

AMENDMENT NO. 4
to
PROJECT PLAN
for
TAX INCREMENTAL FINANCING DISTRICT NO. 41
(Time Warner Riverwalk Project)

CITY OF MILWAUKEE

Public Hearing Held: February 17, 2017

Redevelopment Authority Adopted:

Common Council Adopted:

Joint Review Board Adopted:

Introduction

Section 66.1105(4)(h)(1), Wisconsin Statutes, permits the Redevelopment Authority, subject to the approval of the Common Council, to amend the project plan for a tax incremental financing district.

Section 66.1105(2)(f)1.n., permits that amendment to fund projects located outside, but within one half mile of the district's boundary.

The City of Milwaukee's Common Council created Tax Incremental District No. 41 in 2000 for the purpose of facilitating redevelopment efforts in an area generally bounded by N. King Dr., W. McKinley Ave., W. Pleasant St., and the Milwaukee River. A key redevelopment was the conversion of the former WE Energies power plant into a 150,000 s.f. office building now occupied by Time Warner, Inc. and the construction of a Riverwalk adjacent to the building.

In 2006, the District was amended to construct a city-owned parking ramp and various public & quasi-public improvements, to provide loans and grants in the amount of \$4.7 million for a 280,000 s.f. office facility occupied by Manpower, Inc.'s World Headquarters and to fund a job training program.

In 2013, the District was amended to provide \$1.7 million for the purposes of facilitating improvements to North 2nd Street and reconstructing West Galena Street to allow for vehicular traffic.

In 2016, the District was amended to provide \$8 million toward public infrastructure related to the 4th Street Extension of the Milwaukee Streetcar.

TID 41 has incurred project costs, to date of \$29,766,000 and has achieved an increase in incremental property value of \$103,857,300.

Amendment No. 4 to the Project Plan will provide a cash grant in the amount of \$475,000 for the purpose of facilitating the construction of a public Riverwalk connection to North 2nd Street. The amendment will also provide \$400,000 in funding for the installation of pedestrian-actuated rectangular rapid flashing beacons (RRFBs) at mid-block street crossings on the Milwaukee Riverwalk, the location of which is shown in the attached "Amended Map No. 3, Proposed Improvements and Uses".

Amendments to the Project Plan:

The following amendments are made to the Project Plan. All other sections of the Plan remain unchanged.

I. DESCRIPTION OF THE PROJECT

Sub-Section C, "Plan Objectives," is deleted and restated as follows:

The District encompasses a former decommissioned electric power plant (renovated for offices pursuant to the original Project Plan), an abandoned rail yard, and former Schlitz Brewery buildings. The District facilitated the adaptive reuse of the power plant and the redevelopment of the rail yard with a 280,000 s.f.,

four story, headquarters office building occupied by Manpower, Inc. The public Riverwalk is complete between West McKinley Avenue and Cherry Street. The proposed Riverwalk connection will provide linkages from existing public rights-of-way surrounding Schlitz Park to the Riverwalk. The District facilitated improvements to North 2nd Street as well as the reconstruction of West Galena Street, to allow for vehicular traffic.

The District is part of, and will facilitate achieving; the objectives of the Beer Line “A” Redevelopment Project Area established by the Redevelopment Authority of the City of Milwaukee (RACM) pursuant to section 66.1333, Wis. Stats.”

The District will facilitate the implementation of a Catalytic Project, as set forth in the Downtown Area Plan 2010 Update, which calls for the creation of the streetcar line and a Wisconsin Avenue Strategy. It will provide funding for public improvements and infrastructure that are not financially feasible without public/private cooperation.

Sub-Section D, “Proposed Public Action” is amended by adding the following:

The City, acting through RACM, now intends to fund the following in connection with Amendment No. 4 to the Project Plan:

- Construction of a public Riverwalk connection, from the Milwaukee River to North 2nd Street.
- Installation of pedestrian-actuated rectangular rapid flashing beacons (RRFBs) at 8 mid-block pedestrian crossings along the Milwaukee Riverwalk System.

II. PLAN PROPOSALS

Sub-Section B (1)(b), “Compliance with Statutory Requirements”, is amended by adding the following:

“B(1)(b): The number and location of the proposed public works and improvements are shown on Map No. 3, titled Proposed Improvements and Uses, and are listed below:

1. Cash Grant to the property owner under section 66.1333(13), Wis. Stats., to provide funding for the construction of a public Riverwalk connection, from the Milwaukee River to North 2nd Street.
2. Grant to the Redevelopment Authority under section 66.1333(13), Wis. Stats., to provide funding for the installation of pedestrian-actuated rectangular rapid flashing beacons (RRFBs) at 8 mid-block pedestrian crossings along the Milwaukee Riverwalk System.

Table A of Sub-section B(2), “Detailed List of Estimated Project Costs,” is deleted and restated as follows:

A	Capital Costs	
	To Date:	\$ 29,489,538
	Amendment No. 3: Streetcar	\$ 8,000,000
	Amendment No. 4:	\$ 875,000
B	Other Costs: Administration	\$ 176,462
	Total Estimated Project Costs, excluding financing	\$ 38,541,000
C	Financing Costs	\$ 16,098,403

Schedule A of Sub-Section B(3), “Description of Timing and Methods of Financing” is amended by adding the following:

Year	Estimated Project Cost	Cumulative Total
2017	\$875,000	\$ 38,541,000

The City may proceed to fund any or all Project Costs using general obligation bonds or notes, or RACM revenue bonds to be issued in amounts which can be supported using tax increments in the District.

Sub-Section 4, “Economic Feasibility Study” is deleted and restated as follows:

“4. Economic Feasibility Study

Please see District Breakeven Analysis, attached. Based on the forecast, following the expenditure of the additional funds for public improvements, the District is expected to break even in year 2023, the 23rd year of the District. As there are 10 years remaining before the statutory termination date of the District, the District is determined to be feasible

Map No. 3, “Proposed Improvements and Uses,” is replaced with the attached “TID 41: Harley-Riverwalk, Amended Map No. 3 Proposed Improvements and Uses”.