Attachment A

City of Stoughton Redevelopment Authority
Idle Sites Grant Application
Project Narrative

1. Project Objectives

- Prepare the site for development;
- Construct public riverfront improvements
- Secure a master developer for the site
- Execute a development agreement with the developer
- Develop the site to its highest and best use.

The City of Stoughton intends to partner with one or more developers to redevelop some or all approximately 16 acres of current and future City-owned and privately-owned property (the "Riverfront Redevelopment Area") along the Yahara River in Stoughton, Wisconsin. The 8.5-acres at the heart of the redevelopment area targeted for the Idle Sites Grant includes two former industrial properties that have been closed or underutilized for over five years:

- MillFab – 6.3 acres on six parcels
- Highway Trailer – 2.2 acres on a single parcel

The Redevelopment Authority of the City of Stoughton (RDA) has assembled these blighted properties over the past seven years. A CDI grant helped the City conduct its due diligence for the site, a SAG grant was secured to demolish the structures on the MillFab site and a WAM grant will be used to conduct a Phase II environmental assessment on the MillFab site.

The next steps, for which the Idle Sites Grant is requested, are to demolish the Highway Trailer complex, except for the Blacksmith Shop portion of that complex, complete the environmental assessments, restore the riverbank, construct a pedestrian bridge across the Yahara River to Mandt Park and a Riverwalk trail along the River on the development site, remediate any soil and water contamination to a standard that will allow residential development, install a new lift station to serve future residential on the site, bury electric lines along E. South St., improve E. South St. and Fourth St. Completing these objectives, or at least having them underway, will prepare the site for active marketing to developers.

Currently the two sites are not on the tax rolls and for decades prior to this they have been on the tax rolls, but at very low values considering the location of the property. The overall goal of the City is to improve these parcels so that they contain approximately $40 million of taxable property value and approximately 200 new housing units. Development of adjacent property that is also part of the redevelopment area, should add even more value and units. Successful accomplishment of this goal will strengthen the fiscal capacity of the City of Stoughton, strengthen the downtown retail district, and create housing options not currently available in the City, thereby attracting new residents, incenting improvement in the City's existing rental stock and supporting local employers whose employees have a tough time finding decent housing in Stoughton. A

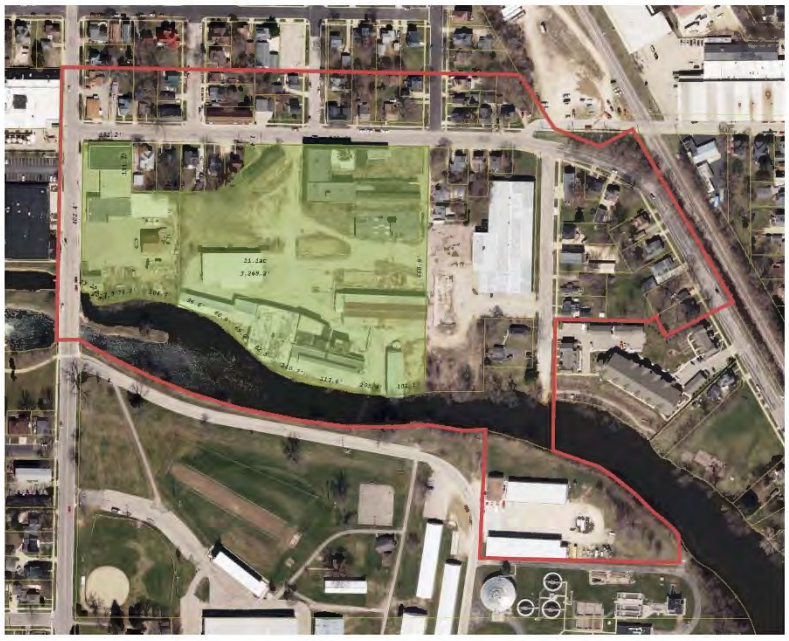
major impact of this effort is to make the Yahara River a focal point for community living and recreation, rather than a place to avoid because of blighted industrial land uses.

Needs:

Improvements	Immediate City Investments	Additional Developer-timed City Investments
Highway Trailer Demolition[1]	*$900,000*	
Riverwalk 1,450 feet x 12' wide, paved, restore	$377,000	
Pedestrian Bridge	$382,000	
River Improvements (redev area only + ½ mobilization)	$410,000	
Lift Station		$250,000
Bury Electric Power Lines, E. South St.		$400,000
E. South St. Improvements		$200,000
4th St. Improvements		$200,000
Environmental Remediation MillFab/HTB		$100,000
Total	**$2,069,000**	**$1,150,000**

[1]Demolition of the Highway Trailer Building may need to begin prior to grant award due to the public safety hazard of the building. Demo work is expected to begin in June 2018. East South St. is currently closed due to the structural instability of the building.

The City created Tax Increment District #5 in 2010 to help fund redevelopment activities in the entire railroad corridor that runs through downtown Stoughton. The riverfront redevelopment area was just a portion of the property included in TID #5. The City has decided to remove the riverfront redevelopment area from TID #5 and create a new TID #8 to reset the TIF clock and improve the chance of a financially successful redevelopment effort. The process for creating the new TID is expected to be completed by Sept. 30, 2018. The project plan for TID #5 and the draft project plan for TID #8 are included as supporting documents to the application. The full scope of the City's expected outcomes for this area is included in the TID #8 draft project plan.



11.1 acres of TID #8 is comprised of parcels owned by either the City of Stoughton or the Stoughton RDA – shaded in green, TID #8 boundary in red.

2. Need for Assistance

The site targeted for this Idle Sites Grant has been in heavy industrial use for the past 140 years. The site is covered with three-to-twelve feet of contaminated fill. Along the River, a portion of the Yahara River and riverbank wetlands were filled in to construct industrial buildings. The fill used on the site was foundry sand, cinders and wood waste. Much of this fill is contaminated with PAH and heavy metals in varying concentrations. Groundwater is within several feet of the surface, presenting additional challenges to future high-density development.

When the river and riverbank wetlands were filled in, a seawall was constructed to hold in the fill. That seawall – approximately 115 years old – is failing in many places. The City will need to either repair the seawall or restore the riverbank to a more natural condition. In addition, this stretch of the river is an important link in a proposed Riverwalk trail and pedestrian bridge intended to connect this site to Mandt Park, the downtown and a future regional trail network as well as a planned whitewater park that is expected to become a regional recreational destination for residents of southern Wisconsin.

Financially, the investment needed by the City to fund the proposed work will place a strain on City resources. The City of Stoughton has one of the lowest levels of fiscal capacity of any municipality in Dane County. The redevelopment of this critical site is an important strategy for the City to improve its fiscal capacity without adding the cost burden of additional new infrastructure, other than a lift station. Tax increment financing will be used to help finance the improvements, but an Idle Sites Grant is needed to reduce the prohibitive costs to the City and make the TID viable over its 27-year life.

The scope of site preparation and public infrastructure needs are too great to be covered by private development alone. In addition to the public needs described above, a developer will be responsible for managing the grading and placement of contaminated soil, installing sufficient footings or piers to support buildings on poor, unstable soils, constructing under-building parking structures, installing appropriate storm water management facilities and constructing internal roads and landscaping. Supportable market rents in Stoughton are less than they are in areas closer to Madison, thereby reducing the developer's financial capacity to deal with extraordinary site issues.

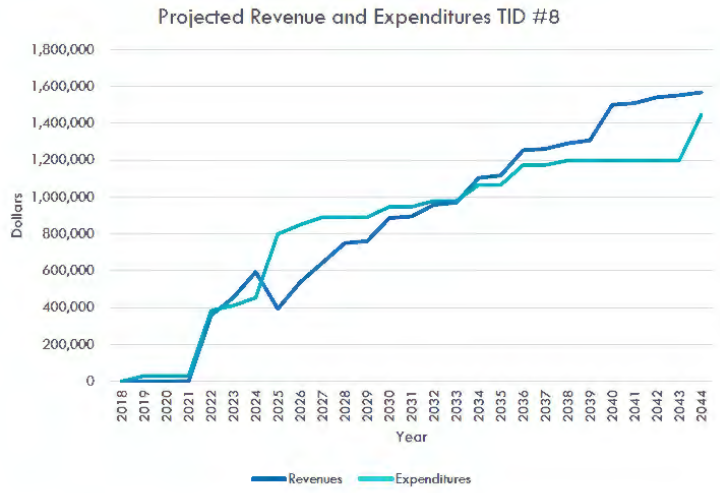
All the proposed public improvements are needed to properly develop the site for high-density residential. The City recognizes that public investment in high quality site amenities will drive high-quality, high-value development on this site. A reduction in the scope of the project is not possible without jeopardizing the goal of significant redevelopment.

Financing of redevelopment activities is described within the TID #8 draft project plan, attached. The TID financials assume a $500,000 Idle Sites Grant and even with that, the TID only begins to cash flow in the last two years of its life.

Fiscal Capacity of Dane County Cities & Village

TAXING DISTRICT TYPE/NAME	1-Jan 2016 POPULATION	2016 FULL VALUE	Assessed Value per Capita	Rank	FULL VALUE EFFECTIVE RATE	LOCAL TAX	Local Tax Rate	Rank
V MAPLE BLUFF	1,304	375,359,600	$287,852	1	0.02079	2,359,000	0.63%	45
V SHOREWOOD HILLS	2,077	565,150,200	$272,099	2	0.01952	2,563,497	0.45%	35
C VERONA	12,100	2,373,890,700	$196,189	3	0.02061	13,085,916	0.55%	42
C EDGERTON	131	24,371,500	$186,042	5	0.02198	71,182	0.29%	22
C MIDDLETON	19,317	3,143,766,900	$162,746	9	0.01933	16,592,200	0.53%	39
C MONONA	7,864	1,187,593,600	$151,016	12	0.02244	6,519,175	0.55%	41
V WAUNAKEE	13,322	1,595,672,800	$119,777	25	0.02023	9,305,606	0.58%	43
V OREGON	9,797	1,008,065,500	$102,895	36	0.01963	5,375,940	0.53%	40
C FITCHBURG	27,635	2,830,645,500	$102,430	37	0.02271	21,501,215	0.76%	56
V COTTAGE GROVE	6,635	675,986,200	$101,882	38	0.02214	3,399,324	0.50%	38
V DEFOREST	9,388	953,556,400	$101,572	39	0.02083	6,532,120	0.69%	48
V MCFARLAND	8,044	815,493,100	$101,379	41	0.02168	5,672,559	0.70%	51
V WINDSOR	7,145	717,943,200	$100,482	42	0.01881	3,511,333	0.49%	37
V CAMBRIDGE	1,362	136,604,700	$100,297	43	0.0229	1,078,859	0.79%	57
C MADISON	247,207	24,596,422,250	$99,497	44	0.02324	219,728,625	0.89%	61
V MAZOMANIE	1,668	156,306,700	$93,709	48	0.02206	1,098,396	0.70%	53
V CROSS PLAINS	3,842	357,182,700	$92,968	49	0.02016	2,447,850	0.69%	49
V MOUNT HOREB	7,142	657,349,900	$92,040	50	0.01877	4,206,379	0.64%	46
C SUN PRAIRIE	32,613	2,772,245,800	$85,004	51	0.02277	20,930,527	0.76%	55
V BELLEVILLE	1,854	157,517,700	$84,961	52	0.02218	1,382,918	0.88%	60
V DEERFIELD	2,451	199,051,500	$81,212	53	0.02215	1,302,929	0.65%	47
V BLACK EARTH	1,388	111,234,000	$80,140	54	0.02168	768,543	0.69%	50
V DANE	1,090	85,603,900	$78,536	55	0.0219	640,500	0.75%	54
C STOUGHTON	12,819	1,000,796,500	$78,071	56	0.02213	8,098,255	0.81%	58
V BLUE MOUNDS	938	69,078,200	$73,644	57	0.02067	327,739	0.47%	36
V ROCKDALE	213	15,334,900	$71,995	58	0.01957	65,645	0.43%	34
V BROOKLYN	953	66,897,300	$70,197	59	0.02282	561,308	0.84%	59
V MARSHALL	3,859	201,561,400	$52,232	61	0.02175	1,413,273	0.70%	52
	518,538	**56,550,867,750**	**$109,058**		**0.02127**	**385,559,457**		

Source: Dane County, Wisconsin Department of Revenue



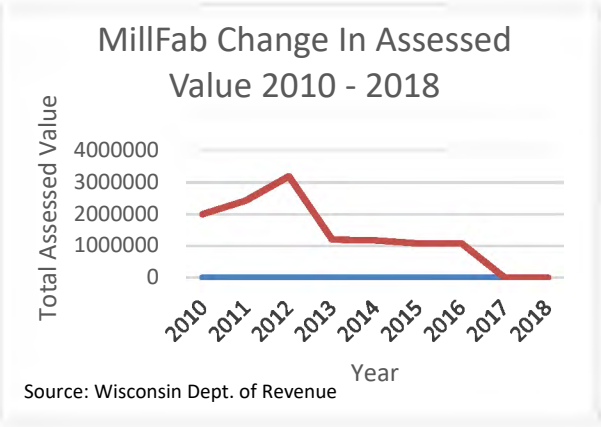
Stoughton's need for an Idle Sites Grant is illustrated by the City's relatively low fiscal capacity and the high expenditures required to facilitate redevelopment of the area encompassed by the subject site.

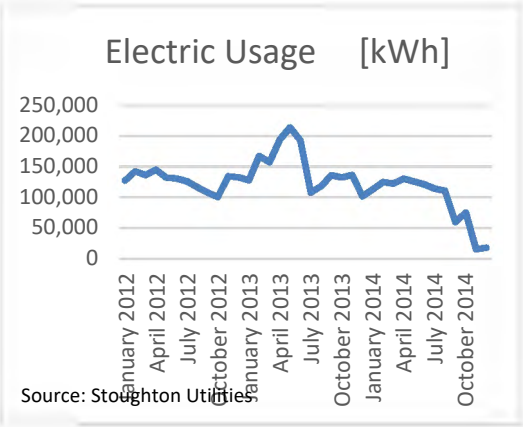
3. Site Background

The site is located along the Yahara River in downtown Stoughton, just two blocks off Main Street and in the core of the City. A major City park – Mandt Park, is located directly across the Yahara River from the site.

The site has been in nearly continuous industrial use for 140 years, detailed in the chart on the following page and in the historical research report included as a supporting document. The site was a major producer of wagons and trailers in the early part of the 20th century. In the early part of the century, the site contained 15 large multi-story industrial buildings employing approximately 1,000. There is a direct link between this site and the establishment of Stoughton Trailers, which today accounts for nearly 30% of all semi-truck trailers produced in the United States. No trailers have been produced on this site since 1957.

MillFab had been using the site for millwork production – primarily producing molding for Menards. Their contract with Menard's was terminated in 2013, which led to the closing of the plant in 2014 – the last active use of the site. MillFab operated at a reduced capacity for about a year prior to closing the operation. In 2013 they were successful in having their property assessment reduced by the Wisconsin Dept. of Revenue. Additionally, their electric usage dropped significantly at the same time. These events are illustrated by the following charts.





The entire site is contaminated by the fill that was applied to the site around the turn of the century when the site was built-out by the Mandt Wagon Works for wagon manufacturing. The Mandt Company apparently used waste sand and cinders from their foundry operation to fill-in a portion of the Yahara River and cover wet soils. The depth of fill ranges from 2' along the northern portion of the site to approximately 10' along the River. Results of a geotechnical study and phase I and II environmental assessments of the site are included as supporting documents.

The Mandt Wagon Works, causer of the environmental contamination, merged in 1929 with Minneapolis Steel & Machinery Company and the Minneapolis Threshing Machine Company to form the Minneapolis-Moline Power Implement Company with

manufacturing facilities in Minneapolis and Hopkins MN and Moline, IL. This company was acquired by the White Motor Company in 1963, which itself was purchased by AGCO (Duluth, GA) in 1991. Moline Plow Company closed its manufacturing operations in Stoughton in 1921 and in 1929 sold the site to the City of Stoughton who acquired the property to prevent razing of the buildings and to keep facilities that could employ the former workers. At that time the buildings were leased to the Highway Trailer Company which acquired the property in 1931. Manufacturing operations on this site ceased in 1957 and the buildings were used primarily for storage after that time.

MillFab acquired the former Moline Plow foundry building along the river in 1961 and manufactured wood molding there until 2014 when it went into receivership. Prior to closing it had a period of underutilization after it lost its contract with Menards in 2013 and until its closing the following year. This underutilization is illustrated by the reduction in the manufacturing assessed value by the Wisconsin Dept. of Revenue and a sharp reduction in electric usage as shown in charts on the previous page.

The area to the north and east of the site is primarily residential. These residents have been living with blighted properties for many years. Recently, E. South St. was closed by the City due to the risk posed by the deteriorated condition of the Highway Trailer building, severely inconveniencing all who use this busy arterial street. All taxpayers in the City are making up for the reduced property valuations in this area. While nearby properties in downtown Stoughton are valued at around $1 million per acre, the properties that are the subject of this grant application were valued at 1/10th that amount - $110,000 per acre. Redevelopment of this idle site will add significant new tax base to the City, alleviating the burden that taxpayers have been shouldering because of these undervalued properties.

This project is in alignment with the Railroad Corridor Redevelopment Plan, Rail Corridor Neighborhood Plan, the City's Comprehensive Plan (http://www.ci.stoughton.wi.us/index.asp?SEC=4898057C-F65F-43D6-BED3-5CEC65FC3D60&Type=B_BASIC), The TID #5 Project Plan and the draft TID #8 Project Plan. These references as well as a seven-page summary of studies, maps and plans related to the riverfront redevelopment area are included as supporting documents.

Attachment A

Table 1 – Site Ownership & Occupant Information				
From	**To**	**Owner**	**Occupant**	**Primary Land Use**
MillFab Property				
2017	Current	Stoughton RDA	None	Vacant
2014	2016	Receivership	None	Vacant
1962	2014	Holley Molding, Inc.	Millfab, Inc.	Industrial – Wood Moldings
Unknown	1962	Seacraft	Seacraft	Industrial – Wood Moldings
Unknown	Unknown		Stoughton Cab & Body Co., Garden City Foundry Co., Badger Wheeler, Stoughton Manufacturing Company, Stoughton Highway Trailer Co.	Industrial
~1921	~1949	Stoughton Woodwork Company	Stoughton Woodwork Company	Industrial – Mill Work
~1906	~1921	Moline Plow	Moline Plow	Industrial – Wagons & Plows
~1904	~1906	C. Mandt Vehicle Company	C. Mandt Vehicle Company, Foundry, Coal House	Industrial – Wagon Manufacture & Coal Storage
~1892	~1904	C. Mandt Vehicle Company	C. Mandt Vehicle Company, Coal House	Industrial – Wagon Manufacture & Coal Storage
~1887	~1892	Unknown	Coal House	Industrial
~1884	~1887	Unknown	Coal House, Grain Cribs	Industrial
Prior to 1884	~1884	Unknown	Hog Pens, Grain Cribs	Agriculture-Commercial
Highway Trailer Site				
2010	Current	Stoughton RDA	None	Vacant
1972	2010	Don Wahlin	Stoughton Trailers	Storage/warehouse
1957	1972	TCJ Trailer	TCJ Trailer	Storage/warehouse
1948	1957	Highway Trailer	Highway Trailer	Manufacture/assemble truck bodies
1925	1948	City of Stoughton	*Mid-West School Furniture Co. (briefly) *Highway Trailer *Garden City Foundry *Stoughton Cab & Body Co. *Stoughton Manufacturing Co.	Manufacture/assemble truck bodies; some parts used for tobacco storage.
1902	1925	Moline Plow Co.	Moline Plow	Constructs existing building. Manufacture/assembly of wagons.
1896	1902	T.G. Mandt Vehicle Co.	T.G. Mandt Co.	Manufacture/assembly of wagons. No buildings remain on this site from this owner.

4. Project Implementation

Project Vision: *An urban waterfront neighborhood built around riverside green space and recreational opportunities, with varied and modern living spaces for the young and old alike that enhances downtown vitality and serves as a regional destination.*

Implementation – Past Activities	
Year	**Activities**
2004	Alexander Company proposes redevelopment of the former Highway Trailer building. City denies TIF request – the request was higher than the Council felt was justified. Alexander conducts Phase I & II environmental assessments.
2005	The City begins planning for the redevelopment of blighted properties in downtown Stoughton. At that time, the focus was on the entire railroad corridor that comprised the former industrial heart of the City. City creates a comprehensive plan that designates riverfront area as "planned mixed use". City secures grant to study the stability of the Yahara River bank.
2007	ArtSpace – a non-profit developer creating work-live space for artists evaluates the feasibility of redevelopment the Highway Trailer building. City was unwilling to commit funds for pre-development activities.
2008	City establishes a Redevelopment Authority (RDA) to help manage redevelopment activities. A Rail Corridor Redevelopment Plan is prepared, and Redevelopment District #1 is created.
2009	The Rail Corridor Neighborhood Plan is prepared, adding more design detail to the initial Redevelopment Plan. Planning for the creation of TID #5 begins. Movin' Out approaches the City with a proposal for a workforce housing development in the riverfront redevelopment area – a site along the river formerly used by Stoughton Trailers for trailer storage. The RDA begins negotiating for the acquisition of the Highway Trailer building. Phase I & II environmental assessments are prepared by Ayres Associates.
2010	TID #5 is created by the City. Grant funding is secured to prepare a business incubator feasibility study. Movin' Out and the City reach agreement on the development of a 33-unit workforce housing project called Elven Sted – a $7 million investment. RDA acquires Highway Trailer building from Don Wahlin.
2014	MillFab ceases operations, property goes into receivership.
2015	City begins negotiating with Receiver for acquisition of the MillFab property. RDA secures a CDI grant from WEDC to conduct pre-development due diligence on City-controlled property in the riverfront redevelopment area. This includes a title report, geotechnical investigation, ALTA survey, environmental assessments, market analysis and a developer request for proposals. Wisconsin DNR issues municipal liability exemption for RDA acquisition of the MillFab property.
2016	RDA completes developer RFP and releases it in September. RDA begins negotiating with Anchor Bank for acquisition of the Carpet Warehouse building. RDA has a determination of eligibility prepared to evaluate the historic significance of the buildings on the MillFab, Highway Trailer and Public Works Garage sites. RDA closes on the MillFab property in December. RDA receives three development proposals in December.
2017	RDA selects Tannesay as the master developer for the riverfront redevelopment area. RDA decides to demolish Highway Trailer building. City Council places moratorium on demolition to prevent demolition of Highway Trailer building. RDA secures grant to conduct a master plan design charrette with the selected developer team. Design charrette conducted in June.

	Master developer pulls out of project following design charrette. City commissions study on the structural integrity of the Highway Trailer building. Architect recommends closing E. South St. due to public risk from building instability. City closes E. South St. RDA secures SAG grant to help fund demolition of MillFab buildings. Demolition plans and specs are prepared, and pre-demolition activities completed. City reaches agreement with bank for purchase of Carpet Warehouse building. City plans for a new Public Works Garage finalized.
2018	Demolition of MillFab buildings completed. City Council authorizes demolition of Highway Trailer building – except the Blacksmith Shop. City closes on Carpet Warehouse building after a successful environmental clean-up by the bank. Carpet Warehouse building is demolished. Financing secured for new Public Works Garage. Plans prepared for riverfront restoration and whitewater park.

Implementation – Planned Activities

Year	Qtr	Activities
2018	2	Complete demolition of MillFab and Carpet Warehouse buildings. Apply for Idle Sites Grant and WAM grant for environmental assessment of Highway Trailer site. Continue preparing project plan for new TID #8. City Parks Department submits DNR grant for funding Riverwalk and Whitewater Park.
2018	3	Secure Idle Sites Grant; Demolition of Highway Trailer building; Conduct assessment of MillFab and Highway Trailer sites through WAM; TID #8 project plan approved by City Council; E. South Street reopens; DNR Stewardship grant received for Riverwalk, pedestrian bridge and whitewater park.
2018	4	Begin soliciting developer interest in site; Complete demolition of Highway Trailer building;
2019	1	Conduct phase II assessment of Public Works Garage site; Begin design work for Riverwalk, pedestrian bridge and whitewater park, issues bid solicitation;
2019	2	Master developer selected; City lets contract for riverbank stabilization, Riverwalk path, pedestrian bridge and whitewater park;
2019	3	Developer prepares site master plan; City begins design processes for lift station and street improvements; Developer begins planned development rezoning process;
2019	4	Public Works Garage site is vacated, demolished; Begin environmental remediation of Public Works site; Planned development rezone process completed; bid solicitation for lift station, street improvements, burying electric power lines;
2020	1	Developer and City prepare for start of construction;
2020	2	Construction begins – developer's first building, lift station, street improvements, bury electric power lines;;
2020	3	Construction continues;
2020	4	Developer completes construction of first building, public improvements completed; Plans completed for 2nd building;

Factors That Could Impact Schedule and Mitigation Response:

- TID #8 Project Plan is not approved by City Council – a Committee of the Whole meeting is planned for June 2018 to review the draft project plan prior to the plan going to public hearing.

- Lack of interest in site by developers – City staff and RDA members intend to meet one-on-one with major developers in the Madison area to sell them on the strengths of the site.
- Phase II assessments of MillFab and Highway Trailer sites identify more significant contamination than expected – development schedule or phasing plan is adjusted to account for the additional time for remediation/mitigation.
- Idle Sites grant or WisDNR Stewardship grant is not received – this could represent a setback in implementation. We don't expect there to be much flexibility in the City budget to make up for the loss of expected grant funding. Hope that costs come in significantly less than estimated to make up for the lack of grant funds.
- Demand for housing evaporates – this would delay implementation of development, but it is likely that demand would return after a period of time.
- Significant contamination found on Public Works Garage site – this would not delay start of construction as that site would not be in the first phase of redevelopment. There is time to resolve any remediation/mitigation before the MillFab/Highway Trailer/Carpet Warehouse sites are fully built out.

Property Transactions

The RDA has already acquired the Highway Trailer, MillFab and Carpet Warehouse sites through voluntary purchase. The MillFab property was purchased through receivership and the Carpet Warehouse property was purchased through bank foreclosure. The City already owns the Public Works Garage site. The new Public Works Garage is expected to be completed in 2019, freeing the site in the riverfront redevelopment area for development activities. No other property transactions are planned or needed to accomplish the intended redevelopment.

Evidence of Market Viability

The RDA has already received three developer proposals for redeveloping all or portions of the riverfront redevelopment area and had previously selected a master developer – Tannesay. This developer, who was ready to commit to $60 million in new development, pulled out of the project, not because of the lack of market demand, but rather it became apparent to the developer during the master plan design charrette in June 2017 that the City Council was not ready to move forward with any development plans. There were several issues the Council had concerns about that needed to be resolved before any developer would be able to move forward, including:

- Density
- Preference for ownership units over rental
- Demolition of the Highway Trailer building;
- Affordable housing
- Degree of commercial development

A retail and residential market analysis was performed in 2015 and is included as a supporting document. We have come a long way in resolving some of these issues and the Council is now in a better position to move forward than it was a year ago. We are confident that the Dane County market will continue to be strong into the foreseeable future. Further evidence of market viability is the performance of Kettle Park West – a major commercial and residential development on the west edge of Stoughton. Over $20 million of development has been put in place in that development over the past three years. The riverfront redevelopment area will provide new upscale housing units on a site with many natural and recreational amenities just two blocks from the historic arts district, restaurants, shops, and entertainment along Main Street. We believe this development will attract people to Stoughton who would otherwise never consider the City as a place to live.

5. Project Viability

City's Ability to Implement

The City of Stoughton established a Redevelopment Authority in 2008 to lead redevelopment efforts in the City. The RDA is mostly comprised of professionals with backgrounds in real estate, development, construction, lending and marketing. The RDA hires consultants as needed to provide the expert information they need to make informed decisions. Gary Becker, CEcD, a planner with over 30 years of redevelopment planning experience, has been on retainer by the RDA since its founding. Gary will continue to be involved with the RDA to implement this redevelopment project. Additionally, the City has capable staff to guide implementation of this project, including an experienced planning director – Rodney Scheel and an experienced Finance Director – Tammy LaBorde.

The City has the financial capacity to implement the project. This capacity is discussed in detail in the draft TID #8 project plan, which is included as a supporting document.

The best evidence for the City's ability to implement this project is what they have already accomplished as described in the previous sections of this application.

Implementation Team

Gary Becker, CEcD – project manager
Tammy LaBorde, Finance Director
Rodney Scheel, Planning Director
Matthew Dregne, City Attorney, Stafford Rosenbaum
Timothy Swadley, Mayor
Roger Springman, RDA Chair
Carl Chenoweth, RDA Commissioner (retired civil engineer)
Regina Hirsch, RDA Commissioner, City Council
Denise Duranczyk, RDA Commissioner, City Council
Ron Christianson, RDA Commissioner (neighborhood resident)
Brian Girgen, RDA Commissioner, (construction contractor - J.P. Cullen)
Dale Reeves, RDA Commissioner (proposed), (commercial banker)

All property associated with this project is in public ownership and no individual owns more than 20% of the project.

Partnerships

The project partnership to date is between the City Council and the Redevelopment Authority. There currently is no private sector development partner. We expect to have a private sector development partner when the site is cleared and the TID #8 project plan has been approved.

6. Project Financing

The City of Stoughton will be financing the proposed project budget, along with the Idle Sites grant. A summary of the budget follows:

Project Budget:

WEDC Idle Sites Grant:

Public Space – $500,000: Cost of stabilizing/restoring the Yahara River and constructing a Riverwalk trail and pedestrian bridge.

City of Stoughton TIF:

Public Space - $729,000: Remaining cost of stabilizing/restoring the Yahara River and constructing a Riverwalk trail and pedestrian bridge.

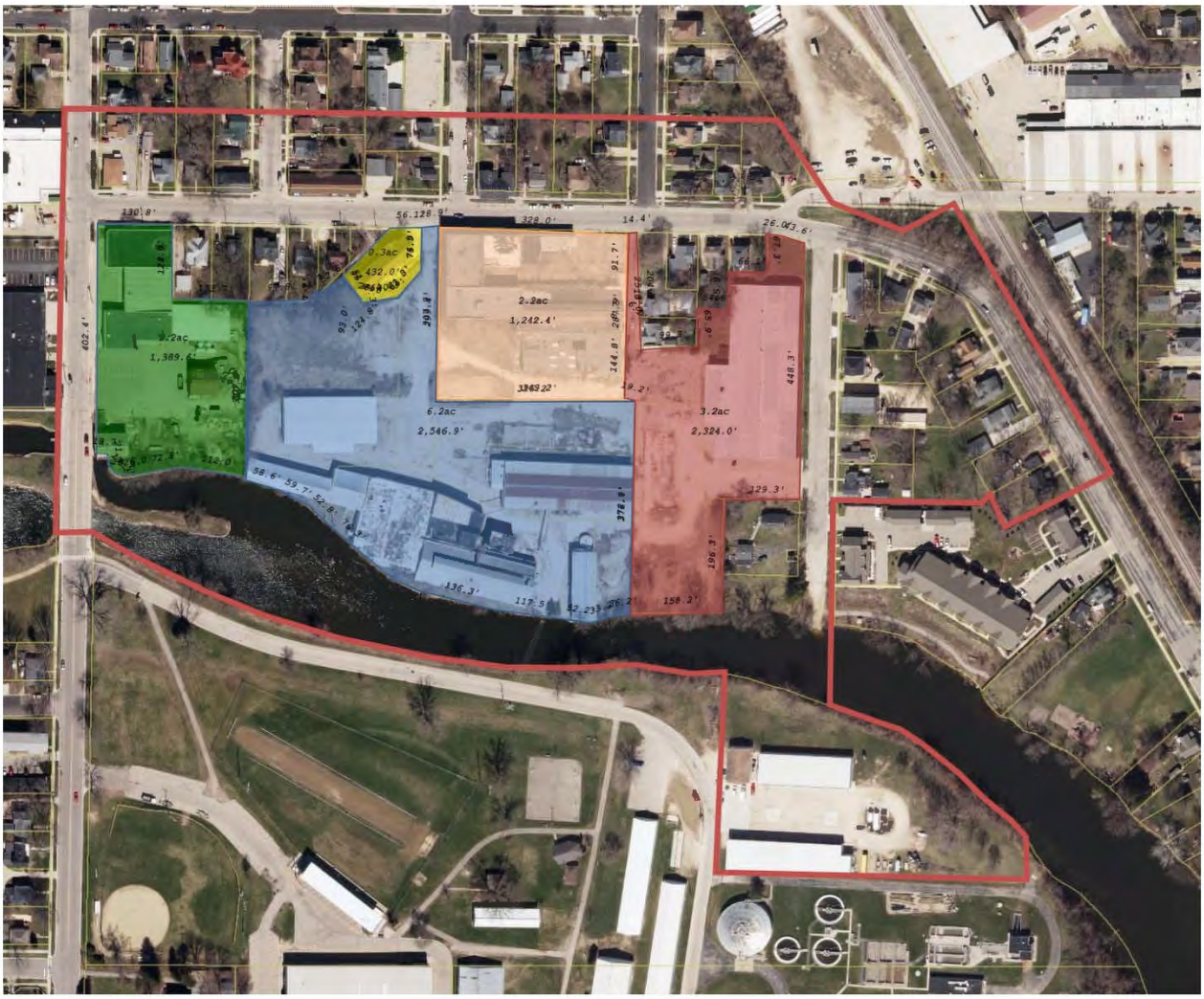
Demolition - $900,000: Cost of remediating hazardous material in the Highway Trailer building and demolition of the complex of buildings which may or may not include the Blacksmith Shop, depending upon its condition following demolition of the building around it.

The City has bonded for the demolition of the Highway Trailer building and has committed to funding the proposed riverfront improvements. A funding request has been submitted to the Wis DNR to secure additional grant funds to support the City's significant investment in this area. All project costs are included in both the original TID #5 project plan as well as the new TID #8 project plan, expected to be approved in July 2018.

Cost estimates for the project budget are included as supporting documents in Attachment H.

The current TID #5 project plan and draft TID #8 project plan are included as supporting documentation to support the City's capacity to finance the project. Also included is a municipal resolution authorizing issuance of a bond to finance demolition of the Highway Trailer building, a municipal resolution authorizing submission of a WisDNR grant application and a municipal resolution authorizing planning for the amendment of TID #5 and the creation of TID #8.

Attachment A



Major uses of site: Green – City public works garage until 2019; Blue – MillFab wood milling ceased operations in 2014, now owned by Stoughton RDA, buildings now demolished; Orange – Highway Trailer Building – ceased industrial operations in 1957, buildings scheduled for demolition in June 2018; Yellow – Robert's Auto ceased operations in 2015, now owned by the Stoughton RDA, building now demolished; Red – Stoughton Trailer leased warehouse space, available for inclusion in a redevelopment project, not in public ownership. Remaining uses are primarily residential.