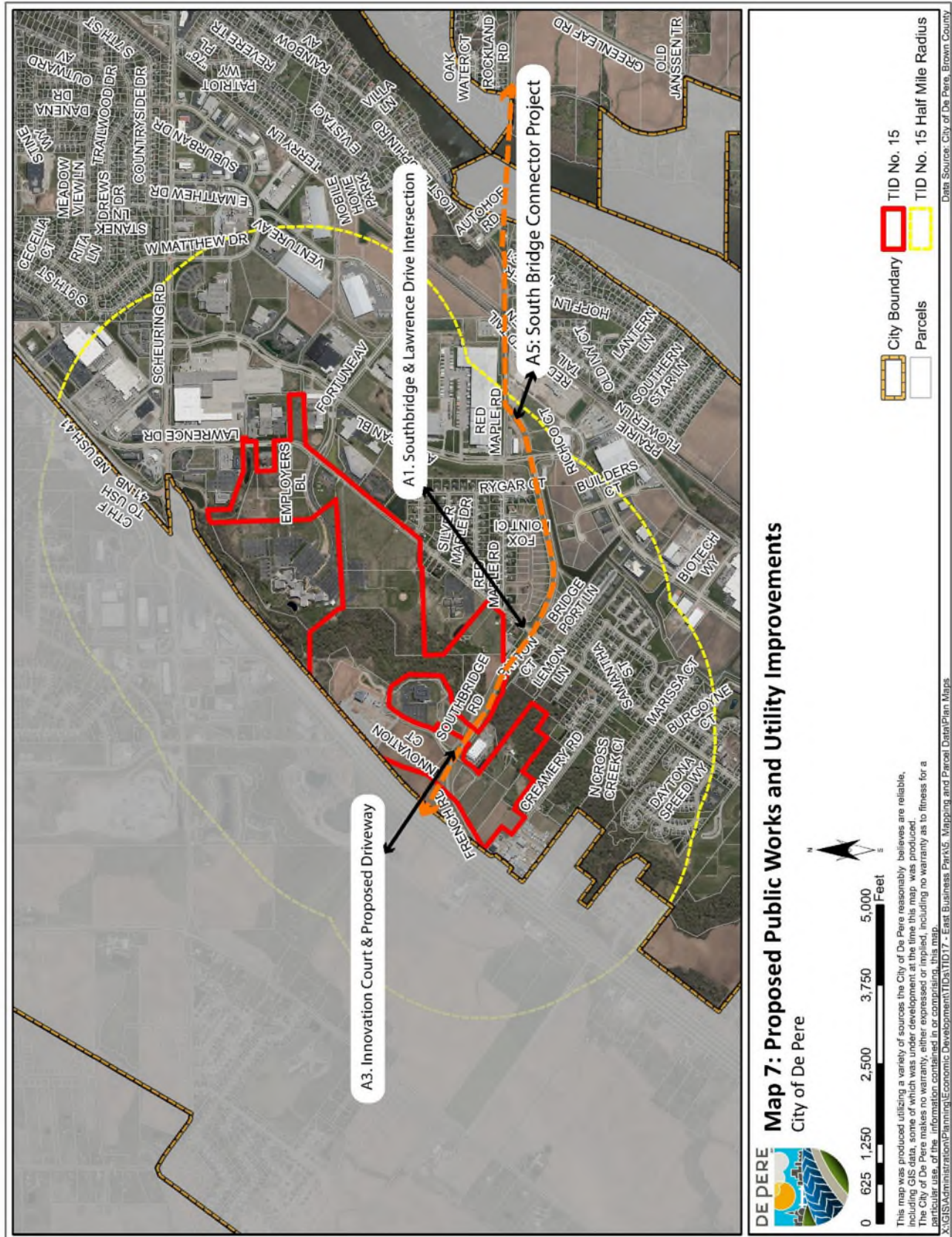
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APPENDIX B: FINANCIAL ATTACHMENTS

DRAFT**Table 1: Planned Project Costs**

TID No. 15

Created/Revised:

6/17/2022

Type of Expenditure	Creation Amount	Amendment Amount	% Paid By		TID Costs Allocated to Project
			TID Project	Other	
A. Infrastructure					
a. Southbridge & Lawrence Drive Intersection	\$334,000	\$0	100%	0%	\$334,000
b. Southbridge and Innovation Court	\$60,000	\$0	100%	0%	\$60,000
c. Innovation Court & Proposed Driveway	\$300,000	\$0	100%	0%	\$300,000
d. General Infrastructure Improvements and Design	\$2,500,000	\$1,806,000	100%	0%	\$4,306,000
E. South Bridge Infrastructure and Design	\$0	\$200,000,000	6.0%	94%	\$12,000,000
Reserved	\$0		100%	0%	\$0
Total Capital Costs	\$3,194,000	\$201,806,000			\$17,000,000
B. Capital Improvement Cost					
Capital Improvement Cost - Phase 1	\$0	\$100,000	100%	0%	\$100,000
Capital Improvement Cost - Reserved	\$0	\$0	100%	0%	\$0
Capital Improvement Cost - Reserved	\$0	\$0	100%	0%	\$0
Total TID Infrastructure	\$0	\$100,000			\$100,000
C. Site Development Costs					
Site Development Costs - Phase 1	\$0	\$500,000	100%	0%	\$500,000
Site Development Costs - Reserved	\$0	\$0	100%	0%	\$0
Site Development Costs - Reserved	\$0	\$0	100%	0%	\$0
Total TID Site Development Costs	\$0	\$500,000			\$500,000
D. Land Acquisition & Assembly					
Land Acquisition & Assembly - Phase 1	\$0	\$500,000	100%	0%	\$500,000
Land Acquisition & Assembly - Reserved	\$0	\$0	100%	0%	\$0
Land Acquisition & Assembly - Reserved	\$0	\$0	100%	0%	\$0
Total TID Land Acquisition & Assembly	\$0	\$500,000			\$500,000
E. Development Incentives					
Development Incentives - Phase 1 Grant (UHG)	\$3,305,000	\$230,000	100%	0%	\$3,535,000
Development Incentives - Phase 2 (Preserve)	\$0	\$3,250,000	100%	0%	\$3,250,000
Development Incentives Phase 3 (Other)	\$0	\$2,715,000	100%	0%	\$2,715,000
Total TID Development Incentives	\$3,305,000	\$6,195,000			\$9,500,000
F. Professional Services					
Professional Services - Phase 1	\$0	\$300,000	100%	0%	\$300,000
Professional Services - Phase 2	\$0	\$0	100%	0%	\$0
Professional Services - Phase 3	\$0	\$0	100%	0%	\$0
Total TID Professional Services	\$0	\$300,000			\$300,000
G. Discretionary Payments					
Discretionary Payments - Phase 1	\$0	\$500,000	100%	0%	\$500,000
Discretionary Payments - Phase 2	\$0	\$0	100%	0%	\$0
Discretionary Payments - Phase 3	\$0	\$0	100%	0%	\$0
Total TID Discretionary Payments	\$0	\$500,000			\$500,000
H. Administration Costs					
City Staff	\$1,300,000	\$0	100%	0%	\$1,300,000
DOR Fees	\$0	\$3,000	100%	0%	\$3,000
Audits	\$0	\$0	100%	0%	\$0
Total TID Administration Costs	\$1,300,000	\$3,000			\$1,303,000
I. Organizational Costs					
Department of Revenue Submittal Fee	\$1,000	\$1,000	100%	0%	\$2,000
Professional Fees	\$0	\$23,000	100%	0%	\$23,000
City Staff & Publishing	\$0	\$0	100%	0%	\$0
Total TID Organization Costs	\$1,000	\$24,000			\$25,000
J. Inflation					
	\$0	\$2,981,089			\$2,981,089
Total TID Project Costs	\$7,800,000	\$212,909,089			\$32,709,089
K. Financing Costs					
Total Interest, Fin. Fees, Less Cap. Interest (2021)	\$484,248	\$0			\$484,248
Total Interest, Fin. Fees, Less Cap. Interest (2024)	\$0	\$977,409			\$977,409
Total Interest, Fin. Fees, Less Cap. Interest (2029)	\$0	\$2,629,580			\$2,629,580
Plus Capitalized Interest	\$142,000	\$0			\$142,000
Total Financing Costs		\$2,629,580			\$4,233,237
TOTAL TID EXPENDITURE					\$36,942,327

DRAFT**Table 2: TID No. 15 Tax Increment ProForma**

City of De Pere

TID No. 15 Tax Increment ProForma

6/30/2021

Assumptions												
TID Creation Date		2/19/20		Equalized Base Value		\$ 2,616,000						
Valuation Date		1/1/20		Projected Tax Rate		0.01999						
Last Expenditure Year		2035		Annual Change in Tax Rate		-0.25%						
Termination Year		2040		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						
2020	2021	2022	2,616,000	0	15,000,000	0	17,616,000	15,000,000	0.019990	\$299,850	2022	
2021	2022	2023	17,616,000	0	15,000,000	0	32,616,000	30,000,000	0.019990	\$599,700	2023	
2022	2023	2024	32,616,000	326,160	10,000,000	0	42,942,160	40,326,160	0.019940	\$804,105	2024	
2023	2024	2025	42,942,160	429,422	8,000,000	0	51,371,582	48,755,582	0.019890	\$969,757	2025	
2024	2025	2026	51,371,582	513,716	16,000,000	0	67,885,297	65,269,297	0.019840	\$1,294,972	2026	
2025	2026	2027	67,885,297	678,853	20,500,000	0	89,064,150	86,448,150	0.019791	\$1,710,882	2027	
2026	2027	2028	89,064,150	890,642	12,000,000	0	101,954,792	99,338,792	0.019741	\$1,961,084	2028	
2027	2028	2029	101,954,792	1,019,548	13,000,000	0	115,974,340	113,358,340	0.019692	\$2,232,254	2029	
2028	2029	2030	115,974,340	1,159,743	6,000,000	0	123,134,083	120,518,083	0.019643	\$2,367,311	2030	
2029	2030	2031	123,134,083	1,231,341	4,500,000	0	128,865,424	126,249,424	0.019594	\$2,473,691	2031	
2030	2031	2032	128,865,424	1,288,654	3,000,000	0	133,154,078	130,538,078	0.019545	\$2,551,327	2032	
2031	2032	2033	133,154,078	1,331,541	2,000,000	0	136,485,619	133,869,619	0.019496	\$2,609,900	2033	
2032	2033	2034	136,485,619	1,364,856	0	0	137,850,475	135,234,475	0.019447	\$2,629,918	2034	
2033	2034	2035	137,850,475	1,378,505	0	0	139,228,980	136,612,980	0.019398	\$2,650,084	2035	
2034	2035	2036	139,228,980	1,392,290	0	0	140,621,270	138,005,270	0.019350	\$2,670,399	2036	
2035	2036	2037	140,621,270	1,406,213	0	0	142,027,483	139,411,483	0.019302	\$2,690,866	2037	
2036	2037	2038	142,027,483	1,420,275	0	0	143,447,757	140,831,757	0.019253	\$2,711,483	2038	
2037	2038	2039	143,447,757	1,434,478	0	0	144,882,235	142,266,235	0.019205	\$2,732,254	2039	
2038	2039	2040	144,882,235	1,448,822	0	0	146,331,057	143,715,057	0.019157	\$2,753,179	2040	
2039	2040	2041	146,331,057	1,463,311	0	0	147,794,368	145,178,368	0.019109	\$2,774,259	2041	
Total				\$20,178,368	\$125,000,000	\$0				\$41,487,276		

Notes:

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DRAFT**Table 4: Financing Summary****TID No. 15****Created/Revised:****6/17/2022**

TID Activities	Phase/Loan #1 Innovation Court 9/1/2021	Phase/Loan #2 Other TID 8 Projects 9/1/2025	Phase/Loan #3 9/1/2028	Paid with TID Revenue	Total
A. Infrastructure	\$394,000	\$4,606,000	\$12,000,000	\$0	\$17,000,000
B. Capital Costs	\$0	\$0	\$100,000	\$0	\$100,000
C. Site Development Costs	\$0	\$0	\$500,000	\$0	\$500,000
D. Land Acquisition & Assembly	\$0	\$0	\$500,000	\$0	\$500,000
E. Development Incentives	\$3,535,000	\$0	\$0	\$5,965,000	\$9,500,000
F. Professional Services	\$0	\$300,000	\$0	\$0	\$300,000
G. Discretionary Payments	\$0	\$0	\$0	\$500,000	\$500,000
H. Administration Costs	\$0	\$0	\$0	\$1,303,000	\$1,303,000
I. Organizational Costs	\$0	\$0	\$0	\$25,000	\$25,000
Subtotal	\$3,929,000	\$4,906,000	\$13,100,000	\$7,793,000	\$29,728,000
J. Inflation Factor Cost Adj. @ 1% per year	\$0	\$509,306	\$2,471,783		\$2,981,089
Grants	\$0	\$0	\$0		\$0
Reduction for Land Sale Revenue	\$0	\$0	\$0		\$0
Total Cost For Borrowing	\$3,929,000	\$5,415,306	\$15,571,783		\$32,709,089
Capitalized Interest	\$0	\$15,000	\$0		\$15,000
Financing Fees (2%)	\$78,580	\$108,306	\$311,436		\$498,322
Debt Reserve	\$0	\$0	\$0		\$0
Subtotal	\$4,007,580	\$5,538,612	\$15,883,219		\$25,429,411
Less Interest Earned	\$0	\$0	\$0		\$0
BORROWING REQUIRED	\$4,007,580	\$5,538,612	\$15,883,219		\$25,429,411
BORROWING AMOUNT	\$4,010,000	\$5,540,000	\$15,885,000		\$25,435,000

DRAFT**APPENDIX C: RESOLUTIONS, NOTICES, MINUTES, AND OTHER ATTACHMENTS**

- 1: Opinion Letter from City Attorney Regarding Compliance with Statutes
- 2: Letter Chief Official of Overlying Taxing Entities and Notice
- 3: JRB Meeting Notices – Affidavit of Publication
- 4: JRB Meeting No. 1 Agenda and Minutes
- 5: JRB Meeting No. 2 Agenda and Minutes
- 6: JRB Resolution Approving TID No. 15
- 7: Public Hearing Notice – Affidavit of Publication
- 8: Plan Commission/Public Hearing Meeting Agendas
- 9: Plan Commission/Public Hearing and Meeting Minutes
- 10: Plan Commission Resolution Approving TID No. 15
- 11: Common Council Meeting Agenda
- 12: Common Council Meeting Minutes
- 13: Common Council Resolution Creating TID No. 15



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: June 27, 2022

DEPARTMENT: Plan Commission

FROM: Daniel Lindstrom

SUBJECT: C. Resolution PC22-01, Recommending Adoption of the Proposed Project Amendment to Tax Increment District No. 15.

ATTACHMENTS:

- ResoPC22-01 (PDF)

PLAN COMMISSION
RESOLUTION PC 22-01

RECOMMENDING ADOPTION OF THE PROPOSED PROJECT PLAN AMENDMENT
FOR TAX INCREMENTAL FINANCING DISTRICT NO. 15

WHEREAS, the proposed project plan amendment to reallocate proposed funding and add additional planned project costs for Tax Incremental Financing District No. 15 (TID #15) was filed with the City Clerk on June 16, 2022, and made available for inspection on weekdays between the hours of 7:30 a.m. and 5:00 p.m. (Monday-Thursday) and 7:30 a.m. and 11:30 a.m. (Friday), and to any person requesting a copy thereof; and

WHEREAS, a public hearing scheduled pursuant to Wis. Stats. §66.1105(4)(e), which was held on June 27, 2022, affording interested parties a reasonable opportunity to express their views on the amendment as provided at Wis. Stats. §66.1105(4)(a) and (e); and

WHEREAS, notice of such hearing was published by Class 1 publication in the City's official newspaper on June 17, 2022; and

WHEREAS, a meeting pursuant to Wis. Stats. §66.1105(4m) of the TID #15 Joint Review Board was held on June 22, 2022; and

WHEREAS, at the above-referenced public hearing conducted at the De Pere City Hall Council Chambers on June 27, 2022 at 7:00 p.m., the Plan Commission heard all interested parties, their agents and attorneys regarding the proposed TID #15 Project Plan amendment and determined that the funding reallocation and additional planned projects as proposed are in conformity with the City's Comprehensive Plan and are in the best interests of the City in order to foster logical and economic development and further, that the private development activities projected would not otherwise occur without tax incremental financing in that part of the City.

NOW THEREFORE, BE IT HEREBY RESOLVED BY THE PLAN COMMISSION OF THE CITY OF
DEPERE THAT:

The Plan Commission recommends the Project Plan for TID #15, City of De Pere, be amended as proposed to reallocate funding and add additional planned projects, a copy of which is attached hereto and incorporated herein as if fully set forth.

BE IT FURTHER RESOLVED THAT:

The Plan Commission hereby adopts the Tax Increment District No. 15 Project Plan Amendment No. 1, City of De Pere, as prepared and presented by the Development Services Department; further, that such project plan amendment is hereby submitted to the Common Council of the City of De Pere in accordance with Wis. Stats. §66.1105(4)(f).

Adopted by the Plan Commission of the City of De Pere, Wisconsin, this 27th day of June,
2022.

APPROVED:

James G. Boyd, Mayor
Plan Commission Chair

Ayes: _____

Nays: _____



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: June 27, 2022

DEPARTMENT: Planning

FROM: Peter Schleinz

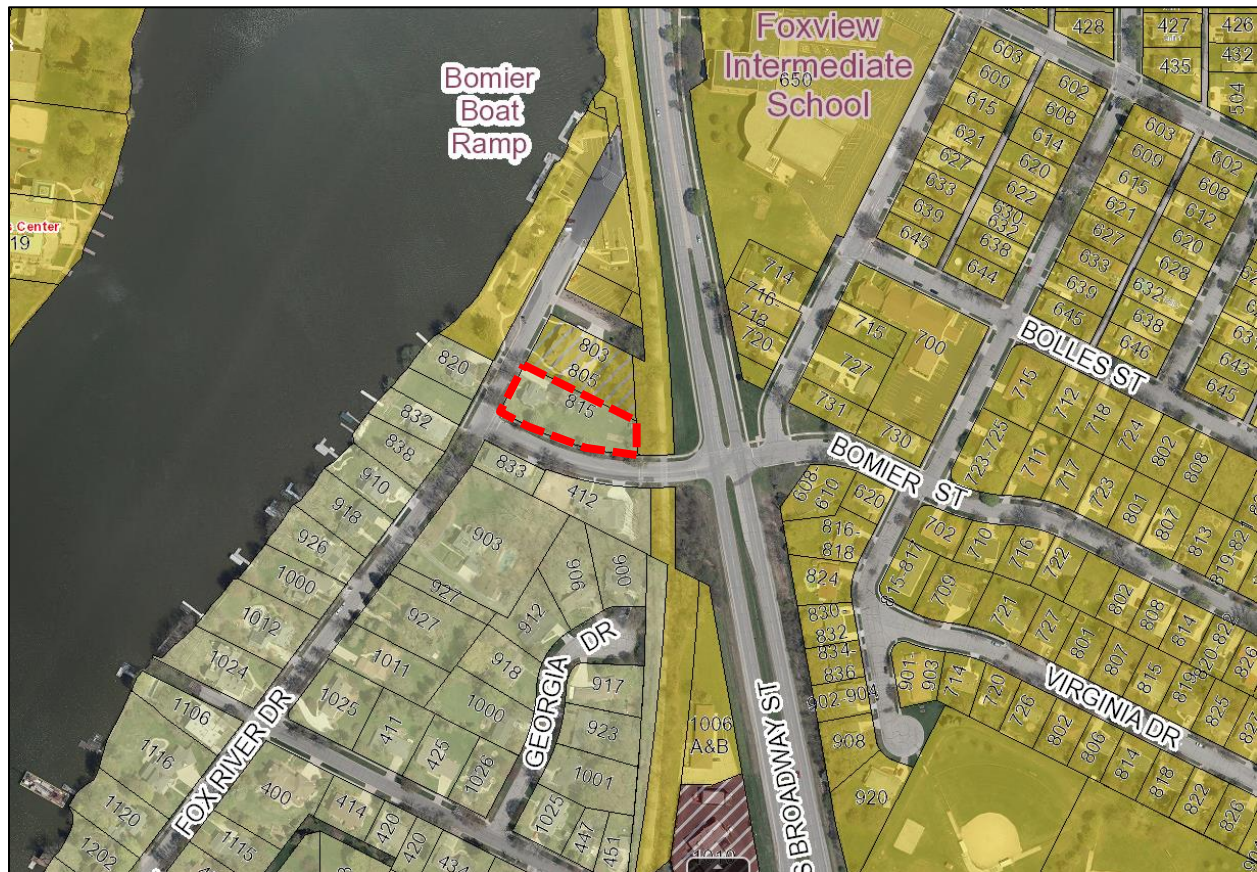
SUBJECT: Discussion between the Plan Commission and developer about the proposed development and rezoning with Planned Development District (PDD) overlay of four Condominium Units at 815 Fox River DR (Parcel ED-91).

ATTACHMENTS:

- Staff Report - Pre-Submittal (DOCX)
- Letter of Intent to City - 23 Jun 2022 (PDF)

- ITEM 6:** Discussion between the Plan Commission and developer about the proposed development and rezoning with Planned Development District (PDD) overlay of four Condominium Units at 815 Fox River DR (Parcel ED-91).

SITE MAP



- REQUESTED ACTION:** Planned Development District Pre-Application Concept Meeting for a Four Unit Condominium (two buildings, two units each).
- COMMON DESCRIPTION:** 815 Fox River DR, located northeast from Fox River DR and Bomier ST
- ZONING:** Single Family Residence District (R-1).
NOTE: Developer suggests rezoning to Single and Two-Family Residence District (R-2), but a successful project may need rezoning to Multiple Family Residence District (R-3).
- SURROUNDING LAND USES:** Two Unit Condominium (R-2) and Bomier Boat Ramp (R-2) to the north. Single Family Residential (R-1) to the south and west. Fox River State Recreational Trail (R-2) to the east.
- COMPREHENSIVE PLAN:** Neighborhood Residential (including Multi-Family).

June 23, 2022

Planning Commission
City of De Pere
335 S. Broadway Street
De Pere, WI 54115

RE: ED91 & ED92 @ 815 Fox River Drive Redevelopment Letter of Intent

Dear Plan Commission Members:

Our family, through an LLC, owns a property in De Pere known as ED91 & ED92 @ 815 Fox River Drive. It is our intent and desire to work with the City of De Pere to develop this land into two structures, each with two residences, creating four individually owned condominium units on a common condominium association property. In order to achieve this, we will request the city extend the existing adjacent Plan Development District, or create a new one, which currently holds a two family home next door at 803-805 Fox River Drive, south to the 815 Fox River Drive property and amend the zoning to R-2. The plan will call for setbacks which differ from current zoning but will fall in line with proposed DRAFT zoning for the area. Most importantly, it is our intent to reside in the development and would consider it to be a high end project, keeping the feel of the Fox River Drive neighborhood, creating an attractive entrance to the historic street and substantially increasing the tax base, incrementally driving over \$20,000 in additional annual tax revenue to the city. Please review the details below and attached and consider helping us set up a conceptual meeting with the City Plan Commission.

Current Home - Existing structure at 815 Fox River Drive was built in 1895 and suffers from water infiltration in the basement and other bathroom size, cooling system and outdated electrical issues common in a home built before electricity, central heat and indoor plumbing. The eastern half of the property consists of a shed and a garden on a vacant area of the lot. The existing structure would be razed or moved to another location.

Sewer Easement - There is a vacated sanitary sewer easement bisecting the lot on a north south axis. The City has requested its easement rights be restored for repairs to a drooped section of the pipe at the north property line. We will most certainly be willing to agree to easement terms and will request appropriate reconditioning to the line be completed prior to the timely installation of driveways on the property which may cover a part of the easement.

Structures - We plan to build a two family home on the eastern portion of the lot and another on the western portion. With the assistance of an engaged architect familiar with this type of project, our intent is to mask the fact that these are two family homes by offsetting garage

entrances and changing roof lines. Each living unit will have at least two garage stalls, perhaps three. The eastern home and western home will have separate looks with different colors, stone, brick and rooflines. They will not look like matching structures.

Eastern Home – This structure will be built to enjoy the secluded quiet of the adjacent green spaces with upper views extending to city hall and the bridge as well as neighborhoods to the east. The front of the entire structure will include a mix of 40% stone& brick with 60% siding with varied roofline. The roofline will carry elements of gable and shed roofs as well as metal accents combined with traditional asphalt shingles. The entire home will be two stories. The eastern part of the home will be at least 20 feet from the eastern property line along the Fox River Trail. It should be noted the actual trail is 45' from the property line and filled with dense growth. Due to the shallow depth of the lot, the northeast corner of the home will be 5' feet from the rear property line, however, that section of the adjacent property is 150' from the back of the garage of the neighboring property, out of direct sightline and buffered by over 100' of 20'+ tall vegetation in unbuildable wetland. The front of the garages will be set back at least 15' with the front of the house set back at least 20'.

Western Home – This structure will be built to take advantage of views of the Fox River, St. Norbert College and the De Pere Bridge. The western home will be split into northern and southern sections which will be 2 stories in height with roof top deck's, not exceeding 35', affording views of the city and river. All views towards the lower level of the north neighboring home will be screened by existing arborvitae. The exterior along Bomier will feature vinyl with brick or stone accents and low growing landscape. The exterior along Fox River Drive will represent the front of the homes and consist 80% of stone, brick, windows and pillars with 20% siding. Landscape plantings will follow the entire length of the home. The garages will come in from the back of the home which aligns along the north south sewer easement. It should be noted the existing garage is approximately 6 feet from the lot line.

Sidewalks – Sidewalks along Bomier and Fox River Drive are broken and heaved. All will be replaced. Sidewalk along Bomier will be moved such that the street edge of the sidewalk is 4' from the curb.

Landscape Buffer - Maple trees will be planted in the terrace area in accordance with the City of De Pere Arboricultural Specifications Manual. No trees or growth in the WDNR land bordering the east end of the property along the Fox River Trail will be disturbed or removed. Additional arborvitae will be planted along the WDNR land. No trees or growth in the land boarding the north end of the property along the adjacent two family property will be disturbed or removed without the landowners permission. Arborvitae separating the current garage and driveway from the neighbors to the north will not be disturbed.

Setbacks – Proposed building set backs are in accordance with proposed DRAFT Zoning Code “R1-60 District” which the City of De Pere has drafted to potentially increase density within city limits. This project should be a good example of what that might look like. It is also worth noting Parcel ED-94 at 833 Fox River Drive is immediately across the street to the south from the property at 815 Fox River Drive. This home appears to be set back less than 10’ off the sidewalk on Bomier and the front stairs extend to within 5’ of the sidewalk on Fox River. This home does not feel as though it is out of place nor crowding the street, in fact, the smaller setbacks add to the older feel of the historic neighborhood much more than a 30’ yard. The scale of the setback reduction request is also a limited precedent as it cannot migrate up Bomier or along Fox River Drive in the future.

We have had discussions already with most area homeowners and have received and overwhelmingly positive response with no negative comments to date. We also had a discussion with the city alderpersons who represent the area which was also met with excitement. Your comments and feedback on the information herein is greatly appreciated and we welcome any commentary you may have before this is presented to the Plan Commission. If no changes or additions are recommended, we would ask that you please advise us on the next steps to be able to present this information to the Plan Commission.

Please reach out with comments and suggestions.

Thank you for your assistance.

Sincerely,

Tim Kneeland

Tim Kneeland
PTF Properties, LLC
TimothyKneeland@gmail.com
920-619-5662



Western Homes - Facades and Landscape:



With Brick and Pillars



With Siding and Pillars



Low Fence at Sidewalk



14

ARCHITECT

615 FOX RIVER DRIVE
BOMIER, VIRGINIA 22024

NEW RESIDENCES
615 FOX RIVER DRIVE
OF FIRM, VA

Project Name: New Residences
Project Number: 2024-001
Project Location: Bomier, VA

Project Date: 2024-01-01

Project Status: Preliminary

Project Owner: [Redacted]

Project Architect: [Redacted]

Project Engineer: [Redacted]

Project Designer: [Redacted]

Project Draftsman: [Redacted]

Project Checker: [Redacted]

Project Approver: [Redacted]

Project Reviewer: [Redacted]

Project Coordinator: [Redacted]

Project Manager: [Redacted]

Project Supervisor: [Redacted]

Project Director: [Redacted]

Project Executive: [Redacted]

Project Sponsor: [Redacted]

Project Stakeholder: [Redacted]

Project Client: [Redacted]

Project Partner: [Redacted]

Project Vendor: [Redacted]

Project Contractor: [Redacted]

Project Subcontractor: [Redacted]

Project Consultant: [Redacted]

Project Advisor: [Redacted]

Project Specialist: [Redacted]

Project Analyst: [Redacted]

Project Researcher: [Redacted]

Project Writer: [Redacted]

Project Editor: [Redacted]

Project Designer: [Redacted]

Project Artist: [Redacted]

Project Photographer: [Redacted]

Project Videographer: [Redacted]

Project Animator: [Redacted]

Project Developer: [Redacted]

Project Programmer: [Redacted]

Project Tester: [Redacted]

Project Support: [Redacted]

Project Maintenance: [Redacted]

Project Operations: [Redacted]

Project Administration: [Redacted]

Project Finance: [Redacted]

Project Legal: [Redacted]

Project Compliance: [Redacted]

Project Security: [Redacted]

Project Health: [Redacted]

Project Safety: [Redacted]

Project Environment: [Redacted]

Project Sustainability: [Redacted]

Project Innovation: [Redacted]

Project Leadership: [Redacted]

Project Team: [Redacted]

Project Community: [Redacted]

Project Society: [Redacted]

Project World: [Redacted]

Project Universe: [Redacted]

Project Everything: [Redacted]

A21

EXTERIOR
ELEVATIONS

Eastern Homes - Facades and Landscape:



Similar colors with different rooflines

APPROX. END OF LOT

1 UNIT 3 WEST ELEVATION
Scale: 1/8" = 1'-0"



DORMER BROW OPTION



UNIT 3

2 UNITS 3+4 ELEVATION ALONG BOMER STREET
Scale: 1/8" = 1'-0"

UNIT 4



NEW RESIDENCES
815 FOX RIVER DRIVE
DE FISH, VT

PRELIMINARY - NOT FOR CONSTRUCTION

A22
EXTERIOR
ELEVATIONS



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: June 27, 2022

DEPARTMENT: Planning

FROM: Peter Schleinz

SUBJECT: Consideration and possible action for a site plan for an ~3,950 building addition and ~6,375 SF parking lot addition at 1415 Fortune AV (Parcel WD-D0040-1).

ATTACHMENTS:

- PC Report - Campbell Wrapper (DOCX)
- Application Form (PDF)
- Site Plan - Preliminary - 23 May 2022 (PDF)

LAND USE SITE HISTORY: The industrially zoned property was developed in the 1990's and expanded in the early 2000's and 2021.

STAFF REVIEW: When reviewing a Site Plan request, staff considers the future land use recommendation of the Comprehensive Plan, surrounding land uses, and desired development patterns, as well as the criteria identified in Zoning Code Section 14-60.

The proposed site plan includes the addition of new office space and the reconfiguration of part of the parking lot on the north end of the office portion of the building. The site plan also includes façade upgrades for the offices and the addition of windows at the east and west end of the warehouse portion of the building.

Façade materials

- Glass windows in office.
- Glass opaque panel over office windows to make windows appear larger.
- Glass windows on the east and west ends of warehouse.
- Stone and metal canopy (an architectural detail).
- Louvered screen wall for rooftop HVAC systems.
- Metal wall panels in office area – Requires Plan Commission approval.

The use of metal panels on street-fronted facades is not a specifically approvable material for site plans. However, Plan Commission has considered the use of architectural metal panels in three scenarios:

1. Textured architectural panels for walls that are future expansion walls.
2. Textured architectural panels when mixed with other materials that break up the mass of large wall areas, such as for warehouses.
3. Smooth textured panels for the office portion of a warehouse-office structure when mixed with other materials that break up the mass of large wall areas, such as for warehouses.

In this case the mass of the office area has a mix of colors (white and greys) that correspond with the warehouse, and there are shadow lines and detail features that add interest to the mass of the office walls. There also is a free standing canopy in front of part of the façade.

Signage

No new signage. Existing monument signs remain.

Driveways and parking

No new street-connecting driveways. Existing drives remain.

The total required staff parking stalls for the site is 65 stalls. The site has 148 stalls -- 14 of the stalls are reconfigured or new from the parking lot addition.

Fences, refuse, and other outdoor facilities

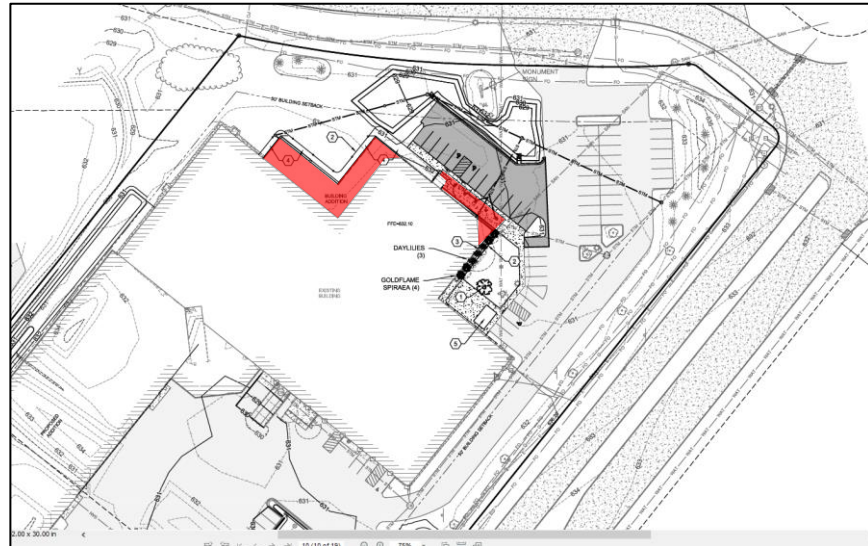
No new fences or new outdoor facilities.

There were two newly created refuse and recycle storage areas that were proposed when the previous site plan from 2021 was approved. The areas were built incorrectly and did not properly screen the visibility of refuse containers from the street. This is a violation of the previous site plan that the property owner is aware of. The violation needs to be corrected prior to the property owner obtaining permits for this site plan.

Landscaping

Total required trees for the site are 41. The site has 48 trees and 1 tree is proposed to be added in the northeast corner near the building.

Proposed site plan office and canopy addition with landscaping:



Elevation views from Fortune AV:





STAFF COMMENTS:

Engineering:

1. On Sheet C301:
 - a. Electric is not shown where the old light bollards are being removed. (The City will need updated plans showing electrical locates once completed).
 - b. Identify if there electric to the sign and flag. (The City will need updated plans showing electrical locates once completed).

Planning:

1. Plan Commission approval is required for the use of untextured metal facades in the office portion of the building.
2. A violation from the previous site plan for two exposed refuse and recycling areas must be corrected prior to obtaining building permits.

Fire, Forestry, Health, Inspection, Parks, Water, Police: None.

STAFF RECOMMENDATION: Staff recommends APPROVAL of the site plan for an ~3,950 building addition and ~6,375 SF parking lot addition at 14145 Fortune AV, subject to compliance with the conditions listed in the 'Staff Comments' section of this report.

NOTE: Staff recommends that the Plan Commission approval state the inclusion of the smooth metal panel for the office portion of the building only, because it includes various materials, colors, shadow lines, and architectural features that break up the mass of the façades.

	CITY OF DE PERE APPLICATION FOR SITE PLAN REVIEW	Fee: \$ 305.00
		Receipt #:
	Date:	

Read all instructions provided before completing. If additional space is needed, attach additional pages. Type or use black ink.

SECTION 1: Applicant / Permittee Information

Applicant Name (Ind., Org. or Entity) Mach IV Engineering	Authorized Representative Bob Mach	Title P.E.	
Mailing Address 2260 Salscheider Ct.	City Green Bay	State WI	ZIP Code 54313
Email Address rmach@mach-iv.com	Phone Number (incl. area code) 920-569-5765	Fax Number (incl. area code) 920-569-5767	

SECTION 2: Landowner Information (complete these fields when project site owner is different than applicant)

Name (Ind. Org. or Entity) Campbell Wrapper Corporation	Contact Person John Dykema	Title	
Mailing Address 2020 American Blvd.	City De Pere	State WI	ZIP Code 54115
Email Address John.Dykema@CampbellWrapper.com	Phone Number (incl. area code) (920) 983-7100	Fax Number (incl. area code)	

SECTION 3: Project or Site Location

Project Address/Description Campbell Wrapper, 2020 American Blvd.	Parcel No. WD-D0040-1
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SECTION 4: Project Information

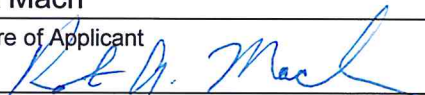
Existing Zoning:	Industrial Business 1		
Present Use of Parcel:	Light Manufacturing		
Proposed Use of Parcel:	Light Manufacturing		
Estimated Start Date:	7/15/2022	Estimated Completion Date:	6/1/2023

Please submit 1 hard copy 24x36, 1 hard copy 11x17 and 1 PDF copy of the submittal.

SECTION 5: Certification and Permission

Certification: I hereby certify that I am the owner or authorized representative of the owner of the property which is the subject of this Permit Application. I certify that the information contained in this form and attachments is true and accurate. I certify that the project will be in compliance with all permit conditions. I understand that failure to comply with any or all of the provisions of the permit may result in permit revocation and a fine and/or forfeiture under the provisions of applicable laws.

Permission: I hereby give the City permission to enter and inspect the property at reasonable times, to evaluate this notice and application, and to determine compliance with any resulting permit coverage.

Name of Owner/Authorized Representative (please print) Robert Mach	Title P.E.	Phone Number 920-569-5765
Signature of Applicant 		Date Signed 5/23/2022

TO BE COMPLETED BY CITY STAFF

CSM Review authorized by the De Pere Municipal Code, Chapter 46.

COVER SHEET

LEGAL DESCRIPTION

A COMBINATION OF PARCELS DESCRIBED IN DOCUMENT #1788888 AND # _____ BROWN COUNTY RECORDS, BEING ALL OF LOT 1 OF VOLUME 31, CERTIFIED SURVEY MAPS, PAGE 342 (DOCUMENT #1442746-MAP #4913), AND PART OF LOT 5 OF THE PLAT OF DE PERE BUSINESS PARK SOUTH ADDITION, RECORDED IN VOLUME 20, PLATS, PAGE 125 (DOCUMENT #1550790), BROWN COUNTY RECORDS, LOCATED IN PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 AND PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 32, T23N-R20E, CITY OF DE PERE, BROWN COUNTY, WISCONSIN

OWNER CONTACT

JOHN N DYKEMA 2020 TRUST
2020 AMERICAN BOULEVARD
DE PERE, WI 54115
(920) 983-7100

CIVIL SHEETS INDEX

- C001 COVER SHEET
- C100 EXISTING CONDITIONS
- C101 DEMOLITION PLAN - NORTHEAST
- C200 SITE PLAN
- C201 SITE PLAN - NORTHEAST
- C301 UTILITY PLAN - NORTHEAST
- C401 GRADING PLAN - NORTHEAST
- C501 EROSION CONTROL PLAN - NORTHEAST
- C600 EROSION CONTROL, SITE, & UTILITY DETAILS
- L100 LANDSCAPE PLAN

CIVIL GENERAL NOTES:

1. SURVEY WAS PERFORMED BY MACH IV ENGINEERING & SURVEYING LLC JANUARY 2021.
2. SURVEY VERTICAL DATUM IS NAVD88.
3. THIS SURVEY DOES NOT GUARANTEE THE EXISTENCE/ NON-EXISTENCE, SIZE, TYPE OR LOCATION OF UNDERGROUND UTILITIES. UTILITIES SHOWN ARE BASED ON ABOVEGROUND UTILITY STRUCTURES (I.E. VALVES, MANHOLES ETC.), AND AVAILABLE UTILITY MAPS AND PLANS.
4. UNLESS OTHERWISE INDICATED, ALL EXISTING STRUCTURES AND FACILITIES SHALL REMAIN.
5. PROVIDE TURF, AS SPECIFIED TO ALL DISTURBED AREAS NOT RECEIVING PAVEMENTS, CURBS, SIDEWALKS, BUILDINGS, OR LANDSCAPING, WITHIN THE LIMITS OF CONSTRUCTION.
6. NO LAND DISTURBING ACTIVITIES SHALL TAKE PLACE UNTIL ALL TEMPORARY SOIL EROSION DEVICES ARE INSTALLED.
7. ALL GRADE TRANSITIONS BETWEEN NEW AND EXISTING SHALL BE SMOOTH AND GRADUAL WITH NO SHARP OR ABRUPT CHANGES.
8. COORDINATE THE WORK OF ALL TRADES - VERIFY ALL FIELD CONDITIONS, QUANTITIES AND DIMENSIONS PRIOR TO COMMENCEMENT OF WORK. ANY DISCREPANCIES SHALL BE PROMPTLY BROUGHT TO THE ATTENTION OF THE ARCHITECT.
9. EXECUTE ALL WORK WITH CARE AS TO PROTECT FROM DAMAGE ADJACENT EXISTING FEATURES TO REMAIN. ANY SUCH DAMAGE SHALL BE REPAIRED OR REPLACED TO MATCH THE ORIGINAL CONDITION AS APPROVED BY THE ARCHITECT.
10. UNLESS REFERRED TO, OR INDICATED AS "EXISTING", ALL WORK SHOWN ON THESE DRAWINGS SHALL BE CONSIDERED AS NEW AND PROVIDED UNDER THIS CONTRACT.
11. FINISHED GRADE OF TOPSOIL (AFTER COMPACTION) SHALL BE 1/2" TO 1" BELOW TOP OF ABUTTING PAVEMENTS, SIDEWALKS, AND CURBING.
12. NO DISTURBANCE SHALL OCCUR OUTSIDE OF SITE LIMITS.
13. GENERAL CONTRACTOR SHALL OBTAIN APPROVAL FROM OWNER AND MUNICIPALITY PRIOR TO ANY LAND DISTURBANCE OUTSIDE THE CONSTRUCTION LIMITS.
14. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING WORK IN RIGHT OF WAY PERMITS.
15. NO HAZARDOUS MATERIALS WILL BE STORED ON-SITE.
16. FOR LEGEND AND ABBREVIATIONS SEE SHEET C0.1.
17. FOR EROSION CONTROL PLAN AND NOTES SEE SHEET C5.0 AND C5.1.
18. FOR NOTES SHOWN THUS, (C1), SEE SHEET KEY NOTES, ON SHEET THEY APPEAR.

CIVIL LEGEND

EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED
CABLE PEDESTAL		EVERGREEN SHRUB		STANDARD DUTY ASPHALT	
ELECTRIC METER		EVERGREEN TREE		HEAVY DUTY ASPHALT	
ELECTRIC PEDESTAL		TREE		BUILDING	
GUY WIRE		TREE SHRUB		ASPHALT	
LIGHT POLE		BUILDING OVERHANG		CONCRETE	
POWER POLE		UNDERGROUND CABLE		GRAVEL	
GAS METER		OVERHEAD WIRE		LANDSCAPE WOOD MULCH	
GAS VALVE		UNDERGROUND ELECTRIC		LANDSCAPE STONE MULCH	
BOLLARD		GAS			
HANDICAP PARKING		LANDSCAPE			
SANITARY CLEANOUT		FENCE			
SANITARY MANHOLE		GUARDRAIL			
CATCH BASIN		CENTERLINE			
CULVERT		LANDSCAPE			
DOWNSPOUT		PARKING STRIPE			
INLET		SANITARY SEWER			
INLET 2' X 2'		CULVERT			
STORM CLEANOUT		STORM SEWER			
STORM MANHOLE		FIBER OPTIC			
FIBER OPTIC PEDESTAL		WOOD LINE			
SIGN		RETAINING WALL			
FIRE HYDRANT		WATERMAIN			
WATER SHUT OFF		CONTOUR MAJOR			
WATER VALVE		CONTOUR MINOR			

ABBREVIATIONS

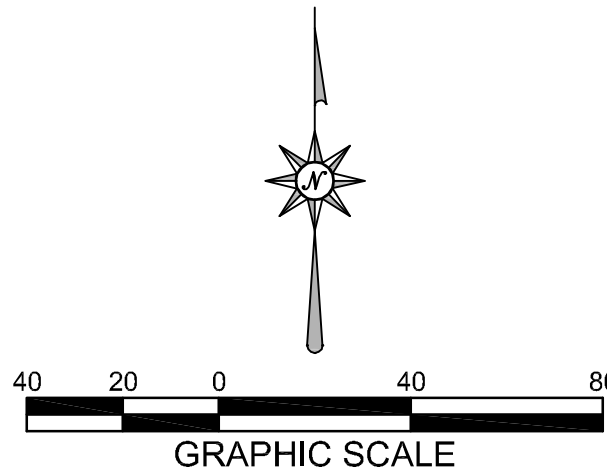
Ø	DIAMETER	MIN	MINIMUM
AC	ACRE	mm	MILLIMETER
AEW	APRON END WALL	N	NORTH
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS	NE	NORTHEAST
BM	BENCHMARK	OC	ON CENTER
C	CABLE	OD	OUTSIDE DIAMETER
CB	CATCH BASIN	OHP	OVER HEAD POWER
CI	CURB INLET	OL	OUTLOT
CMP	CORRUGATED METAL PIPE	PSI	POUNDS PER SQUARE INCH
CO	CLEAN OUT	PVC	POLYVINYL CHLORIDE
CSM	CERTIFIED SURVEY MAP	R	RADIUS
C.T.H	COUNTY TRUNK HIGHWAY	RAD	RADIUS
DIA	DIAMETER	RCP	REINFORCED CONCRETE PIPE
DOT	DEPARTMENT OF TRANSPORTATION	REQ	REQUIRED
E	EAST	S	SOUTH
E	ELECTRIC (BURIED)	SA	SANITARY
EL	ELEVATION	SAN	SANITARY
FDM	FACILITIES DEVELOPMENT MANUAL	SCHD	SCHEDULE
FFE	FIRST FLOOR ELEVATION	S.D.	SUMP DEPTH
FL	FLOW LINE	SQ	SQUARE
FO	FIBER OPTIC	ST	STORM
FT	FEET	ST.T.H	STATE TRUNK HIGHWAY
G	GAS	STM	STORM
G.F.E.	GROUND FLOOR ELEVATION	T	TELEPHONE
GR	GRADE	TIC	TOP OF CURB
HDPE	HIGH DENSITY POLYETHYLENE	U.S.H.	UNITED STATES HIGHWAY
INL	INLET	V	VARIABLE
INV	INVERT	W	WEST
M	METER	WAT	WATER
MAX	MAXIMUM	WI	WISCONSIN
MH	MANHOLE	WisDOT	WISCONSIN DEPARTMENT OF TRANSPORTATION

DIGGERS HOTLINE

CALL DIGGERS HOTLINE
1-800-242-8511
TOLL FREE

WISCONSIN STATUTE 182.0175 (1974) REQUIRES MIN. 3 WORK DAYS NOTICE BEFORE YOU EXCAVATE

THE LOCATIONS OF THE EXISTING UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UNDERGROUND UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.



MACH IV
ENGINEERING • SURVEYING • ENVIRONMENTAL

2260 Salscheider Court Green Bay, WI 54313
PH: 920-569-5765; Fax: 920-569-5767
www.mach-iv.com
Project Number: 1795-03-22

PRELIMINARY

OFFICE RENOVATION AND ADDITION
CAMPBELL WRAPPER CORPORATION / PARSONS-EAGLE PACKAGING
DE PERE, WISCONSIN

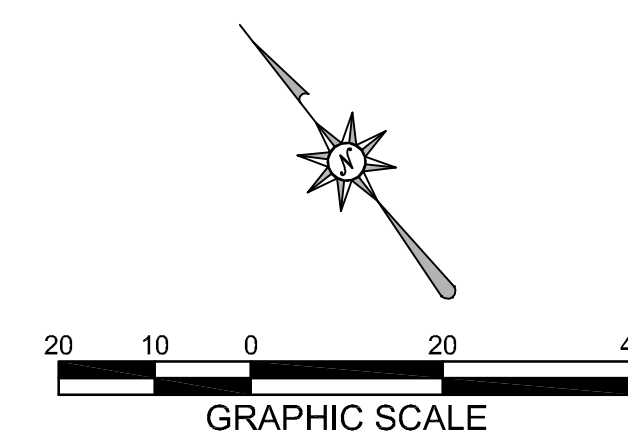
Date:
04/14/2022
Project No.
7630
Sheet:

C001

Packet Pg. 76

SHEET KEY NOTES:

- ① SAW CUT ASPHALT
- ② REMOVE ASPHALT
- ③ REMOVE CONCRETE SIDEWALK
- ④ REMOVE / SALVAGE SIGN
- ⑤ REMOVE / SALVAGE LANDSCAPE MATERIAL
- ⑥ REMOVE LIGHT BOLLARD
- ⑦ REMOVE GRAVEL
- ⑧ PROTECT SANITARY SEWER CLEAN OUT AND ADJUST RIM TO NEW ELEVATION
REFER TO SHEET C400
- ⑨ MILL EXISTING PAVEMENT; WITHIN LIMITS SHOWN, MATCH EXISTING GRADES
- ⑩ REMOVE TREE AND GRUB ROOTS AND RESTORE LANDSCAPED AREA



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PRELIMINARY

OFFICE RENOVATION AND ADDITION

CAMPBELL WRAPPER CORPORATION / PARSONS-EAGLE PACKAGING

DE PERE, WISCONSIN

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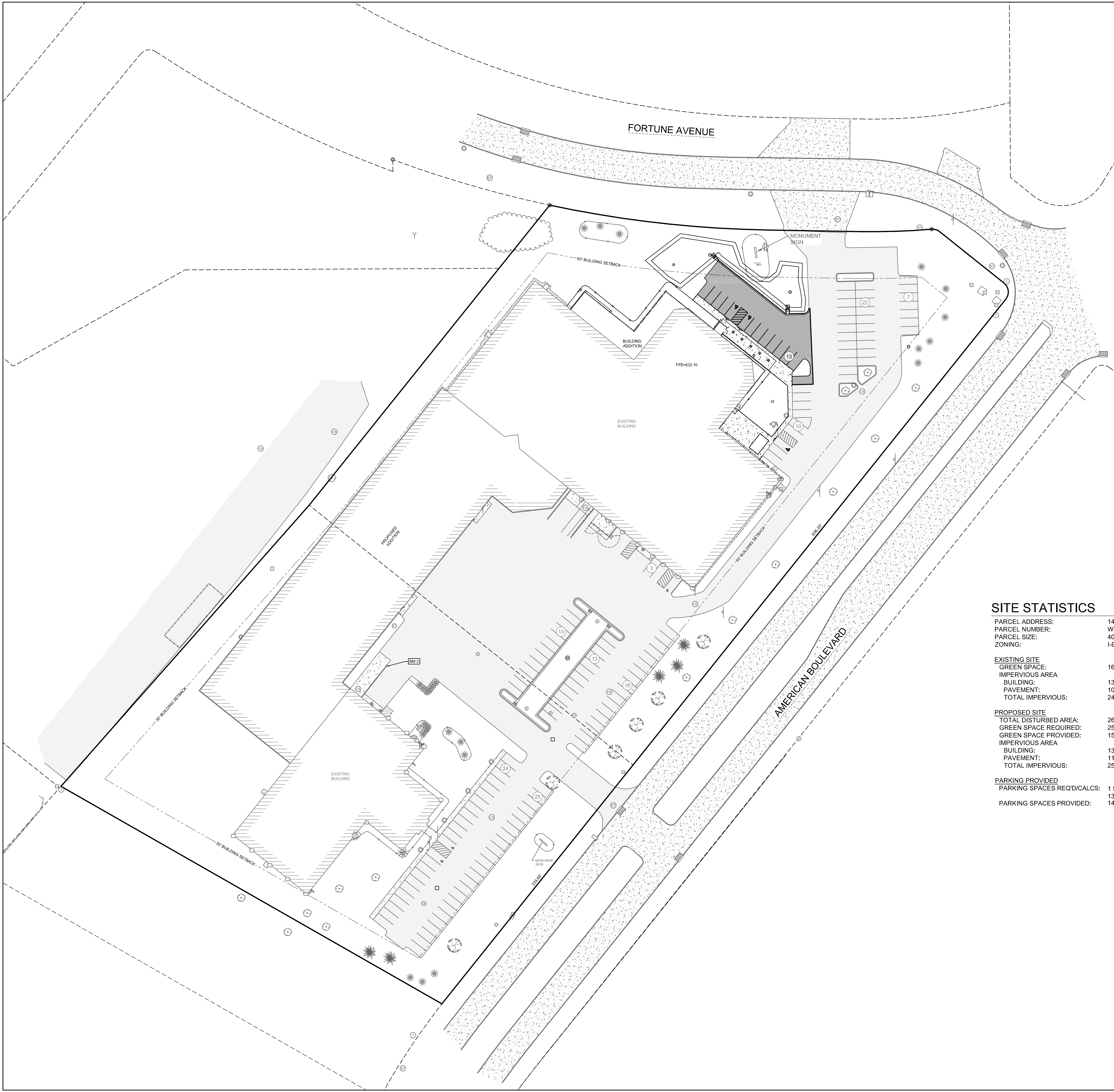
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7630

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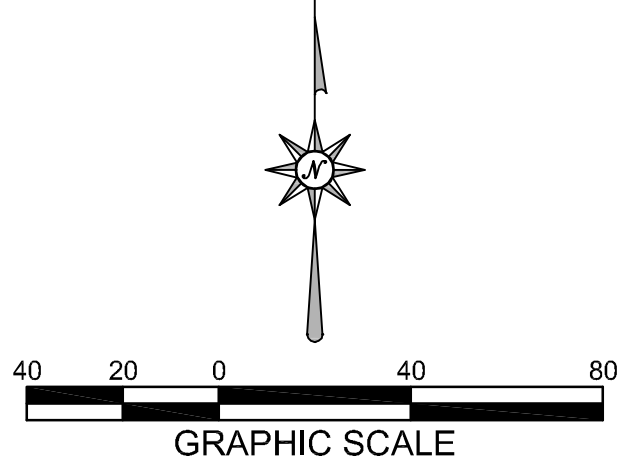
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SITE PLAN



SITE STATISTICS

PARCEL ADDRESS:	1415 FORTUNE AVE & 2020 AMERICAN BLVD
PARCEL NUMBER:	WD-D0040-1 & WD-1044
PARCEL SIZE:	406,590 SF (9.35 AC)
ZONING:	I-B-1, INDUSTRIAL BUSINESS 1
EXISTING SITE	
GREEN SPACE:	164,427 SF (40.4%)
IMPERVIOUS AREA	
BUILDING:	134,618 SF (33.1%)
PAVEMENT:	107,545 SF (26.5%)
TOTAL IMPERVIOUS:	242,163 SF (59.6%)
PROPOSED SITE	
TOTAL DISTURBED AREA:	26,695 SF (0.61 AC)
GREEN SPACE REQUIRED:	25% (101,648 SF)
GREEN SPACE PROVIDED:	154,102 SF (37.9%)
IMPERVIOUS AREA	
BUILDING:	138,568 SF (34.1%)
PAVEMENT:	113,920 SF (28.0%)
TOTAL IMPERVIOUS:	252,488 SF (62.1%)
PARKING PROVIDED	
PARKING SPACES REQ'D/CALCS:	1 STALL / 1,000 SF OR 1 STALL / 2 EMPLOYEES 138,568 / 1,000 = 139 STALLS OR 125 / 2 = 63 STALLS
PARKING SPACES PROVIDED:	148 STALLS, INCLUDES 6 ADA HANDICAP STALLS



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SHEET KEY NOTES:

- ⑦ STANDARD DUTY ASPHALT; SEE DETAIL D SHEET C600
- ⑧ CONCRETE SIDEWALK; SEE DETAIL E SHEET C600
- ⑨ 18" CONCRETE CURB & GUTTER; SEE DETAIL F SHEET C600
- ⑩ STOOP LOCATION; REFER TO ARCHITECTURAL DRAWINGS
- ⑪ ADA HANDICAP STALL; SYMBOL
- ⑫ ADA HANDICAP SIGN; SEE DETAIL G SHEET C600
- ⑬ 4" WIDE PAINT STRIPE; COLOR BY OWNER
- ⑭ RE-PAVE MILLED AREA; WITHIN LIMITS SHOWN. MATCH EXISTING GRADES
- ⑮ CONCRETE FILL; SEE DETAIL X SHEET C600

SCALE VERIFICATION
1" AT FULL SCALE

[illegible]

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FORTUNE AVENUE

50' BUILDING SETBACK

**BUILDING
ADDITION**

FFE ≈ 632.10

EXISTING
BUILDING

50' BUILDING SETBACK -

AMERICAN BOULEVARD

UTILITY PLAN - NORTHEAST

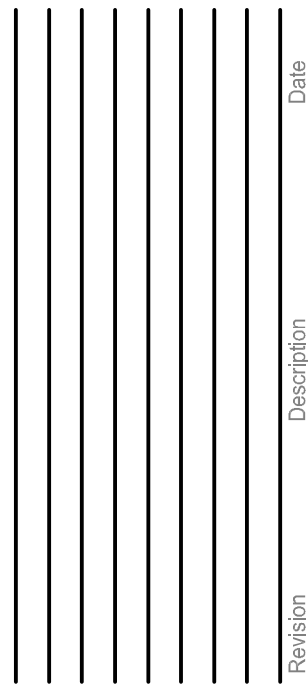
Benchmarks		
Label	Elevation	Description
BM 1	632.09	SAW CUT 'X' ON LOADING DOCK RETAINING WALL
BM 2	635.01	SAW CUT 'X' ON LOADING DOCK RETAINING WALL

BENCHMARK 1 WILL BE DESTROYED WHEN LOADING DOCK WALL IS REMOVED

SHEET KEY NOTES:

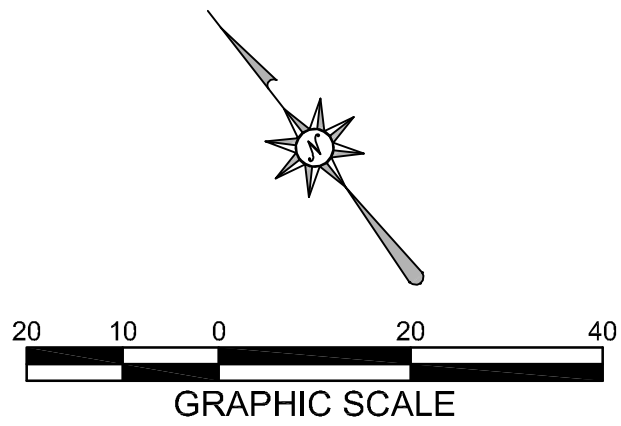
- 1 STORM MANHOLE, 3' DIAMETER; SEE DETAIL H SHEET C600
- 2 CONSTRUCT STORM MANHOLE OVER EXISTING PIPE; FIELD VERIFY EXISTING INVERT
- 3 STORM CATCH BASIN, 3' DIAMETER; SEE DETAIL I SHEET C600
- 4 STORM CLEAN OUT; SEE DETAIL J SHEET C600
- 5 COORDINATE STORM SEWER CONNECTION TO BUILDING ROOF DRAIN WITH BUILDING PLUMBER
- 6 BULKHEAD AND ABANDON STORM PIPE
- 7 INSTALL CAP ON OUTLET PIPE WITH 2.5" Ø ORIFICE CORED AT INVERT ELEVATION

SCALE VERIFICATION
1" AT FULL SCALE



UTILITY NOTES:

1. SANITARY LATERAL SHALL BE PVC SDR 35 (ASTM D-3034) OR SCH 40.
2. NO NEW WATER SERVICE SHALL BE INSTALLED. EXISTING WATER SERVICES SHALL HAVE BACKFLOW PREVENTERS INSTALLED AS SHOWN.
3. ALL SERVICE LATERALS SHALL HAVE TRACER WIRE.
4. ALL WORK SHALL CONFORM TO THE MOST RECENT EDITION OF "STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN" AND THE MUNICIPALITY'S STANDARD SPECIFICATIONS.
5. WATER LINE THRUST RESTRAINTS (NOT SHOWN FOR CLARITY) SHALL BE PROVIDED AS SPECIFIED FOR CONCRETE THRUST BLOCKS.
6. STORM SEWER SHALL BE PVC SDR 35 (ASTM D-3034) OR SCH 40.
7. NOTIFY THE MUNICIPALITY THREE WORKING DAYS PRIOR TO WORK IN THE RIGHT OF WAY.
8. CONNECTIONS TO MUNICIPALITY SYSTEMS SHALL BE IN ACCORDANCE WITH THEIR STANDARD SPECIFICATIONS.
9. UTILITY CONTRACTOR SHALL PROCURE AN EXCAVATION PERMIT WITH THE CITY OF DE PERE PUBLIC WORKS PRIOR TO EXCAVATION WITHIN THE PUBLIC RIGHT-OF-WAY.
10. DE PERE ENGINEERING SHALL BE CONTACTED ONE WEEK IN ADVANCE OF SANITARY SEWER TAP SO THAT A TECHNICIAN CAN INSPECT THE CONNECTION AND WRITE A LATERAL CARD FOR THE ADDRESS.



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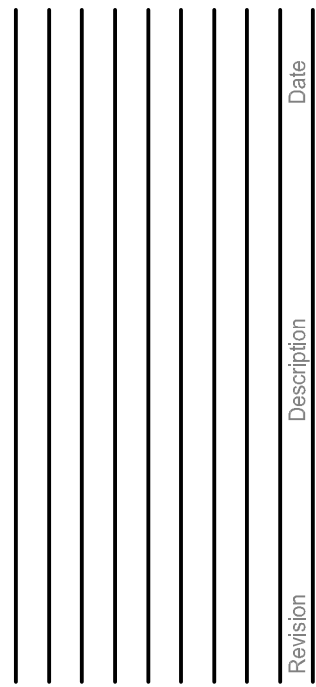
Project No.
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C301

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Benchmarks		
Label	Elevation	Description
BM 1	632.09	SAW CUT 'X' ON LOADING DOCK RETAINING WALL
BM 2	635.01	SAW CUT 'X' ON LOADING DOCK RETAINING WALL

1 CONSTRUCTION / GRADING LIMITS
2 SPOT GRADE; SEE DETAIL A THIS SHEET
3 MATCH EXISTING



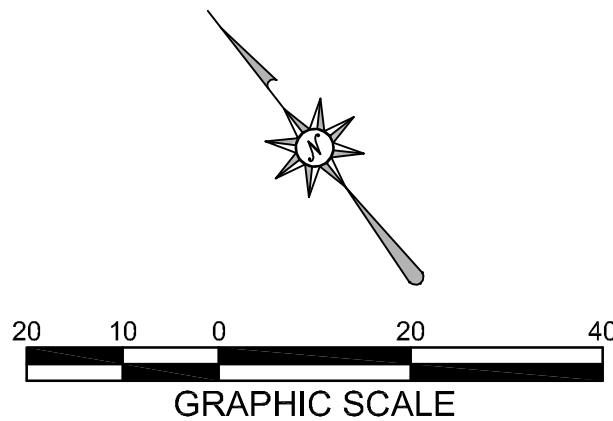
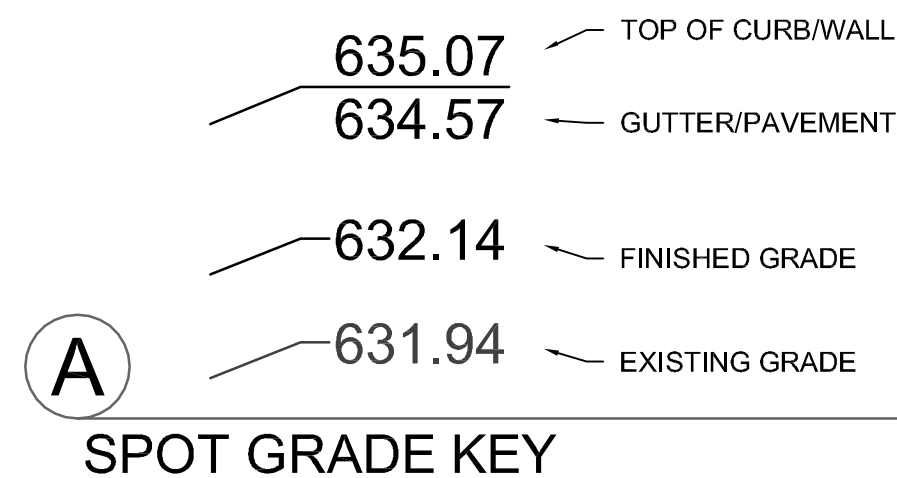
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CAMPBELL WRAPPER CORPORATION
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SHEET KEY NOTES:

- | | |
|---|---|
| 1 | INLET PROTECTION; SEE DETAIL A SHEET C600 |
| 2 | SILT FENCE; SEE DETAIL B SHEET C600 |
| 3 | ALL EXCAVATION TO BE FROM PAVED SURFACE, IF STONE TRACKING PAD IS NEEDED; SEE DETAIL C SHEET C600 |
| 4 | ENERGY DISSIPATOR; 20 SF MEDIUM RIP RAP OVER TYPE R GEOTEXTILE FABRIC |

CONSTRUCTION SEQUENCE:

JULY 2022 TO JULY 2023

- INSTALL EROSION CONTROL DEVICES IN ACCORDANCE WITH THE WDNR TECHNICAL STANDARDS AND STORMWATER MANAGEMENT PLAN.
- STRIP TOPSOIL WITHIN GRADING LIMITS
- ROUGH GRADE SITE
- CONSTRUCT BUILDING
- INSTALL SITE UTILITIES
- INSTALL BASE COURSE
- TOPSOIL, SEED, FERTILIZE AND MULCH/EROSION MAT
- INSTALL PAVEMENT
- RE-SEED ANY UNVEGETATED AREAS
- REMOVE EROSION CONTROL BMP'S UPON SITE STABILIZATION

PLANNED EROSION CONTROL PRACTICES:

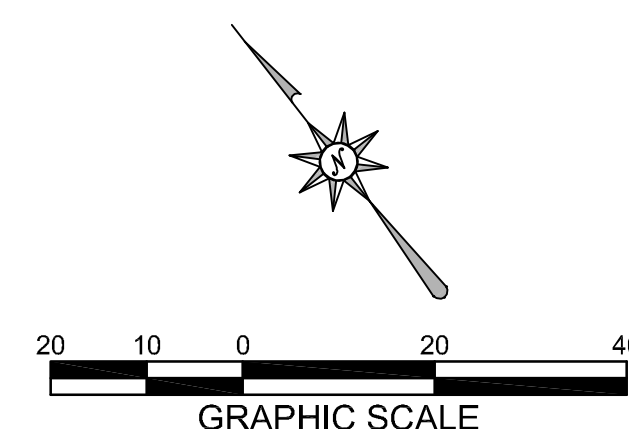
1. **SILT FENCE (TECH STANDARD 1056)**
SILT FENCING WILL BE REQUIRED DOWNSLOPE OF ALL DISTURBED AREAS, INCLUDING ANY DISTURBED AREAS OF THE INDIVIDUAL LOTS, AND WHERE NOTED ON THE SITE PLAN. IF THE SILT FENCE IS LOCATED ON A CHANNELIZED AREA, TWO CONSECUTIVE SILT FENCES WILL BE INSTALLED, OR ONE STRAY BALE FENCE WILL BE INSTALLED.
2. **INLET PROTECTION (TECH STANDARD 1050)**
INLET PROTECTION SHALL BE INSTALLED AT ALL EXISTING AND PROPOSED STORM DRAIN INLETS ON THE PROJECT SITE AND IMMEDIATELY DOWN STREAM FROM ANY DISTURBED AREAS.
3. **DUST CONTROL (TECH STANDARD 1068)**
DUST CONTROL SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE ABOVE MENTIONED TECHNICAL STANDARD, WHERE POSSIBLE DUST CONTROL SHALL BE REQUIRED AROUND TYPE SOIL, STABILIZER OR TEMPORARY SEED.
4. **STOCKPILED TPOPSIL/TEMPORARY FILL PILES**
STOCKPILED TPOPSIL/TEMPORARY FENCING WILL BE REQUIRED AROUND ALL STOCKPILED TPOPSIL OR TEMPORARY FILL PILES. SOIL PILES OF MORE THAN 10 CUBIC YARDS THAT WILL BE IN EXISTENCE FOR MORE THAN 7 DAYS SHALL BE SEEDED AND/OR MULCHED TO PROVIDE VEGETATIVE COVER AND SHALL USE SILT FENCING OR STRAY BALE FENCES FENCING UNTIL THE VEGETATION IS ESTABLISHED.
5. **TEMPORARY CONSTRUCTION ENTRANCEWAY (TECH STANDARD 1057)**
A NEW GRAVEL CONSTRUCTION ENTRANCEWAY WILL BE INSTALLED AT ALL CONSTRUCTION ACCESS POINTS TO PREVENT SEDIMENT FROM TRACKING ONTO THE ROADWAYS.
6. **EROSION CONTROL MATS (TECH STANDARD 1054)**
EROSION CONTROL MATS WILL BE INSTALLED IN AREAS AS SHOWN ON THE SITE PLAN, AND IN ALL OTHER AREAS WHERE EXCESSIVE EROSION IS TAKING PLACE. INSTALLATION WILL FOLLOW THE MANUFACTURER'S RECOMMENDATIONS FOR PLACEMENT AND STABILIZATION.
7. **DEWATERING (TECH STANDARD 1061)**
SHOULD DEWATERING BE REQUIRED FOR INSTALLATION OF PLANNED IMPROVEMENTS, SEDIMENT SHALL BE REMOVED FROM WATER GENERATED DURING DEWATERING ACTIVITIES PRIOR TO DISCHARGING TO THE WATER BODY.

MAINTENANCE PLAN:

- ALL EROSION CONTROL AND STORM WATER MANAGEMENT PRACTICES WILL BE CHECKED FOR STABILITY AND OPERATION EVERY 7 DAYS AND WITHIN 24 HOURS OF A STORM PRODUCING AT LEAST 0.5 INCHES OF RAINFALL. ANY NEEDED REPAIRS WILL BE MADE IMMEDIATELY TO MAINTAIN ALL PRACTICES AS DESIGNED. EROSION CONTROL MEASURES WILL BE DEPOSITED OFF-SITE FROM THIS CONSTRUCTION PROJECT SHALL BE CLEANED UP IMMEDIATELY.
- REMOVE SEDIMENT FROM BEHIND ANY SILT FENCE WHEN IT HAS ACCUMULATED TO A DEPTH OF 4 INCHES OR MORE. WHEN THE SEDIMENT IS REMOVED, THE SILT FENCE MUST BE REPAIRED OR REPLACED. WHEN THE SILT FENCE TO PROVIDE AN EFFECTIVE BARRIER.
- ALL SEEDED AREAS, INCLUDING THE GRASS LINE CHANNELS, WILL BE RESEED AND MULCHED AS NECESSARY TO MAINTAIN A VIGOROUS, DENSE GRASS COVER.
- ANY UNPUNCTURED DRAINAGE DITCHES EXPERIENCING EXCESSIVE EROSION AND CHANNEL DEGRADATION DUE TO HIGH RUNOFF VOLUMES WILL BE REGRADED AND COVERED WITH A REPAIRABLE EROSION CONTROL MAT. INSTALLATION WILL FOLLOW MANUFACTURER'S RECOMMENDATIONS.
- REMOVE SILT FENCE AND TEMPORARY STRUCTURES AFTER FINAL STABILIZATION AND VEGETATIVE COVER IS ESTABLISHED.
- SEDIMENT THAT HAS MIGRATED OFF SITE ONTO ADJACENT PROPERTIES SHALL BE SWIFT OFF PAVEMENTS AND REMOVED FROM VEGETATED AREAS DAILY.
- THE SILT FENCE EROSION & SEDIMENT CONTROL PLAN SHALL BE KEPT ON SITE.
- MAINTAIN EROSION AND SEDIMENT CONTROL PER THE PLAN AND AS NECESSARY TO MEET THE REQUIREMENTS OF THE ORDINANCE. UNTIL THE SITE HAS UNDERGONE FINAL STABILIZATION AND REPAIRS, ACCESS FROM THE SITE SHALL BE LIMITED TO THE MINIMUM.
- AN EROSION AND SEDIMENT CONTROL PRACTICE INSPECTION LOG SHALL BE MAINTAINED. LOG SHALL NOTE THE TIME, DATE AND LOCATION OF INSPECTION, THE PHASE OF CONSTRUCTION AT THE SITE, THE TYPE OF THE EROSION AND SEDIMENT CONTROL PRACTICE, THE ASSIGNED PERSONNEL, THE EROSION AND SEDIMENT CONTROL MEASURES OR MAINTENANCE DONE IN RESPONSE TO INSPECTION.

CONSTRUCTION NOTES:

- TOPSOIL TO BE REMOVED FROM THE PROJECT SITE PRIOR TO PLACEMENT OF FILLS OR SUBGRADE MATERIAL. EXCESS TOPSOIL TO BE STOCKPILED ON THE SITE AS INDICATED.
- ALL EXCAVATED AREAS NOT RECEIVING PAVEMENT TO BE COVERED WITH A MINIMUM OF 6" OF TOPSOIL, MULCH, OR MILL CHIPS. SOON AS THE EXCAVATION IS COVERED, THE EXCAVATION SHOULD BE REVEGETATED IN ACCORDANCE WITH WDNR TECH. STANDARD 1059.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, AS DIRECTED BY THE ENGINEER, PRIOR TO AND DURING CONSTRUCTION, TO CONTROL WATER POLLUTION, EROSION AND SILTATION, INCLUDING, BUT NOT LIMITED TO HAY BALE DIKES AND SILT FENCES. ALL EROSION CONTROL MEASURES SHALL BE DESIGNED AND MAINTAINED IN ACCORDANCE WITH WDNR TECHNICAL STANDARD 1061.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS.
- THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING DIGGERS HOTLINE FOR THE LOCATION OF THE UTILITIES.
- SITE DEWATERING IS NOT ANTICIPATED, HOWEVER SHOULD DEWATERING BE NECESSARY, IT SHALL BE PERFORMED IN ACCORDANCE WITH WDNR TECHNICAL STANDARD 1081.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR OBTAINING AN APPROVED LOCATION.



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OFFICE RENOVATION AND ADDITION

CAMPBELL WRAPPER CORPORATION / PARSONS-EAGLE PACKAGING

DE PERE, WISCONSIN

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OFFICE RENOVATION AND ADDITION
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The drawing consists of two parts: a plan view (labeled 'PLAN' and 'C') and a section view (labeled 'SECTION A - A').

Plan View: Shows a rectangular stone tracking pad with a 'FULL WIDTH OF ACCESS' dimension. The pad is made of 'STONE (PER TABLE 1) MIN. 12" THICK'. A 'CULVERT (If Required)' is shown crossing the pad. A 'DIVERSION RIDGE' is located at one end, with a '50' MIN.' dimension. A 'SPILLWAY' is shown at the top. 'STRAW BALES, SANDBAGS, OR CONTINUOUS BERM OF EQUIVALENT HEIGHT' are shown along the top edge. Arrows indicate 'FLOW' directions. A 'SUPPLY WATER TO WASH WHEELS IF NECESSARY' point is marked with a circle and an 'X'. A 'ROADWAY' is shown on the left.

Section View (SECTION A - A): Shows a cross-section of the pad. The top surface is labeled 'DIVERSION RIDGE REQUIRED WHERE GRADE EXCEEDS 2%'. The bottom surface is labeled '2% OR GREATER'. A 'ROADWAY' is shown on the left. A 'FILTER FABRIC (WDOT Type "R") CULVERT (12" MIN. COVER)' is shown at the bottom. Arrows indicate 'FLOW' directions.

NOTES:

1. TRACKING PAD SHALL BE FULL WIDTH OF THE ACCESS POINT UNLESS EXITING TRAFFIC IS RESTRICTED TO A DEDICATED EGRESS LANE WITH A MINIMUM 12 FOOT WIDTH.
2. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
3. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
4. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED EROSION CONTROL BMP.
5. USE SANDBAGS, STRAW BALES OR OTHER APPROVED METHODS TO CHANNELIZE RUNOFF TO BMP AS REQUIRED.

LANDSCAPE PLAN

PLANT TABLE

SYMBOL	COMMON NAME	SCIENTIFIC NAME	QUANTITY	SIZE
	FLOWERING CRABAPPLE	MALUS 'PRAIRIFIRE'	1	11/4"
	GOLDFLAME SPIRAEA	SPIRAEA X BUMALDA 'GOLDFLAME'	4	3 GAL.
	DAYLILIES	HEMEROCALLIS	3	1 GAL.

SHEET KEY NOTES:

- ① 4" DIAMETER SPADE EDGE & 3" HARDWOOD MULCH
- ② PROFESSIONAL GRADE EDGING
- ③ LANDSCAPE STONE MULCH OVER WEED BARRIER FABRIC
- ④ AREA TO BE PLANTED WITH BIG LEAF ASTER OR OTHER SUITABLE NATIVE GROUND COVER PLANT
- ⑤ AREA TO BE LANDSCAPED BY OWNER

LANDSCAPE REQUIREMENTS

1 TREE PER 10,000 SF, 30% DECIDUOUS HARDWOOD

REQUIRED TREES

406,580 SF / 10,000 SF = 41 TREES
13 HAVE TO BE DECIDUOUS HARDWOOD

EXISTING TREES

18 DECIDUOUS TREES
30 CONIFEROUS TREES

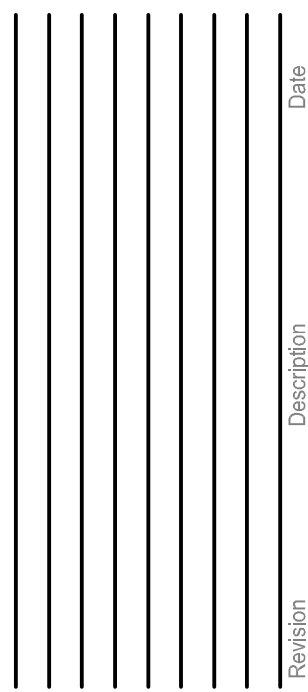
NEW TREES

1 DECIDUOUS TREE
49 TOTAL TREES

LANDSCAPE NOTES

- DIAMETERS OF PLANT MATERIALS AS DRAWN ARE REPRESENTATIVE OF PLANTS AT OR NEAR MATURITY RATHER THAN AT INITIAL PLANTING SIZES.
- THE PLANT LIST IS INTENDED AS A GUIDE FOR THE CONTRACTOR. IN THE EVENT OF DISCREPANCY BETWEEN THE NUMBER OF PLANTS ON THE PLANT LIST AND ON THE DRAWING, THE GREATER NUMBER SHALL APPLY.
- ADJUSTMENTS IN LOCATIONS OF PLANT MATERIALS MAY BE NECESSARY DUE TO NEW OR EXISTING UTILITIES OR SITE OBSTRUCTIONS. REVIEW WITH ARCHITECT BEFORE ADJUSTMENTS ARE MADE.
- ALL SHRUBS OCCURRING IN CONTINUOUS ROW OR FORMAL ARRANGEMENT SHALL HAVE UNIFORM HEIGHT, SPREAD AND HABIT OF GROWTH. FOR GROUND COVER LOCATIONS, FILL AREA WITH QUANTITY OF PLANTS DESIGNATED; EVENLY SPACED.
- A MINIMUM OF 12" DEPTH OF 50% TOPSOIL AND 50% COMPOST SHALL BE PLACED IN ALL BED AREAS BY THE CONTRACTOR PRIOR TO PLANT INSTALLATION.
- MULCH TREES WITH MIN. 3" DEPTH OF GRAVEL OR HARDWOOD MULCH AS NOTED ON PLAN AND PER DETAILS. MULCH SHALL EXTEND IN A CONTINUOUS LAYER WITHIN PLANTING BEDS FROM FACE TO FACE OF SITE STRUCTURES - WALKS, BUILDING, OR OTHER PLANT BED LIMITS.
- PROTECT EXISTING LAWN AREAS; REPAIR ANY CONTRACT RELATED DAMAGE TO LAWN AREAS.
- THE CONTRACTOR SHALL MAINTAIN ALL PLANTS AND BEDS FOR A 60 DAY PERIOD AFTER ACCEPTANCE OF THE WORK BY THE ARCHITECT. THIS INCLUDES REGULAR WATERING, WEEDING AND MOWING.
- THE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIALS FOR ONE-YEAR FROM DATE OF ACCEPTANCE. BEFORE END OF WARRANTY PERIOD CONTRACTOR SHALL REPLACE ALL TREES, SHRUBS OR PLANTINGS NOT ALIVE OR IN A HEALTHY GROWING CONDITION.
- SEED ALL DISTURBED AREAS WITH WDoI No. 40 GRASS MIX.

SCALE VERIFICATION
1" AT FULL SCALE



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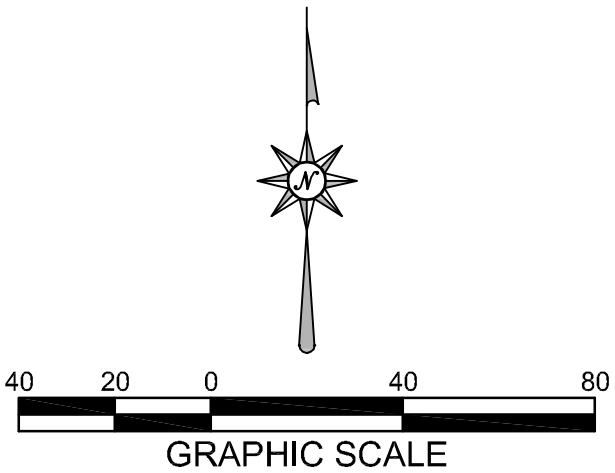
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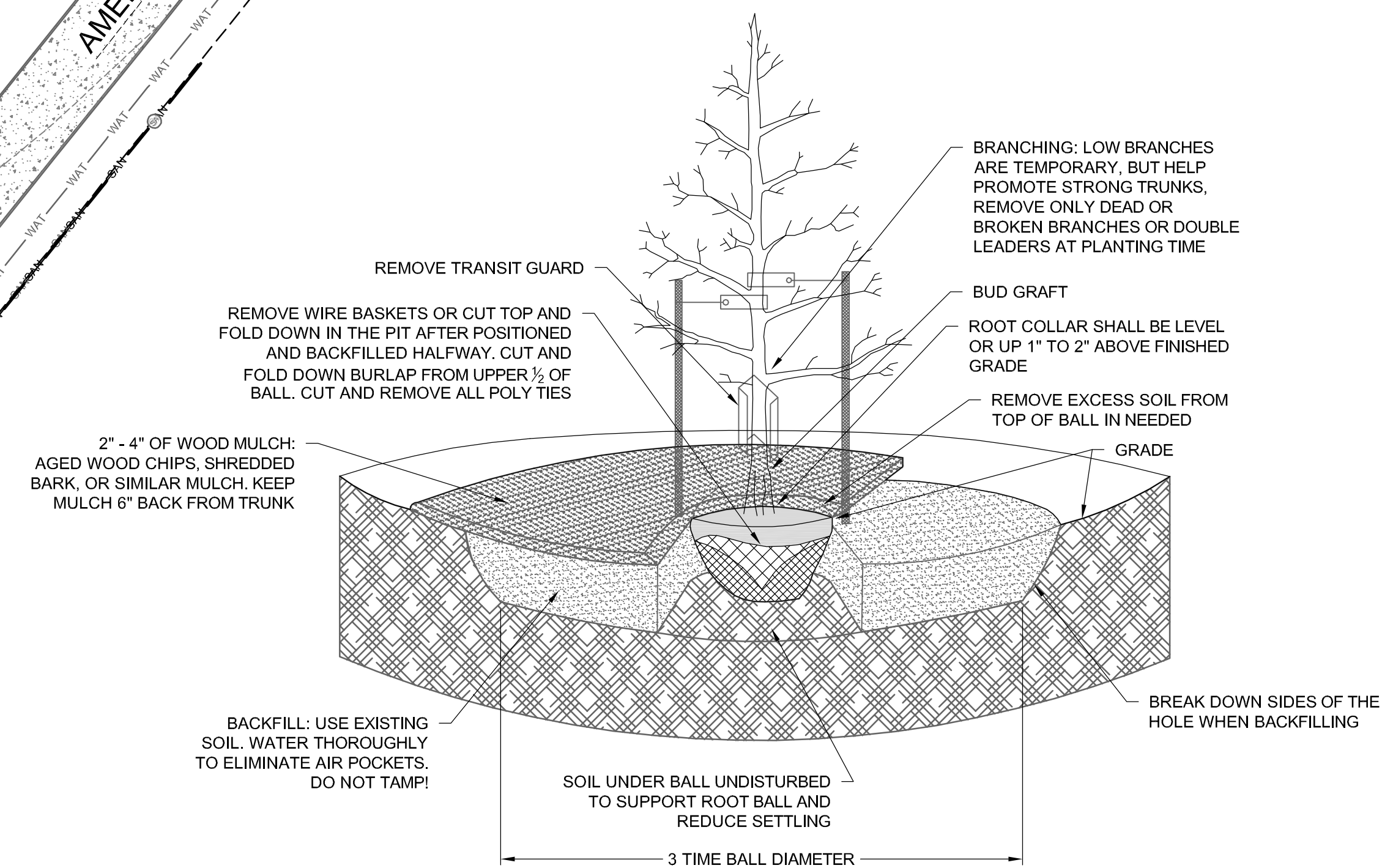
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A

PLANTING DETAIL



PLANTING NOTES:

- STAKE ONLY IF HAVE TO. USE 2" - 3" WEBBING STRAPS AND SECURE TO STAKES WITH HEAVY GAUGE WIRE. THE WIRE SHOULD BE ABLE TO STICK STRAIGHT OUT FROM THE STAKE AND HOLD THE WEBBING STRAP UP, PREVENTING IT FROM SLIDING DOWN THE TREE. DO NOT STAKE TIGHTLY. TREES GAIN STRENGTH FROM MOVEMENT. REMOVE ALL STAKES AFTER ONE YEAR.
- USE OF TREE WRAP IS NOT RECOMMENDED, AS IT CAUSES A NUMBER OF PROBLEMS FOR THE TREE

- A. SEE SHEETS A701 - A702 FOR CASEWORK AND TOILET ROOM ELEVATIONS AND ENLARGED TOILET ROOM PLANS.
- B. SEE SHEET A901 FOR FINISHES.
- C. LOCATE INTERIOR MOVEMENT JOINTS IN GYPSUM BOARD PER SPECIFICATIONS.
- D. SEE EXTERIOR ELEVATIONS FOR LOCATION OF MOVEMENT JOINTS (M.J.s) IN EXTERIOR WALL CONSTRUCTION.
- E. FLOOR DRAIN (FD), HUB DRAIN (HD) AND CLEANOUT (FCO), FLOOR SINK (FS), FLOOR SINK HIGH (FT) LOCATIONS ARE INDICATED. APPROPRIATE, VERIFY DRAIN LOCATIONS WITH MECHANICAL AND PLUMBING CONTRACTORS.
- F. PROVIDE MINIMUM CLEARANCES AT DOORS WITH CLOSERS PER I/AG-1.
- G. MATCH ALL FREEFLOORING AS REQUIRED AT AREAS OF DEMOLITION AND NEW FLOOR PENETRATIONS.
- H.

CB

 DENOTES CARD READER LOCATION.
- I.

PS

 DENOTES PUSH BUTTON CONTROL FOR POWER DOOR OPERATOR.
- J.

PDO

 DENOTES POWER DOOR OPERATOR.
- K.

IC

 DENOTES INTERCOM LOCATION.
- L. MATCH FLOOR WHERE EXISTING FLOOR, HUB, DRAINS, FIN TUB PIPING, ETC. HAVE BEEN SITE CLEARED. MATCH EXISTING STRUCTURE WHERE NOT CLEARED. SEE MEP DEMOLITION DRAWINGS FOR LOCATIONS AND QUANTITIES.
- M. PROVIDE LEVEL 5 FINISH AT ALL SOFFITS.

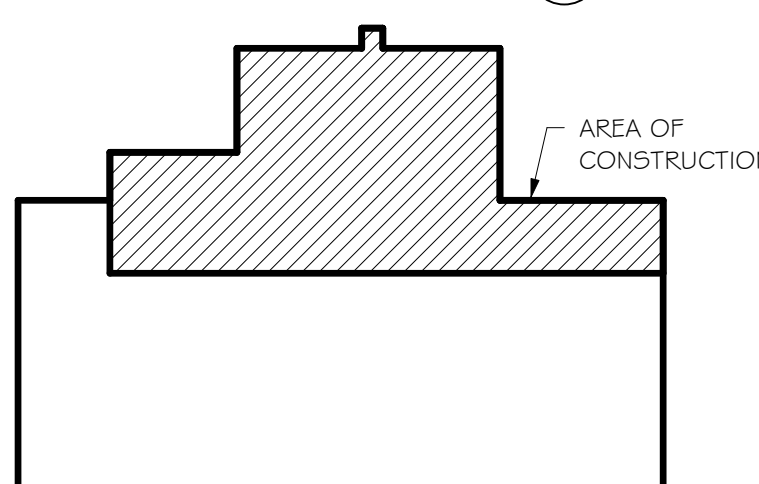
	EXISTING CONSTRUCTION TO REMAIN
	GYPSUM BOARD ON METAL STUDS AT 16" O.C.
	FACE BRICK
	CMU WALL W/ HORIZ. R/F AT 16" O.C.
	CONCRETE OR CMU WALL W/ 5/8" GYPSUM BOARD ON THERMAL STUDS OR METAL STUD FURRING

16 CONCRETE STOOP.
17 SEMI-RECESSED FIRE EXTINGUISHER CABINET.
18 ROOF ACCESS LADDER - SEE X/AXXX.
23 DASHED LINES INDICATE EDGE OF ROOF ABOVE.

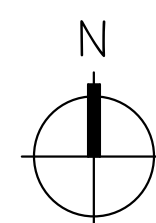
E1	<u>TYPICAL METAL PANEL WALL CONSTRUCTION</u> - 2" INSULATED METAL WALL PANEL - 1/2" EXTERIOR GYPSUM SHEATHING - 6" METAL STUDS AT 16" O.C. - 5/8" GYPSUM BOARD
E2	<u>TYPICAL METAL PANEL WALL CONSTRUCTION</u> - 2" INSULATED METAL WALL PANEL - 1/2" EXTERIOR GYPSUM SHEATHING - 6" METAL STUDS AT 16" O.C. - AIR GAP - 1 5/8" METAL STUDS AT 16" O.C. - 5/8" GYPSUM BOARD
E3	<u>TYPICAL METAL PANEL WALL CONSTRUCTION</u> - 2" INSULATED METAL WALL PANEL - 1/2" EXTERIOR GYPSUM SHEATHING - 8" METAL STUDS AT 16" O.C. - 5/8" GYPSUM BOARD

52-F	- 5/8" GYPSUM BOARD - 2 1/2" METAL STUDS AT 16" O.C.
53-F	- 5/8" GYPSUM BOARD - 3 5/8" METAL STUDS AT 16" O.C.
53-F5	- 5/8" GYPSUM BOARD - 3 5/8" METAL STUDS AT 16" O.C. W/ 3" SOUND ATTENUATION BLANKETS FULL HEIGHT
53-5	- 5/8" GYPSUM BOARD - 3 5/8" METAL STUDS AT 16" O.C. W/ 3" SOUND ATTENUATION BLANKETS FULL HEIGHT - 5/8" GYPSUM BOARD
56-5	- 5/8" GYPSUM BOARD - 2" METAL STUDS AT 16" O.C. W/ 3" SOUND ATTENUATION BLANKETS FULL HEIGHT - 5/8" GYPSUM BOARD

1. CONSTRUCTION IS LISTED IN ORDER FROM SIDE OF WALL THAT TAG IS INDICATED.
2. WALL TYPE SHALL BE CONTINUOUS UNTIL INTERSECTION OF WALL OF DIFFERENT TYPE.
3. ALL INTERIOR WALL SHALL BE TYPE 93-S UNLESS NOTED OTHERWISE.
4. EXTEND WALLS TO UNDERSIDE OF STRUCTURAL DECK ABOVE UNLESS NOTED OTHERWISE.
5. WHERE IMPACT RESISTANT GYPSUM BOARD IS NOTED, PROVIDE IMPACT RESISTANT GYPSUM BOARD TO 8'-0" A.F.F. AND NORMAL GYPSUM BOARD ABOVE 8'-0" A.F.F.
6. EXISTING ROOF DECK HEIGHT IS APPROXIMATELY 13'-0" A.F.F.

$$1/2^* = 1/0$$
$$1 - 1/2^n = 1 - O^n$$


SCALE: 1/8" = 1'-0"



KEYPLAN

~~PRELIMINARY~~
5/20/2022 2:27:22 PM

OFFICE RENOVATION AND ADDITION

CAMPBELL WRAPPER CORPORATION / PARSONS-EAGLE PACKAGING

DE PERE, WISCONSIN

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Date: _____

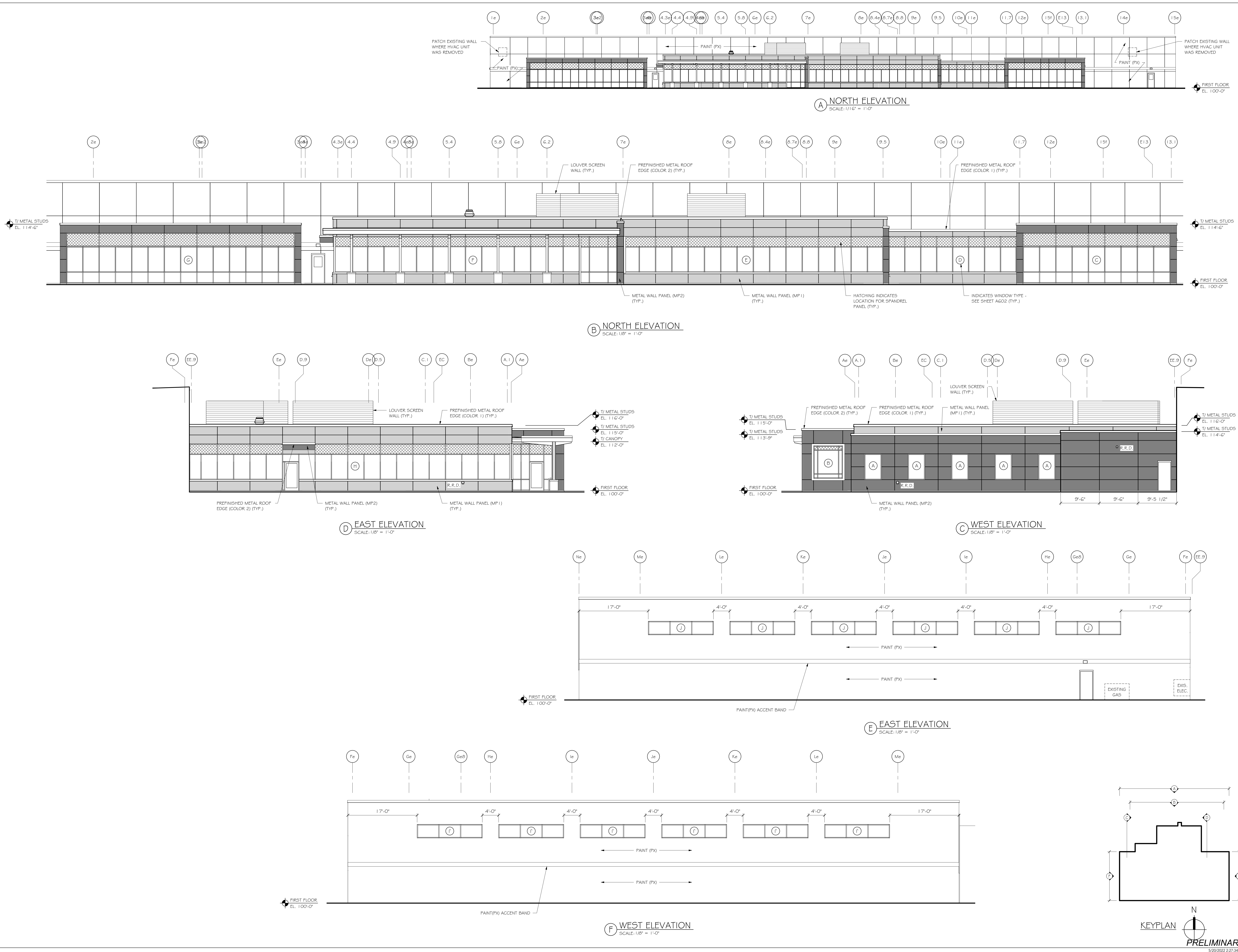
Project No.

7630

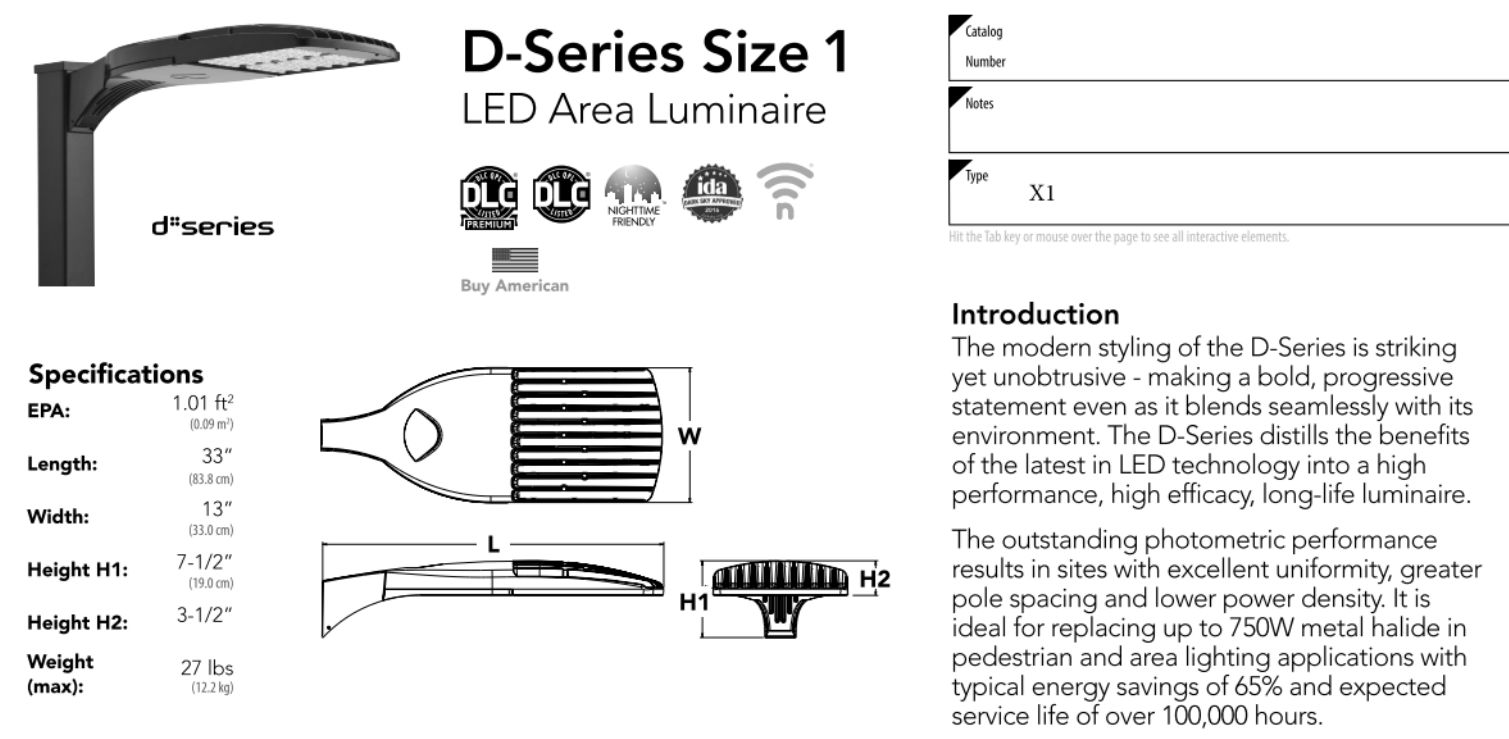
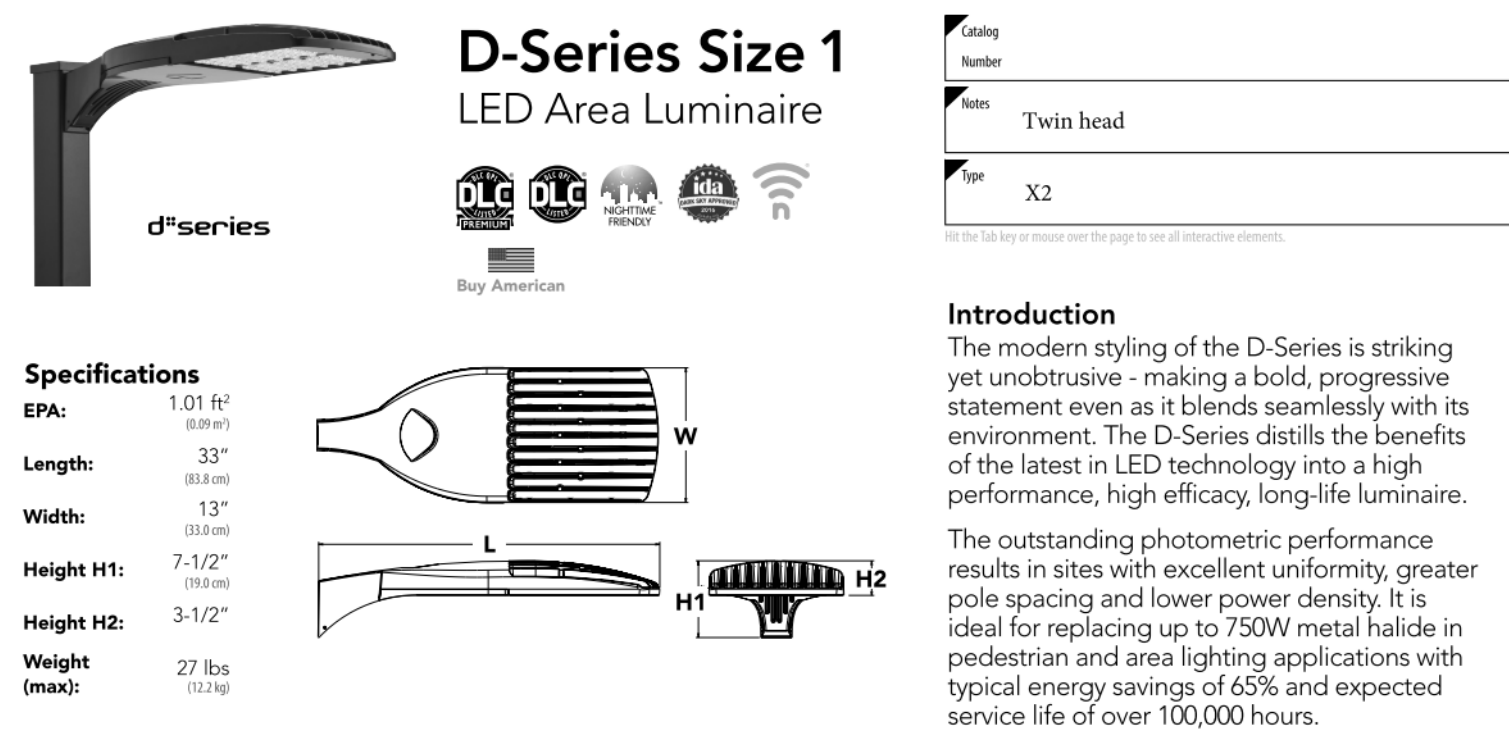
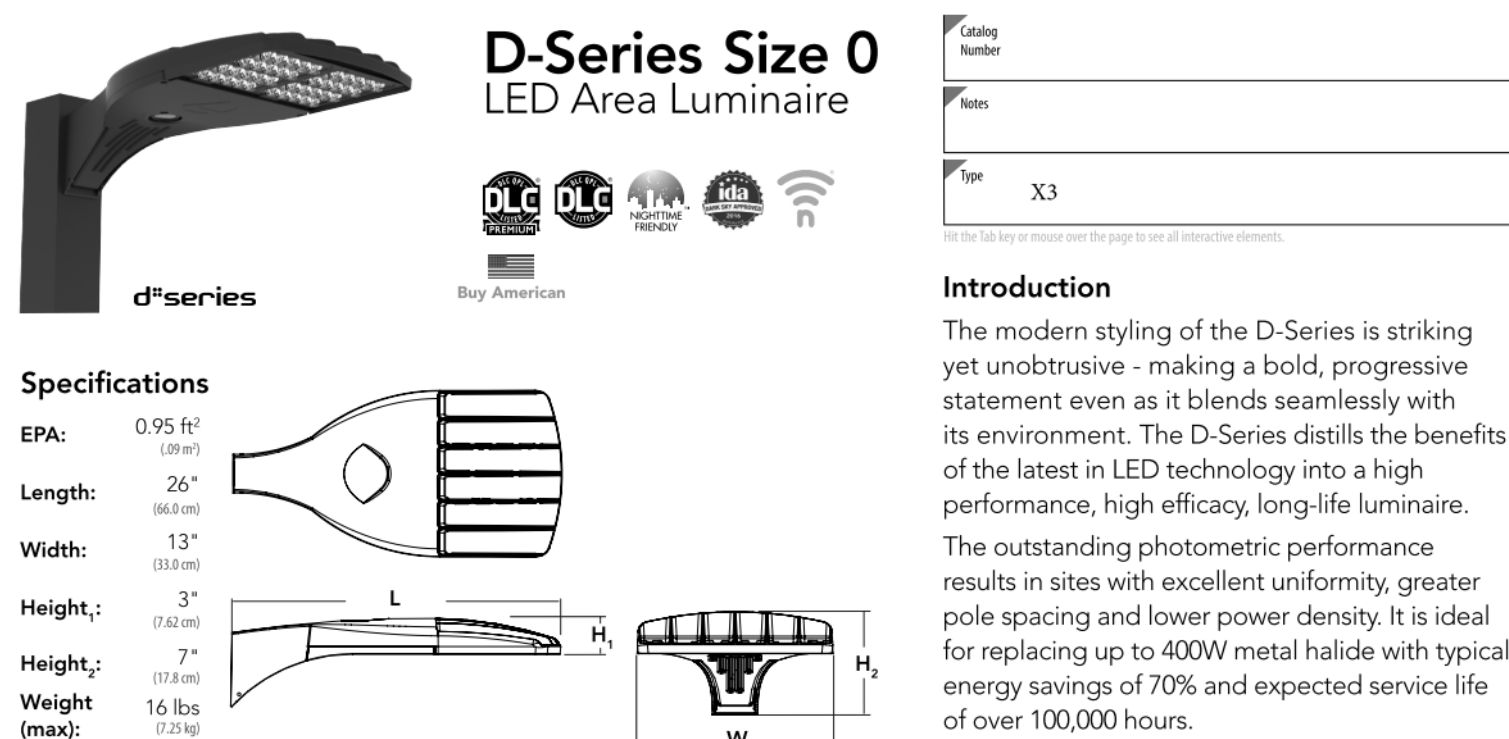
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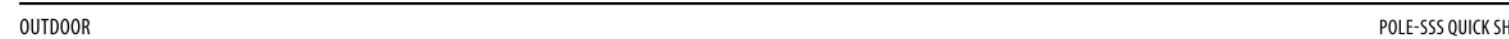
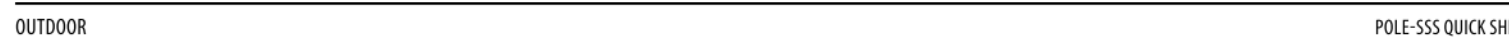
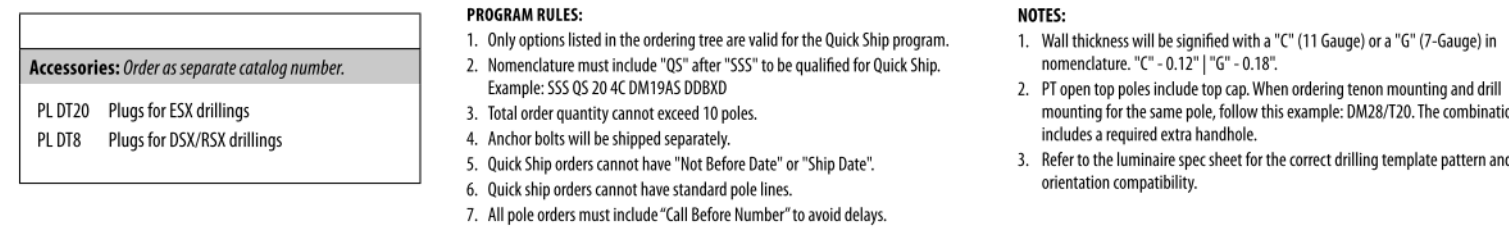
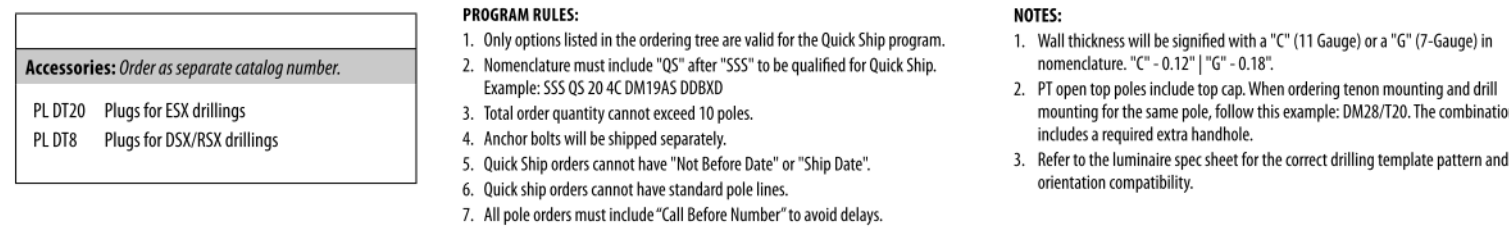
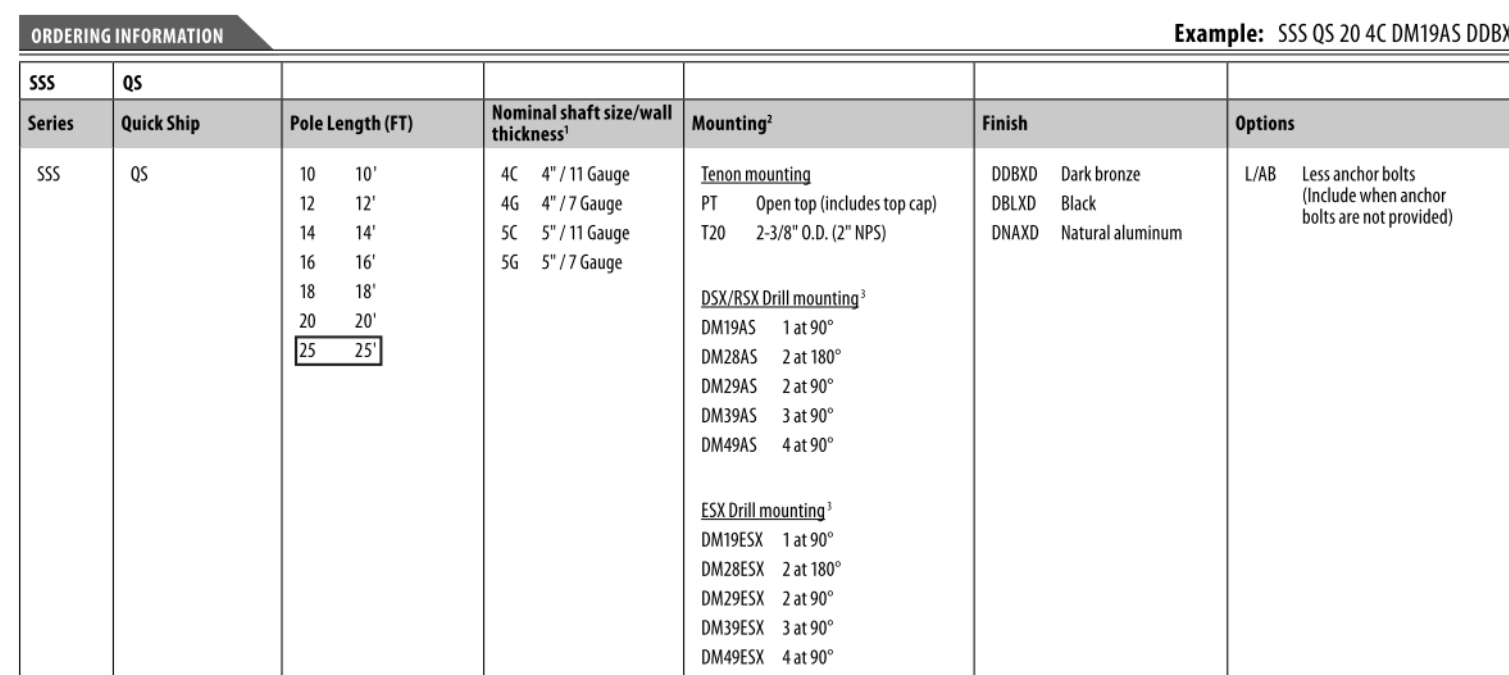
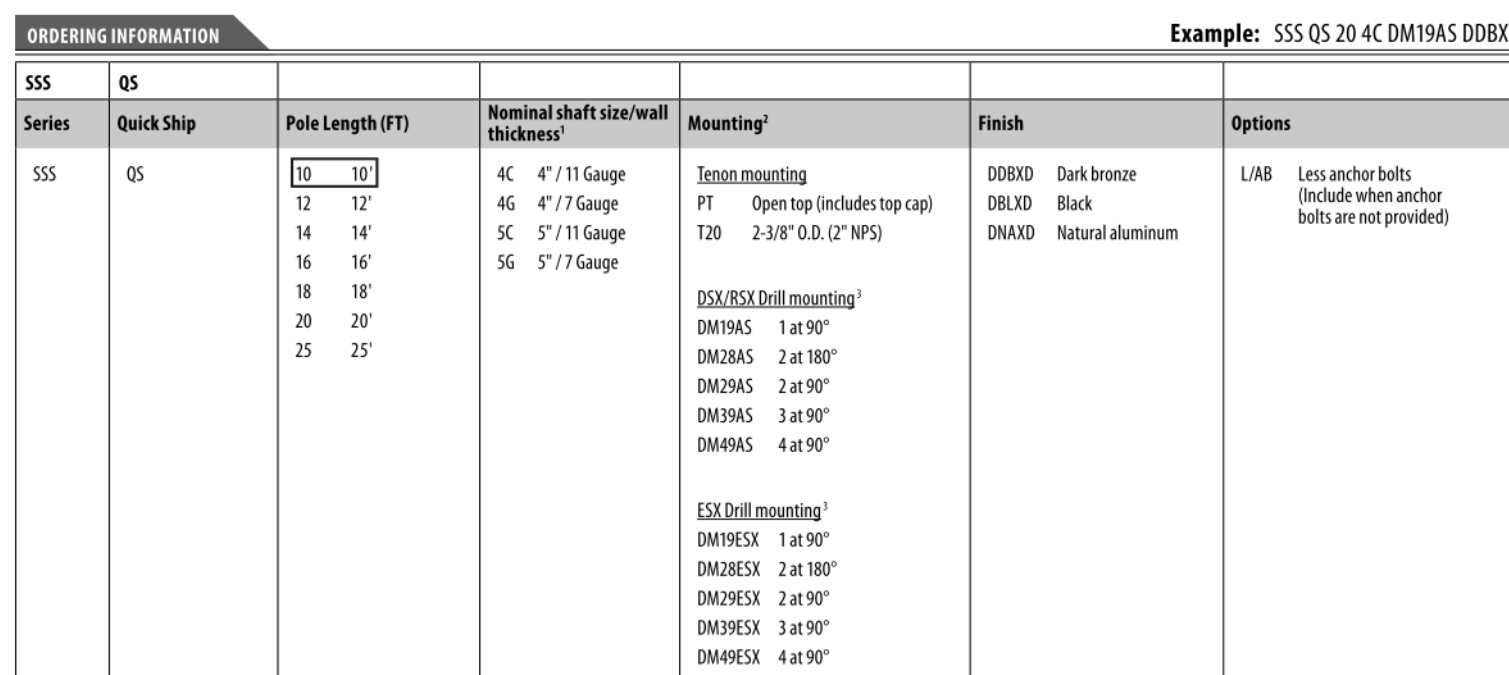
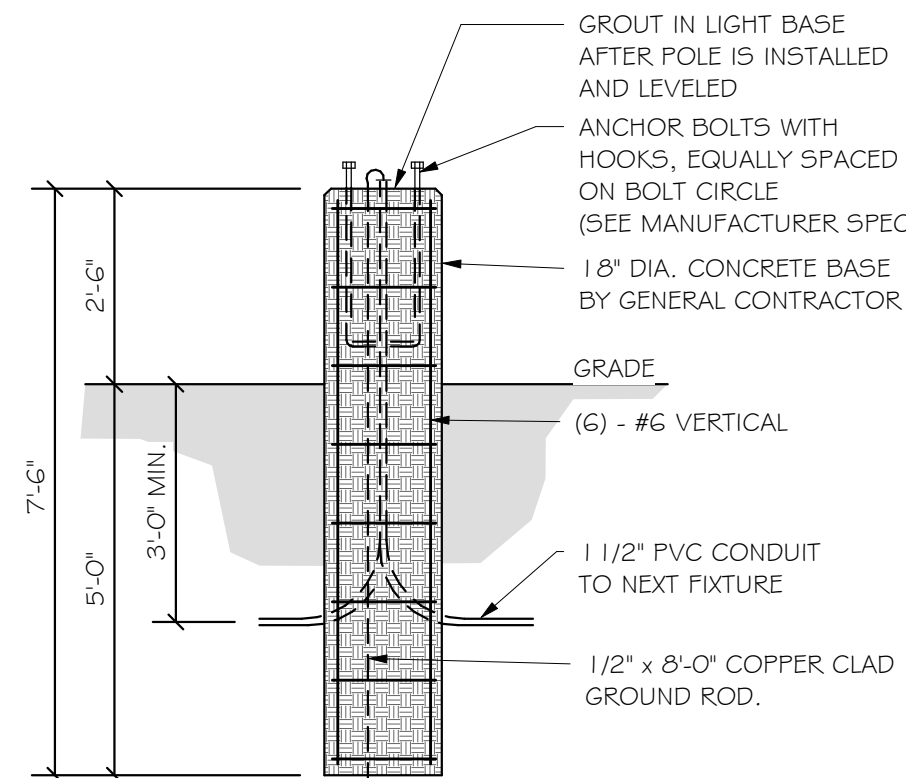
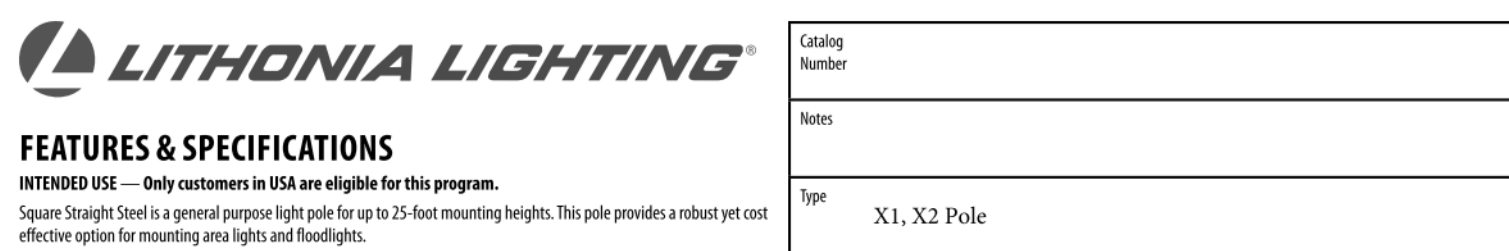
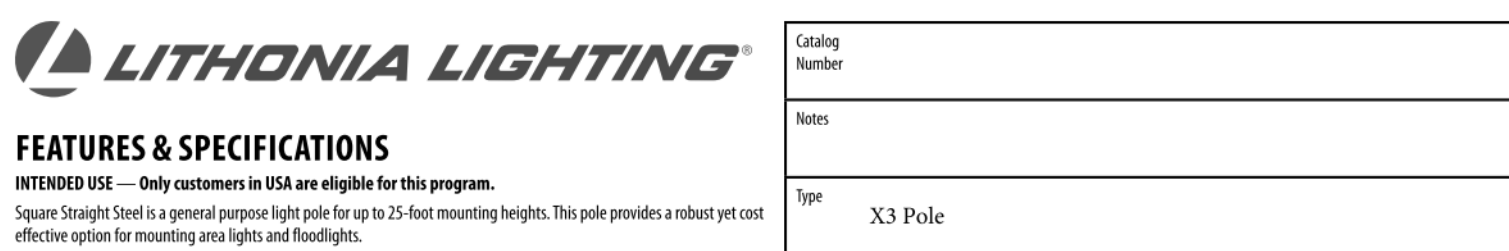
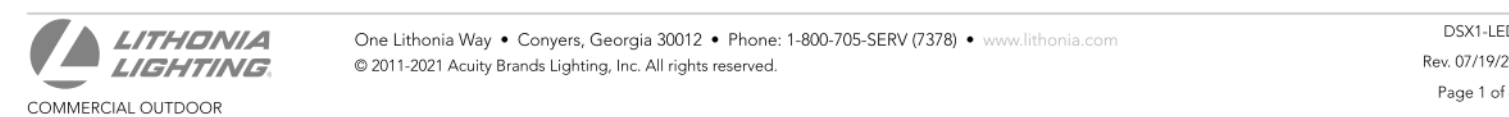
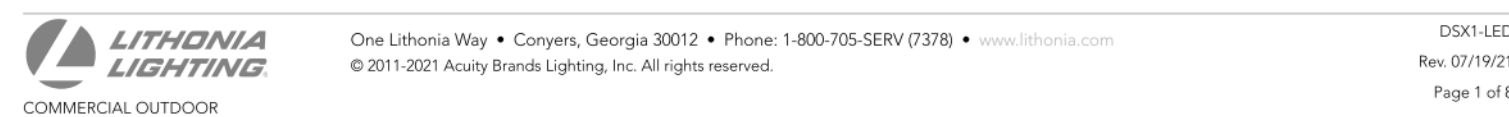
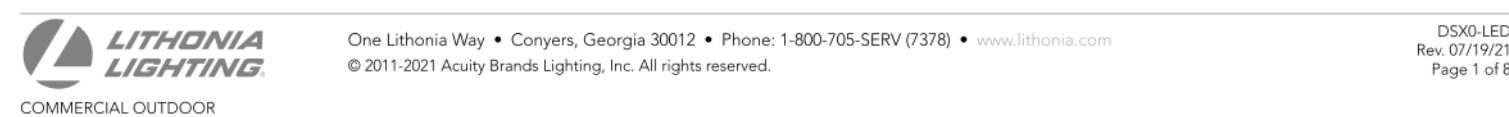
Packet Pg. 1







Ordering Information				EXAMPLE: DSKO LED P6 40K 2M MVOLT SPA NLTAIR2 PIRHN DBXDB			
Series	LEDs	Color Temperature	Dimensions	Package	Mounting		
DSKOL	Forward optics		T15 1/8" spot (down)	T55 1/8" spot (up)	Included		
		10K 3000 K	T25 1/8" spot (down)	T65 1/8" spot (up)	10KLT 1/8" 3777°K		
		40K 4000 K	T35 1/8" spot	T75 1/8" spot	10KLT 1/8" 4000°K		
	P2	P6 5000 K	T45 1/8" medium	T85 1/8" medium	1/2" 120°	SPA	Square pole mounting
	P4	P4	T55 1/8" medium	T95 1/8" medium	1/2" 200°	SPA	Square pole mounting
	P6	P6	T65 1/8" medium	LED Light cabinet	1/2" 240°	SPHMA	Square pole external mounting adapter
	P8	P8	T75 1/8" medium	LED Light cabinet	1/2" 270°	SPHMA	Square pole external mounting adapter
	P10	P10	T85 1/8" medium	LED Light cabinet	1/2" 340°	SPHMA	Square pole external mounting adapter
	P12	P12	T95 1/8" medium	LED Light cabinet	1/2" 360°	SPHMA	Square pole external mounting adapter
	P14	P14	T105 1/8" medium	LED Light cabinet	1/2" 360°	SPHMA	Square pole external mounting adapter
Related optics				Shipped separately			
P16	P16	T115 1/8" medium	LED Light cabinet	1/2" 360°	SPHMA	Must be mounting bracket adapter (opportunity 1000)	
P18	P18	T125 1/8" medium	LED Light cabinet	1/2" 360°	SPHMA		
P20	P20	T135 1/8" medium	LED Light cabinet	1/2" 360°	SPHMA		
P22	P22	T145 1/8" medium	LED Light cabinet	1/2" 360°	SPHMA		
P24	P24	T155 1/8" medium	LED Light cabinet	1/2" 360°	SPHMA		
				Other options		Finish options	
Shipped installed				PIR	High-flow, motion-activated sensor, 8-17' mounting height, ambient sensor enabled 16. ¹⁰	HSMA	Dark bronze
NLMAR	No light up illumination or motion ¹⁰			PIR	High-flow, motion-activated sensor, 8-17' mounting height, ambient sensor enabled 16. ¹⁰	DBXDB	Black
PIRHN	No light up illumination, high-flow motion sensor ¹⁰			PIR	High-flow, motion-activated sensor, 15-30' mounting height, ambient sensor enabled 16. ¹⁰	NLTAIR2	Black
PIR	NEMA 3R wet location only (control ambient sensor) ¹⁰			PIRHCVC	High-flow, motion-activated sensor, 8-17' mounting height, ambient sensor enabled 16. ¹⁰	OW	White
PIRFS	Ice-free wet location only (control ambient sensor) ¹⁰			PIRHCVC	High-flow, motion-activated sensor, 8-17' mounting height, ambient sensor enabled 16. ¹⁰	DBXDB	Dark bronze and black
PIRFP	Ice-free wet location only (Fresh and Frozen) (control ambient sensor) ¹⁰			PIRHCVC	High-flow, motion-activated sensor, 8-17' mounting height, ambient sensor enabled 16. ¹⁰	DBXDB	Dark bronze and black
DNC	No down lighting sensor ¹⁰ (back lighting for external control control ambient sensor) ¹⁰			IRAO	Red adjustable sensor ¹⁰	DBXDB	Dark bronze and black
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City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: June 27, 2022

DEPARTMENT: Planning

FROM: Peter Schleinz

SUBJECT: Discussion about proposed changes to the City's proposed DRAFT Zoning Code related to parking and access.

ATTACHMENTS:

- Zoning Code Memo 4 - 27 Jun 2022 (DOCX)
- Memo from Ald Hansen - Large Vehicle Obstructions (PDF)

CITY OF DE PERE MEMO



To: James Boyd, Mayor
Plan Commission Members

From: Peter Schleinz, Senior Planner | Zoning Administrator

Date: June 27, 2022

RE: **Discussion about proposed changes to the City's proposed DRAFT Zoning Code related to parking and access.**

Summary:

The City of De Pere staff has been working on a new zoning code since 2018 and is preparing to present a FINAL DRAFT version to the Plan Commission and Common Council in 2022. To generate a deeper understanding of significant changes proposed in the new Zoning Code, staff is establishing several discussions to highlight the changes. The discussion is not intended to call out every single change (or non-change). Rather the intent is to identify significant and important changes that the Plan Commissioners should be aware of. This meeting will focus on the following topic:

- Parking and Access.
 - *Parking ratios (how many stalls are required).*
 - *Calculation of required parking.*
 - *Parking reductions and credits.*
 - *Bicycle parking.*
 - *Location of off-street parking.*
 - *Parking area layout and design.*
 - *Driveways and curb cuts.*
 - *Drive-through stacking spaces.*
 - *Loading areas.*

For quality and balanced group discussion, staff will present a more detailed summary of the changes at the time of the Plan Commission meeting, rather than preparing documents for preview independently prior to the meeting.

Staff Request:

Discuss the proposed significant changes to the DRAFT Zoning Code with staff and provide suggestions about significant changes that are desired or that need additional work.

Memo Re: Parking Large Vehicles/Trailers up to Sidewalk

To: Plan Commission

From: Ald. Jonathon Hansen

Meeting Date: June 27, 2022



In April 2021, I received an email from a constituent on Killarny Trail expressing concerns about his neighbor regularly parking a large camper all the way up to the sidewalk during warmer months (see photos on next page). This camper is present for 6+ months of the year and is rarely moved. Last year, staff advised that given that the zoning code was in the process of being rewritten, the issue could potentially be addressed as part of the rewrite. It is my understanding that the parking-related portions of the zoning code rewrite will be discussed at the June meeting. Thus, given that this is a parking-related matter, I have been advised that this would be an appropriate time to bring this matter forward.

The constituent stated that he and his wife have tried sharing their concerns with the neighbor numerous times over the past several years, but have not been able to arrive at a resolution. The large camper creates concerns regarding sidewalk and street traffic safety—specifically, it creates vision triangle issues that can make it difficult to see around the camper. In addition, such a large obstruction blocks sunlight from getting to the constituent’s house and detracts from the aesthetics of the neighborhood. Here is a summary of the concerns as written by the constituent in April 2021:

- The vision triangle clearance for traffic is of concern, but the safety of pedestrians and children playing is of concern to us as well. We have seen numerous "close call" occasions where children playing along-side the camper have run out into the path of pedestrians on the sidewalk and into the street from behind the camper. The presence of the camper right up to the sidewalk limits the ability of motorists and pedestrians to see these children and avoid collision.

- We would be understanding if our neighbors used their camper more frequently. However, they stated to us this past week when we discussed the issue again that they have no intention of using the camper for at least another 2 months. The city code states that portable storage containers (“pods”), which are of similar size, are only allowed to be present for 30 days unless an extension is granted. If a portable storage container cannot be present for the periods of time our neighbors store their camper without using it, it

doesn't make sense to us that anything else of equivalent size would be allowed to be stored for such periods of time.

- The camper isn't "permanent", however it is approximately 8 feet tall, extends along our entire front property line up to the sidewalk, and is present for 6+ months of the year, only being moved less than 10% of that time. If one neighbor is allowed this, our other next-door neighbor would be too. If those neighbors chose to park a similar size camper in a similar manner, we would essentially have a temporary 8 ft obstruction along the extent of either side of our front yard every spring/summer/fall. Fences and shrubs past the side yard are only allowed to be 3 feet. While 6 foot privacy fences are allowed in backyards, the city code seems to be written in a manner aimed at preserving visibility and aesthetics in front yards. Allowing storage of tall vehicles and objects in driveways for extended periods of time, especially those in close proximity to a property line, seems contradictory.

- Our neighborhood covenant does not allow for the permanent exterior storage of campers, boats, trailers, etc in driveways. We've been told that neighborhood covenants are not enforceable by the city, and understand that the storage of our neighbors' camper may not be technically considered "permanent". However, we still feel it should be considered by the city that neighborhoods like ours where yards and houses are in fairly close proximity, should have limitations as to what can and can't be stored in the front of a residence for periods of months at a time. I would claim that people who haven't been to our house might have a hard time finding it because it can't be seen when approached from the main inlet until one is almost right in front of it. The sad reality is that we simply have to tell people we're "the house behind the camper".

Given that many residents park campers and other large vehicles/trailers in their driveway, there would likely be significant public opposition to a ban on all large vehicles/trailers from being parked in driveways. Thus, I am requesting that you specifically consider regulating instances, such as this one, when a large vehicle (camper, RV, boat, etc.) or trailer is parked up to the sidewalk and creates vision triangle issues. This could mean situations where the obstruction prevents a pedestrian walking on the sidewalk from being able to see a car that is backing out of a driveway, or an oncoming motorist from being able to see children who may potentially run out into the street.

Thank you for your consideration.

