



Joint Review Board

Regular Untelevised

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

Agenda

Wednesday, June 22, 2022

3:00 PM

GoToMeeting

Pursuant to Wisconsin Statutes 19.84, Notice is hereby given to the public that a meeting of the **Joint Review Board** of the City of De Pere will be held on **June 22, 2022** at **3:00 PM**.

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

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

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

You can also dial in using your phone.

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

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

Access Code: 154-883-285

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

Call to Order

1. Roll Call
2. Approval of the minutes of the August 27, 2021 Joint Review Board meetings.
3. Public comments upon matters not on the agenda. . Comments made during the public comment period shall pertain only to matters under the jurisdiction of the Joint Review Board. §6-3(f) DPMC.
4. Review Proposed Project Plan Amendment No. 1 for Tax Increment District No. 15.
5. Next Meeting Date.

Adjournment

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

Agenda Sent To:

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



City of De Pere, Wisconsin

Request For Joint Review Board Action

MEETING DATE: June 22, 2022

DEPARTMENT: Planning

FROM: Kelly Barker

SUBJECT: Approval of the minutes of the August 27, 2021 Joint Review Board meetings.

ATTACHMENTS:

- JRB_Aug2021_East_Minutes_Draft (PDF)
- JRB_Aug2021_West_Minutes_Draft (PDF)



Joint Review Board

Regular Untelevised

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

Draft Minutes

Friday, August 27, 2021

9:00 AM

GoToMeeting

Call to Order

The meeting was called to order at 9:00 AM by Mayor James Boyd

Attendee Name	Title	Status	Arrived
James Boyd	Mayor	Present	
Mark Higgins	Board Member	Present	
Bob Mathews	Board Member	Present	
Dawn Foeller	Board Member	Present	
Chad Weininger	Board Member	Present	

Also present: Development Services Director Daniel Lindstrom, City Administrator Larry Delo, City Attorney Judy Schmidt-Lehman, and Finance Director Joe Zegers.

2. Approval of the minutes of the July 23, 2021 Joint Review Board meeting.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Dawn Foeller, Board Member
SECONDER:	James Boyd, Mayor
AYES:	Boyd, Higgins, Mathews, Foeller, Weininger

3. Public comments upon matters not on the agenda.

There were no public comments.

4. TID No. 7

A. Review Proposed Project Plan Amendment to Modify the District Boundaries of Tax Incremental Financing District No. 7.

Development Services Director Daniel Lindstrom reviewed the proposed project plan amendment to modify the district boundaries of TID No. 7 to remove Parcel ED-812 which was recently acquired by the De Pere Cultural Foundation for the Mulva Cultural Center. The City retained the most recently amended project plan and retained the sections of the previous plan but updated maps, references and boundary descriptions. There were no questions from the Joint Review Board.

RESULT:	DISCUSSED
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B. Review and Approval of Common Council Resolution #21-91, Approving the Proposed Project Plan Amendment to Modify the District Boundaries of Tax Incremental Financing District No. 7, City of De Pere, Wisconsin.

Mayor Boyd moved, seconded by Dawn Foeller, to approve the resolution. Upon vote, motion carried unanimously.

RESULT:	DISCUSSED
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C. TID No. 7 Joint Review Board Resolution #JRB 21-02, Approving the Proposed Project Plan Amendment to Modify the District Boundaries of Tax Incremental Financing District No. 7. (Boundary Amendment #1)

Mayor Boyd moved, seconded by Bob Mathews, to approve JRB Resolution #21-02. Upon vote, motion carried unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	James Boyd, Mayor
SECONDER:	Bob Mathews, Board Member
AYES:	Boyd, Higgins, Mathews, Foeller, Weininger

5. Annual Review of Financial Reports for Tax Increment Financing Districts No. 7, No. 10, No. 14, and No. 16.

Development Services Director Daniel Lindstrom provided an overview of the 2020 year end annual report for the east side TIDS: 7, 10, 15, and 16.

TID No. 7 has an expiration date of 2033, with two potential extensions. The TID is expected to end with a \$785,000 deficit. Contributing factors associated with the deficit are a decrease in the mill rate and removal of the Front Street block. Chad Weininger asked about the technical college extension and what is the purpose of it. Daniel explained that in 2013, the state changed how technical colleges are funded. The state passed a law that the TID could be extended an additional three years, but only TIDs created before 2014 are eligible. Chad asked if there is still the same amount of interest in this TID and Daniel stated that there is greater interest now because of the Mulva Center and also renewed interest in George Street.

TID No. 10 is an industrial TID to help aid additional development in the east business park that is set to expire in 2032. It is also eligible for the three year extension. Daniel explained that there is a negative \$3.4 million reduction in growth due to changes in manufacturing assessments and recent sales of private property at a reduced rate. Daniel added that the City is not anticipating any remaining projects for this TID. Mark Higgins asked for an update on the southern bridge. Chad Weininger stated that the southern bridge project still remains a top priority for the County.

TID No. 14 is a single use TID that was created to redevelop the old Irwin School property at 428 N Superior Street. Daniel noted that it has been a slow-moving project which has been impacted by COVID and the increase in construction costs. The first phase (6 condos) was completed in 2020 and there are two remaining phases, which are anticipated in 2022 or 2023. Based on projected revenues and additional borrowings, the TID is projected to end with an approximate surplus of \$515,000.

TID No. 16 was created in 2020 to redevelop 123 N Broadway Street, a City-owned downtown public parking lot into a four-story mixed use residential/commercial building. The development has been delayed due to construction costs, and is expected to start in 2022. Daniel explained that the City is considering closing the TID and recreating the TID.

RESULT:	DISCUSSED
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6. Next Meeting Date.

Development Services Director Daniel Lindstrom stated that he would like to schedule a meeting with the Joint Review Board to discuss the Shopko redevelopment project, potentially in December. Discussion followed and it was decided that the first half of December works better for most of the JRB members. A definite date was not set at the meeting but Daniel will reach out to the members with some potential dates in the near future.

RESULT: DISCUSSED

Adjournment

Mayor Boyd moved, seconded by Dawn Foeller, to adjourn the meeting at 9:31 AM. Upon vote, motion carried unanimously.

Respectfully submitted,
Kelly Barker



Joint Review Board

Regular Untelevised

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

Draft Minutes

Friday, August 27, 2021

9:30 AM

GoToMeeting

Call to Order

The meeting was called to order at 9:30 AM by Mayor James Boyd

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

Also present: Development Services Director Daniel Lindstrom, City Administrator Larry Delo, City Attorney Judy Schmidt-Lehman, and Finance Director Joe Zegers.

2. Approval of the minutes of the July 23, 2021 Joint Review Board meeting.

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

3. Public comments upon matters not on the agenda.

There were no public comments.

RESULT:	DISCUSSED
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4. TID No. 11

A. Review Proposed Project Plan Amendment to Modify the District Boundaries of Tax Incremental Financing District No. 11.

Development Services Director Daniel Lindstrom reviewed the project plan amendment to modify the district boundaries of TID No. 11 to add parcel WD-1042 into the TID boundary. The reason for the addition is that this parcel was acquired by Robinson Metal in 2019 to expand their business operations. However, the State of Wisconsin Tax Increment Financing laws require districts must contain only whole parcels; therefore the City proposes to add the parcel to TID No. 11 to allow for Robinson Metal's expansion. Daniel stated that there has been steady growth in this mixed-use TID.

RESULT:	DISCUSSED
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B. Review and Approval of Common Council Resolution #21-92, Approving the Proposed Project Plan Amendment to Modify the District Boundaries of Tax Incremental Financing District No. 11, City of De Pere, Wisconsin.)

Mayor Boyd moved, second by Bob Mathews, to approve the resolution. Upon vote, motion carried unanimously.

RESULT: DISCUSSED

C. TID No. 11 Joint Review Board Resolution #JRB 21-03, Approving the Proposed Project Plan Amendment to Modify the District Boundaries of Tax Incremental Financing District No. 11. (Boundary Amendment #1)

Chad Weininger moved, seconded by Mark Higgins, to approve JRB Resolution #21-03. Upon vote, motion carried unanimously.

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

5. TID No. 12

A. Review Proposed Project Plan Amendment to Modify the District Boundaries of Tax Incremental Financing District No. 12.

Development Services Director Daniel Lindstrom reviewed the boundary amendment for mixed use TID No. 12. The purpose of this TID amendment is to add Parcels WD-L492-B-2, WD-L492-B-3, and WD-1753-1 into the TID boundary for a proposed building expansion for Green Bay Packaging. The City used the original project plan but updated maps, references and boundary descriptions.

RESULT: DISCUSSED

B. Review and Approval of Common Council Resolution #21-93, Approving the Proposed Project Plan Amendment to Modify the District Boundaries of Tax Incremental Financing District No. 12, City of De Pere, Wisconsin.

Mayor Boyd moved, seconded by Mark Higgins, to approve the resolution. Upon vote, motion carried unanimously.

RESULT: DISCUSSED

C. TID No. 12 Joint Review Board Resolution #JRB 21-04, Approving the Proposed Project Plan Amendment to Modify the District Boundaries of Tax Incremental Financing District No. 12. (Boundary Amendment #2)

Chad Weininger moved, seconded by Bob Mathews, to approve JRB Resolution #21-04. Upon vote, motion carried unanimously.

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

6. Annual Review of Financial Reports for Tax Increment Financing Districts No. 5, No. 6, No.8, and No. 9, No. 11, No. 12, No. 13, and No. 15.

Development Services Director Daniel Lindstrom provided an overview of the 2020 year end annual report for the west side TIDS: 5, 6, 8, 9, 11, 12, 13, and 15.

TID No. 5 is a blight elimination TID whose termination resolution was approved in February 2021. The TID is set to close in 2023. Daniel reported that there has been residential growth in the TID, as well as commercial growth on Reid Street.

TID No. 6 is an industrial TID, created in 1998. The City passed the termination resolution in August 2021 and the TID will close by March 2022.

TID No. 8 is a mixed-use TID, created in 2007. In 2019, the state and City assessor reported an additional \$12 million in increment; however, City staff indicated that this was an error, which will be corrected next year. This TID is slated to end with a surplus.

TID No. 9 was created in 2012. Daniel reported that there are several redevelopment opportunities remaining in this TID, including Cobblestone Hotel and 360 Main Avenue. These projects could generate an additional \$8-\$9 million in value over the remaining life of the TID.

TID No. 11 is a mixed-use TID, created in 2015. Daniel reported that there are several redevelopment opportunities remaining in this TID, including Robinson Metal, Honeysuckle Acres 4th Addition, and Fortune Avenue. These projects could generate an additional \$35 million in value over the remaining life of the TID. The TID is expected to end with an approximate surplus of \$185,000.

TID No. 12 is a mixed-use TID, created in 2015. There are several redevelopment opportunities remaining, including the Infinity Machine and Green Bay Packaging expansions. Daniel reported that these projects could generate an additional \$98 million in value over the remaining life of the TID. He added that the City is planning for additional borrowing for the southern bridge.

TID No. 13 is a mixed-use TID, created in 2017 to facilitate the redevelopment of the Main Avenue roundabout.

TID No. 15 is a mixed-use TID, created in 2020. Daniel reported that there has been significant growth with the United Health Group office complex. He added that the City may come back in the next year for another boundary amendment for this TID.

RESULT:	DISCUSSED
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Adjournment

Mayor Boyd moved, seconded by Mark Higgins, to adjourn the meeting at 10:03 AM. Upon vote, motion carried unanimously.

Respectfully submitted,
Kelly Barker



City of De Pere, Wisconsin

Request For Joint Review Board Action

MEETING DATE: June 22, 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 Joint Review Board. §6-3(f) DPMC.



City of De Pere, Wisconsin

Request For Joint Review Board Action

MEETING DATE: June 22, 2022

DEPARTMENT: Economic Development

FROM: Daniel Lindstrom

SUBJECT: Review Proposed Project Plan Amendment No. 1 for Tax Increment 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 06172022 (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**

DRAFT**Project Plan Table of Contents**

Description	Page #
1. Executive Summary TID No. 15 Project Plan Amendment No. 1	1
2. Community Introduction	1
3. Introduction to Tax Increment Financing	1
4. Tax Increment District No. 15 Creation & Amendment Overview	2
5. Summary of Findings	6
6. City Planning & Zoning.....	7
7. Statement of Kind, Number, And Location of Public Works & Other Projects.....	8
8. Detailed List of Project Costs	10
9. Economic Feasibility, Financing & Timetable.....	12
10. Financing Methods & Timetable.....	13
11. Equalized Value Test	15
12. Statement of Impact to Overlying Taxing Jurisdictions	15
13. Statement of Proposed Changes To Municipal Maps, Plans, and Ordinances.....	16
14. Relocation	16
15. District Boundary And Description	17

Appendix A Parcel List and Maps

- Map 1: District Boundary Map
- Map 2: District Boundary with TID No. 10 Overlay
- Map 3: Existing Land Use
- Map 4: Proposed Land Use
- Map 5: Zoning
- Map 6: One-Half Mile Radius of TID Boundary
- 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

DRAFT**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

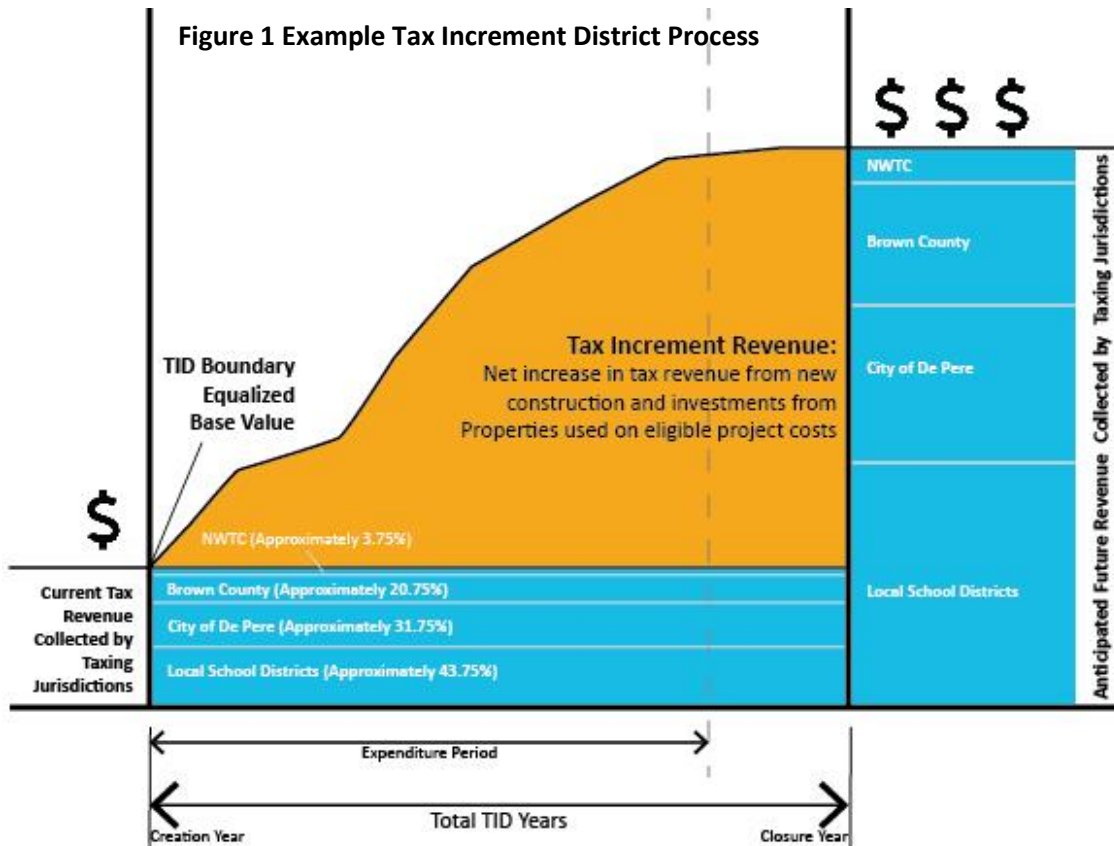
The 25,000 people, who call the City of De Pere, Wisconsin home, know that the community provides a high quality of life in the Greater Green Bay metropolitan area. The excellent schools, a dynamic downtown, successful business parks, and safe neighborhoods served by ample parks and natural areas have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

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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.

DRAFT

- 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

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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.

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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).

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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.

Planned Project Costs Summary				
TID No. 15 Project Plan Amendment No. 1			Created/Revised:	6/16/2022
Category	Project Plan Costs	Amendments Plan No. 1 Costs	Other's Share	TID Share
A. Infrastructure	\$3,194,000	\$201,806,000	\$190,000,000	\$15,000,000
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	\$6,195,000	\$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	\$209,928,000	\$190,000,000	\$27,728,000
K. Financing Costs (<i>less Capitalized Interest</i>)	\$1,729,200	\$5,358,566		\$7,087,766
Capitalized Interest				\$140,000
Total TID Expenditure				\$34,955,766

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 1% 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 \$0.017735858 as reported by the City. The project plan assumes an annual average reduction of 0.5% change will provide a conservative estimate since the rate dropped by 9% over the past two years but was stabilized in years prior.

DRAFTc. 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 & TIMETABLEa. 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 \$118.30 million and approximately \$43.63 million in existing General Obligation debt. Using this data, the current remaining debt capacity is about \$74.67 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.

TID Valuation Compliance Test		
TID No. 15 Project Plan Amendment No. 1		
Description	Type	Proposed
Report Year		2022
Recent Annual Reported Total Municipal Equalized Value		\$ 2,509,546,300
12% Test		\$ 301,145,556
Tax Increment District No. 006	Increment	Closed in 2021
Tax Increment District No. 007	Increment	\$ 5,332,600
Tax Increment District No. 008	Increment	\$ 13,551,000
Tax Increment District No. 009	Increment	\$ 1,508,500
Tax Increment District No. 010	Increment	\$ 7,337,000
Tax Increment District No. 011	Increment	\$ 11,109,500
Tax Increment District No. 012	Increment	\$ 11,400,000
Tax Increment District No. 013	Increment	\$ 7,554,200
Tax Increment District No. 014	Increment	\$ 2,327,200
Tax Increment District No. 015	Increment	\$ (62,700)
Tax Increment District No. 016	Increment	\$ -
Tax Increment District No. 017	Base	\$ -
Total (*A negative increment is treated as zero increment)		\$ 60,120,000
Percent of City's Equalized Value in Existing TIDs		2.72%
Remaining Available TID Value		\$ 241,025,556
Compliance		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 Project Plan Amendment No. 1						
Taxing Jurisdiction	Total Reported Tax	% of Mill Rate by Jurisdiction	Annual Taxes Collected on Base Value Distributed to Taxing Jurisdictions	Annual Taxes Collected After TID	Increase in Annual Tax Collections After TID	Increase in Annual Tax Collections After TID
County	\$0.003752323	19.01%	\$9,942	\$514,709	\$504,766	-
Local	\$0.006131311	31.07%	\$16,246	\$841,036	-	\$412,395
School District	\$0.009113915	46.18%	\$24,149	\$1,250,162	\$1,226,013	-
Tech. College	\$0.000738384	3.74%	\$1,956	\$101,285	\$99,328	-
Total	\$0.019735933	100.0%	\$52,294	\$2,707,191	\$1,830,107	\$412,395

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

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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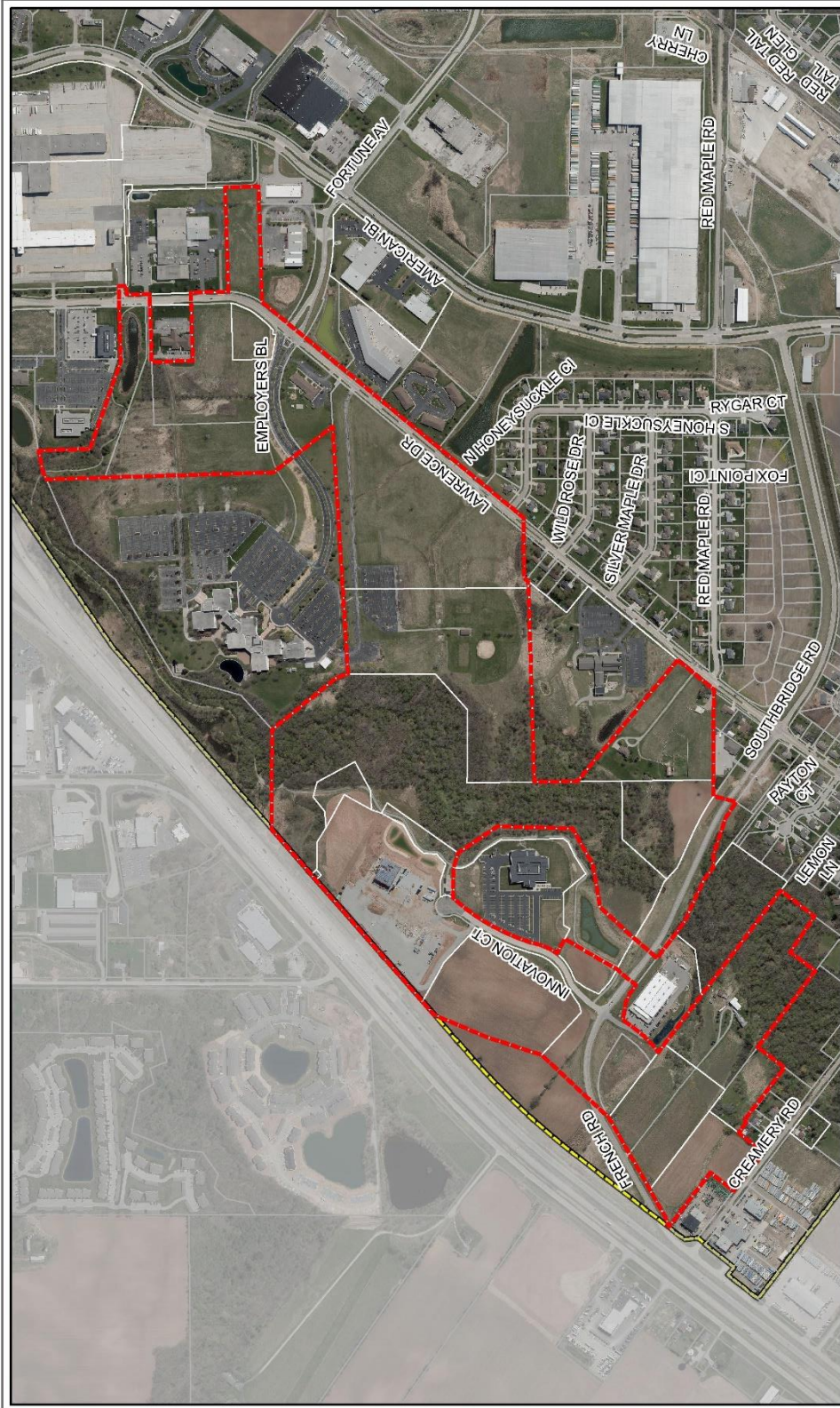
1/4 OF THE SE 1/4 OF SAID SECTION 31 TO THE NORTHWEST CORNER THEREOF; THENCE S00°48'06"E, 296.27 FEET ON THE WEST LINE OF SAID SW 1/4 OF THE SE 1/4 TO THE NORTHEASTERLY LINE OF LANDS DESCRIBED IN JACKET 05535, IMAGE 03; THENCE S50°28'31"E, 1086.86 FEET ON SAID NORTHEASTERLY LINE TO THE WESTERLY RIGHT 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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Map 1: District Boundary Map
City of De Pere




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

X:\GIS\Administration\Planning\Economic Development\TID15 (TID & OVERLAY)\Project Plan Amendment 2022\5. Mapping and Parcel Data

	TID No. 15		TID No. 15 Parcels
	City Boundary		Parcels

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Map 2: TID No. 15/TID No. 8 Overlay Boundary Map

City of De Pere

0 0.05 0.1 0.2 0.3 0.4 0.5 Miles

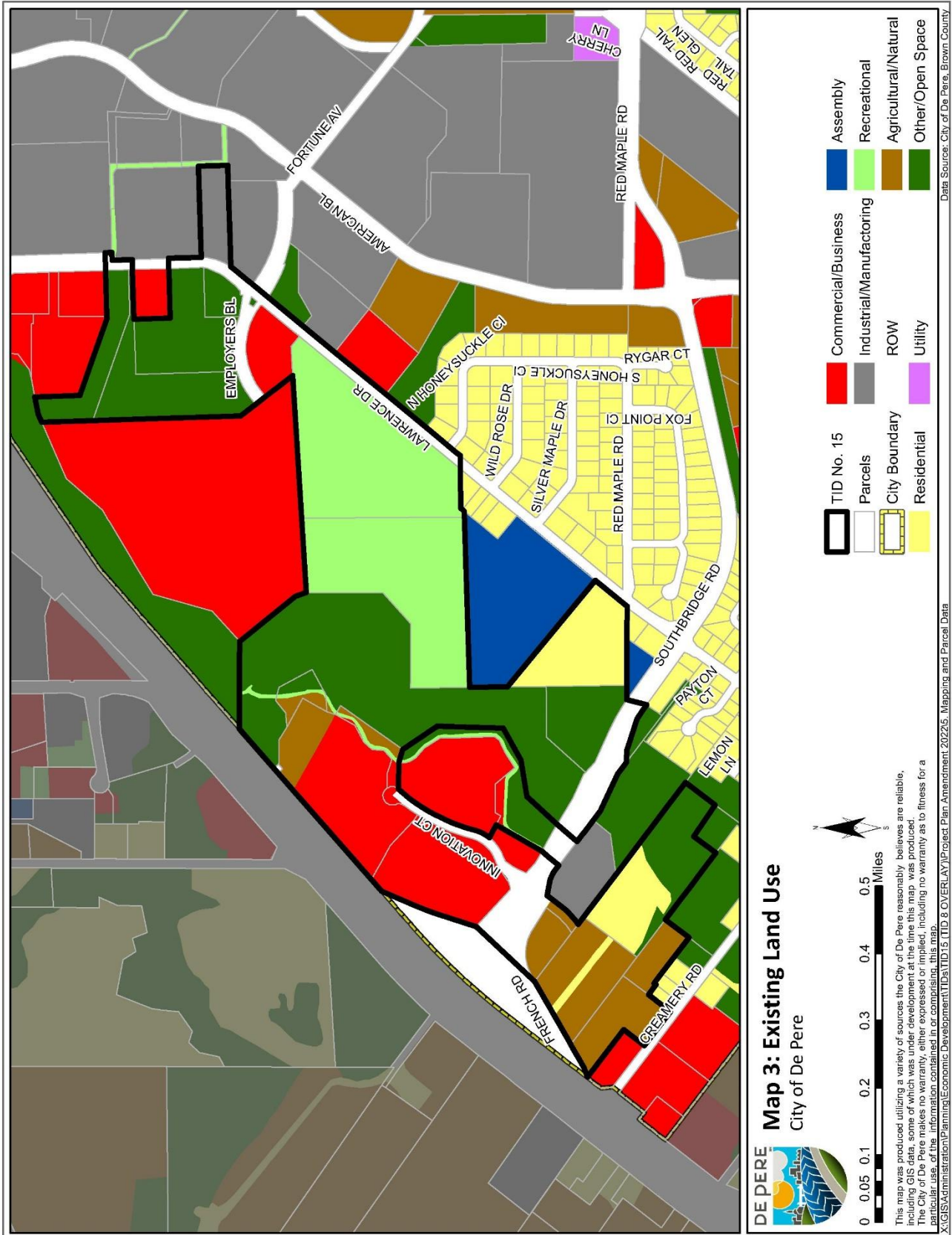


TID No. 15  TID No. 15 Parcels
 TID No. 08  Parcels
 City Boundary 

This map was produced utilizing a variety of sources the City of De Pere reasonably believes are reliable, including GIS data, some of which was under development at the time this map was produced. The City of De Pere makes no warranty, either expressed or implied, including no warranty as to fitness for a particular use of the information contained in or comprising this map.
 X:\GIS\Administration\Planning\Economic Development\TID15 (TID 8 OVERLAY)\Project Plan Amendment 2025\ Mapping and Parcel Data

Data Source: City of De Pere, Brown County

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Map 4: Future Land Use
City of De Pere

Legend:

- City Boundary
- TID No. 15
- Parcels
- Neighborhood Residential (Including Multi-Family)
- Multi-Family Residential
- Commercial
- Commercial Redevelopment
- Institutional/Governmental Facilities
- Business Park
- Industrial Park
- Transportation and Utilities
- Parks and Recreation
- Natural Areas
- Water Features
- Mixed-Use Commercial Nodes
- Urban Reserve Area (Future Mixed Use)

Scale: 0 0.05 0.1 0.2 0.3 0.4 0.5 Miles

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

Text Box: The City of De Pere amended the future land use map in 2021 to reflect proposed development changes to the Humana Campus. The changes are reflected in Map 4.

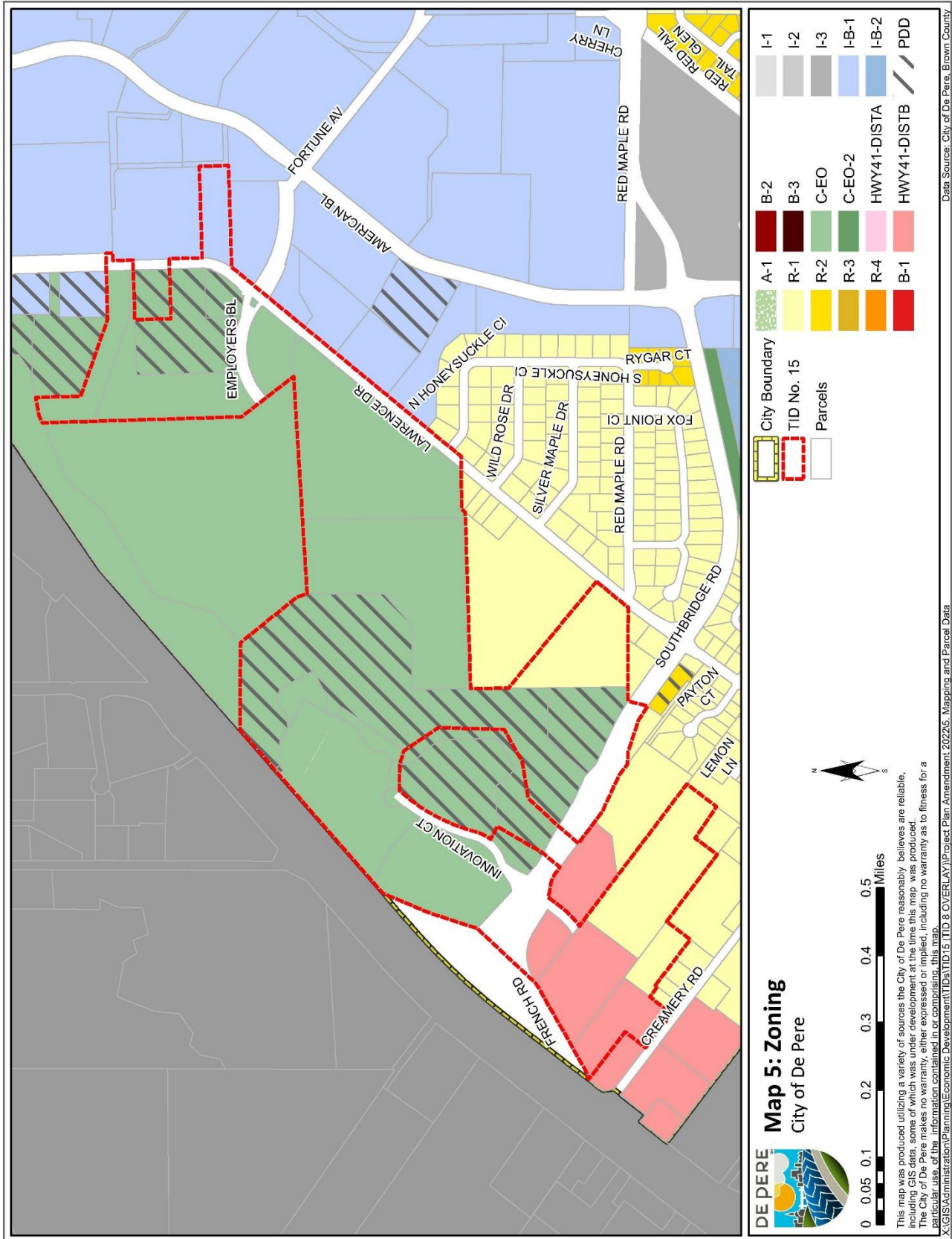
Data Source: City of De Pere, Brown County

City of De Pere - TID No. 15 Project Plan Amendment No. 1

Appendix A: Maps

Packet Pg. 38

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Map 6: One-Half Mile Radius of TID Boundary
City of De Pere

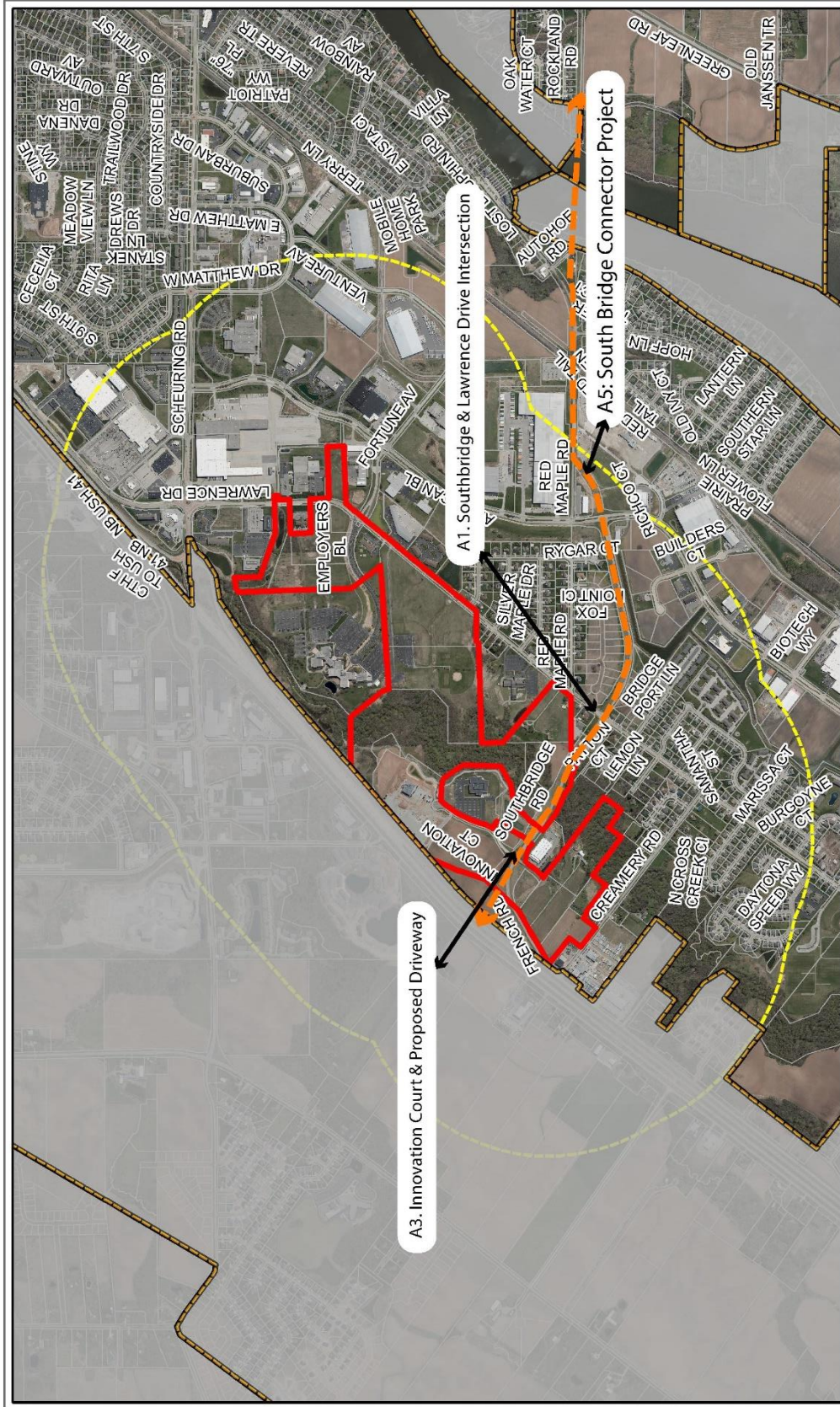



This map was produced utilizing a variety of sources the City of De Pere reasonably believes are reliable, including GIS data, some of which was under development at the time this map was produced. The City of De Pere makes no warranty, either expressed or implied, including no warranty as to fitness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

-  City Boundary
-  TID No. 15
-  Parcels
-  TID No. 15 Half Mile Radius

Data Source: City of De Pere, Brown County
X:\GIS\Administration\Planning\Economic Development\TID\TID17 - East Business Park\GIS_Mapping and Parcel Data\Plan Maps

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Map 7: Proposed Public Works and Utility Improvements
City of De Pere

0 625 1,250 2,500 3,750 5,000 Feet





TID No. 15
TID No. 15 Half Mile Radius

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

X:\GIS\Administration\Planning\Economic Development\TID\15 - East Business Park\15 - Mapping and Parcel Data\Plan Maps

Data Source: City of De Pere, Brown County

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APPENDIX B: FINANCIAL ATTACHMENTS

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TID No. 15 Project Plan Amendment No. 1

Created/Revised:

6/16/2022

Type of Expenditure	Creation Amount	Amendment Amount	% Paid By		TID Costs Allocated to Project
			TID Project	Other	
A. Infrastructure					
1. Southbridge & Lawrence Drive Intersection	\$334,000		100%	0%	\$334,000
2. Southbridge and Innovation Court	\$60,000		100%	0%	\$60,000
3. Innovation Court & Proposed Driveway	\$300,000		100%	0%	\$300,000
4. General Infrastructure Improvements and Design	\$2,500,000	\$1,806,000	100%	0%	\$4,306,000
5. South Bridge Connection Infrastructure and Design	\$0	\$200,000,000	5%	95%	\$10,000,000
Reserved	\$0		100%	0%	\$0
Total Capital Costs	\$3,194,000	\$201,806,000			\$15,000,000
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	\$0	100%	0%	\$1,000
Professional Fees	\$0	\$24,000	100%	0%	\$24,000
City Staff & Publishing	\$0	\$0	100%	0%	\$0
Total TID Organization Costs	\$1,000	\$24,000			\$25,000
J. Inflation					
	\$0	\$3,025,000			\$0
Total TID Project Costs	\$7,800,000	\$212,953,000			\$27,728,000
K. Financing Costs					
Total Interest, Fin. Fees, Less Cap. Interest (2021)	\$1,729,200	\$0			\$1,729,200
Total Interest, Fin. Fees, Less Cap. Interest (2025)	\$0	\$1,604,638			\$1,604,638
Total Interest, Fin. Fees, Less Cap. Interest (2028)	\$0	\$3,753,928			\$3,753,928
Plus Capitalized Interest	\$140,000	\$0			\$140,000
Total Financing Costs	\$140,000	\$5,358,566			\$7,227,766
TOTAL TID EXPENDITURE					\$34,955,766

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Table 2: TID No. 15 Tax Increment ProForma														
City of De Pere														
TID No. 15 Tax Increment ProForma (Project Plan Amendment No. 1)														
6/16/2022														
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		-0.50%										
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		Construction	Land	Total Valuation	Cumulative Increment	TIF Tax Rate*	TIF Revenue	TID Revenue Year	
2020	2021	2022	2,616,000	0	15,000,000	0	15,000,000	0	17,616,000	15,000,000	0.019990	\$299,850	2022	
2021	2022	2023	17,616,000	176,160	15,000,000	0	15,000,000	0	32,792,160	30,176,160	0.019990	\$603,221	2023	
2022	2023	2024	32,792,160	327,922	10,000,000	0	10,000,000	0	43,120,082	40,504,082	0.019890	\$805,628	2024	
2023	2024	2025	43,120,082	431,201	8,000,000	0	8,000,000	0	51,551,282	48,935,282	0.019791	\$968,459	2025	
2024	2025	2026	51,551,282	515,513	16,000,000	0	16,000,000	0	68,066,795	65,450,795	0.019692	\$1,288,834	2026	
2025	2026	2027	68,066,795	680,668	20,500,000	0	20,500,000	0	89,247,463	86,631,463	0.019593	\$1,697,387	2027	
2026	2027	2028	89,247,463	892,475	12,000,000	0	12,000,000	0	102,139,938	99,523,938	0.019495	\$1,940,241	2028	
2027	2028	2029	102,139,938	1,021,399	17,500,000	0	17,500,000	0	120,661,337	118,045,337	0.019398	\$2,289,814	2029	
2028	2029	2030	120,661,337	1,206,613	9,000,000	0	9,000,000	0	130,867,951	128,251,951	0.019301	\$2,475,360	2030	
2029	2030	2031	130,867,951	1,308,680	2,000,000	0	2,000,000	0	134,176,630	131,560,630	0.019204	\$2,526,524	2031	
2030	2031	2032	134,176,630	1,341,766	0	0	0	0	135,518,396	132,902,396	0.019108	\$2,539,530	2032	
2031	2032	2033	135,518,396	1,355,184	0	0	0	0	136,873,580	134,257,580	0.019013	\$2,552,598	2033	
2032	2033	2034	136,873,580	1,368,736	0	0	0	0	138,242,316	135,626,316	0.018918	\$2,565,728	2034	
2033	2034	2035	138,242,316	1,382,423	0	0	0	0	139,624,739	137,008,739	0.018823	\$2,578,921	2035	
2034	2035	2036	139,624,739	1,396,247	0	0	0	0	141,020,987	138,404,987	0.018729	\$2,592,177	2036	
2035	2036	2037	141,020,987	1,410,210	0	0	0	0	142,431,197	139,815,197	0.018635	\$2,605,495	2037	
2036	2037	2038	142,431,197	1,424,312	0	0	0	0	143,855,509	141,239,509	0.018542	\$2,618,878	2038	
2037	2038	2039	143,855,509	1,438,555	0	0	0	0	145,294,064	142,678,064	0.018449	\$2,632,324	2039	
2038	2039	2040	145,294,064	1,452,941	0	0	0	0	146,747,004	144,131,004	0.018357	\$2,645,834	2040	
2039	2040	2041	146,747,004	1,467,470	0	0	0	0	148,214,474	145,598,474	0.018265	\$2,659,409	2041	
Total					\$20,598,474	\$125,000,000	\$0					\$40,886,210		

Notes:

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Table 3:
Tax Increment Cash Flow
 City of De Pere
 TID No. 15 Project Plan Amendment No. 1
 6/16/2022

Year	Beginning Balance	Revenues					Existing Debt (Phase 1- Infrastructure and Development Incentive	Phase 2	Phase 3	Development Incentives Annual PAYGO Cash Grant (Humans Campus)	Development Incentives PAYGO (2-Year lag)	Other Expenses	Professional Services, Grants, Annual Admin	Annual Surplus (Deficit)	Balance After Surplus to Principal
		Capital Interest & Debt Reserve	Tax Increment Revenue	Cap Interest	Interest Income	Interest Income									
2020	0	0	0	0	0	0	0	0	0	0	0	8,500	0	0	
2021	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2022	0	0	299,850	140,000	0	0	0	0	0	0	0	65,000	234,659	234,659	
2023	234,659	0	603,221	0	1,173	320,301	0	0	0	0	0	65,000	219,094	453,752	
2024	453,752	0	805,628	0	2,269	320,301	0	0	25,000	165,000	0	65,000	232,596	686,348	
2025	686,348	0	968,459	0	3,432	320,301	177,938	0	155,000	115,000	0	65,000	138,652	825,000	
2026	825,000	0	1,288,834	0	4,125	320,301	492,979	0	300,000	65,000	0	65,000	49,679	874,679	
2027	874,679	0	1,697,387	0	4,373	320,301	492,979	0	410,000	170,000	0	65,000	243,480	1,118,159	
2028	1,118,159	0	1,940,241	0	5,591	320,301	492,979	444,438	515,000	60,000	0	65,000	48,115	1,166,274	
2029	1,166,274	0	2,289,814	0	5,831	320,301	492,979	1,306,499	620,000	0	0	65,000	(509,134)	657,139	
2030	657,139	0	2,475,360	0	3,286	320,301	492,979	1,306,499	620,000	0	0	65,000	(326,134)	331,006	
2031	331,006	0	2,526,524	0	1,655	320,301	492,979	1,306,499	605,000	0	0	65,000	(261,600)	69,405	
2032	69,405	0	2,539,530	0	347	320,301	492,979	1,306,499	0	150,000	0	65,000	205,098	274,503	
2033	274,503	0	2,552,598	0	1,373	320,301	492,979	1,306,499	0	155,000	100,000	65,000	114,191	388,695	
2034	388,695	0	2,565,728	0	1,943	320,301	492,979	1,306,499	0	160,000	100,000	65,000	122,893	511,587	
2035	511,587	0	2,578,921	0	2,558	320,301	492,979	1,306,499	0	165,000	100,000	65,000	131,700	643,287	
2036	643,287	0	2,592,177	0	3,216	320,301	492,979	1,306,499	0	170,000	100,000	65,000	140,614	783,901	
2037	783,901	0	2,605,495	0	3,920	320,301	492,979	1,306,499	0	175,000	100,000	65,000	149,636	933,537	
2038	933,537	0	2,618,878	0	4,668	320,301	492,979	1,306,499	0	175,000	0	65,000	263,766	1,197,303	
2039	1,197,303	0	2,632,324	0	5,987	320,301	492,979	1,306,499	0	180,000	0	65,000	273,531	1,470,834	
2040	1,470,834	0	2,645,834	0	7,354	320,301	0	1,306,499	0	360,000	0	65,000	601,388	2,072,222	
2041	2,072,222	0	2,659,409	0	10,361	0	0	1,306,499	0	475,000	0	65,000	823,270	2,895,492	
Total		0	40,886,210	140,000	73,461	5,905,613	7,079,638	17,428,928	3,250,000	2,740,000	500,000	1,308,500			

Other

To be updated with existing borrowing schedule when available

Discretionary Payments- Allocation to TID No. 9

Assumes 50% of Remaining Annual Increment Interest Income

0.50%

DRAFT

Table 4: Financing Summary					
TID No. 15 Project Plan Amendment No. 1				Created/Revised: 6/16/2022	
TID Activities	Phase/Loan #1 Innovation Court & Lawrence Drive 9/1/2021	Phase/Loan #2 Projects 9/1/2025	Phase/Loan #3 Projects 9/1/2028	Paid with TID Revenue	Total
A. Infrastructure	\$694,000	\$4,306,000	\$10,000,000	\$0	\$15,000,000
B. Capital Costs	\$0	\$100,000	\$0	\$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	\$24,000	\$0	\$1,000	\$25,000
Subtotal	\$4,229,000	\$4,730,000	\$11,000,000	\$7,769,000	\$27,728,000
J. Inflation Factor Cost Adj. @ 2.5% per year	\$0	\$621,561	\$2,402,432		\$3,023,993
Grants	\$0	\$0	\$0		\$0
Reduction for Land Sale Revenue	\$0	\$0	\$0		\$0
Total Cost For Borrowing	\$4,229,000	\$5,351,561	\$13,402,432		\$30,751,993
Capitalized Interest	\$140,000	\$15,000	\$0		\$155,000
Financing Fees (2%)	\$84,580	\$107,031	\$268,049		\$459,660
Debt Reserve	\$0	\$0	\$0		\$0
Subtotal	\$4,453,580	\$5,473,592	\$13,670,481		\$23,597,653
Less Interest Earned	\$0	\$0	\$0		\$0
BORROWING REQUIRED	\$4,453,580	\$5,473,592	\$13,670,481		\$23,597,653
BORROWING AMOUNT	\$4,455,000	\$5,475,000	\$13,675,000		\$23,605,000

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 Joint Review Board Action

MEETING DATE: June 22, 2022
DEPARTMENT: Planning
FROM: Kelly Barker
SUBJECT: Next Meeting Date.



City of De Pere, Wisconsin

Request For Joint Review Board Action

MEETING DATE: June 22, 2022

DEPARTMENT: Planning

FROM: Kelly Barker

SUBJECT: Approval of the minutes of the August 27, 2021 Joint Review Board meetings.

ATTACHMENTS:

- JRB_Aug2021_East_Minutes_Draft (PDF)
- JRB_Aug2021_West_Minutes_Draft (PDF)



Joint Review Board

Regular Untelevised

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

Draft Minutes

Friday, August 27, 2021

9:00 AM

GoToMeeting

Call to Order

The meeting was called to order at 9:00 AM by Mayor James Boyd

Attendee Name	Title	Status	Arrived
James Boyd	Mayor	Present	
Mark Higgins	Board Member	Present	
Bob Mathews	Board Member	Present	
Dawn Foeller	Board Member	Present	
Chad Weininger	Board Member	Present	

Also present: Development Services Director Daniel Lindstrom, City Administrator Larry Delo, City Attorney Judy Schmidt-Lehman, and Finance Director Joe Zegers.

2. Approval of the minutes of the July 23, 2021 Joint Review Board meeting.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Dawn Foeller, Board Member
SECONDER:	James Boyd, Mayor
AYES:	Boyd, Higgins, Mathews, Foeller, Weininger

3. Public comments upon matters not on the agenda.

There were no public comments.

4. TID No. 7

A. Review Proposed Project Plan Amendment to Modify the District Boundaries of Tax Incremental Financing District No. 7.

Development Services Director Daniel Lindstrom reviewed the proposed project plan amendment to modify the district boundaries of TID No. 7 to remove Parcel ED-812 which was recently acquired by the De Pere Cultural Foundation for the Mulva Cultural Center. The City retained the most recently amended project plan and retained the sections of the previous plan but updated maps, references and boundary descriptions. There were no questions from the Joint Review Board.

RESULT:	DISCUSSED
----------------	------------------

B. Review and Approval of Common Council Resolution #21-91, Approving the Proposed Project Plan Amendment to Modify the District Boundaries of Tax Incremental Financing District No. 7, City of De Pere, Wisconsin.

Mayor Boyd moved, seconded by Dawn Foeller, to approve the resolution. Upon vote, motion carried unanimously.

RESULT:	DISCUSSED
----------------	------------------

C. TID No. 7 Joint Review Board Resolution #JRB 21-02, Approving the Proposed Project Plan Amendment to Modify the District Boundaries of Tax Incremental Financing District No. 7. (Boundary Amendment #1)

Mayor Boyd moved, seconded by Bob Mathews, to approve JRB Resolution #21-02. Upon vote, motion carried unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	James Boyd, Mayor
SECONDER:	Bob Mathews, Board Member
AYES:	Boyd, Higgins, Mathews, Foeller, Weininger

5. Annual Review of Financial Reports for Tax Increment Financing Districts No. 7, No. 10, No. 14, and No. 16.

Development Services Director Daniel Lindstrom provided an overview of the 2020 year end annual report for the east side TIDS: 7, 10, 15, and 16.

TID No. 7 has an expiration date of 2033, with two potential extensions. The TID is expected to end with a \$785,000 deficit. Contributing factors associated with the deficit are a decrease in the mill rate and removal of the Front Street block. Chad Weininger asked about the technical college extension and what is the purpose of it. Daniel explained that in 2013, the state changed how technical colleges are funded. The state passed a law that the TID could be extended an additional three years, but only TIDs created before 2014 are eligible. Chad asked if there is still the same amount of interest in this TID and Daniel stated that there is greater interest now because of the Mulva Center and also renewed interest in George Street.

TID No. 10 is an industrial TID to help aid additional development in the east business park that is set to expire in 2032. It is also eligible for the three year extension. Daniel explained that there is a negative \$3.4 million reduction in growth due to changes in manufacturing assessments and recent sales of private property at a reduced rate. Daniel added that the City is not anticipating any remaining projects for this TID. Mark Higgins asked for an update on the southern bridge. Chad Weininger stated that the southern bridge project still remains a top priority for the County.

TID No. 14 is a single use TID that was created to redevelop the old Irwin School property at 428 N Superior Street. Daniel noted that it has been a slow-moving project which has been impacted by COVID and the increase in construction costs. The first phase (6 condos) was completed in 2020 and there are two remaining phases, which are anticipated in 2022 or 2023. Based on projected revenues and additional borrowings, the TID is projected to end with an approximate surplus of \$515,000.

TID No. 16 was created in 2020 to redevelop 123 N Broadway Street, a City-owned downtown public parking lot into a four-story mixed use residential/commercial building. The development has been delayed due to construction costs, and is expected to start in 2022. Daniel explained that the City is considering closing the TID and recreating the TID.

RESULT:	DISCUSSED
----------------	------------------

6. Next Meeting Date.

Development Services Director Daniel Lindstrom stated that he would like to schedule a meeting with the Joint Review Board to discuss the Shopko redevelopment project, potentially in December. Discussion followed and it was decided that the first half of December works better for most of the JRB members. A definite date was not set at the meeting but Daniel will reach out to the members with some potential dates in the near future.

RESULT: DISCUSSED

Adjournment

Mayor Boyd moved, seconded by Dawn Foeller, to adjourn the meeting at 9:31 AM. Upon vote, motion carried unanimously.

Respectfully submitted,
Kelly Barker



Joint Review Board

Regular Untelevised

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

Draft Minutes

Friday, August 27, 2021

9:30 AM

GoToMeeting

Call to Order

The meeting was called to order at 9:30 AM by Mayor James Boyd

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

Also present: Development Services Director Daniel Lindstrom, City Administrator Larry Delo, City Attorney Judy Schmidt-Lehman, and Finance Director Joe Zegers.

- Approval of the minutes of the July 23, 2021 Joint Review Board meeting.

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

- Public comments upon matters not on the agenda.

There were no public comments.

RESULT:	DISCUSSED
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- TID No. 11

A. Review Proposed Project Plan Amendment to Modify the District Boundaries of Tax Incremental Financing District No. 11.

Development Services Director Daniel Lindstrom reviewed the project plan amendment to modify the district boundaries of TID No. 11 to add parcel WD-1042 into the TID boundary. The reason for the addition is that this parcel was acquired by Robinson Metal in 2019 to expand their business operations. However, the State of Wisconsin Tax Increment Financing laws require districts must contain only whole parcels; therefore the City proposes to add the parcel to TID No. 11 to allow for Robinson Metal's expansion. Daniel stated that there has been steady growth in this mixed-use TID.

RESULT:	DISCUSSED
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B. Review and Approval of Common Council Resolution #21-92, Approving the Proposed Project Plan Amendment to Modify the District Boundaries of Tax Incremental Financing District No. 11, City of De Pere, Wisconsin.)

Mayor Boyd moved, second by Bob Mathews, to approve the resolution. Upon vote, motion carried unanimously.

RESULT: DISCUSSED

C. TID No. 11 Joint Review Board Resolution #JRB 21-03, Approving the Proposed Project Plan Amendment to Modify the District Boundaries of Tax Incremental Financing District No. 11. (Boundary Amendment #1)

Chad Weininger moved, seconded by Mark Higgins, to approve JRB Resolution #21-03. Upon vote, motion carried unanimously.

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

5. TID No. 12

A. Review Proposed Project Plan Amendment to Modify the District Boundaries of Tax Incremental Financing District No. 12.

Development Services Director Daniel Lindstrom reviewed the boundary amendment for mixed use TID No. 12. The purpose of this TID amendment is to add Parcels WD-L492-B-2, WD-L492-B-3, and WD-1753-1 into the TID boundary for a proposed building expansion for Green Bay Packaging. The City used the original project plan but updated maps, references and boundary descriptions.

RESULT: DISCUSSED

B. Review and Approval of Common Council Resolution #21-93, Approving the Proposed Project Plan Amendment to Modify the District Boundaries of Tax Incremental Financing District No. 12, City of De Pere, Wisconsin.

Mayor Boyd moved, seconded by Mark Higgins, to approve the resolution. Upon vote, motion carried unanimously.

RESULT: DISCUSSED

C. TID No. 12 Joint Review Board Resolution #JRB 21-04, Approving the Proposed Project Plan Amendment to Modify the District Boundaries of Tax Incremental Financing District No. 12. (Boundary Amendment #2)

Chad Weininger moved, seconded by Bob Mathews, to approve JRB Resolution #21-04. Upon vote, motion carried unanimously.

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

6. Annual Review of Financial Reports for Tax Increment Financing Districts No. 5, No. 6, No.8, and No. 9, No. 11, No. 12, No. 13, and No. 15.

Development Services Director Daniel Lindstrom provided an overview of the 2020 year end annual report for the west side TIDS: 5, 6, 8, 9, 11, 12, 13, and 15.

TID No. 5 is a blight elimination TID whose termination resolution was approved in February 2021. The TID is set to close in 2023. Daniel reported that there has been residential growth in the TID, as well as commercial growth on Reid Street.

TID No. 6 is an industrial TID, created in 1998. The City passed the termination resolution in August 2021 and the TID will close by March 2022.

TID No. 8 is a mixed-use TID, created in 2007. In 2019, the state and City assessor reported an additional \$12 million in increment; however, City staff indicated that this was an error, which will be corrected next year. This TID is slated to end with a surplus.

TID No. 9 was created in 2012. Daniel reported that there are several redevelopment opportunities remaining in this TID, including Cobblestone Hotel and 360 Main Avenue. These projects could generate an additional \$8-\$9 million in value over the remaining life of the TID.

TID No. 11 is a mixed-use TID, created in 2015. Daniel reported that there are several redevelopment opportunities remaining in this TID, including Robinson Metal, Honeysuckle Acres 4th Addition, and Fortune Avenue. These projects could generate an additional \$35 million in value over the remaining life of the TID. The TID is expected to end with an approximate surplus of \$185,000.

TID No. 12 is a mixed-use TID, created in 2015. There are several redevelopment opportunities remaining, including the Infinity Machine and Green Bay Packaging expansions. Daniel reported that these projects could generate an additional \$98 million in value over the remaining life of the TID. He added that the City is planning for additional borrowing for the southern bridge.

TID No. 13 is a mixed-use TID, created in 2017 to facilitate the redevelopment of the Main Avenue roundabout.

TID No. 15 is a mixed-use TID, created in 2020. Daniel reported that there has been significant growth with the United Health Group office complex. He added that the City may come back in the next year for another boundary amendment for this TID.

RESULT:	DISCUSSED
----------------	------------------

Adjournment

Mayor Boyd moved, seconded by Mark Higgins, to adjourn the meeting at 10:03 AM. Upon vote, motion carried unanimously.

Respectfully submitted,
Kelly Barker



City of De Pere, Wisconsin

Request For Joint Review Board Action

MEETING DATE: June 22, 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 Joint Review Board. §6-3(f) DPMC.



City of De Pere, Wisconsin

Request For Joint Review Board Action

MEETING DATE: June 22, 2022

DEPARTMENT: Economic Development

FROM: Daniel Lindstrom

SUBJECT: Review Proposed Project Plan Amendment No. 1 for Tax Increment 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 06172022 (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**

DRAFT**Project Plan Table of Contents**

Description	Page #
1. Executive Summary TID No. 15 Project Plan Amendment No. 1	1
2. Community Introduction	1
3. Introduction to Tax Increment Financing	1
4. Tax Increment District No. 15 Creation & Amendment Overview	2
5. Summary of Findings	6
6. City Planning & Zoning.....	7
7. Statement of Kind, Number, And Location of Public Works & Other Projects.....	8
8. Detailed List of Project Costs	10
9. Economic Feasibility, Financing & Timetable.....	12
10. Financing Methods & Timetable.....	13
11. Equalized Value Test	15
12. Statement of Impact to Overlying Taxing Jurisdictions	15
13. Statement of Proposed Changes To Municipal Maps, Plans, and Ordinances.....	16
14. Relocation	16
15. District Boundary And Description	17

Appendix A Parcel List and Maps

- Map 1: District Boundary Map
- Map 2: District Boundary with TID No. 10 Overlay
- Map 3: Existing Land Use
- Map 4: Proposed Land Use
- Map 5: Zoning
- Map 6: One-Half Mile Radius of TID Boundary
- 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
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- 11: Common Council Meeting Agenda
- 12: Common Council Meeting Minutes
- 13: Common Council Resolution Approving TID No. 15 Project Plan Amendment No. 1

DRAFT**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

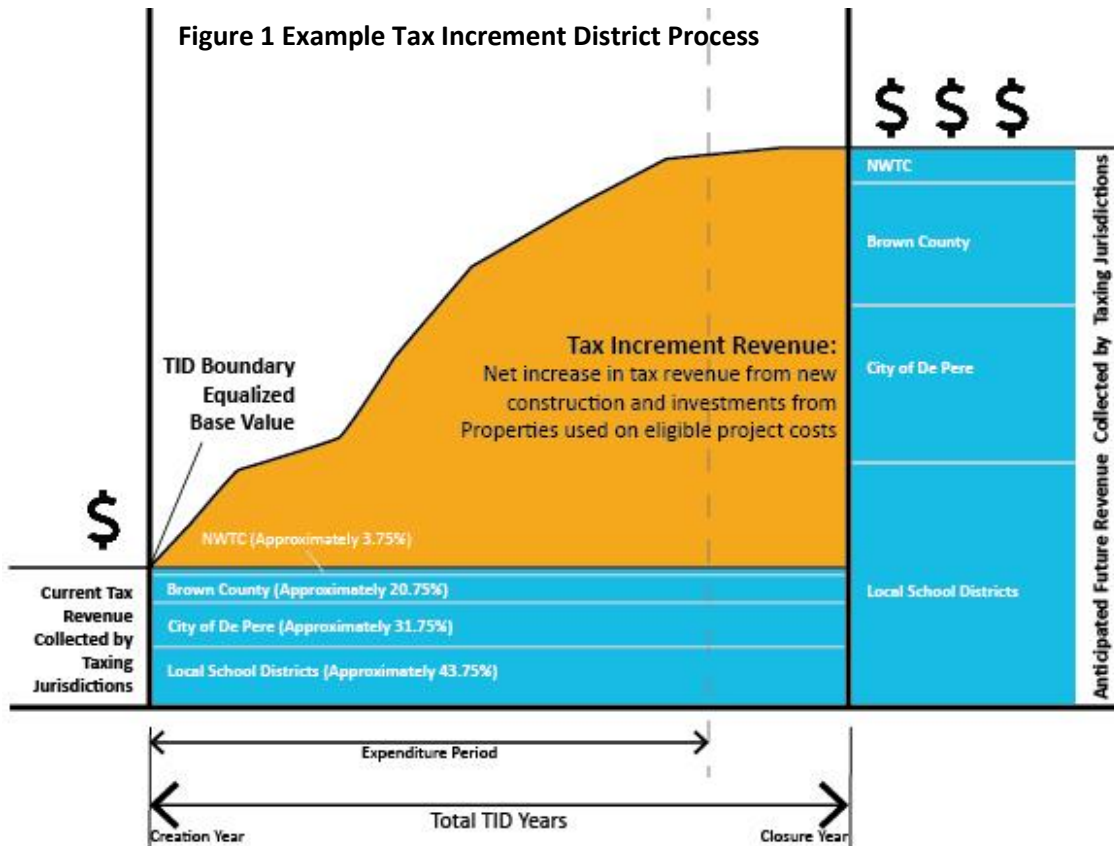
The 25,000 people, who call the City of De Pere, Wisconsin home, know that the community provides a high quality of life in the Greater Green Bay metropolitan area. The excellent schools, a dynamic downtown, successful business parks, and safe neighborhoods served by ample parks and natural areas have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

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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.

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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.

DRAFT

- 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

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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.

DRAFT

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).

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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.

Planned Project Costs Summary				
TID No. 15 Project Plan Amendment No. 1			Created/Revised:	6/16/2022
Category	Project Plan Costs	Amendments Plan No. 1 Costs	Other's Share	TID Share
A. Infrastructure	\$3,194,000	\$201,806,000	\$190,000,000	\$15,000,000
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	\$6,195,000	\$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	\$209,928,000	\$190,000,000	\$27,728,000
K. Financing Costs (<i>less Capitalized Interest</i>)	\$1,729,200	\$5,358,566		\$7,087,766
Capitalized Interest				\$140,000
Total TID Expenditure				\$34,955,766

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 1% 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 \$0.017735858 as reported by the City. The project plan assumes an annual average reduction of 0.5% change will provide a conservative estimate since the rate dropped by 9% over the past two years but was stabilized in years prior.

DRAFTc. 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 & TIMETABLEa. 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 \$118.30 million and approximately \$43.63 million in existing General Obligation debt. Using this data, the current remaining debt capacity is about \$74.67 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.

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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.

TID Valuation Compliance Test		
TID No. 15 Project Plan Amendment No. 1		
Description	Type	Proposed
Report Year		2022
Recent Annual Reported Total Municipal Equalized Value		\$ 2,509,546,300
12% Test		\$ 301,145,556
Tax Increment District No. 006	Increment	Closed in 2021
Tax Increment District No. 007	Increment	\$ 5,332,600
Tax Increment District No. 008	Increment	\$ 13,551,000
Tax Increment District No. 009	Increment	\$ 1,508,500
Tax Increment District No. 010	Increment	\$ 7,337,000
Tax Increment District No. 011	Increment	\$ 11,109,500
Tax Increment District No. 012	Increment	\$ 11,400,000
Tax Increment District No. 013	Increment	\$ 7,554,200
Tax Increment District No. 014	Increment	\$ 2,327,200
Tax Increment District No. 015	Increment	\$ (62,700)
Tax Increment District No. 016	Increment	\$ -
Tax Increment District No. 017	Base	\$ -
Total (*A negative increment is treated as zero increment)		\$ 60,120,000
Percent of City's Equalized Value in Existing TIDs		2.72%
Remaining Available TID Value		\$ 241,025,556
Compliance		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 Project Plan Amendment No. 1						
Taxing Jurisdiction	Total Reported Tax	% of Mill Rate by Jurisdiction	Annual Taxes Collected on Base Value Distributed to Taxing Jurisdictions	Annual Taxes Collected After TID	Increase in Annual Tax Collections After TID	Increase in Annual Tax Collections After TID
County	\$0.003752323	19.01%	\$9,942	\$514,709	\$504,766	-
Local	\$0.006131311	31.07%	\$16,246	\$841,036	-	\$412,395
School District	\$0.009113915	46.18%	\$24,149	\$1,250,162	\$1,226,013	-
Tech. College	\$0.000738384	3.74%	\$1,956	\$101,285	\$99,328	-
Total	\$0.019735933	100.0%	\$52,294	\$2,707,191	\$1,830,107	\$412,395

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

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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Map 1: District Boundary Map
City of De Pere



	TID No. 15		TID No. 15 Parcels
	City Boundary		Parcels

This map was produced utilizing a variety of sources; the City of De Pere reasonably believes are reliable, including GIS data, some of which was under development at the time this map was produced. The City of De Pere makes no warranty, either expressed or implied, including no warranty as to fitness for a particular use, of the information contained in or comprising this map.
X:\GIS\Administration\Planning\Economic Development\TID15 (TID & OVERLAY)\Project Plan Amendment 2022\5. Mapping and Parcel Data
Data Source: City of De Pere, Brown County

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Map 2: TID No. 15/TID No. 8 Overlay Boundary Map
City of De Pere

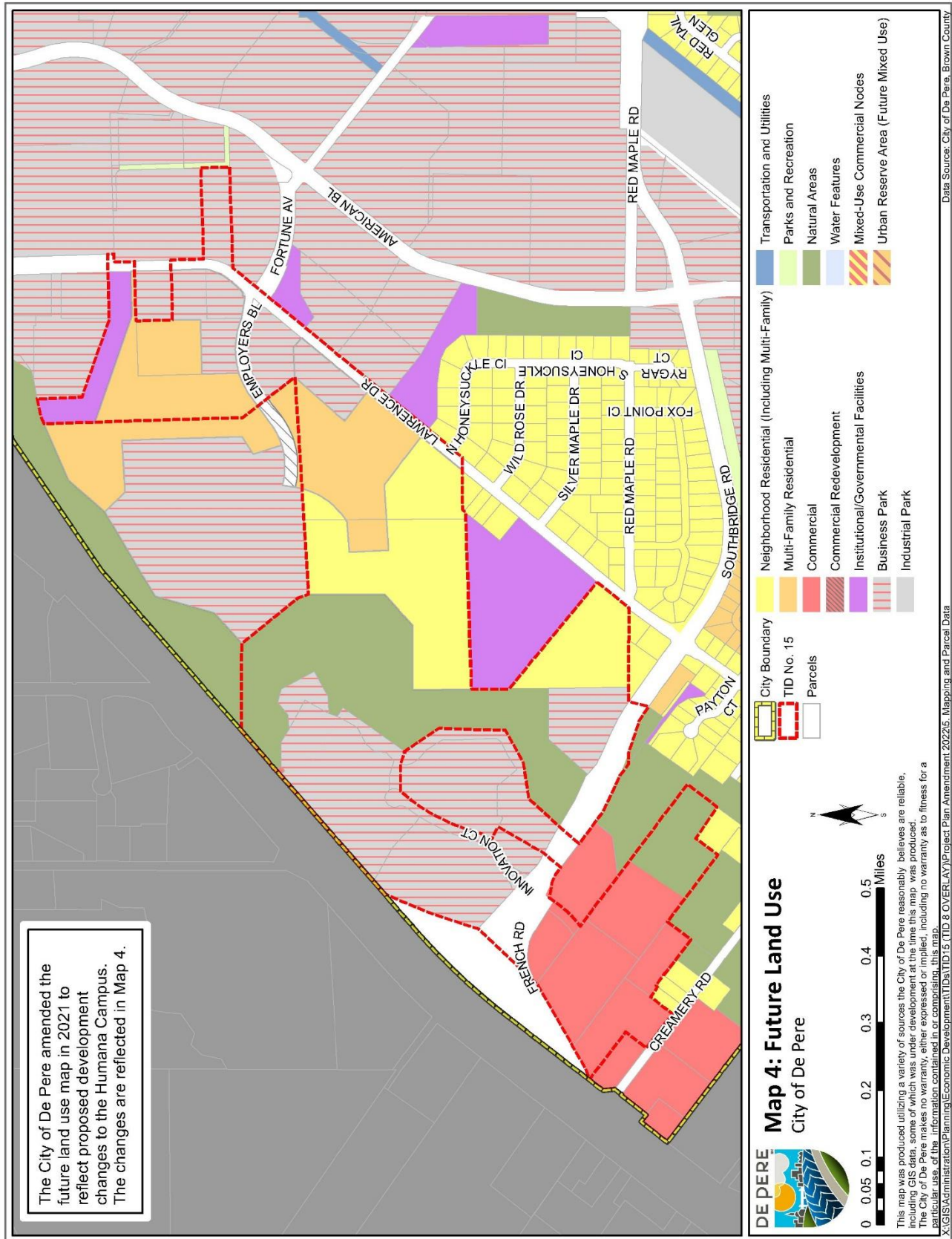


TID No. 15
 TID No. 08
 Parcels
 City Boundary

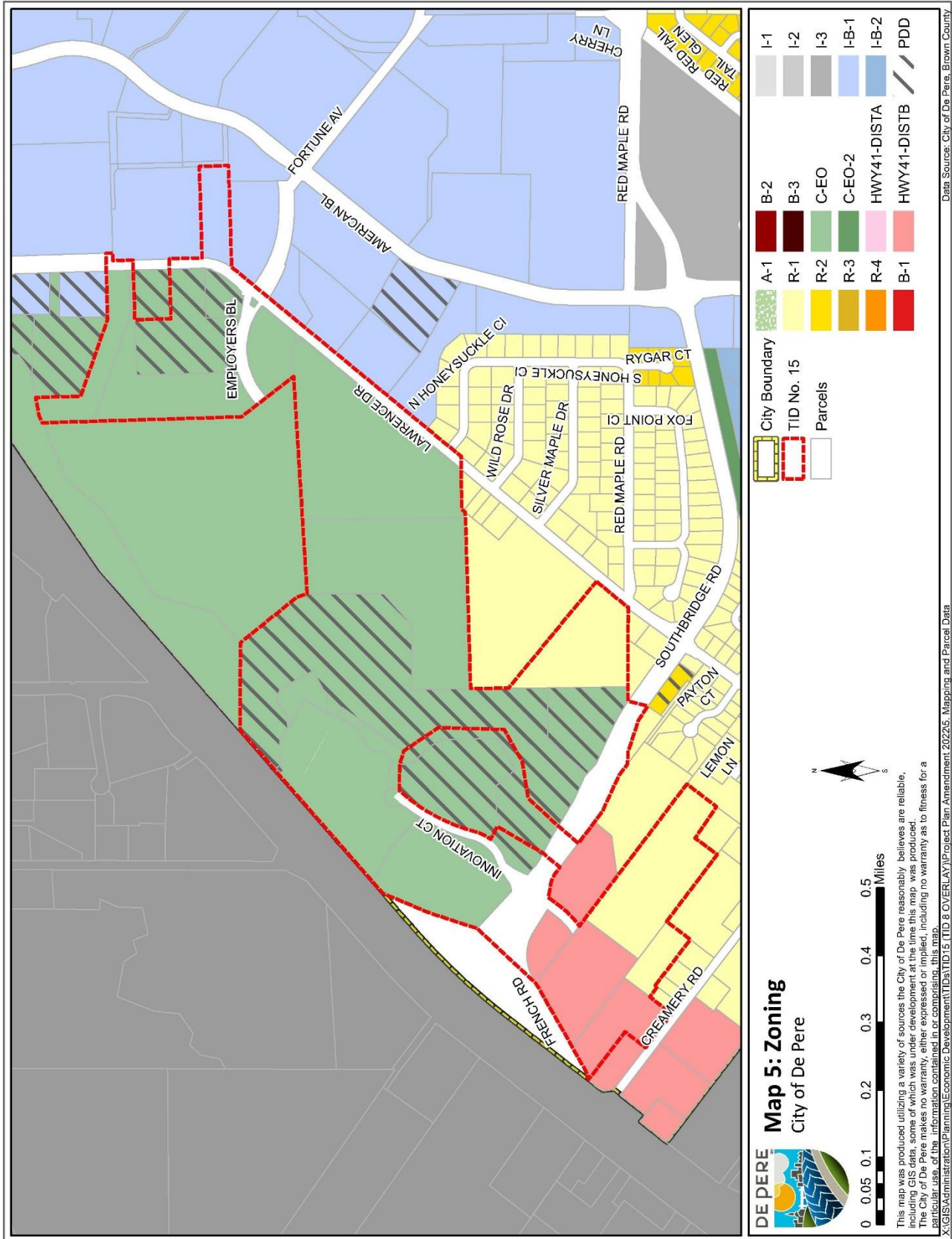
This map was produced utilizing a variety of sources the City of De Pere reasonably believes are reliable, including GIS data, some of which was under development at the time this map was produced. The City of De Pere makes no warranty, either expressed or implied, including no warranty as to fitness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

X:\GIS\Administration\Planning\Economic Development\TID15 (TID 8 OVERLAY)\Project Plan Amendment 2025\ Mapping and Parcel Data Data Source: City of De Pere, Brown County

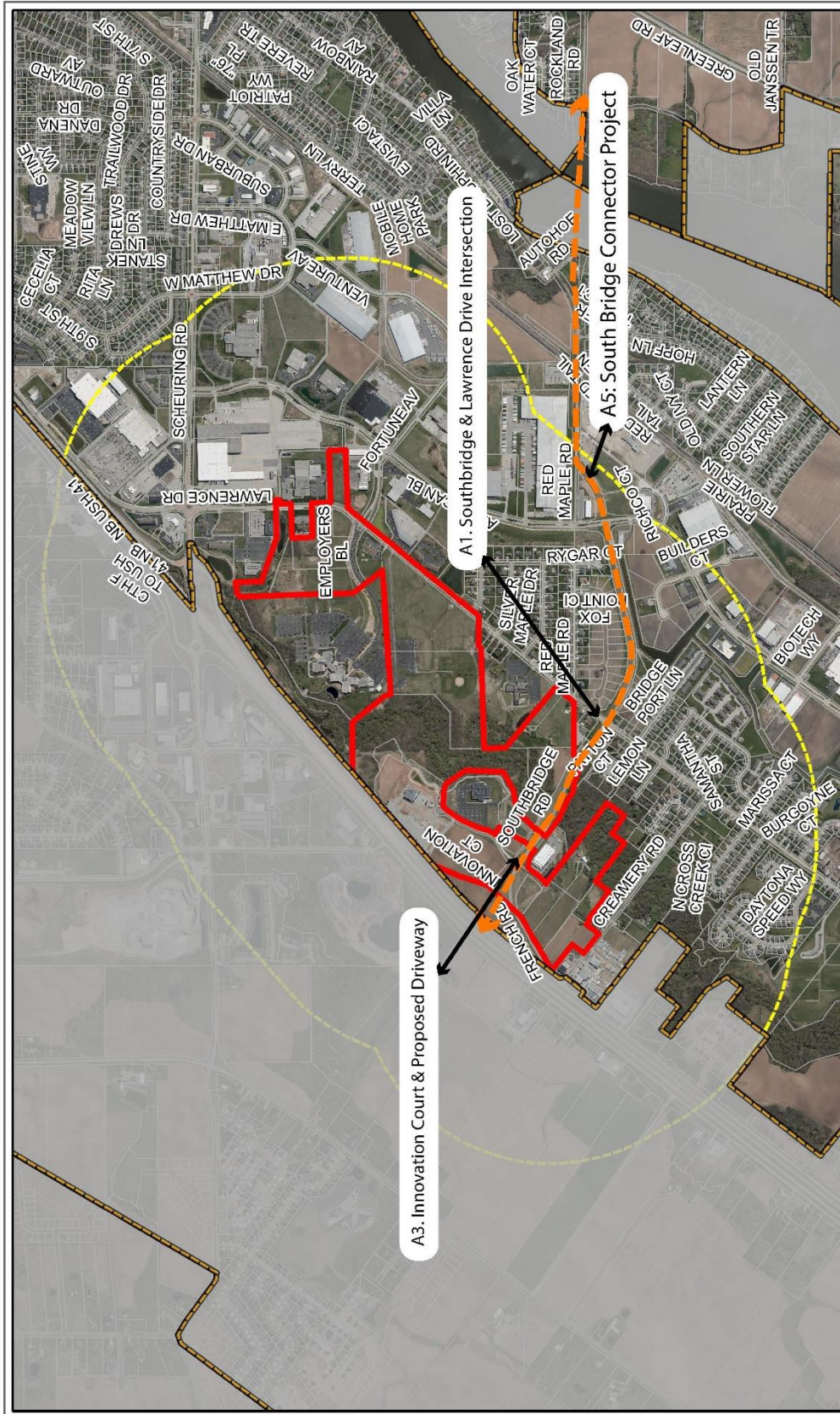
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Map 7: Proposed Public Works and Utility Improvements
City of De Pere



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

- City Boundary
- TID No. 15
- Parcels
- TID No. 15 Half Mile Radius

X:\GIS\Administration\Planning\Economic Development\TID\17 - East Business Park\5. Mapping and Parcel Data\Plan Maps Data Source: City of De Pere, Brown County

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APPENDIX B: FINANCIAL ATTACHMENTS

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Table 1: Planned Project Costs					
TID No. 15 Project Plan Amendment No. 1				Created/Revised: 6/16/2022	
Type of Expenditure	Creation Amount	Amendment Amount	% Paid By		TID Costs Allocated to Project
			TID Project	Other	
A. Infrastructure					
1. Southbridge & Lawrence Drive Intersection	\$334,000		100%	0%	\$334,000
2. Southbridge and Innovation Court	\$60,000		100%	0%	\$60,000
3. Innovation Court & Proposed Driveway	\$300,000		100%	0%	\$300,000
4. General Infrastructure Improvements and Design	\$2,500,000	\$1,806,000	100%	0%	\$4,306,000
5. South Bridge Connection Infrastructure and Design	\$0	\$200,000,000	5%	95%	\$10,000,000
Reserved	\$0		100%	0%	\$0
Total Capital Costs	\$3,194,000	\$201,806,000			\$15,000,000
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	\$0	100%	0%	\$1,000
Professional Fees	\$0	\$24,000	100%	0%	\$24,000
City Staff & Publishing	\$0	\$0	100%	0%	\$0
Total TID Organization Costs	\$1,000	\$24,000			\$25,000
J. Inflation					
	\$0	\$3,025,000			\$0
Total TID Project Costs	\$7,800,000	\$212,953,000			\$27,728,000
K. Financing Costs					
Total Interest, Fin. Fees, Less Cap. Interest (2021)	\$1,729,200	\$0			\$1,729,200
Total Interest, Fin. Fees, Less Cap. Interest (2025)	\$0	\$1,604,638			\$1,604,638
Total Interest, Fin. Fees, Less Cap. Interest (2028)	\$0	\$3,753,928			\$3,753,928
Plus Capitalized Interest	\$140,000	\$0			\$140,000
Total Financing Costs	\$140,000	\$5,358,566			\$7,227,766
TOTAL TID EXPENDITURE					\$34,955,766

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Table 2: TID No. 15 Tax Increment ProForma														
City of De Pere														
TID No. 15 Tax Increment ProForma (Project Plan Amendment No. 1)														
6/16/2022														
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		-0.50%										
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	176,160	15,000,000	0	32,792,160	30,176,160	0.019990	\$603,221	2023			
2022	2023	2024	32,792,160	327,922	10,000,000	0	43,120,082	40,504,082	0.019890	\$805,628	2024			
2023	2024	2025	43,120,082	431,201	8,000,000	0	51,551,282	48,935,282	0.019791	\$968,459	2025			
2024	2025	2026	51,551,282	515,513	16,000,000	0	68,066,795	65,450,795	0.019692	\$1,288,834	2026			
2025	2026	2027	68,066,795	680,668	20,500,000	0	89,247,463	86,631,463	0.019593	\$1,697,387	2027			
2026	2027	2028	89,247,463	892,475	12,000,000	0	102,139,938	99,523,938	0.019495	\$1,940,241	2028			
2027	2028	2029	102,139,938	1,021,399	17,500,000	0	120,661,337	118,045,337	0.019398	\$2,289,814	2029			
2028	2029	2030	120,661,337	1,206,613	9,000,000	0	130,867,951	128,251,951	0.019301	\$2,475,360	2030			
2029	2030	2031	130,867,951	1,308,680	2,000,000	0	134,176,630	131,560,630	0.019204	\$2,526,524	2031			
2030	2031	2032	134,176,630	1,341,766	0	0	135,518,396	132,902,396	0.019108	\$2,539,530	2032			
2031	2032	2033	135,518,396	1,355,184	0	0	136,873,580	134,257,580	0.019013	\$2,552,598	2033			
2032	2033	2034	136,873,580	1,368,736	0	0	138,242,316	135,626,316	0.018918	\$2,565,728	2034			
2033	2034	2035	138,242,316	1,382,423	0	0	139,624,739	137,008,739	0.018823	\$2,578,921	2035			
2034	2035	2036	139,624,739	1,396,247	0	0	141,020,987	138,404,987	0.018729	\$2,592,177	2036			
2035	2036	2037	141,020,987	1,410,210	0	0	142,431,197	139,815,197	0.018635	\$2,605,495	2037			
2036	2037	2038	142,431,197	1,424,312	0	0	143,855,509	141,239,509	0.018542	\$2,618,878	2038			
2037	2038	2039	143,855,509	1,438,555	0	0	145,294,064	142,678,064	0.018449	\$2,632,324	2039			
2038	2039	2040	145,294,064	1,452,941	0	0	146,747,004	144,131,004	0.018357	\$2,645,834	2040			
2039	2040	2041	146,747,004	1,467,470	0	0	148,214,474	145,598,474	0.018265	\$2,659,409	2041			
Total					\$20,598,474	\$125,000,000	\$0			\$40,886,210				

Notes:

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Table 3:
Tax Increment Cash Flow
 City of De Pere
 TID No. 15 Project Plan Amendment No. 1
 6/16/2022

Year	Beginning Balance	Revenues					Existing Debt (Phase 1- Infrastructure and Development Incentive	Phase 2	Phase 3	Development Incentives Annual PAYGO Cash Grant (Humans Campus)	Development Incentives PAYGO (2-Year lag)	Other Expenses	Professional Services, Grants, Annual Admin	Annual Surplus (Deficit)	Balance After Surplus to Principal
		Capital Interest & Debt Reserve	Tax Increment Revenue	Cap Interest	Interest Income	Interest Income									
2020	0	0	0	0	0	0	0	0	0	0	0	8,500	0	0	
2021	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2022	0	0	299,850	140,000	0	0	0	0	0	0	0	65,000	234,659	234,659	
2023	234,659	0	603,221	0	1,173	320,301	0	0	0	0	0	65,000	219,094	453,752	
2024	453,752	0	805,628	0	2,269	320,301	0	0	25,000	165,000	0	65,000	232,596	686,348	
2025	686,348	0	968,459	0	3,432	320,301	177,938	0	155,000	115,000	0	65,000	138,652	825,000	
2026	825,000	0	1,288,834	0	4,125	320,301	492,979	0	300,000	65,000	0	65,000	49,679	874,679	
2027	874,679	0	1,697,387	0	4,373	320,301	492,979	0	410,000	170,000	0	65,000	243,480	1,118,159	
2028	1,118,159	0	1,940,241	0	5,591	320,301	492,979	444,438	515,000	60,000	0	65,000	48,115	1,166,274	
2029	1,166,274	0	2,289,814	0	5,831	320,301	492,979	1,306,499	620,000	0	0	65,000	(509,134)	657,139	
2030	657,139	0	2,475,360	0	3,286	320,301	492,979	1,306,499	620,000	0	0	65,000	(326,134)	331,006	
2031	331,006	0	2,526,524	0	1,655	320,301	492,979	1,306,499	605,000	0	0	65,000	(261,600)	69,405	
2032	69,405	0	2,539,530	0	347	320,301	492,979	1,306,499	0	150,000	0	65,000	205,098	274,503	
2033	274,503	0	2,552,598	0	1,373	320,301	492,979	1,306,499	0	155,000	100,000	65,000	114,191	388,695	
2034	388,695	0	2,565,728	0	1,943	320,301	492,979	1,306,499	0	160,000	100,000	65,000	122,893	511,587	
2035	511,587	0	2,578,921	0	2,558	320,301	492,979	1,306,499	0	165,000	100,000	65,000	131,700	643,287	
2036	643,287	0	2,592,177	0	3,216	320,301	492,979	1,306,499	0	170,000	100,000	65,000	140,614	783,901	
2037	783,901	0	2,605,495	0	3,920	320,301	492,979	1,306,499	0	175,000	100,000	65,000	149,636	933,537	
2038	933,537	0	2,618,878	0	4,668	320,301	492,979	1,306,499	0	175,000	0	65,000	263,766	1,197,303	
2039	1,197,303	0	2,632,324	0	5,987	320,301	492,979	1,306,499	0	180,000	0	65,000	273,531	1,470,834	
2040	1,470,834	0	2,645,834	0	7,354	320,301	0	1,306,499	0	360,000	0	65,000	601,388	2,072,222	
2041	2,072,222	0	2,659,409	0	10,361	0	0	1,306,499	0	475,000	0	65,000	823,270	2,895,492	
Total		0	40,886,210	140,000	73,461	5,905,613	7,079,638	17,428,928	3,250,000	2,740,000	500,000	1,308,500			

Other

To be updated with existing borrowing schedule when available

Discretionary Payments- Allocation to TID No. 9

Assumes 50% of Remaining Annual Increment Interest Income

0.50%

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Table 4: Financing Summary					
TID No. 15 Project Plan Amendment No. 1				Created/Revised: 6/16/2022	
TID Activities	Phase/Loan #1 Innovation Court & Lawrence Drive 9/1/2021	Phase/Loan #2 Projects 9/1/2025	Phase/Loan #3 Projects 9/1/2028	Paid with TID Revenue	Total
A. Infrastructure	\$694,000	\$4,306,000	\$10,000,000	\$0	\$15,000,000
B. Capital Costs	\$0	\$100,000	\$0	\$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	\$24,000	\$0	\$1,000	\$25,000
Subtotal	\$4,229,000	\$4,730,000	\$11,000,000	\$7,769,000	\$27,728,000
J. Inflation Factor Cost Adj. @ 2.5% per year	\$0	\$621,561	\$2,402,432		\$3,023,993
Grants	\$0	\$0	\$0		\$0
Reduction for Land Sale Revenue	\$0	\$0	\$0		\$0
Total Cost For Borrowing	\$4,229,000	\$5,351,561	\$13,402,432		\$30,751,993
Capitalized Interest	\$140,000	\$15,000	\$0		\$155,000
Financing Fees (2%)	\$84,580	\$107,031	\$268,049		\$459,660
Debt Reserve	\$0	\$0	\$0		\$0
Subtotal	\$4,453,580	\$5,473,592	\$13,670,481		\$23,597,653
Less Interest Earned	\$0	\$0	\$0		\$0
BORROWING REQUIRED	\$4,453,580	\$5,473,592	\$13,670,481		\$23,597,653
BORROWING AMOUNT	\$4,455,000	\$5,475,000	\$13,675,000		\$23,605,000

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 Joint Review Board Action

MEETING DATE: June 22, 2022

DEPARTMENT: Planning

FROM: Kelly Barker

SUBJECT: Next Meeting Date.
