

Riverfront Redevelopment

UPDATE

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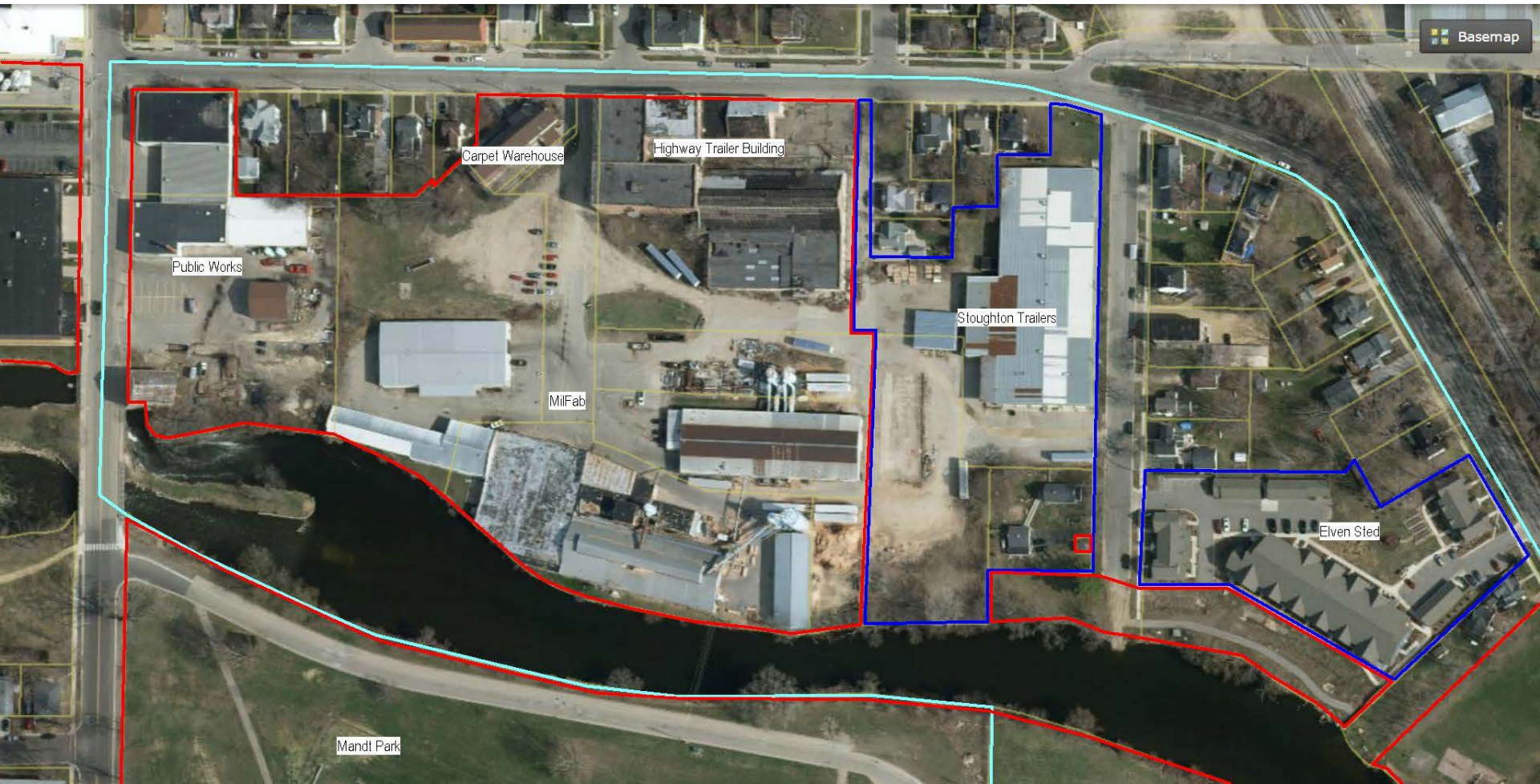


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Riverfront Redevelopment Area



Redevelopment Area City-owned Property Other Significant Property

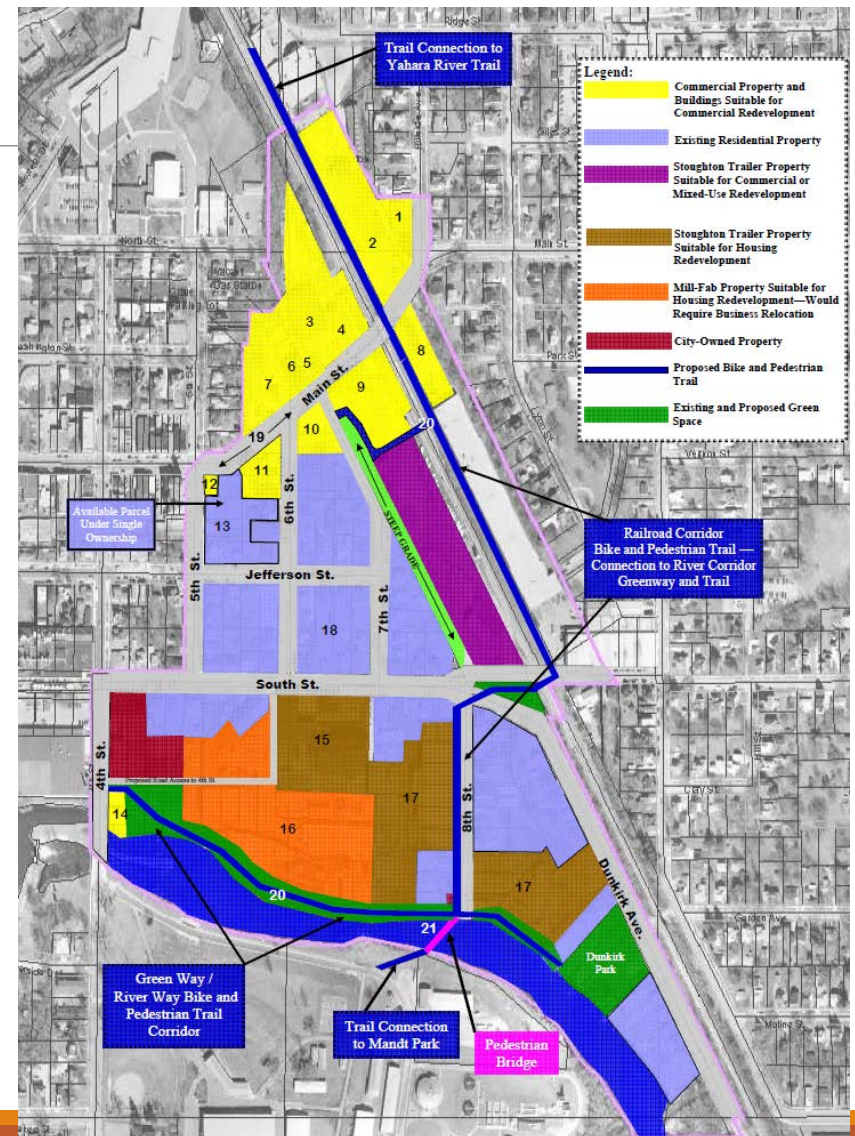
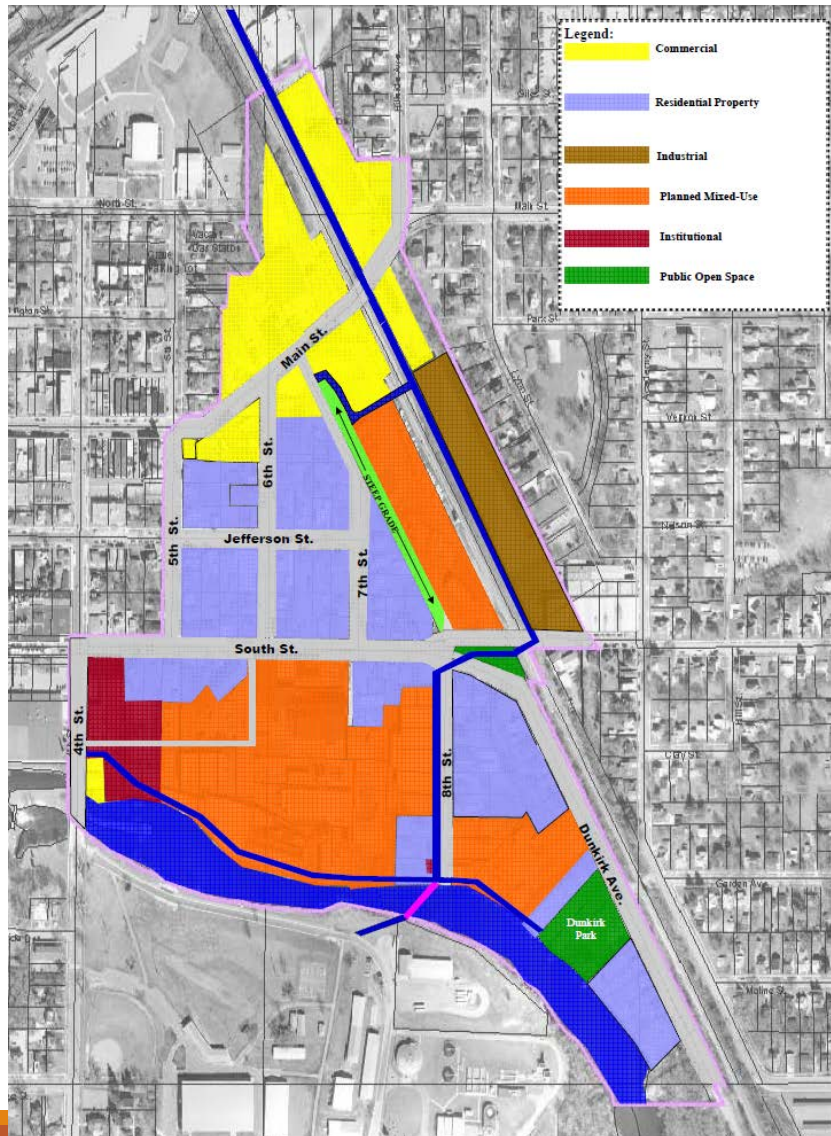
History

2004	Gorman, Alexander Propose HTB Rehab	2011	Elven Sted Completed
2005	Initial Planning for Redevelopment	2013	InSite Architechts Investigate HTB
2006	Pedestrian River Crossing & Bike Plan	2013	CDBG Housing Grant
2007	RDA Formed	2014	Brownfield Renewal Award - Elven Sted
2007	Redevelopment Area Established	2014	MilFab Files for Bankruptcy
2007	ArtSpace Investigates HTB	2014	Arts District Formed
2008	Redevelopment Plan Approved	2015	MilFab Site Investigation & Offer to Purchase
2009	TID #5 Created	2016	Request for Development Proposals
2009	Rail Corridor Neighborhood Plan	2016	MilFab Purchase
2010	Movin' Out Investigates HTB	2017	Master Developer Selected
2010	Incubator Feasibility Study Completed	2017	Movin' Out Selected for Elven Sted Phase II
2010	Highway Trailer Building Acquired		

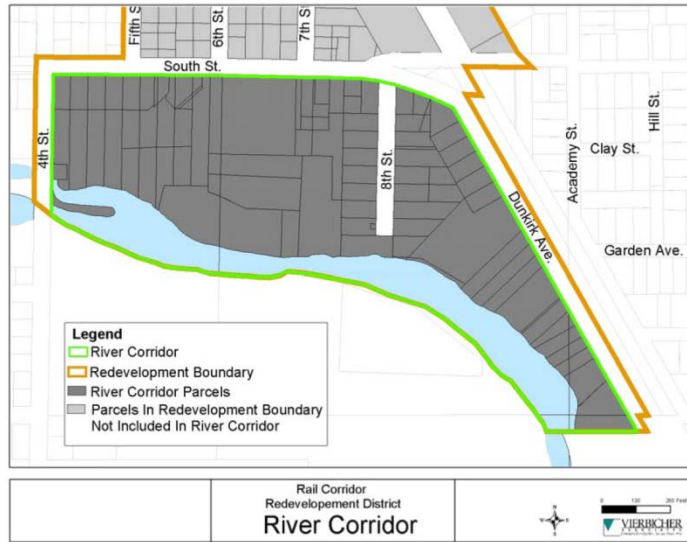
Redevelopment of old contaminated industrial property on waterfront in a downtown is very complex and takes a long time.

This is why the RDA was formed – a body of technical expertise with 5 year terms to implement City Council policy.

2005 Redevelopment Plan



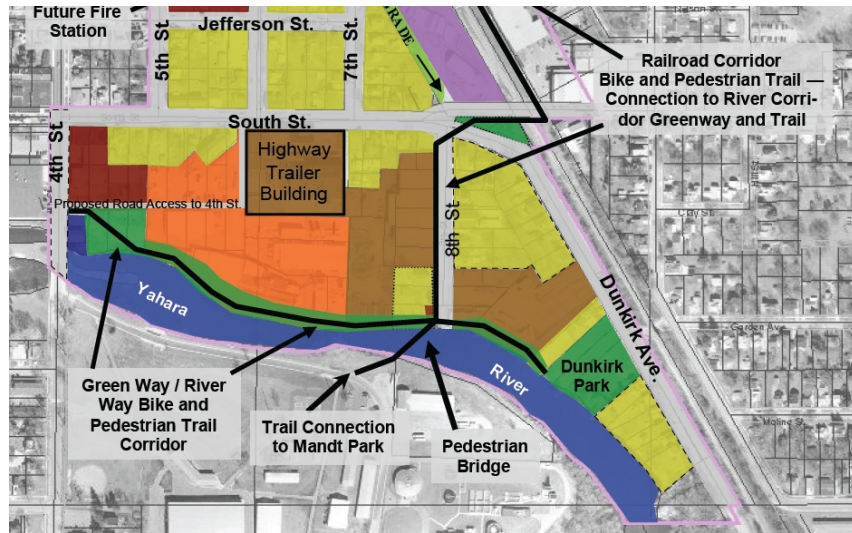
2005 Redevelopment Plan



Plan Objectives

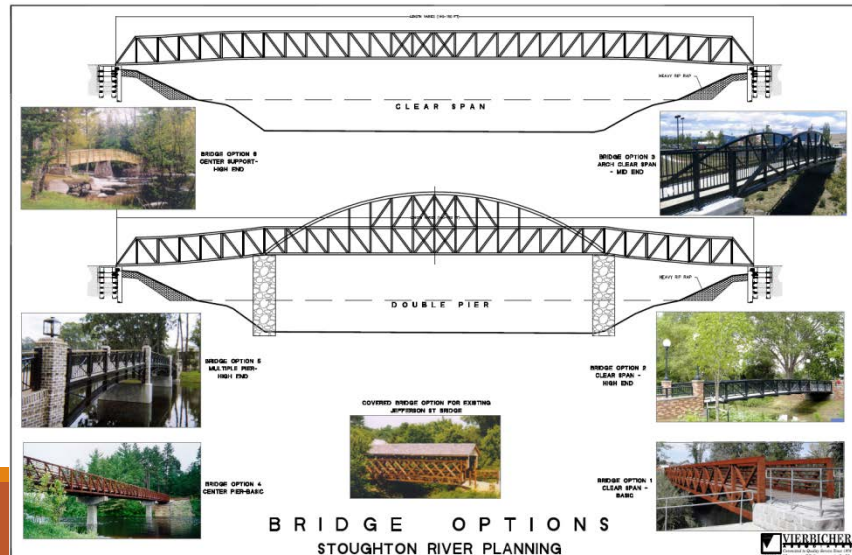
- Establish RDA
- Establish a tax increment financing district
- Establish home improvement program
- Establish public-private partnerships
- Understand environmental issues
- Replace heavy industrial uses with residential, commercial and public spaces
- Develop river frontage as a public amenity (bridge, riverwalk, boat launch)
- Use the river corridor and the rail corridor to connect to the existing trail network north of downtown

2006 Pedestrian River Crossing and Bike Trail Options



Plan Recommendations

- Acquire easements for riverfront trail
- Construct a pedestrian bridge west of 8th Street
- Repair/improve boat launch
- Designate on-street bike trail connecting redevelopment area to existing bike trail north of downtown
- Repair/restore riverbank to prevent erosion
- Construct an accessible fishing facility

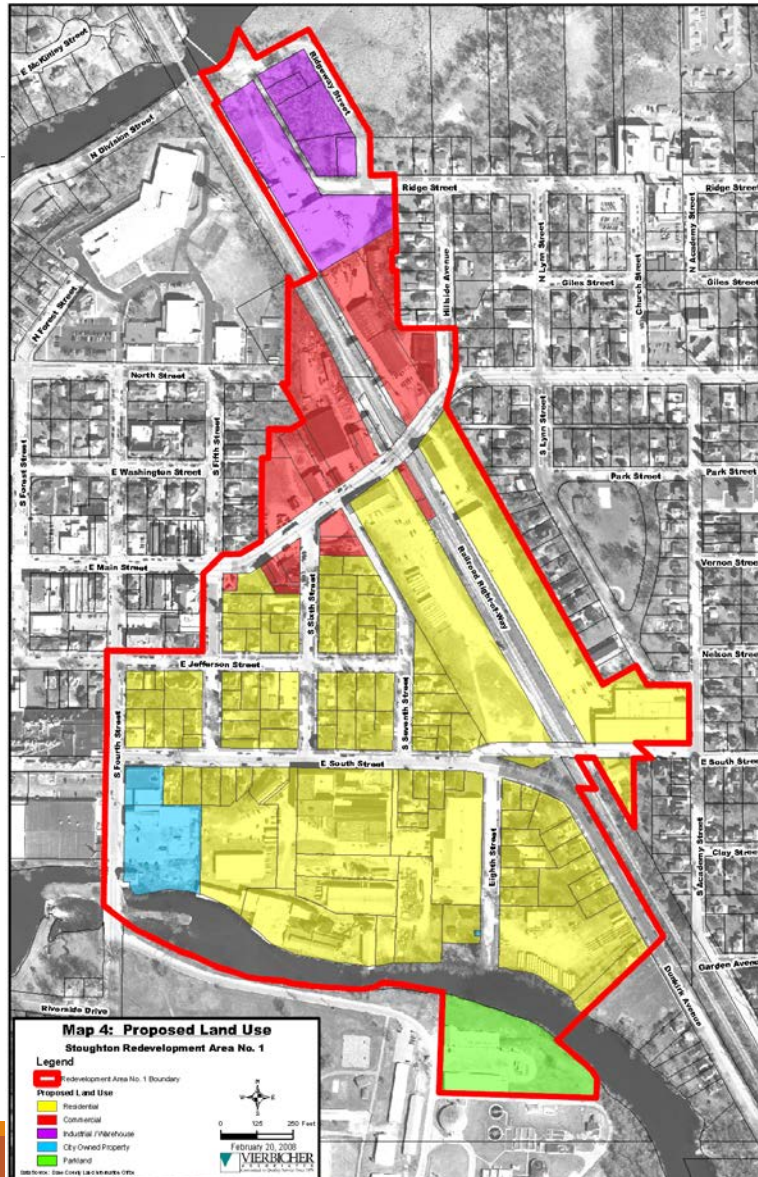


2007 ArtSpace Market Study

Findings

- Documented demand for 22 live/work spaces and 7 studio rentals
- Majority of interested artists are from outside Stoughton
- Only 15% were under 30
- 75% have no children
- Most artists indicated a need for 500 s.f. of studio space or less
- 1/3 of artists indicated a maximum rent of under \$600/month; 1/3 indicated rents of \$600 - \$1,000
- ArtSpace required \$750,000 from City for feasibility study on Highway Trailer Building

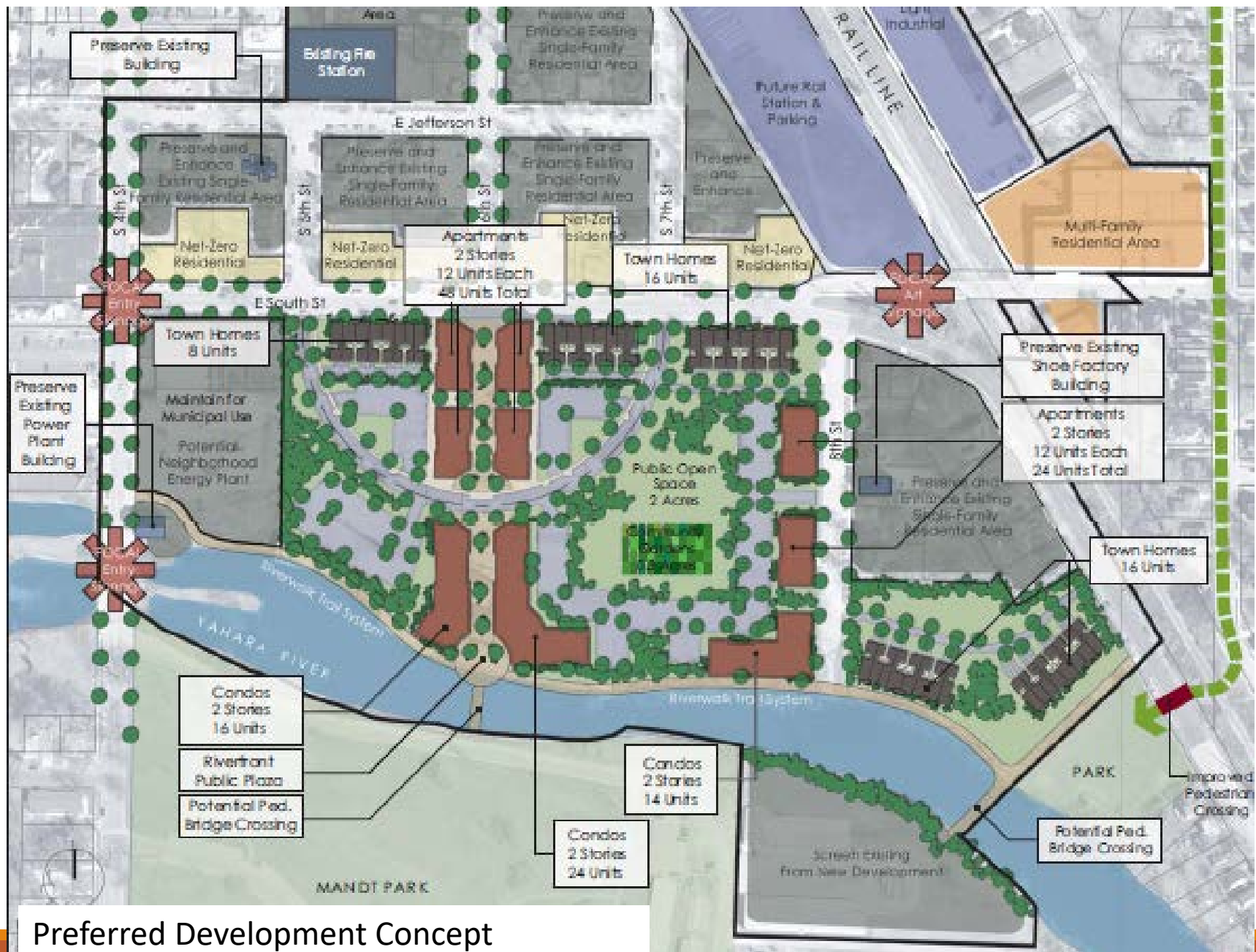
2008 Redevelopment Plan



- Update of 2005 plan – same objectives
- Adopted by newly formed RDA and City Council
- Establishes formal redevelopment district
- Documentation of blight
- Authorizes RDA to use its powers to promote redevelopment

[illegible]

- Significant Public Engagement
- Two Concept Plans
- More Public Engagement
- Preferred Development Plan
- Sustainable Development Options
- Design Guidelines
 - Building Height
 - Building Placement
 - Streetscaping



Preferred Development Concept

2009 Rail Corridor Neighborhood Plan



People liked the idea of a riverwalk along the Yahara River.



Developers felt views of the Yahara River would be a major amenity.

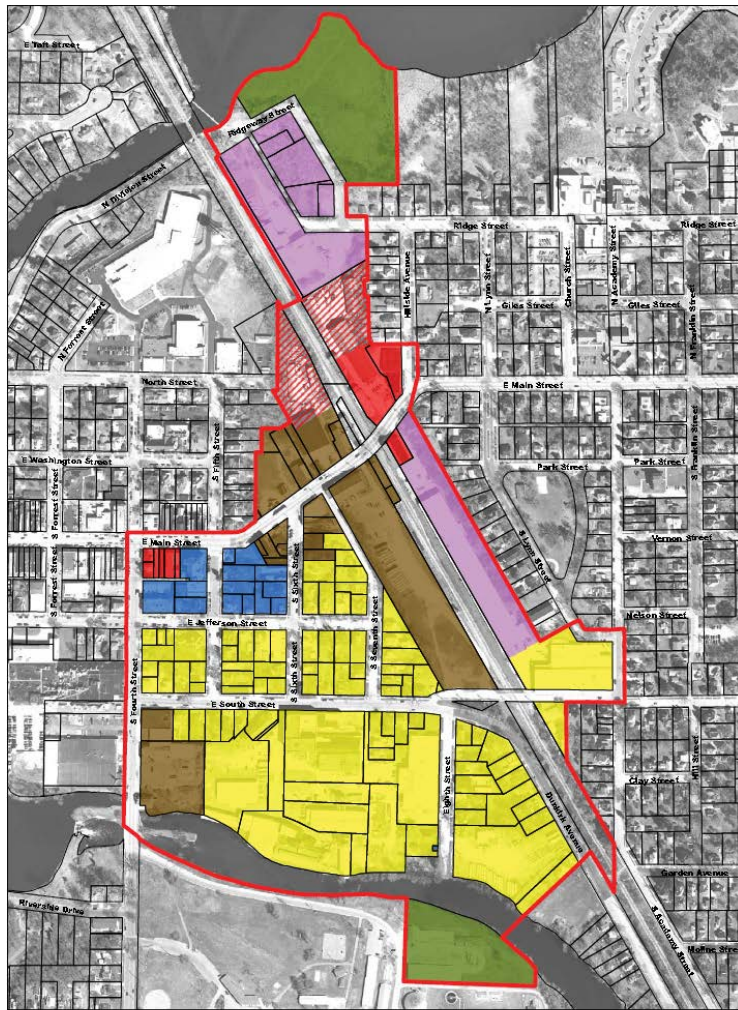
2009 Rail Corridor Neighborhood Plan



Above: examples of architecture and density that fit the Main Street part of the Rail Corridor area .

2010 TID #5 Created

- TID Life – 27 years; 22 year expenditure period
- \$68 million increment
- \$17 million expenditures



Legend

- TID #5 Boundary
- Commercial
- Commercial / Industrial Mix
- Government / Institutional
- Industrial / Warehouse
- Mixed Use
- Parkland / Open Space
- Residential

Data Source: Oneida County Land Information Office
Vierbicher



2010 Elven Sted



Contaminated site along river with poor soils and high water table

RDA acquired property, secured municipal liability exemption and sold to developer

RDA secured a \$200,000 grant to address environmental issues

City provided \$580,000 in TIF assistance to address site issues

National brownfield award for social impact



\$7.2 million investment

2016 Development Proposals

- Prepared request for proposals for a master developer for City-owned property;
- Request was based upon the Council's official 2009 Rail Corridor Neighborhood Plan;
- Sent to 144 developers across southern Wisconsin and northern Illinois.
- Three proposals received:
 - Tanesay – to be Master Developer for all City-owned land;
 - Movin' Out – proposed the next phase of Elven Sted on Stoughton Trailers
 - Gorman – proposed only rehab of Highway Trailer Building

Developer Selection

Tanesay selected to be Master Developer:

- Experience with very similar project in Appleton;
- Development ideas consistent with 2009 concept plan;
- Proposes open view of River from Rotary Park;
- Suggests \$40 million in property value
- Considers Highway Trailer Building a liability
- Start construction Fall 2017 or Spring 2018

Movin' Out selected for Stoughton Trailer site

- Positive experience with Elven Sted
- Continue similar development along 8th St.
- 50 units, \$1.5 - \$2.0 million in property value
- Start construction Fall 2018

Developer Selection

Gorman Proposal for Highway Trailer Building Rejected:

- Movin' Out and Gorman in direct competition for similar funding sources;
- Movin' Out and Gorman not willing to work together to complete a single large project to avoid competition;
- Master Developer views Highway Trailer Building as a liability
 - Would need to wait to start master development until rehabbed HTB is leased – minimum three years from now;
 - Blocks view of River from Rotary Park
 - Likely need to solicit another Master Developer
- Gorman project relies on tax credits – historic preservation and LIHTC
 - Current political threats to both programs with significant changes likely
- Anticipated property values significantly less than those that would be created by Master Developer.

Increment Analysis of Alternatives

Tanesay + Movin' Out No Highway Trailer Building

	Appreciation	Construction	Cumulative	TIF
Year	Increment	Increment	Increment	Revenue
2010	(\$703,800)	\$0	(\$703,800)	\$0
2011	\$945,500	\$996,200	\$1,237,900	\$0
2012	(\$2,761,800)	\$0	(\$1,523,900)	(\$14,766)
2013	(\$856,500)	\$0	(\$2,380,400)	\$28,397
2014	\$845,500	\$0	(\$1,534,900)	(\$35,735)
2015	\$489,100	\$0	(\$1,045,800)	(\$53,488)
2016	\$161,131	\$0	(\$884,669)	(\$34,412)
2017	(\$1,294,458)	\$0	(\$2,179,127)	(\$23,447)
2018	\$149,798	\$7,750,000	\$5,720,671	(\$19,834)
2019	\$228,796	\$2,750,000	\$8,699,467	(\$48,856)
2020	\$258,584	\$7,000,000	\$15,958,050	\$128,257
2021	\$331,170	\$3,000,000	\$19,289,220	\$195,042
2022	\$364,481	\$7,000,000	\$26,653,701	\$357,779
2023	\$438,126	\$3,000,000	\$30,091,827	\$432,464
2024	\$472,507	\$7,000,000	\$37,564,334	\$597,576
2025	\$547,232	\$3,000,000	\$41,111,567	\$674,659
2026	\$582,705	\$0	\$41,694,271	\$842,192
2027	\$588,532	\$0	\$42,282,803	\$921,721
2028	\$594,417	\$0	\$42,877,220	\$934,786
2029	\$600,361	\$0	\$43,477,581	\$947,980
2030	\$606,365	\$0	\$44,083,946	\$961,307
2031	\$612,428	\$0	\$44,696,375	\$974,767
2032	\$618,553	\$0	\$45,314,927	\$988,362
2033	\$624,738	\$0	\$45,939,666	\$1,002,093
2034	\$630,986	\$0	\$46,570,651	\$1,015,961
2035	\$637,296	\$0	\$47,207,947	\$1,029,967
2036	\$643,668	\$0	\$47,851,615	\$1,044,114
2037	\$650,105	\$0	\$48,501,720	\$1,058,402

\$41,496,200

\$13,905,290

Gorman + Master Developer with Highway Trailer Building

	Appreciation	Increment	Cumulative	TIF
Year	Increment		Increment	Revenue
2010	(\$703,800)	\$0	(\$703,800)	\$0
2011	\$945,500	\$996,200	\$1,237,900	\$0
2012	(\$2,761,800)	\$0	(\$1,523,900)	(\$14,766)
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2017	(\$1,294,458)	\$0	(\$2,179,127)	(\$23,447)
2018	\$149,798	\$1,400,000	(\$629,329)	(\$19,834)
2019	\$165,296	\$1,400,000	\$935,967	(\$48,856)
2020	\$180,949	\$0	\$1,116,915	(\$14,110)
2021	\$182,758	\$7,000,000	\$8,299,674	\$20,984
2022	\$254,586	\$3,000,000	\$11,554,259	\$25,041
2023	\$287,132	\$7,000,000	\$18,841,391	\$186,079
2024	\$360,003	\$3,000,000	\$22,201,394	\$259,046
2025	\$393,603	\$7,000,000	\$29,594,997	\$422,424
2026	\$467,539	\$3,000,000	\$33,062,536	\$497,755
2027	\$502,214	\$1,100,000	\$34,664,750	\$663,520
2028	\$518,237	\$0	\$35,182,987	\$741,262
2029	\$523,419	\$0	\$35,706,405	\$777,184
2030	\$528,653	\$0	\$36,235,058	\$788,803
2031	\$533,940	\$0	\$36,768,998	\$800,538
2032	\$539,279	\$0	\$37,308,277	\$812,390
2033	\$544,672	\$0	\$37,852,949	\$824,361
2034	\$550,118	\$0	\$38,403,067	\$836,452
2035	\$555,620	\$0	\$38,958,687	\$848,663
2036	\$561,176	\$0	\$39,519,863	\$860,997
2037	\$566,788	\$0	\$40,086,650	\$873,454

\$34,896,200

\$10,022,701

Differences:

- Two year shift in start of master development;
- \$6.6 million less construction increment

Design Charrette

- April 30 – May 3, 2017 – contingent on outcome of demolition moratorium
- Decision makers, stakeholders, public and developer
- Developer's design team interaction with community to generate ideas for the site master plan around these topics:
 - Riverfront
 - Relationship to Nearby Community Spaces
 - Views into Site
 - Density, Corridors, Nodes and Edges
 - Character of site, architectural style, materials

Demolition

Current Plans Assuming No Demolition
Moratorium:

MilFab Demolition – May/June 2017

Highway Trailer Building & Others:

- Apply for grants – April/May 2017
- Funding secured – Fall 2017
- Prepare demolition bid package – Fall 2017
- Demolition – Spring 2018