

Project Plan for

City of Milwaukee

Tax Incremental District # \_\_\_\_\_

(Reed Street Yards)

Public Hearing Held:

Redevelopment Authority Adopted:

Common Council Adopted:

Joint Review Board Approval:

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EXHIBITS

## I. DESCRIPTION OF PROJECT

### A. Introduction

Section 66.1105(4)(d), Wisconsin Statutes, requires the “preparation and adoption...of a proposed project plan for each tax incremental district.” This Project Plan is submitted in fulfillment of this requirement and the related provisions of section 66.1105, Wisconsin Statutes.

### B. District Boundaries

Tax Incremental District Number \_\_\_\_, City of Milwaukee, (District) is comprised of twenty-three properties and right-of-way in the Walker’s Point neighborhood. The District is shown in Map No. 1, “Boundary and Existing Land Use,” and described more precisely in **Exhibit 1, “Boundary Description.”** The area consists solely of whole units of property as are assessed for general tax purposes and which are bounded on one or more sides by railroad rights-of-way, highways or rivers. A complete list of properties in the District is provided in **Exhibit 3, “Parcel Owners.”**

The District largely consists of underutilized property and buildings in need of rehabilitation or conservation and therefore was found to be blighted within the meaning of Section 66.1105(4)(gm)(4)(a) of the Wisconsin Statutes. As shown in **Exhibit 2, “Property Characteristics”**, approximately three-fifths (58.05%) of the acreage within the amended TID boundary was deemed in need of rehabilitation or conservation and contaminated by environmental pollution. 18.69% of the acreage is considered vacant property per Sec. 66.1105(4)(gm) of the Wisconsin Statutes.

### C. Existing Land Uses and Conditions in the District

The majority of the property within the Plan Boundary is referred to as the Reed Street Yards, a former rail and trucking yard that is currently vacant land. The Plan Boundary also includes adjacent buildings in various states of rehabilitation.

To the north of the Reed Street Yards lie the Menomonee Canal, the Harley Davidson Museum and the offices of the Metropolitan Milwaukee Sewerage District. On the east, there is the redeveloped Teweles Seed building (115 units), several vacant warehouses and the South Second Street commercial district. To the south, the recently opened Iron House Hotel and 234 Florida office building have brought new life to the area. To the west of the iconic 6th Street Viaduct, is a series of vacant buildings totaling almost 300,000 SF, which are the remaining undeveloped buildings in the successful Tannery complex.

More broadly, the Walker’s Point neighborhood to the south is a thriving entertainment district with dozens of bars and restaurants. Several blocks to the east is the neighborhood commonly referred to as the Fifth Ward, which is transitioning from industrial and warehouse uses to residential and commercial.

#### D. Plan Objectives

The Reed Street Yards currently have no public improvements or infrastructure and have poor public access. In addition, the vacant Tannery buildings to the west have very poor access. One of the main purposes of this District is to provide the necessary access and infrastructure so that the Reed Street Yards and remaining Tannery buildings can be redeveloped.

Another important goal of this District is to extend the Milwaukee Riverwalk into the Walker's Point neighborhood, provide a connection to the Hank Aaron State Trail which runs through the Menomonee Valley to Lake Michigan and create better public access to the water. The Milwaukee Riverwalk was started in 1994, and once complete, will extend from the former North Avenue dam through the Beerline, Downtown, Third Ward and Fifth Ward to Lake Michigan. The system is a public-private partnership between property owners and the City of Milwaukee. In exchange for permanent public access to the river, the City may provide assistance in funding for Riverwalk improvements. This District will help extend the Milwaukee Riverwalk system by contributing to the payment of the costs for an additional 2,700 linear feet of Riverwalk along the Reed Street Yards and Tannery buildings.

The final main goal of this District is to assist in attracting water-related companies to the Milwaukee region and create a water technology and research park. Some studies have estimated that water conservation, drinking water treatment, stormwater management and wastewater treatment is a \$425 billion industry and is an industry that will continue to grow as the global demand for clean water rises. The Milwaukee area already has a strong cluster of water technology companies and water research. Currently, the Milwaukee area is home to 120 companies in the water technology sector and five of the eleven largest water technology companies in the world have a presence in Milwaukee. The University of Wisconsin-Milwaukee's Great Lakes WATER Institute and future School of Freshwater Sciences will further the water research already being conducted by 87 local academics. As a result of these strengths, the Milwaukee 7's Water Council was formed to make the Milwaukee Region the world water hub for freshwater research, economic development and education.

This District will provide investments for potential water-related companies locating in the Reed Street Yards by defraying the costs of extraordinary site work, environmental remediation, lab space or other amenities and equipment necessary to attract water-related companies. The owner of the Reed Street Yards and Tannery buildings, Building 41, LLC or its assignee ("Developer"), will agree to restrict the Reed Street Yards to water-related companies as set forth in the Term Sheet for the Development Agreement, attached. This will allow the City and the Water Council to market the property to potential water-related companies.

More detailed objectives of this Project Plan are to:

- Provide public infrastructure that is not feasible without public/private cooperation, including new streets, sewers and water mains to the Reed Street Yards and pedestrian amenities.
- Assist in the remediation of brownfields, by providing access to contaminated sites for redevelopment
- Create or retain jobs by creating development opportunities near downtown Milwaukee and providing investments for water-related companies to relocate or expand in the District
- Increase the tax base of the City by reinvigorating a property and neighborhood and maximizing their full potential
- Implement a Catalytic Project, as set forth in the Near South Side Comprehensive Plan, which called for the redevelopment of the Reed Street Yards site.
- Increase public access to the Menomonee Canal and connectivity to the Milwaukee Riverwalk system by constructing Riverwalk improvements.
- Eliminate obsolete conditions and blighting influences that impede development and detract from the functionality, aesthetic appearance and economic welfare of this important section of the City.

#### E. Proposed Public Action

Funds generated from the District will be used for the following purposes:

- Public infrastructure for the Reed Street Yards, to include but not be limited to paving, curb, gutter and sidewalk, water main, sewer, stormwater. This work will be conducted by the Developer, who will be reimbursed for the public infrastructure by the District. The final site plan requires approval of the Department of City Development and Department of Public Works. All public infrastructure must be built to City specifications.
- Construction of a Riverwalk (70% of costs) of approximately 2,700' feet in length and 12' wide along the Menomonee Canal. The design will be consistent with the Riverlink design guidelines. The Riverwalk will be ADA compliant. In addition, the District will partially fund (50% of costs) necessary dockwall repair and replacement, currently estimated at 300 linear feet. This work will be conducted by the Developer, who will be reimbursed for the Riverwalk and dockwall.
- Extraordinary site work and environmental remediation costs.
- Grants for water-related companies locating in the Reed Street Yards for lab space or other amenities and equipment necessary to attract firms from this sector.

The City of Milwaukee may, on its own initiative or through a cooperation agreement with the Redevelopment Authority and/or other entities, undertake any and all project and site improvements and activities considered necessary to achieve project objectives and the commitment of private investment. This Plan is not intended to

limit and shall not be interpreted as limiting the Redevelopment Authority in the exercise of its powers under Section 66.1333(5), Wisconsin Statutes, within the District. It is possible that future amendments to this Project Plan for other investments in this area will be proposed.

## II. PLAN PROPOSALS

The following statements, maps and exhibits are provided in compliance with Section 66.1105(4)(f) of the Wisconsin Statutes.

### A. "Statement of the Kind, Number, and Location of All Proposed Public Works or Improvements."

- Public Infrastructure, Riverwalk and Dockwall. This Plan includes public works and improvements described in general below. The specific kind, number, and locations of public works and other improvements will be based on detailed final plans, specifications and budget estimates as approved by the Department of City Development for project and site development. While not anticipated at this time, improvements such as vacation of existing public rights-of-way, site clearance, environmental remediation, and reimbursement to owners of abutting property for costs directly related to the project also may be undertaken if necessary for the implementation of the plan for the District.
  - Construction of a new street (including water and sewer) connecting the intersection of 3rd/Pittsburgh with the vacant Tannery buildings
  - Construction of an extended Oregon Street (including water and sewer), from the intersection of 3rd/Oregon to the vacant Tannery buildings
  - Construction of a Riverwalk segment of approximately 2,700 linear feet along the Menomonee Canal and associated landscaping. The Developer will grant a Public Access Easement to the City of Milwaukee which will remain in perpetuity.
  - Construction of a roundabout at the intersection of West Pittsburgh Avenue and Reed Street
  - Dockwall repair/replacement, where necessary, along the Reed Street Yards
  - Limited re-paving of West Pittsburgh Avenue, South Third Street and West Oregon Street, where necessary
  - Temporary surface parking for the Iron Horse Hotel, 234 Florida office building and other neighborhood properties
  - New streetlights and trees for the Reed Street Yards
  - Provision of pedestrian amenities such as pedestrian-level lighting, decorative pavement, widened sidewalks, landscaping, signage, and street furniture such as trash containers, benches, etc. on the riverwalk and various rights-of-way

The number and location of proposed public works and improvements are shown in **Map No. 3, "Proposed Uses and Improvements"**.

- Initial Building Grant. This Plan includes funding to assist in extraordinary site costs, such as geotechnical work, foundations, grading and environmental remediation.
- Water Technology and Research Fund. This Plan includes creating a fund to assist in attraction of water-related businesses to the Reed Street Yards. The funds may be used for grants or loans to water-related businesses.

B. "Detailed List of Estimated Project Costs."

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 costs estimates are more fully described as follows:

Capital Costs

The City shall fund an estimated \$6,156,000 in the form of TID Capital Project Costs enumerated in further detail in **Table A** of this Plan. The allocation of these funds will be as set forth in the Term Sheet for the Development Agreement, attached.

In addition, the Initial Building Grant will be reimbursed to the Developer upon completion of the initial building according to the criteria described in the Term Sheet, at an amount not to exceed that which can be added to the TID while maintaining full projected amortization of the overall District by the end of year 25. The Water Technology and Research Fund will also never exceed that which can be added to the TID while maintaining full projected amortization of the overall District by the end of year 25.

After the first building is completed, it is intended that the City and the Owner will pursue Redevelopment Authority and Common Council authorization of subsequent building grants and additional water technology and research funds for the second building and all subsequent buildings, as well as a potential parking structure. Such approval would be pursued in advance of an identified tenant.

<b>TABLE A: Reed Street TID Capital Project Costs</b>	
Public Infrastructure, Riverwalk and Dockwall	
Roadways	\$600,000
Street Lighting	90,000
Sewers	\$1,000,000
Stormwater Management	\$1,000,000
Water Mains	\$450,000
Neighborhood Parking	\$23,000
Riverwalk (70% of costs)	\$142,000
Dockwall (50% of costs)	\$225,000
Contingency (20% of all above public infrastructure costs)	\$706,000
<b>Total Public Infrastructure, Riverwalk and Dockwall Costs</b>	<b>\$4,236,000</b>
Initial Building Grant	\$900,000
Water Technology and Research Fund	\$1,020,000
<b>TOTAL Capital Project Costs</b>	<b>\$6,156,000</b>

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.

**TABLE B: Lists of Estimated Project Costs**

A	<u>Capital:</u>	
	Public Infrastructure, Riverwalk and Dockwall	\$4,236,000.00
	Initial Building Grant	\$900,000.00
	Water Technology and Research Fund	\$1,020,000.00
	Subtotal of Capital Project Costs	\$6,156,000.00
B	<u>Other:</u>	\$264,000.00
	Administrative, professional, organizational and legal	
	Total Estimated Project Costs, excluding financing	\$6,420,000.00
C	<u>Financing:</u>	\$4,745,537.00
	Interest payment on bonds	

C. "Description of Timing and Methods of Financing."

All expenditures are expected to be incurred in 2009-2014.



The City expects to issue general obligation bonds to finance the TID Project Costs.

D. "Economic Feasibility Study."

The Economic Feasibility Study for this District, prepared by SB Friedman & Company is on file in the Office of the Redevelopment Authority of the City of Milwaukee, 809 North Broadway, Milwaukee, Wisconsin, and in the Office of the City Clerk of the City of Milwaukee, 200 East Wells Street, Room 205, Milwaukee, Wisconsin, as attached to Common Council Resolution File Number \_\_\_\_\_. The study is incorporated herein by reference. The study establishes the dollar value of project costs which, based on certain general assumptions and a reasonable margin of safety, can be financed with the revenues projected to be generated by the proposed tax incremental district.

Based upon the anticipated tax incremental revenue to be generated by this project, the District is financially feasible and is likely to be retired on or before the year 24. Should incremental revenues be generated in excess of those currently anticipated, they will be used to offset the public costs of Plan implementation.

E. "Map Showing Existing Uses and Conditions."

Please refer to **Map No. 1, "Boundary and Existing Land Use,"** and **Map No. 2, "Structure Condition"** and **Exhibit 3, "Parcel Owners"** in the Exhibits Section which follows.

F. Map Showing Proposed Uses and Improvements."

Please refer to **Map No. 3, "Proposed Uses and Improvements,"** in the Exhibits Section which follows.

G. "Proposed Change of Zoning Ordinances, Master Plan, Building Codes and City Ordinances."

Please refer to **Map No. 4, "Existing Zoning,"** in the Exhibits Section which follows. The proposed project is not consistent with the existing zoning and will require a change from Industrial Heavy (IH) to Industrial Mixed (IM) with a Development Incentive Zone overlay. The proposed project is in accordance with the existing master plan, map, building codes, and other city ordinances. The project should not require amendments to their provisions, but such amendments could be made if necessary without further amendment to this Plan.

H. "List of Estimated Non-Project Costs."

New Commercial Redevelopment

\$59.5M and \$117.2M

I. "Proposed Method for Relocation."

This Plan does not anticipate the acquisition of property by the City of Milwaukee or by the Redevelopment Authority. Accordingly, no relocation activities or expenditures for relocation payments or services are provided herein. Should the acquiring of property by condemnation and requiring relocation be necessary, the cost and method of relocation will be included in a Redevelopment Plan and associated Relocation Plan prepared pursuant to Section 66.1333 and Section 32.05, Wis. Stats. The costs of such activities will be eligible for reimbursement through tax increment revenues should such revenues be generated during the statutory life of the District.

J. "Statement Indicating How District Creation Promotes Orderly City Development."

This District creation will provide a means to continue the revitalization of the Walker's Point and Fifth Ward areas, as well as add to the existing Riverwalk system. This District is consistent with the objectives of various plans including the Near South Side Comprehensive Area Plan and the Milwaukee River Design Guidelines. It will foster the redevelopment of vacant and blighted property, the remediation of brownfields, and the construction of public improvements and amenities in an emerging neighborhood. The Riverwalk will be constructed in a manner consistent with the Milwaukee Riverlink Guidelines, a component of Milwaukee's Comprehensive Plan and the Site Plan Review Overlay District for the Milwaukee River.

K. "Opinion of the City Attorney."

Please refer to **Exhibit 4, "Letter from the City Attorney"**.

**EXHIBIT 1**  
**Boundary Description**

Beginning at a point at the intersection of the north line of West Oregon Street and the west line of South Second Street;

Thence, south along the west line of South Second Street to the intersection with the south line of West Florida Street;

Thence, east along the south line of West Florida Street to the intersection with the center line of West Nicholas Street;

Thence, southwest along the center line of West Nicholas Street to the intersection with the center line of South Alexander Street;

Thence, northwest along the center line of South Alexander Street to the intersection with the west line of South Sixth Street;

Thence, north along the west line of South Sixth Street to the intersection with the north line of the SOO Railroad right-of-way;

Thence, west along the north line of the SOO Railroad right-of-way, across South Oregon Street, to the intersection with the center line of the South Menomonee Canal;

Thence, northeast along the center line of the South Menomonee Canal to the intersection with the north line of 339 West Pittsburgh Avenue;

Thence, east along the north line of 339 West Pittsburgh Avenue to the intersection with the center line of the north-south alley in the blocks bounded by West Seeboth Street, South Second Street, West Oregon and South 3rd Street;

Thence, south along the center line of the north-south alley in the blocks bounded by West Seeboth Street, South Second Street, West Oregon and South 3rd Street to the intersection with the north line of West Oregon Street;

Thence, east along the north line of West Oregon Street to the point of beginning and more particularly depicted in Map 1 of this Project Plan.

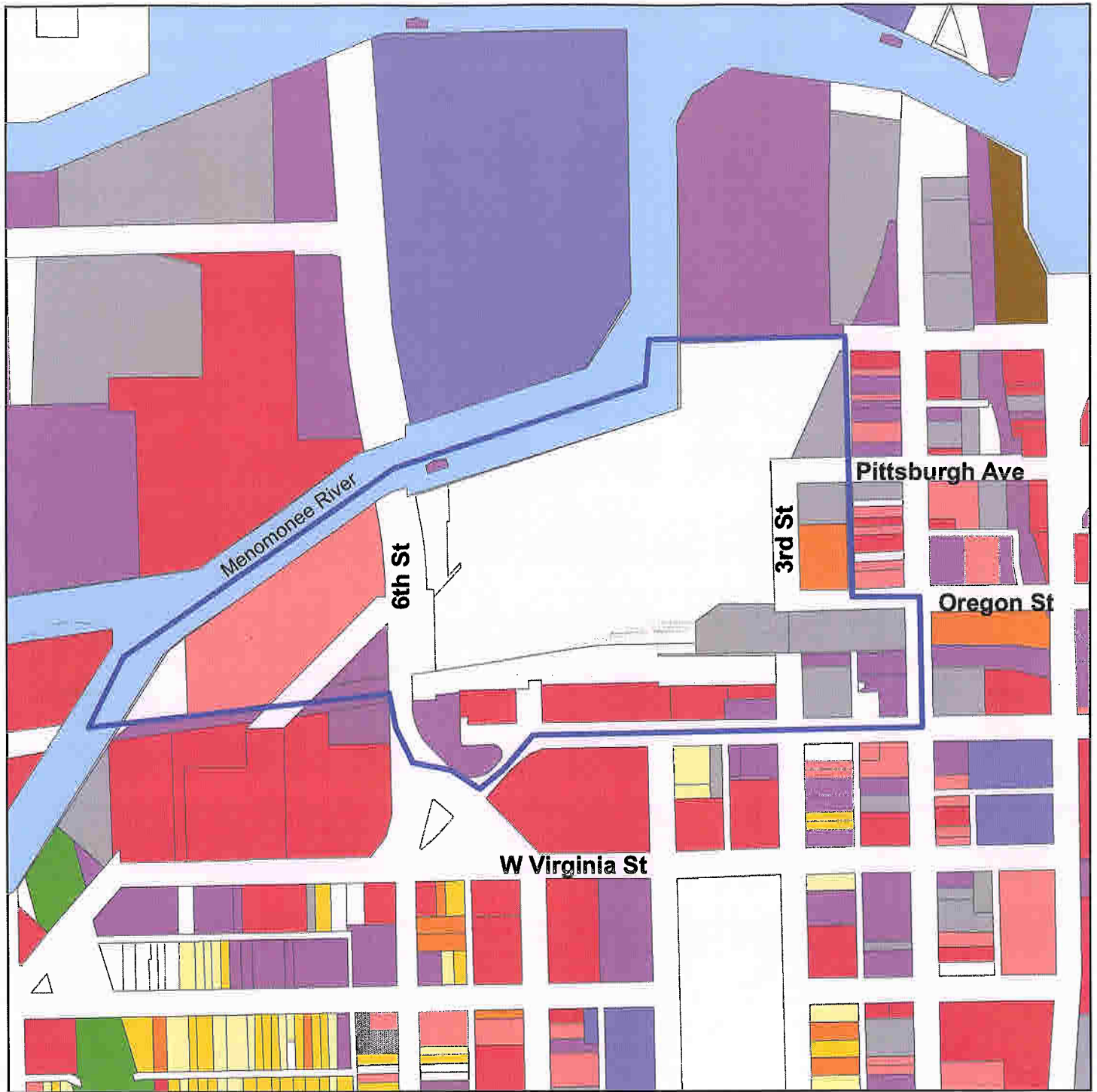
**EXHIBIT 2  
Property Characteristics**

Findings substantiating that not less than 50%, by area, of the real property within the proposed district is a blighted area within the meaning of Section 66.1105(4)(a), Wisconsin Statutes.

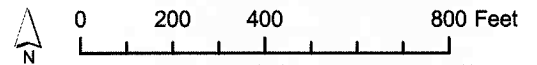
Parcel No.	Taxkey	Owner Name	Land Assessment	Improvement Assessment	Total Assessment	Lot SF	In Need of Rehabilitation or Conservation (SF)	Area Vacant (SF)	Contaminated by Environmental Pollution (SF)
1	4270428110	TANNERY REMANTS LLC	\$24,400	\$0	\$24,400	24,387	0	24,387	0
2	4270430110	TANNERY REMANTS LLC	\$582,100	\$17,900	\$600,000	202,859	0	202,859	0
3	4270521211	BUILDING 41 LLC	\$30,000	\$0	\$30,000	12,759	12,759	0	12,759
4	4280566110	BUILDING 41 LLC	\$274,100	\$0	\$274,100	22,869	22,869	0	22,869
5	4280512114	BUILDING 41 LLC	\$2,282,300	\$0	\$2,282,300	662,765	662,765	0	662,765
6	4280225000	HERBERT E. THATCHER	\$99,000	\$126,000	\$225,000	24,742	0	0	0
7	4280293000	RONALD S & MIRIAM J COHEN	\$65,500	\$918,500	\$984,000	16,380	0	0	0
8	4280292000	HISTORIC TEWELES SEED LLC	\$644,000	\$7,021,000	\$7,665,000	25,506	0	0	0
9	4280322113	BUILDING 41 LLC	\$285,900	\$134,100	\$420,000	35,737	35,737	0	35,737
10	4280322114	BUILDING 41 LLC	\$322,600	\$2,500	\$325,100	40,331	40,331	0	40,331
11	4280316100	SOO LINE RAILROAD COMPANY	\$0	\$0	\$0	3,469	0	0	0
12	4280315100	SOO LINE RAILROAD COMPANY	\$0	\$0	\$0	9,139	0	0	0
13	4280752000	WE ENERGIES	\$0	\$0	\$0	4,346	0	0	0
14	4280751000	FLORIDA 2NW LLC	\$101,500	\$34,100	\$135,600	12,687	0	12,687	0
15	4280532000	FLORIDA 2NW LLC	\$3,400	\$0	\$3,400	420	0	420	0
16	4280321100	SOO LINE RAILROAD COMPANY	\$0	\$0	\$0	5,302	0	0	0
17	4280320100	234 FLORIDA LLC	\$149,200	\$2,835,800	\$2,985,000	18,644	0	0	0
18	4280308000	FLORIDA 3 LLC	\$72,000	\$0	\$72,000	9,000	0	9,000	0
19	4280307000	MITCHELL B VAN DYKE LLC	\$44,600	\$375,400	\$420,000	5,575	0	0	0
20	4280512216	SOO LINE RAILROAD COMPANY	\$0	\$0	\$0	97,708	0	0	0
21	4280309100	US OIL CO INC	\$127,200	\$647,800	\$775,000	15,900	0	0	0
22	4280303000	KATIE BUG INC	\$334,300	\$1,801,700	\$2,136,000	41,782	0	0	0
23	4280298111	RIDER HOTEL LLC	\$333,700	\$4,666,300	\$5,000,000	41,713	0	0	0
<b>Total</b>			<b>\$5,775,800</b>	<b>\$18,581,100</b>	<b>\$24,356,900</b>	<b>1,334,020</b>	<b>774,461</b>	<b>249,353</b>	<b>774,461</b>
<b>Percentage</b>							<b>58.05%</b>	<b>18.69%</b>	<b>58.05%</b>

**EXHIBIT 3**  
**Parcel Owners**

Parcel No.	Taxkey	Address			Owner Name
		W	OREGON	ST	
1	4270428110	720			TANNERY REMANTS LLC
2	4270430110	606	622		TANNERY REMANTS LLC
3	4270521211	615			BUILDING 41 LLC
4	4280566110	220		6TH	BUILDING 41 LLC
5	4280512114	339		PITTSBURGH	BUILDING 41 LLC
6	4280225000	222		PITTSBURGH	HERBERT E THATCHER
7	4280293000	223		PITTSBURGH	RONALD S & MIRIAM J COHEN
8	4280292000	222		3RD	HISTORIC TEWELES SEED LLC
9	4280322113	305		3RD	BUILDING 41 LLC
10	4280322114	223		OREGON	BUILDING 41 LLC
11	4280316100	321	ADJ	2ND	SOO LINE RAILROAD COMPANY
12	4280315100	321		2ND	SOO LINE RAILROAD COMPANY
13	4280752000	212		FLORIDA	WE ENERGIES
14	4280751000	333		2ND	FLORIDA 2NW LLC
15	4280532000	333	R	2ND	FLORIDA 2NW LLC
16	4280321100	318		3RD	SOO LINE RAILROAD COMPANY
17	4280320100	330		3RD	234 FLORIDA LLC
18	4280308000	300	316	FLORIDA	FLORIDA 3 LLC
19	4280307000	331		3RD	MITCHELL B VAN DYKE LLC
20	4280512216	320		6TH	SOO LINE RAILROAD COMPANY
21	4280309100	326	332	FLORIDA	US OIL CO INC
22	4280303000	408	438	FLORIDA	KATIE BUG INC
23	4280298111	500		FLORIDA	RIDER HOTEL LLC



# Reed Street Yards TID



## Map No. 1: Boundary and Existing Land Use

Reed Street Yards TID Boundary

### Residential

- Single Family
- Duplex
- Multi-Family

### Commerical

- Commerical
- Mixed Commerical and Residential

### Public and Quasi-Public

- Public Parks and Quasi-Public Open Space
- Public Schools and Buildings, Churches, Cemeteries, and Quasi-Public Buildings

### Vacant Land or Recent Taxkey Change

- 

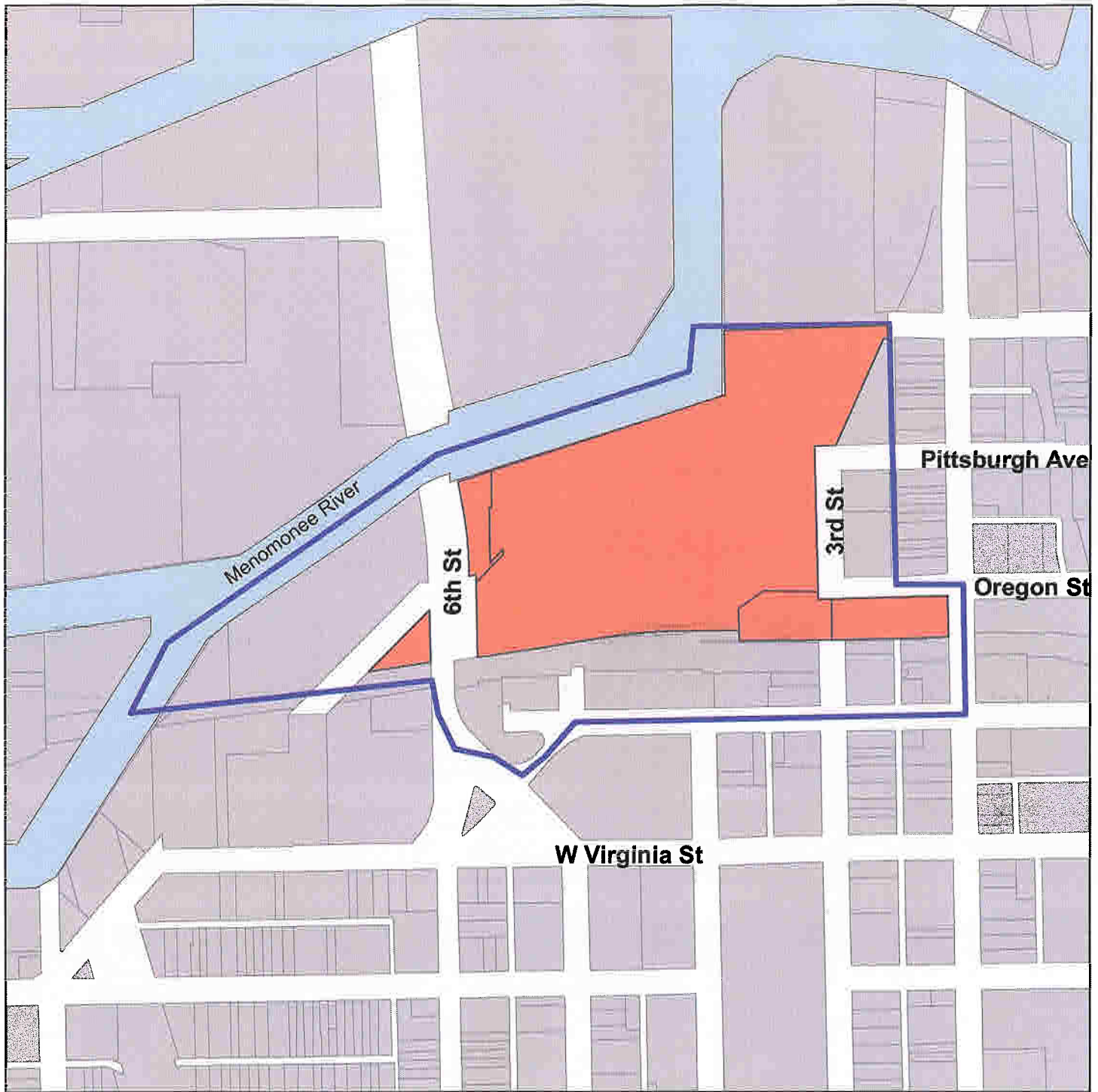
### Manufacturing, Construction, and Warehousing

- 

### Transportation, Communications, and Utilites

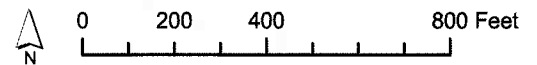
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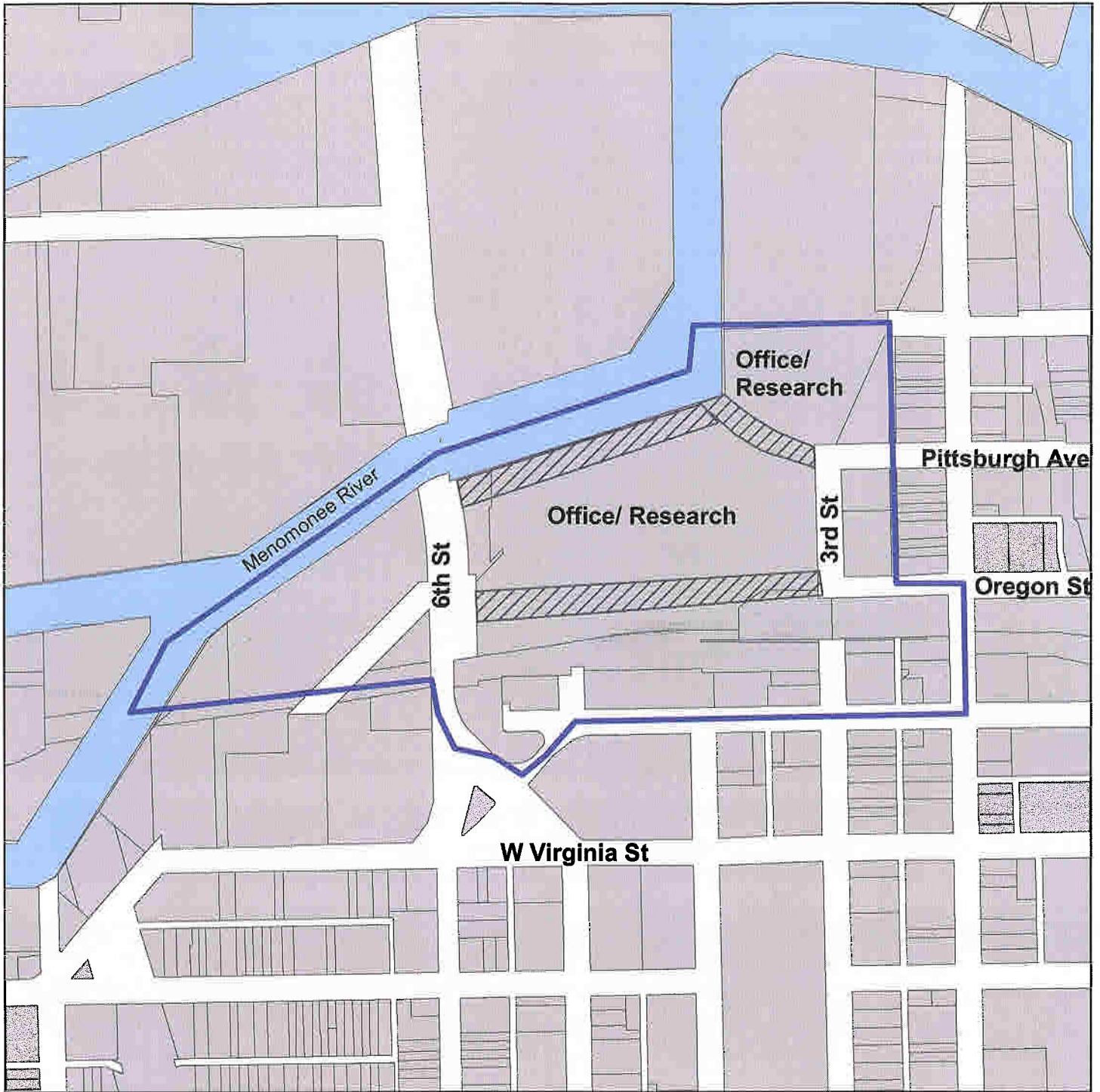
# Reed Street Yards TID

## Map No. 2: Structure Condition



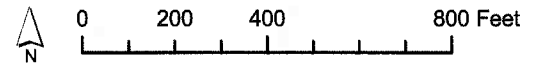
-  Reed Street Yard TID Boundary
-  Properties In Need of Rehabilitation and Conservation



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# Reed Street Yards TID

## Map No. 3: Proposed Uses and Improvements



-  Reed Street Yard TID Boundary
-  Proposed Public Infrastructure

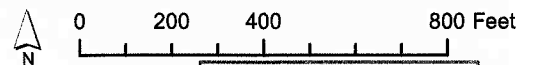
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# Reed Street Yards TID

## Map No. 4: Existing Zoning



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Reed Street Yard TID Boundary

### Residential Districts

- Single Family
- Two-Family
- Multi-Family
- Residential and Office

### Industrial Districts

- Industrial - Office
- Industrial - Light
- Industrial - Mixed
- Industrial - Heavy

### Special Districts

- Parks
- Institutional
- Planned Development
- Redevelopment

### Commercial Districts

- Neighborhood Shopping
- Local Business
- Commercial Service
- Regional Business
- Central Business