

AMENDMENT NO. 2

**PROJECT PLAN FOR
TAX INCREMENTAL FINANCING DISTRICT NO. 83
(Broadway and Michigan)**

CITY OF MILWAUKEE

Public Hearing Held: July 18, 2019

Redevelopment Authority Adopted:

Common Council Adopted:

Joint Review Board Adopted:

**AMENDMENT NO. 2 to the PROJECT PLAN for
TAX INCREMENTAL FINANCING DISTRICT NUMBER 83
CITY OF MILWAUKEE
(BROADWAY AND MICHIGAN)**

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 Common Council created Tax Incremental District No. 83 (the "District") in 2015 for the purpose of providing a \$900,000 developer-financed grant to assist in the redevelopment of the Mackie Building. Later in 2015, Amendment No. 1 was approved, which authorized funds for public infrastructure improvements (\$1,935,000) and administration expenses (\$25,000).

Amendment No. 2 (the "Amendment"), authorizes \$3,900,000 for additional public infrastructure improvements and \$75,000 in administration expenses.

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, "Project Plan Goals and Objectives," is deleted and restated, as follows:

In 2010, the City of Milwaukee updated its Downtown Area Plan. One of the catalytic projects listed in the plan was called the Broadway Connection, with the goal of revitalizing the area surrounding North Broadway and East Michigan Street to improve the connection between the Historic Third Ward and Downtown Milwaukee. One of the objectives of the Broadway Connection is "Enhanced Historic Building Features to Emphasize the Uniqueness of the District", including "preserving the appeal and usability of historic structures...to meet contemporary occupancy needs" and "carefully designed façade restorations". The intersection of North Broadway and East Michigan Street is in the nationally-designated East Side Commercial Historic District, which includes a number of prominent historic buildings, such as the Mackie (1880), Mitchell (1878), Iron Block (1860), Loyalty (1886), Button Block (1892), McGeoch (1894) and Railway Exchange (1900) buildings.

In 2013, an important step was made when the Loyalty Building was renovated into a Hilton Garden Inn. In late 2015, 225 East Michigan Street, LLC (the "Mackie Developer") will begin redeveloping the Mackie Building located at 225 East Michigan Street (the "Mackie") to include 25 market-rate apartments on the upper floors, retain the existing Grain Exchange Room, renovate the first floor commercial space and completely restore the façade and clocktower (collectively called the "Mackie Project"). The original Project Plan for this District provided a \$900,000 developer-financed grant to the Mackie Developer for the Mackie Project.

Restoration of the Mackie is Phase 1 of a three phase plan to implement the Broadway Connection catalytic project. Phase 2 included conversion of the Button Block Building (500 North Water Street) to a 94-room Homewood Suites extended-stay hotel, a \$17 million investment. That project was completed by Bear Development, LLC in 2017.

The final phase, Phase 3, is the construction of a mixed-use building on the surface parking lot south of the Mackie. 511 Holdings, LLC (the “Huron Developer”) is constructing a 153,000 SF office building called the Huron Building at that location. With the final phase underway, this Amendment No. 2 would fund public infrastructure improvements to implement the Broadway Connection plan once construction of all of the phases is complete. These public infrastructure improvements will benefit the entire District.

More detailed objectives of this Project Plan are to:

- Eliminate a blighting influence on North Broadway between downtown Milwaukee and the Historic Third Ward.
- Restore historic and iconic buildings in downtown Milwaukee.
- Increase the tax base of the City by developing properties in need of rehabilitation or conservation in downtown Milwaukee.
- Implement a catalytic project, as set forth in the Downtown Area Plan 2010 Update, which called for a Broadway Connection strategy.

II. PLAN PROPOSALS

Sub-Section A, “Statement of the Kind, Number, and Location of All Proposed Public Works or Improvements,” is amended by adding the following:

Monetary Obligation (\$3,800,000). Huron Developer will advance, and City will reimburse up to \$3,800,000 for public infrastructure improvements along North Water Street, East Michigan Street, East Clybourn Street, North Broadway. These improvements include street paving, streetscaping, traffic signal upgrades, utility work, public art, lighting improvements and bike amenities (the “Amendment No. 2 Public Infrastructure”). City will make annual payments for up to 10 years, at 5.5% interest (the “Monetary Obligation”), as outlined in **Exhibit 7, “Public Infrastructure Improvements Term Sheet.”**

Pompeii Square (\$100,000). City will fund up to \$100,000 for landscape, lighting, public art and signage improvements at Pompeii Square between North Van Buren Avenue, North Jackson Street, East Clybourn Street and East St. Paul Avenue.

The number and location of proposed public works and improvements are shown in “**Map 3: Amendment No. 2, Proposed Uses and Improvements**” and outlined in **Exhibit 8, “TID 83 Amendment No. 2 Public Infrastructure Improvements Preliminary Budget.”**

Sub-Section B, “Detailed List of Estimated Project Costs,” is deleted and restated as follows:

The costs included in this subsection and detailed in Table B which follows are, without limitation hereof because of enumeration, claimed as eligible Project Costs as defined under Section 66.1105(2)(f) and, if appropriate, in any Cooperation Agreement(s) presently or subsequently entered into by and between the

City of Milwaukee, the Redevelopment Authority of the City of Milwaukee, and/or eligible designated redeveloper(s), which agreements are incorporated herein by reference, provided further that such expenditures are necessitated by this Project Plan.

These costs and cost estimates are more fully described as follows:

Capital Costs

The City shall fund an estimated \$6,735,000 in the form of TID Capital Project Costs enumerated in further detail in Table A of this Plan.

TABLE A: Broadway and Michigan TID Amendment No. 2 Capital Project Costs

Public Infrastructure	
Amendment No. 1	\$1,935,000
Amendment No. 2	\$3,900,000
TOTAL PUBLIC INFRASTRUCTURE	\$5,785,000
Previously Authorized Grant to Mackie Project (Monetary Obligation to Mackie Developer)	\$900,000
TOTAL Capital Project Costs	\$6,735,000

Other Costs

This category of Project Costs includes estimates for administrative, professional, organizational and legal costs.

Financing Costs

Financing costs include estimated gross interest expense on bonds that will be issued to pay for Project Costs. Estimates of bond interest are based on interest rates as set forth in the Economic Feasibility Analysis for this Project, attached as **Amended Exhibit 5, “Economic Feasibility Study for Amendment No. 2 to the Broadway and Michigan TID No. 83.”**

The City reserves the right to prepay the Monetary Obligation to the Mackie Developer or Huron Developer, which could require issuance of general obligation debt.

TABLE B: Lists of Estimated Project Costs

A	<u>Capital:</u> Public Infrastructure and Grant	\$6,735,000
B	<u>Other:</u> Administration (\$112,500 from original Project Plan, \$25,000 for Amend No. 1 and \$75,000 from Amend No. 2)	\$212,500
	Total Estimated Project Costs, excluding financing	\$6,947,500
C	<u>Financing:</u> Interest payment on bonds	\$2,800,000

Sub-Section C, “Description of Timing and Methods of Financing” is deleted and restated, as follows:

All expenditures are expected to be incurred in 2015-2034.

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 D, “Economic Feasibility Study”, is deleted and restated as follows:

The Economic Feasibility Study for Amendment No. 2 to the Project Plan, is attached as **Amended Exhibit 5, “Economic Feasibility Study for Amendment No. 2 to the Broadway and Michigan TID No. 83.”**

Based upon the anticipated tax incremental revenue to be generated by the District, the District is financially feasible and it likely to be retired on or before 2028, the 13th year of the District. Accordingly, the District is determined to be feasible.

Sub-Section F, “Map Showing Proposed Improvements and Uses:” is amended by adding “Map 3: Amendment No. 2, Proposed Improvements and Uses”, attached.

Opinion of City Attorney letter is deleted and replaced with the attached letter from the City Attorney.

GRANT F. LANGLEY
City Attorney

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June 20, 2019

Rocky Marcoux, Commissioner
Department of City Development
809 North Broadway, 2nd Floor
Milwaukee, WI 53202

**Re: Amendment No. 2 to Project Plan for Tax Incremental District No. 83
(Broadway and Michigan)**

Dear Commissioner Marcoux:

Pursuant to your request, we have reviewed Amendment No. 2 to the Project Plan for the above-referenced Tax Incremental District No. 83.

Based upon that review, it is our opinion that the Plan, as amended, is complete and complies with the provisions of Wis. Stat. § 66.1105(4)(f).

Very truly yours,


GRANT F. LANGLEY
City Attorney


JEREMY R. MCKENZIE
Assistant City Attorney

1050-2019-1068:260370



AMENDED EXHIBIT 5

ECONOMIC FEASIBILITY STUDY FOR AMENDMENT NO. 2 TO THE BROADWAY AND MICHIGAN TID NO. 83

Background:

The City of Milwaukee is proposing to amend the Broadway and Michigan Tax Incremental District No. 83 (the “District”) to pay for public infrastructure improvements totaling \$3,900,000. The primary use of the funds will be for street paving, streetscaping, traffic signal upgrades, utility work, public art, lighting improvements and bike amenities along North Water Street, East Michigan Street, East Clybourn Street, North Broadway (“the Amendment No. 2 Public Infrastructure”) and improvements to Pompeii Square.

The original Project Plan funded a \$900,000 developer-financed grant to assist in the redevelopment of the Mackie Building. All incremental revenue generated from the Mackie Building (225 East Michigan Street) and the Mitchell Building (207 East Michigan Street) will go towards paying that Monetary Obligation. Amendment No. 1 to the District funded \$1,935,000 in public infrastructure improvements, funded largely by incremental revenue generated by the Homewood Suites hotel at the Button Block Building (500 and 510 North Water Street).

The \$3,800,000 in Amendment No. 2 Public Infrastructure will be funded by the incremental revenue generated by The Huron Building (503-07, 511 and 525-31 North Broadway). Therefore, this feasibility study looks primarily at the potential assessment of The Huron Building.

Current Property Valuation:

The Huron Building properties (503-07, 511 and 525-31 North Broadway) had an assessment of \$1,728,300 (\$432,100 + \$432,100 + \$864,100) as of 1/1/2019.

Anticipated Future Value of the District and District Cash Flow:

The Huron Building will be a 153,000 SF multi-tenant Class A office building completed in the spring of 2020. The Huron Building will also include apr. 10,400 SF of retail space on the first floor and 235 structured parking spaces.

Recent multi-tenant, new construction office buildings, offer good comparables, such as:

- 318-324 North Water Street (main tenant Hanson Dodge) is an 84,258 SF office building that is a combination of new construction (2017) and renovation of existing space with a 2019 assessment of \$9,773,600 (\$116/SF). The building has no attached parking.
- 1433-75 North Water Street (main tenant of Bader Rutter) is a 139,309 SF office building that is a combination of new construction (2016) and renovation of existing space with a 2019 assessment of \$21,403,100 (\$153/SF). This building was a combination of rehab and new construction and is considered Class B space, with limited on-site parking.
- Cathedral Place (555 East Wells Street) is a 200,000 SF Class A office building constructed in 2003 with a 2018 assessment of \$32,417,300 (\$162/SF). It has an attached parking structure.

Based on those comparables and the availability of parking at the Huron Building, for the purposes of this feasibility study, it is assumed that the office space will be assessed at \$22,950,000 (\$150/SF) upon stabilization in 2022. To be conservative, this feasibility study is not attributing any value to the retail space or structure parking spaces at the Huron Building.

Attached as Table 1 is a cash flow forecast for the proposed Amendment No. 2 to the District. Basic parameters of this forecast are:

- 2019 Value of the Huron Building: \$1,728,300
- Tax Rate: 2.785%
- Interest Rate on City Borrowing: 4.75%
- Interest Rate on Monetary Obligation: 5.5%
- Annual Appreciation: 1.00%
- Amendment Project Costs: \$3,900,000 (\$3,800,000 developer-financed, \$100,000 City-financed)
- Issuance Costs: 1.00%

As shown in the forecast, the District is able to amortize the public infrastructure improvements from Amendment No. 2 and previous District Project Costs by 2028, the 13th year of the District. Given this estimate, the proposed District is determined to be feasible and capable of amortizing the Project Costs within the statutory life of the proposed District.

Table 1: Economic Feasibility Study for Amendment No. 2 to the Broadway and Michigan TID No. 83

TID Year No.	Levy Assessment Year	Budget Year	Base Value	Projected Value	TID Incremental Value	Incremental Revenue	Cumulative Inc. Revenue	Mackie Incr. Payment	Admin Expenses	Amend 1 Debt Service	Amend 2 Developer	Amend 2 City Debt	Cash flow	Total Cum. Cash Flow	After reserving for remaining debt Surplus/(deficit)	TID Payoff
1	2015	2016	5,774,200	5,774,200	-	-	-	-	-	-	-	-	-	-	(8,297,537)	
2	2016	2017	5,774,200	9,111,600	3,337,400	98,273	98,273	(90,773)	(7,500)	-	-	-	-	-	(8,297,537)	No
3	2017	2018	5,774,200	10,671,100	4,896,900	144,594	242,867	(137,094)	(7,500)	-	-	-	-	-	(8,297,537)	No
4	2018	2019	5,774,200	20,304,200	14,530,000	404,757	647,624	(152,718)	(7,500)	-	-	-	244,539	244,539	(8,052,998)	No
5	2019	2020	5,774,200	23,315,700	17,541,500	488,531	1,136,155	(154,245)	(7,500)	-	-	-	326,786	571,325	(7,726,213)	No
6	2020	2021	5,774,200	28,621,125	22,846,925	636,287	1,772,442	(155,788)	(7,500)	(94,031)	(222,867)	(4,798)	151,304	722,628	(7,253,213)	No
7	2021	2022	5,774,200	49,842,825	44,068,625	1,227,311	2,999,753	(157,346)	(7,500)	(94,031)	(583,524)	(4,798)	380,113	1,102,741	(6,190,748)	No
8	2022	2023	5,774,200	50,341,253	44,567,053	1,241,192	4,240,945	(158,919)	(7,500)	(94,031)	(581,860)	(4,798)	394,085	1,496,827	(5,115,974)	No
9	2023	2024	5,774,200	50,844,666	45,070,466	1,255,212	5,496,158	(160,508)	(7,500)	(94,031)	(580,178)	(4,798)	408,198	1,905,024	(4,028,770)	No
10	2024	2025	5,774,200	51,353,112	45,578,912	1,269,373	6,765,530	(119,711)	(7,500)	(207,580)	(578,480)	(10,591)	345,511	2,250,536	(2,886,608)	No
11	2025	2026	5,774,200	51,866,644	46,092,444	1,283,675	8,049,205	(7,500)	(7,500)	(207,580)	(576,765)	(10,591)	481,239	2,731,775	(1,610,433)	No
12	2026	2027	5,774,200	52,385,310	46,611,110	1,298,119	9,347,324	(7,500)	(7,500)	(207,580)	(575,032)	(10,591)	497,416	3,229,191	(319,814)	No
13	2027	2028	5,774,200	52,909,163	47,134,963	1,312,709	10,660,033	(7,500)	(7,500)	(207,580)	(573,283)	(10,591)	513,755	3,742,946	985,395	YES
14	2028	2029	5,774,200	53,438,255	47,664,055	1,327,444	11,987,477	(7,500)	(7,500)	(207,580)	(571,516)	(10,591)	530,258	4,273,204	2,305,339	YES
15	2029	2030	5,774,200	53,972,637	48,198,437	1,342,326	13,329,804	(7,500)	(7,500)	(207,580)	(222,500)	(10,591)	894,156	5,167,360	3,640,165	YES
16	2030	2031	5,774,200	54,512,364	48,738,164	1,357,358	14,687,161	(7,500)	(7,500)	(207,580)	-	(10,591)	1,131,687	6,299,047	4,990,023	YES
17	2031	2032	5,774,200	55,057,487	49,283,287	1,372,540	16,059,701	(7,500)	(7,500)	(207,580)	-	(10,591)	1,146,869	7,445,916	6,355,063	YES
18	2032	2033	5,774,200	55,608,062	49,833,862	1,387,873	17,447,574	(7,500)	(7,500)	(207,580)	-	(10,591)	1,162,202	8,608,118	7,735,436	YES
19	2033	2034	5,774,200	56,164,143	50,389,943	1,403,360	18,850,934	(7,500)	(7,500)	(207,580)	-	(10,591)	1,177,689	9,785,808	9,131,296	YES
20	2034	2035	5,774,200	56,725,784	50,951,584	1,419,002	20,269,936	(7,500)	(7,500)	(207,580)	-	(10,591)	1,193,331	10,979,138	10,542,797	YES
21	2035	2036	5,774,200	57,293,042	51,518,842	1,434,800	21,704,735	(7,500)	(7,500)	(207,580)	-	(10,591)	1,209,129	12,188,268	11,970,097	YES
22	2036	2037	5,774,200	57,865,972	52,091,772	1,450,756	23,155,491	(7,500)	(7,500)	(207,580)	-	(10,591)	1,225,085	13,413,353	13,413,353	YES
23	2037	2038	5,774,200	58,444,632	52,670,432	1,466,872	24,622,363	-	-	-	-	-	1,466,872	14,880,224	14,880,224	YES
24	2038	2039	5,774,200	59,029,079	53,254,879	1,483,148	26,105,511	-	-	-	-	-	1,483,148	16,363,373	16,363,373	YES
25	2039	2040	5,774,200	59,619,369	53,845,169	1,499,588	27,605,099	-	-	-	-	-	1,499,588	17,862,961	17,862,961	YES
26	2040	2041	5,774,200	60,215,563	54,441,363	1,516,192	29,121,291	-	-	-	-	-	1,516,192	19,379,153	19,379,153	YES
27	2041	2042	5,774,200	60,817,719	55,043,519	1,532,962	30,654,253	-	-	-	-	-	1,532,962	20,912,115	20,912,115	YES
						30,654,253		(1,287,101)	(157,500)	(3,074,662)	(5,066,004)	(156,871)	20,912,115			

Annual Appreciation	1.00%
Interest Rate	4.75%
Property Tax rate	2.785%
Issuance Costs	1,000
New Costs - Developer	3,800,000
New Costs - City	100,000
Amend 1 Project Costs	1,960,000
Annual Expenses	7,500

Huron Building Value	
SF	153,000
\$/SF	\$150
Assess in 2021	\$22,950,000
2019 Base	\$1,728,300
Inc. Value 2021	\$21,221,700
Interest Rate	5.50%

1,031,611
NPV @ 4.5%

3,812,369
NPV @ 5.5%

EXHIBIT 7
Public Infrastructure Improvements Term Sheet
(see following pages)

06/10/19

**DRAFT
TERM SHEET**

(Public Infrastructure Improvements – TID 83)

PROJECT

511 Holdings, LLC (“Developer”) owns the properties at building at 503-07, 511 and 525-31 North Broadway (the “Project Site”) in the City of Milwaukee (“City”). Developer plans to build at 153,000 SF office building on the Project Site, called the Huron Building. In exchange for public infrastructure and streetscaping improvements to implement the Broadway Connection catalytic project in the City of Milwaukee’s 2010 Downtown Plan, the Redevelopment Authority of the City of Milwaukee (“RACM”) will reimburse Developer up to \$3,800,000 for street paving, streetscaping, traffic signal upgrades, utility work, public art, lighting improvements and bike amenities along North Water Street, East Michigan Street, East Clybourn Street and North Broadway (the “Amendment No. 2 Public Infrastructure”).

The City and RACM propose to fund the Amendment No. 2 Public Infrastructure by amending Tax Incremental District No. 83 (Broadway and Michigan) (“the TID”) to fund the item below as set forth in the TID Project Plan:

- Monetary Obligation (\$3,800,000). Developer will advance, and City will reimburse up to \$3,800,000 in project costs, to partially offset the costs necessary to construct the Amendment No. 2 Public Infrastructure. City will make annual payments for up to 10 years, at 5.5% interest (the “Monetary Obligation”), as described in the Monetary Obligation section below. The City shall have the right to prepay the Monetary Obligation in full or part at any time.

APPROXIMATE DEVELOPMENT SCHEDULE

Commence Construction of Amendment No. 2 Public Infrastructure by August 1, 2019.
Substantial Completion of Amendment No. 2 Public Infrastructure by August 1, 2020.

DESIGN REVIEW

Plans and specifications for the Amendment No. 2 Public Infrastructure shall be subject to the reasonable review and approval of City’s Commissioner of City Development (the “DCD Commissioner”) and the City’s Commissioner of Public Works (the “DPW Commissioner”).

PARTIES

City, Redevelopment Authority of the City of Milwaukee and Developer.

PARTIES' OBLIGATIONS

In order to receive the financial assistance described above, Developer must fulfill the following obligations:

- A. Developer shall develop the Huron Building and Amendment No. 2 Public Infrastructure, including obtaining necessary building permits for the construction of the Huron Building and Amendment No. 2 Public Infrastructure, by August 1, 2020, subject to force majeure.
- B. Developer shall enter into a Human Resources Agreement with City that will require Developer to utilize certified Small Business Enterprises (“SBE”) for 25% of construction and supply costs and 18% of professional services costs on the Amendment No. 2 Public Infrastructure and utilize unemployed and underemployed residents, pursuant to City’s Resident Preference Program (“RPP”), for no less than 40% of total “worker hours” expended on construction of the Amendment No. 2 Public Infrastructure. City and Developer shall agree upon a schedule of anticipated SBE and RPP percentages over the life of the Amendment No. 2 Public Infrastructure. If the Developer does not meet the required SBE and RPP percentages set forth in Milwaukee Code of Ordinance Chapters 355 and 370, then per MCO Section 355-19, the release of all or a portion of the Monetary Obligation may be withheld until the percentages are met or may be withheld completely if the percentages are never met.
- C. Developer shall enter into a standard payment in lieu of taxes (“PILOT”) agreement with City agreeing to make PILOT payments to City for the full property tax rate in the event that the Huron Building, becomes exempt from the payment of real property taxes during the original term of the TID. PILOT payments shall be due until termination of the TID or through the year of the 2029 tax levy, payable in 2030; whichever shall first occur.

MONETARY OBLIGATION

Developer will advance and City will reimburse up to \$3,800,000 in project costs to partially offset the costs necessary to construct the Amendment No. 2 Public Infrastructure (the “Monetary Obligation”).

The Monetary Obligation consists of a limited and conditional obligation to repay Developer an amount up to \$3,800,000, plus interest on the outstanding balance of the Monetary Obligation at 5.5% per year for up to 10 years. Payments on the Monetary Obligation are to be made annually, less annual expenses of \$7,500. City may, at any time or from time to time, without notice, penalty, or fee, prepay all or any portion of the Monetary Obligation.

Interest on the Monetary Obligation shall not begin to accrue until substantial completion of the Amendment No. 2 Public Infrastructure. Prior to substantial completion of the Amendment No. 2 Public Infrastructure, City will deposit the incremental tax revenue actually received by City from the TID, less annual expenses of \$7,500 into a special fund established for the TID. Upon substantial completion of the Amendment No. 2 Public Infrastructure, such amount shall be disbursed to Developer and applied to reduce the principal balance of the Monetary Obligation.

Subsequent to substantial completion of the Amendment No. 2 Public Infrastructure, following the deduction of annual expenses, incremental tax revenue collected from the TID will be allocated to repay Developer for project costs incurred for the Amendment No. 2 Public Infrastructure through payments on the Monetary Obligation.

Tax incremental revenue will not be pledged to the payment of the Monetary Obligation, and the Monetary Obligation shall not constitute a general obligation of City or count against its statutory debt limits. All disbursements of tax incremental revenue received by City from the TID shall be subject to annual appropriation. If not appropriated, City shall not expend such tax incremental revenue for any other TID project costs or for any other purpose. City agrees to negotiate, in good faith, terms and conditions within the definitive agreement which are reasonably acceptable to Developer's lender as it pertains to this paragraph.

Monetary Obligation Earned

Upon substantial completion of the Huron Building and Amendment No. 2 Public Infrastructure, Developer shall submit a certification detailing Amendment No. 2 Public Infrastructure project costs theretofore incurred (together with copies of records, invoices and/or AIA documentation evidencing such expenditures). The amount of the Monetary Obligation shall be deemed earned upon approval of such certification by the DCD Commissioner and interest will begin to accrue on the balance of the Monetary Obligation as of the date of substantial completion of the Huron Building and Amendment No. 2 Public Infrastructure.

Term of Payments

City payments on the Monetary Obligation will terminate: (i) at the time the Monetary Obligation is fully paid; or (ii) with the payment derived from the 2029 tax levy, payable in 2030, whichever occurs first.

OTHER ENTITLEMENTS OR APPROVALS

City will work with Developer to secure any zoning changes, right-of-way vacations, right-of-way dedications and any other approvals or entitlements required for the Huron Building and Amendment No. 2 Public Infrastructure.

GENERAL

This Term Sheet does not constitute a binding agreement. The terms set forth herein and other provisions customary for a transaction of this sort, shall be incorporated into a Cooperation, Contribution and Redevelopment Agreement, a Human Resources Agreement, a PILOT Agreement and any other documents, instruments or agreements necessary to accomplish the objectives described above. In recognition that there may be adjustments of the dates and descriptions herein as well as administrative approvals which will require the exercise of reasonable discretion on behalf of City, the DCD Commissioner will be authorized under these agreements to exercise such discretion and grant such approvals.

Exhibit 8
TID 83 Amendment No. 2
Public Infrastructure Improvements Preliminary Budget

Hardscape/Landscape:	\$2,325,000
Lighting:	\$250,000
Excavation/Environmental:	\$100,000
Utilities:	\$25,000
I-794 Underpass Improvements:	\$200,000
<u>Pompeii Square:</u>	<u>\$100,000</u>
Total Hard Costs:	\$3,150,000
Design and Project Management:	\$450,000
<u>Contingency:</u>	<u>\$450,000</u>
Total Costs:	\$3,900,000

TID 83 BROADWAY AND MICHIGAN

Prepared by the Department of City Development Planning Division, 27 June 2019
 Source: City of Milwaukee Information & Technology Management Division

MAP 3: AMENDMENT NO. 2, PROPOSED USES AND IMPROVEMENTS

