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**AMENDMENT to TAX INCREMENTAL FINANCE DISTRICT NO. 29
(ALLIED DRIVE)**

PROJECT PLAN

INTENT AND PURPOSE

On September 19, 2000, the City of Madison created Tax Increment District #29 ("District"), as shown in Exhibit A, to achieve two objectives:

1. Finance public works and improvements projects
2. Provide financial assistance to the private sector which will result in the elimination of blighted conditions

In 2006, the City of Madison purchased three properties located at 2317, 2345, and 2409 Allied Dr. These properties (collectively the "City Properties") were purchased to facilitate their redevelopment. The redevelopment of the City Properties and the ongoing construction of Avalon Village are projects meant to further the elimination of blight in the Allied Drive area.

This Project Plan Amendment does not affect the boundaries of the District.

It is the City's intent to redevelop the City Properties and make public improvements described below. The purpose of this activity will be to further the City's efforts to eliminate blight and revitalize the Allied Drive area.

PROPOSED CHANGES IN ORDINANCES, CODES OR PLANS

Code and Plan Changes

The project elements proposed in this amended District Project Plan conform to the objectives and conceptual recommendations contained in the **City of Madison Comprehensive Plan** ("Comprehensive Plan") as approved by the Plan Commission and adopted by the Common Council. No changes in City Building Codes or other City Ordinances are anticipated to implement the amended District Project Plan.

Zoning Changes

The District is located within a residential and commercial corridor that is generally zoned for residential and commercial uses. The existing zoning categories in the District include R1, R3, R4, C, C1, C2, C3L, M1, PUD(SIP), and W as shown on Exhibit C. Proposed zoning changes are shown on Exhibit D and include the City Properties being rezoned to PUDSIP.

PROPOSED PUBLIC WORKS IMPROVEMENTS

The following additional public improvements are anticipated:

Street Improvements

Atticus Way Phase II Construction	\$1,367,000
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Street Resurfacing

Freeport Road Resurfacing	\$123,000
Carling Drive Resurfacing	\$58,000
Lovell Lane Resurfacing	\$48,000
Jenewin Road Resurfacing	\$42,000
Rosenberry Road Resurfacing	\$49,000

Total Public Improvements	\$1,687,000
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OTHER REVITALIZATION ACTIVITIES

Revitalization Loans

Where necessary or convenient to the District or the implementation of the amended District Project Plan, TIF assistance in the form of loans may be provided to private development projects that demonstrate that “but for” such TIF assistance, the project would not occur.

Such TIF funds are to be used to reduce the cost of site acquisition or site improvements including the construction or razing of buildings, parking construction, site preparation, environmental remediation, landscaping and similar types of related activities.

The estimated cost of this activity is	\$0
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10% Affordable Housing Set-Aside Loans

City of Madison TIF Policy requires that where practicable, ten percent (10%) of the District’s tax increments be set aside to assist affordable housing. For practical purposes, this is estimated as 10% of the net present value of tax increments anticipated over the remaining life of the District, assuming these funds are made available initially as general obligation borrowing. The amended District Project Plan is not a determinant of where, how or when such projects might be developed. The amended District Project Plan estimates that the principal amount that may be borrowed by the City against estimated TIF revenues is \$3,700,000. Ten percent (10%) of that figure would represent a set-aside of \$370,000 that may be set-aside to assist affordable housing.

Because of existing outstanding commitments and expenditures associated with the two TIF generators, the District will not have sufficient funds to cover the 10% affordable housing set-aside.

The estimated cost of this activity is	\$0
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Organizational, Administrative and Professional Costs

This category of project costs includes estimates for administrative, professional, organizational and legal costs. Project costs may include salaries, including benefits, of employees engaged in the planning, engineering, implementing and administering activities in connection with the District, supplies and materials,

contract and consultant services, and those costs of City departments such as the Comptroller's Office, City Attorney, City Engineer, Parks Division, Planning & Development and the Office of the Mayor.

The estimated cost of this activity is **\$270,000**

Property Holding Costs

To help facilitate the redevelopment of the Allied Dr area, the City purchased the City Properties in 2006. The City's redevelopment efforts may take place over a period of years. However in the interim, the holding costs associated with the purchase and hold of this property are estimated to be incurred over five years.

The estimated cost of this activity is **\$1,500,000**

Demolition

The City may undertake demolition of certain structures to further the elimination of blighting conditions and influences in the District.

The estimated cost of this activity is **\$1,130,000**

Childcare Development

As part of the construction of a childcare facility at the Avalon Madison Village redevelopment, the City will receive a payment of \$300,000 from the developer. This payment is reflected below as revenue in the District's financial figures.

The estimated revenue from this activity is **\$300,000**

Bond Issuance

The CDA may use its powers under Redevelopment Law to issue financing in the form of housing-revenue or lease-revenue bonds in order to facilitate development projects.

Finance Costs

The original Project Plan that was adopted in 2000 for Tax Increment District #29 (Allied) listed financing costs of approximately \$1,630,000. These were inadvertently subtracted from the total present value of increments of \$5,170,000. Original total expenditures are correctly stated as \$6,333,000.

Total financing costs associated with all project costs incurred to date (2000-2006) and all future project costs are estimated to be \$3,292,000.

The estimated cost of this activity is **\$3,292,000**

COMMUNITY DEVELOPMENT AUTHORITY REVITALIZATION ACTIVITIES

In addition to the traditional public improvements such as streets and utilities, the District includes a variety of other improvements aimed at improving the total area. In accordance with Section 66.1333 of the State Statutes (Redevelopment Law), the Community Development Authority ("CDA") may undertake a variety of revitalization activities, such as land acquisition and bond issuance, as the City's designated development agent within the District. However, the amendment of the District Project Plan does not initiate the creation of a Redevelopment District or otherwise authorize or commit the CDA's use of its eminent domain to acquire land or bonding powers. On July 18, 2006, the CDA created a Redevelopment District with a boundary encompassing the TID boundary south of Verona Road.

In order to engage in these activities, the CDA must create a Redevelopment District plan and boundary including those properties within that would be assisted by the CDA, conduct a public hearing where persons having a property interest within the proposed Redevelopment District boundary may express their views, and

adopt a resolution creating such plan and boundary. The following CDA activities are permitted under Redevelopment Law:

Land Acquisition

In order to construct the public improvements and for the revitalization and development of private property, the acquisition of property and relocation of occupants may be necessary in the District. The acquisitions could vary from rights-of-way and air space to entire parcels. Lands acquired by the CDA may be leased or sold at market rate or reduced costs to assist in creating financially feasible, eligible projects. Such acquisitions shall follow requirements set forth in Section 66.1333 (Redevelopment Law) and Chapter 32 (Eminent Domain Law) of the Wisconsin Statutes.

Inclusion of a cost estimate with respect to land acquisition does not represent an estimated value or imply any plan or intent to acquire property. At such time when the City finds such action to be necessary and appropriate to stimulate redevelopment of the District, an accurate estimate of the actual acquisition cost, if any, may be made, funds budgeted and an authorizing resolution adopted by the Common Council to provide such funds to the CDA.

The estimated cost of this activity is **\$0**

DETAILED ESTIMATE OF TIMING AND PROJECT COSTS

The following are eligible project costs, as provided for under 66.1106(2)(f), Wisconsin Statutes, that have been incurred to date.

Project Costs Incurred 2000 - 2006	Total Cost	Assessable Cost	Other Funds	TIF Cost	Year
Street Resurfacing	\$167,000	\$0	\$0	\$167,000	2000-06
Land Acquisition					
Super Saver / Avalon					
Madison Village	\$3,500,000	\$0	\$0	\$3,500,000	2004
City Properties	\$4,300,000	\$0	\$0	\$4,300,000	2006
Admin & Professional	\$307,000	\$0	\$0	\$307,000	2000-06
Subtotal (Project Costs to Date)	\$8,274,000	\$0	\$0	\$8,274,000	2000-06

Future Estimated Project Costs (2006-22)

The following are eligible future project costs as provided for under 66.1105 (2)(f), Wisconsin Statutes and the timing in which certain future project costs will be incurred. Certain future project costs will be subject to the anticipated long-term development expectations as described elsewhere in this Plan. **The actual TIF-eligible future project costs may vary or may be adjusted or substituted for other TIF-eligible costs without a project plan amendment, so long as the total amount of TIF-eligible costs does not exceed the total TIF-eligible project cost adopted in the amended District Project Plan.**

Public Improvements	Total Cost	Assessable Cost	Other Funds*	TIF Cost	Year
Street Improvements					
Atticus Way Phase II	\$1,367,000	\$143,000	\$424,000	\$800,000	2006-22
Street Resurfacing					
Freeport Road	\$123,000	\$13,000	\$110,000	\$0	2006-22
Carling Dr	\$58,000	\$6,000	\$52,000	\$0	2006-22
Lovell Ln	\$48,000	\$5,000	\$43,000	\$0	2006-22
Jenewein Rd	\$42,000	\$5,000	\$37,000	\$0	2006-22
Rosenberry Rd	\$49,000	\$5,000	\$44,000	\$0	2006-22
Subtotal-Public Improvements	\$1,687,000	\$177,000	\$710,000	\$800,000	2006-22

*Other Funds: It is anticipated that the City may have to seek funding sources other than TIF in subsequent years to fund a portion of these project costs.

Other Revitalization:	Total Costs	Assessable Cost	Other Funds	TIF Cost	Year
Revitalization Loans	\$0	\$0	\$0	\$0	2006-22
Affordable Housing Set-Aside	\$0	\$0	\$0	\$0	2006-22
Land Acquisition	\$0	\$0	\$0	\$0	2006-22
Property Holding Costs	\$1,500,000	\$0	\$0	\$1,500,000	2006-22
Demolition	\$1,130,000	\$0	\$0	\$1,130,000	2006-22
Daycare Development*	\$300,000*	\$0	\$300,000	\$0	2006-22
Subtotal-Other Revitalization	\$2,930,000	\$0	\$300,000	\$2,630,000	2006-22

Administrative Cost	Total Costs	Assessable Cost	Other Funds	TIF Cost	Year
Admin. & Professional	\$270,000	\$0	\$0	\$270,000	2006-22
Total Future Project Costs	\$4,887,000	\$177,000	\$1,010,000	\$3,700,000	2006-22
Subtotal Project Costs to Date & Future Project Costs	\$13,161,000	\$177,000	\$1,010,000	\$11,974,000	2000-22
Financing Costs**	\$3,292,000	\$0	\$0	\$3,292,000	2000-22
TOTAL TID 29 COSTS	\$16,453,000	\$177,000	\$1,010,000	\$15,266,000	2000-22

(*Proceeds from sale of daycare development site)

**Includes finance costs incurred in 2000-06 and new estimated costs

SUMMARY OF TOTAL PROJECT COSTS AND ECONOMIC FEASIBILITY

Total Project Costs

The total cost of future public improvements including TIF and non-TIF expenditures is estimated at approximately \$1,687,000. Of this total, approximately **\$800,000 of eligible future costs may be supported by TIF.**

TIF Law requires that the City identify those costs that are either assessable to property owners who benefit by those improvements, or are funded through other fees or other funding sources.

In the event that certain assessable project costs are hereafter identified within the expenditure period, the assessments will be determined in accordance with the City's Board of Public Works standard special assessment policies. The balance of the project costs will require financial support by incremental taxes from the District and other financing sources as demonstrated below:

Eligible project costs include the estimated costs of planning, engineering, construction or reconstruction of public works and improvements, financing costs and the cost of CDA revitalization activities. Non-eligible or assessable costs are expected to be paid from revenue sources other than tax increments.

Total Project Costs	Special Assessments	Other Funds	Total TIF Costs
\$16,453,000	\$177,000	\$1,010,000	\$15,266,000

The City of Madison's decision to authorize expenditures to pay for eligible TIF project costs will be contingent upon development actually occurring or committed to occur. Per TIF Law, the City shall make all expenditures within 22 years of the District's creation date (September 19, 2000). Therefore, all expenditures must be made before the anniversary of the District's creation date in 2022. The maximum life by which the District may collect tax increments to pay for project expenditures is 27 years or until **2027**. Since the vast majority of the project costs are financed with long-term debt, borrowing would be undertaken only when sufficient development actually occurs to support each borrowing segment and the expenditure of such funds.

Each individual cost element of the amended District Project Plan will require subsequent approval by the Common Council and/or the CDA. The method of financing and the individual debt issues will also require Common Council approval. It is the City's intent to closely monitor all planned and actual development within the District. The actual City investment in the District may vary from the amounts shown in the amended District Project Plan.

Economic Feasibility

The District's economic feasibility is best demonstrated by its potential to generate TIF funds from economic growth to pay for eligible project costs. Although the District's economic growth is based upon unpredictable variables, the City may forecast anticipated growth, using conservative, observable appreciation and mill rates and anticipated near-term development projects or "**TIF generators**".

Upon analysis of these and other factors, the City and other overlying tax jurisdictions (Dane County, Madison Metropolitan School District and Madison Area Technical College) agree to allocate their portion of the tax levy on new economic growth in the District over the remainder of its 27-year life to pay for eligible project costs incurred in the District. These tax revenues or "**tax increments**" flow directly to the City until these costs are paid and the District is closed, and the value growth returned to overlying tax jurisdictions. The present value (i.e. their value in today's dollars) of the estimated tax increments indicates the amount of TIF funds that may be available in the near-term, which as stated earlier, demonstrates the District's economic feasibility.

The determination of economic feasibility for the District is based on planned development, and appreciation of the District's base value until 2027. The base value as of January 1, 2000 of the District was assessed at \$41,741,400.

The District's amended economic feasibility is best demonstrated by its potential to generate tax increments to pay for improvement costs incurred therein. Therefore, the amended District Project Plan reflects the impact of growth solely within the District boundary, and solely upon the \$41,741,400 base value therein.

The forecasted \$18,100,000 of future incremental growth is predicated upon:

- A. \$6,000,000 of incremental value of Gorman Company's 104 residential unit Avalon Village project, and;
- B. City Properties Purchase: The property was purchased in 2006 by the City of Madison, reducing its taxable value from \$5,870,000 to \$0. This will reduce the incremental value of the District until the property is transferred to private ownership and the flow of tax increments generated by the property. Both assumptions were accounted for in staff's estimates of tax increment, and;
- C. City Properties Redevelopment: Staff estimates that a redevelopment of the City Properties would generate an estimated \$18,115,000 of incremental value (\$21,000,000 estimated value less \$2,885,000 base value).

This estimated incremental value could generate approximately \$19,492,000 in future tax incremental revenues that are sufficient to pay for \$3,700,000 (present value of total increments) of future public improvements, property holding costs, demolition, land acquisition, and \$3,292,000 of total financing costs

therein, to be recovered through tax increments until 2027. An estimated \$177,000 would be financed by assessments to property owners, in accordance with the City of Madison and Board of Public Works standard special assessment policies.

TIF Generators

At this time, it is anticipated that there will be two separate generators of additional increment within TID 29. The first is the redevelopment of the former Super Saver grocery store site by Gorman & Co. This site is being developed into the Avalon Village, a 104 unit residential project with several additional amenities (splash pool, community room, etc.). The projected incremental value of this project is \$6,600,000.

The City Properties are the second area that will be redeveloped in the Allied Dr area. The City purchased the properties for \$4,300,000 in 2006. The City's purchase of City Properties reduced its taxable value from the previous \$5,875,000 to \$0; effectively a negative incremental value until the Property is transferred to private ownership. A conservative estimate of redevelopment calls for approximately 15 units / acre on this site. Staff estimates that this would generate an incremental value of approximately \$18,115,000 (\$21,000,000 of new value, less \$2,885,000 of base value).

Estimate of Tax Increments

The **base value** of the District, as of January 1, 2000 was \$41,741,400. The estimated **economic growth** over the life of the District, including generators and value appreciation until 2027, is estimated at \$130,200,000. The **value increment**, or the difference between economic growth and base value, is estimated at approximately \$88,500,000. The total of **tax increments** collected on the value increment until **2027** is estimated at approximately \$19,400,000.

The estimated amount of TIF funding, which is demonstrated as the present value of estimated tax increments levied over the life of this District is \$8,500,000. However, the TID is currently carrying a cash deficit of \$2,808,000 along with outstanding debt of \$2,012,000. This leaves an estimated **\$3,700,000** of TIF funding that may be used for eligible project costs.

Forecasted Assessed Value Growth (2000-27)	\$130,200,000
Less: Estimated Base Value (2000)	<u>\$41,741,400</u>
Estimated Value Increment (2000-27)	\$88,500,000
Total Tax Increments Levied on Value Increment (2000-27)	\$19,400,000
Present Value of Tax Increment Revenues (TIF Available)	\$8,500,000
Less: Cash Deficit and Outstanding Debt	<u>\$4,800,000</u>
Estimated Remaining TIF Available	\$3,700,000

PROMOTION OF ORDERLY LAND DEVELOPMENT

The Allied Drive Neighborhood, geographically located south of the West Beltline Highway (USH 12 & 14) and east of Verona Road (USH 18 & 151), comprises a variety of uses. These land uses can be divided into four distinct land use area within TID #29: residential, commercial, industrial, and park / recreational. Residential and commercial developments are the predominant uses.

Survey of Conditions (Blight Study)

The residential area is characterized by a deteriorating housing stock, underscored by a high degree of medium-density, multi-family rental housing. The commercial areas are characterized by a Cub Foods / Home Depot / MC Sports development on the west side of Verona Road and an aging strip mall development that has reached functional obsolescence and in recent years, exhibited high vacancy and business turnover rates.

This has had a similar, negative impact on adjacent, newer, commercial developments. A copy of the Blight Study for TID #29 Allied Drive area and the Allied-Dunn's Marsh Neighborhood Plan is on file with the Office of

Planning and Development, which outlines the effect of transition and decline. 62% of the parcels in the Allied Drive area are blighted at a “moderate”, “heavy”, or “severe” level of intensity.

Conformance to Plans

As stated earlier, a primary intent and purpose of the amended District Project Plan is to revitalize and the Allied Dr area as a healthy, vibrant neighborhood. This is consistent with objectives set forth in the Land Use component of the City of Madison’s **Comprehensive Plan**:

- #34 - *“Guide the processes of preservation, rehabilitation and redevelopment in established City neighborhoods through adoption and implementation of neighborhood plans, special area plans and major project plans consistent with the Comprehensive Plan.”*
- #36 - *“Provide a range of housing opportunities, including affordable housing, that will be attractive to both owner and renter households of different sizes, lifestyles, incomes, and tastes.”*
- #44 – *“Encourage private investment in property maintenance in existing developed areas to prevent property deterioration and promote renovation and rehabilitation.”*
- #46 – *“Create safe neighborhoods through good planning, design, community programs, services and intervention when appropriate to respond to identified problems.”*

The amended District Project Plan is also supports the implementation of several other plans, including:

- *“Allied – Dunn’s Marsh Neighborhood Plan”* - Adopted 1990
- *“Allied - Dunn’s Marsh – Belmar Neighborhood Physical Improvement Plan”* - Adopted 2005

The amended District Project Plan is also consistent with **TIF Policy**, conforming to the following TIF objectives:

- *“Support Neighborhood Revitalization”*
- *“Support Economic Development”*

EXPECTATIONS FOR DEVELOPMENT

Potential Areas of Development

The primary areas for redevelopment are the City Properties and the former Super Saver. The former Super Saver site, renamed Avalon Village, is currently undergoing redevelopment by Gorman Company.

The re-zoning of any existing residential uses or the integration of other uses into the District would be subject to future Plan Commission review and Common Council approval.

Timeframe for Development

The Avalon Village is currently under construction with completion due at the end of 2006. The City Properties may be redeveloped with completion scheduled for 2009. However, provisions have been made for a holding period of 5 years (2006-2011). 65

The implementation of TIF-funded infrastructure improvements is anticipated to occur prior to 2022.

METHODS FOR THE RELOCATION OF DISPLACED PERSONS

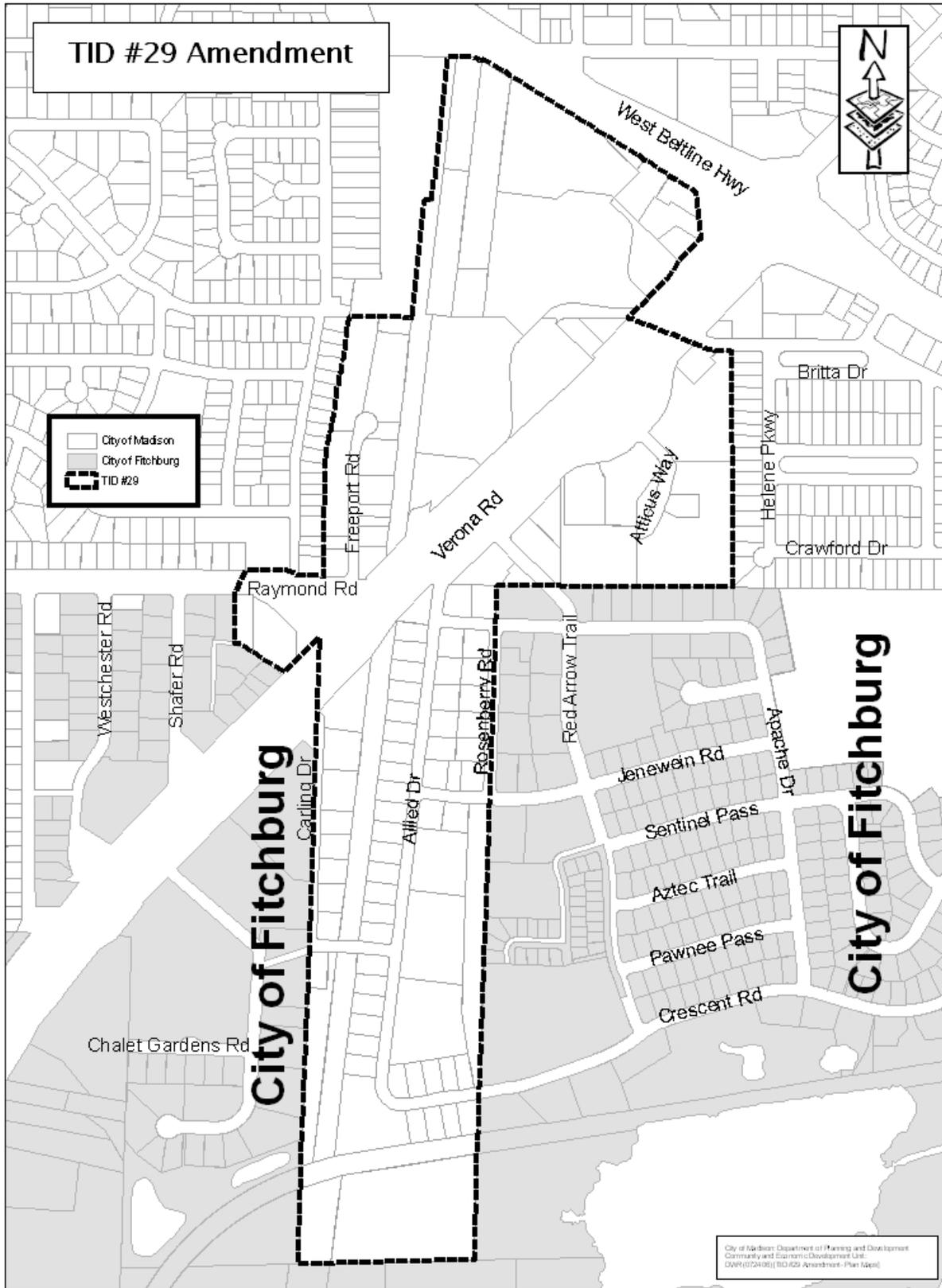
Where the relocation of individuals and business operations would take place as a result of the City of Madison's acquisition activities occurring within the District, relocation will be carried out in accordance with the relocation requirements set forth in Chapter 32 of the Wisconsin Statutes or the Federal Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 (P.L. 91-646) as applicable.

LEGAL DESCRIPTION

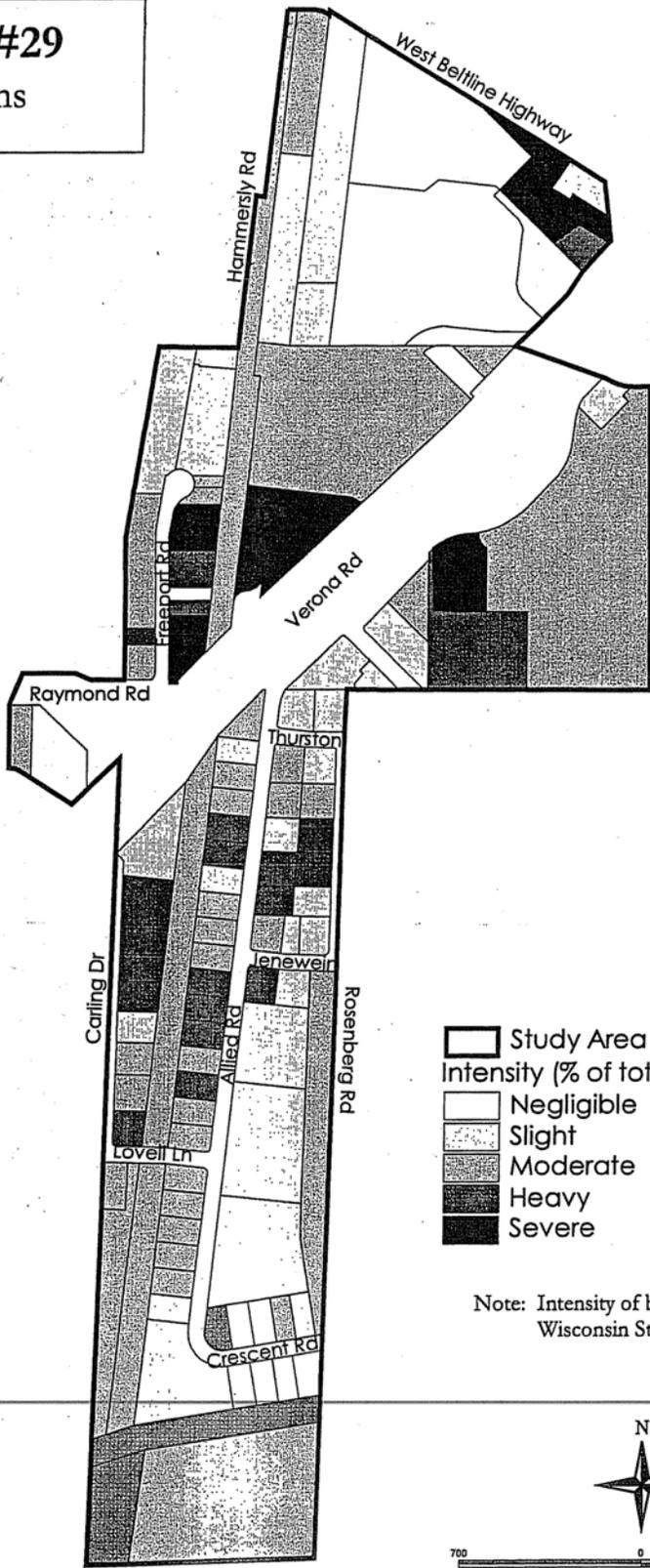
A parcel of land located in the City of Madison, in portions of the Northwest $\frac{1}{4}$ and the Southwest $\frac{1}{4}$ of Section 5, Town 6 North, Range 9 East, and in portions of the Southwest $\frac{1}{4}$ and the Southeast $\frac{1}{4}$ of Section 32, Town 7 North, Range 9 East, Dane County Wisconsin, being more particularly described as follows:

Commencing at the northwest corner of Section 5, Town 6 North, Range 9 East, said point being on the Madison-Fitchburg corporate boundary line (Wisconsin Secretary of State's Office, Fitchburg filed 4/4/1988, Madison filed 12/22/1999); thence easterly 455 feet more or less along the north line of Section 5, also being the Madison-Fitchburg corporate boundary line, to Point of Beginning; thence southerly, 60 feet more or less along the said Madison-Fitchburg corporate boundary line to the southerly right of way line of Raymond Road; thence southerly, 237 feet more or less along the said Madison-Fitchburg corporate boundary line to the north line of CSM # 3987; thence southeasterly, 18 feet more or less along the said Madison-Fitchburg corporate boundary line also being the north line of CSM # 3987; thence southeasterly, 261 feet more or less along the said Madison-Fitchburg corporate boundary line also being the north line of CSM # 3987, to the northwesterly right of way line of U.S. Highway 18 & 151 also known as Verona Road; thence northeasterly, 250 feet more or less along the northwesterly right of way line of U.S. Highway 18 & 151 also known as Verona Road, also being the said Madison-Fitchburg corporate boundary line; thence southerly across the 260 foot right of way of U.S. Highway 18 & 151 also known as Verona Road, along the said Madison-Fitchburg corporate boundary line to the point of intersection of the westerly right of way line of Carling Drive extended with the southeasterly, right of way line of U.S. Highway 18 & 151 also known as Verona Road; thence southerly along the west right of way line of Carling Drive, also being the said Madison-Fitchburg corporate boundary line, 1200 feet more or less to the point of intersection of said right of way line with the southerly right of way line of Lovell Lane; thence southerly along the west boundary of CSM # 4091, also being the said Madison-Fitchburg corporate boundary line, 1063 feet more or less to the northerly right of way line of the Union Pacific Railroad; thence southerly, across the 100 foot Union Pacific Railroad right of way, along the said Madison-Fitchburg corporate boundary line, to the southerly right of way line of the Union Pacific Railroad; thence southerly along the said Madison-Fitchburg corporate boundary line 380 feet more or less; thence easterly along the said Madison-Fitchburg corporate boundary line, 866 feet more or less; thence northerly along the said Madison-Fitchburg corporate boundary line, 525 feet more or less to the southerly right of way line of the Union Pacific Railroad; thence northerly across the 100 foot right of way of the Union Pacific Railroad, along the said Madison-Fitchburg corporate boundary line to the southeasterly corner of Lot #88, First Addition to Allied Terrace, on the northerly right of way line of the Union Pacific Railroad; thence northerly along Lot #88, First Addition to Allied Terrace, also being the said Madison-Fitchburg corporate boundary line, 170 feet more or less to the northeasterly corner of Lot #88, First Addition to Allied Terrace, on the southerly right of way line of Crescent Road; thence northerly across the 60 foot right of way of Crescent Road, along the said Madison-Fitchburg corporate boundary line, to the southwest corner of Lot #13, Belmar Plat, on the northerly right of way line of Crescent Road; thence northerly along the westerly line of Lot #13, Belmar Plat, also being the said Madison-Fitchburg corporate boundary line, 610 feet more or less to the westerly corner between Lot #12 and Lot #13, Belmar Plat; thence northerly along the westerly line of Lot #12 Belmar Plat, also being the said Madison-Fitchburg corporate boundary line, 782 feet more or less to the northwesterly corner of Lot #12, Belmar Plat, on the southerly right of way line of Jenewein Road; thence northerly along the centerline of Rosenberry Road, also being the said Madison-Fitchburg corporate boundary line, 926 feet more or less to the southeasterly corner of Lot #4, Allied Terrace being on the northerly right of way line of Thurston Lane; thence northerly along the easterly boundary line of Lot #4, Allied Terrace, also being the said Madison-Fitchburg corporate boundary line, 164 feet more or less to the northeasterly corner of Lot #4, Allied Terrace, also being on the southerly line of, CSM # 2994; thence easterly along the southerly boundary line of CSM #2994, also being the said Madison-Fitchburg corporate boundary line and the north line of said Section 5, 200 feet more or less to the easterly corner of CSM #2994, on the southwest right of way line of Red Arrow Trail; thence easterly across the 66 foot right of way of Red Arrow Trail, along the said Madison-Fitchburg corporate

boundary line and the north line of said Section 5, to the southerly corner of CSM #925 that falls on the northeasterly right of way line of Red Arrow Trail; thence easterly along the northerly line of North Hill Addition, also being the said Madison-Fitchburg corporate boundary line and the north line of Section 5, 873 feet more or less, to the southwesterly corner of 2nd Addition to Crawford Heights; thence northerly along the westerly line of the 2nd Addition to Crawford Heights, 1170 feet more or less to the northeasterly corner of CSM #7363, that falls on the southerly right of way line of Britta Parkway; thence westerly along the southerly right of way line of Britta Parkway, 53 feet more or less to a point of curvature on the said right of way line; thence westerly on a curve to the right, 124 feet more or less to a point of reverse curvature being the northerly corner of CSM #208; thence southerly on the right of way line of Britta Parkway on a curve to the left, 19 feet more or less to a point of tangency of the curve that is the intersection point of the said right of way line and the southeasterly right of way line of U.S. Highway 18 & 151, also known as Verona Road, being the northwesterly corner of CSM #208; thence northwesterly across the 320 foot right of way of U.S. Highway 18 & 151, also known as Verona Road to a point on the northwesterly right of way line of U.S. Highway 18 & 151, also known as Verona Road, being the northeasterly corner of CSM #3065; thence northeasterly along the northwesterly right of way line of U.S. Highway 18 & 151, also known as Verona Road, 286 feet more or less to an angle point on said right of way line; thence northeasterly along the northwesterly right of way line of U.S. Highway 18 & 151, also known as Verona Road, 102 feet more or less to the southerly most corner of Lot #1, CSM #219; thence northeasterly along the northwesterly right of way line of U.S. Highway 18 & 151, also known as Verona Road, 166 feet more or less to an angle point on the said right of way line being 16 feet more or less northeasterly of the easterly corner separating Lot #1 and Lot #2, CSM #209; thence northerly along the northwesterly right of way line of U.S. Highway 18 & 151, also known as Verona Road, 94 feet more or less to the northeasterly corner of Lot #2, CSM 219; thence northerly along the northwesterly right of way line of U.S. Highway 18 & 151, also known as Verona Road, 128 feet more or less to the intersection of said right of way line with the southwesterly right of way line of U.S. Highway 12 & 14 also known as the West Beltline Highway; thence northwesterly along the southwesterly right of way line of U.S. Highway 12 & 14 also known as the West Beltline Highway, 573 feet more or less to an angle point on said right of way line; thence northwesterly along the southwesterly right of way line of U.S. Highway 12 & 14 also known as the West Beltline Highway, 682 feet more or less to an angle point on said right of way line; thence southerly along the southwesterly right of way line of U.S. Highway 12 & 14 also known as the West Beltline Highway, 11 feet more or less to the northeasterly corner of Lot #1, CSM #3926; thence northwesterly along the southwesterly right of way line of U.S. Highway 12 & 14 also known as the West Beltline Highway, also being the northerly line of Lot #1, CSM #3926, 13 feet more or less to a point of curvature on the said right of way line; thence northwesterly, on a curve to the left, along the southwesterly right of way line of U.S. Highway 12 & 14 also known as the West Beltline Highway, also being the northerly line of Lot #1, CSM #3926, 47 feet more or less to a point of tangency on the southwesterly right of way line of U.S. Highway 12 & 14 also known as the West Beltline Highway; thence westerly along the southwesterly right of way line of U.S. Highway 12 & 14 also known as the West Beltline Highway, 67 feet more or less to the northwesterly corner of Lot #1, CSM #3926, on the easterly right of way line of the State of Wisconsin Department of Transportation (WisDOT) railroad right of way (formerly the Illinois Central Railroad); thence westerly across the 40 foot right of way of the said WisDOT railroad right of way along the southwesterly right of way line of U.S. Highway 12 & 14 also known as the West Beltline Highway to the westerly right of way line of the said WisDOT railroad right of way; thence southerly along the westerly right of way line of the said WisDOT railroad right of way, 572 feet more or less to an angle point on said right of way line; thence westerly along the westerly right of way line of the said WisDOT railroad right of way, 35 feet more or less to an angle point on said right of way line; thence southerly along the westerly right of way line of the said WisDOT railroad right of way, 617 feet more or less to an angle point on said right of way line; thence southerly along the westerly right of way line of the said WisDOT railroad right of way, 116 feet more or less to the northeasterly corner of Lot #24, Block #1, Summit Ridge Plat; thence westerly along the northerly line of Summit Ridge Plat, 301 feet more or less to the northeasterly corner of Lot #28, Block #3, Summit Ridge Plat; thence southerly 739 feet more or less to an angle point in the Summit Ridge Plat at the northeasterly corner of Lot #13, Block #3, Summit Ridge Plat; thence southerly 539 feet more or less to the north right of way line of Raymond Road's intersection with the easterly line of Lot #3, Block #3, Summit Ridge Plat; thence westerly along the north right of way line of Raymond Road, 100 feet more or less to a point of curvature at said right of way line's intersection with the easterly right of way line of Reetz Road; thence westerly along the north right of way line of Raymond Road, 90 feet more or less to a point of tangency at said right of way line's intersection with the westerly right of way line of Reetz Road; thence westerly along the north right of way line of Raymond Road, 201 feet more or less, to the line bounding the easterly most parcel, three existing parcels, and the remainder parcel being part of Lots #1,2 & 3, Block #2 Summit Ridge Plat; thence southwesterly across the north half of the 120 foot right of way of Raymond Road to the Point of Beginning.



Proposed TID #29
Survey of Conditions



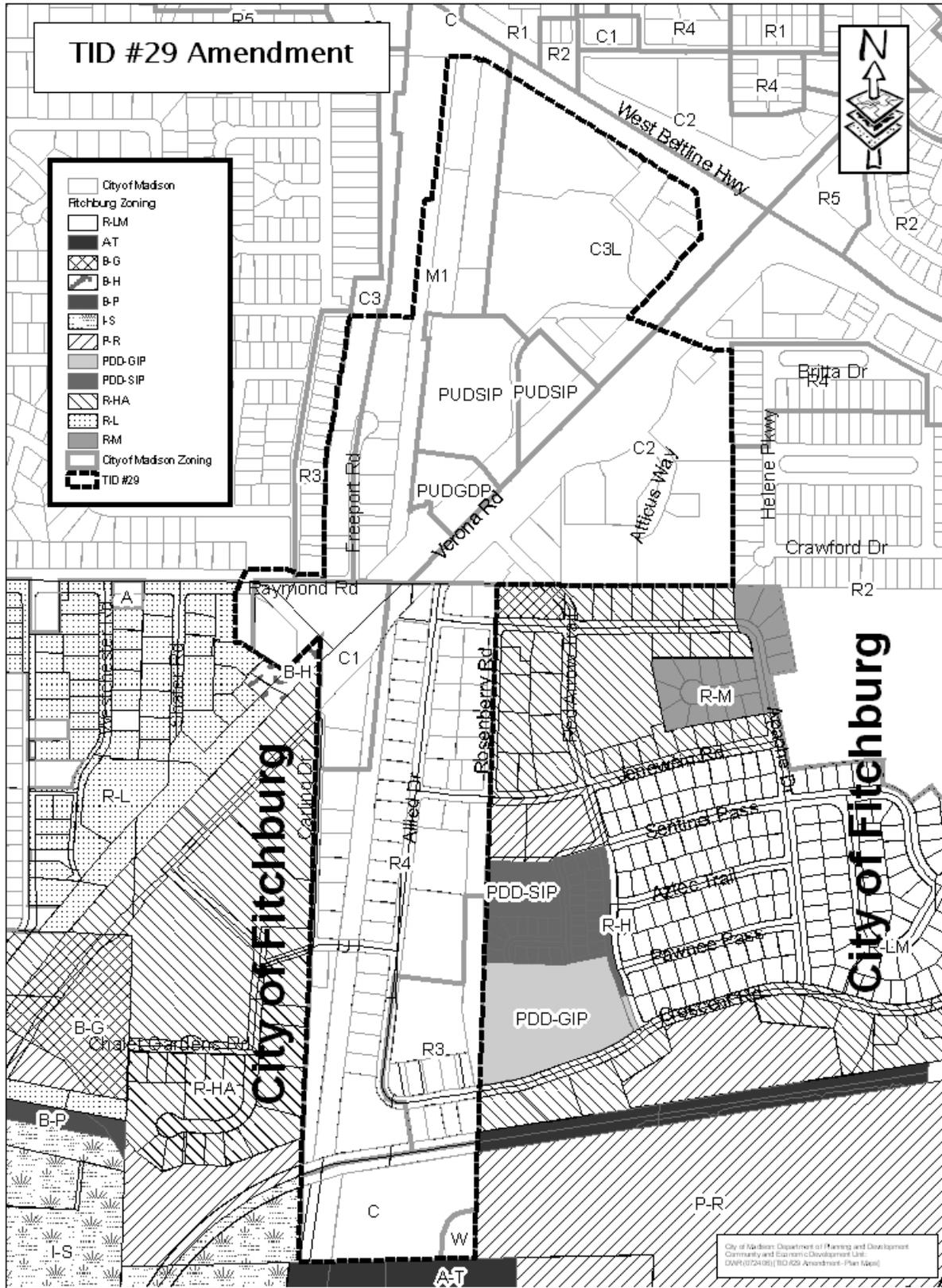
	Study Area Boundary
Intensity (% of total parcel area)	
	Negligible 15%
	Slight 23%
	Moderate 38%
	Heavy 18%
	Severe 6%

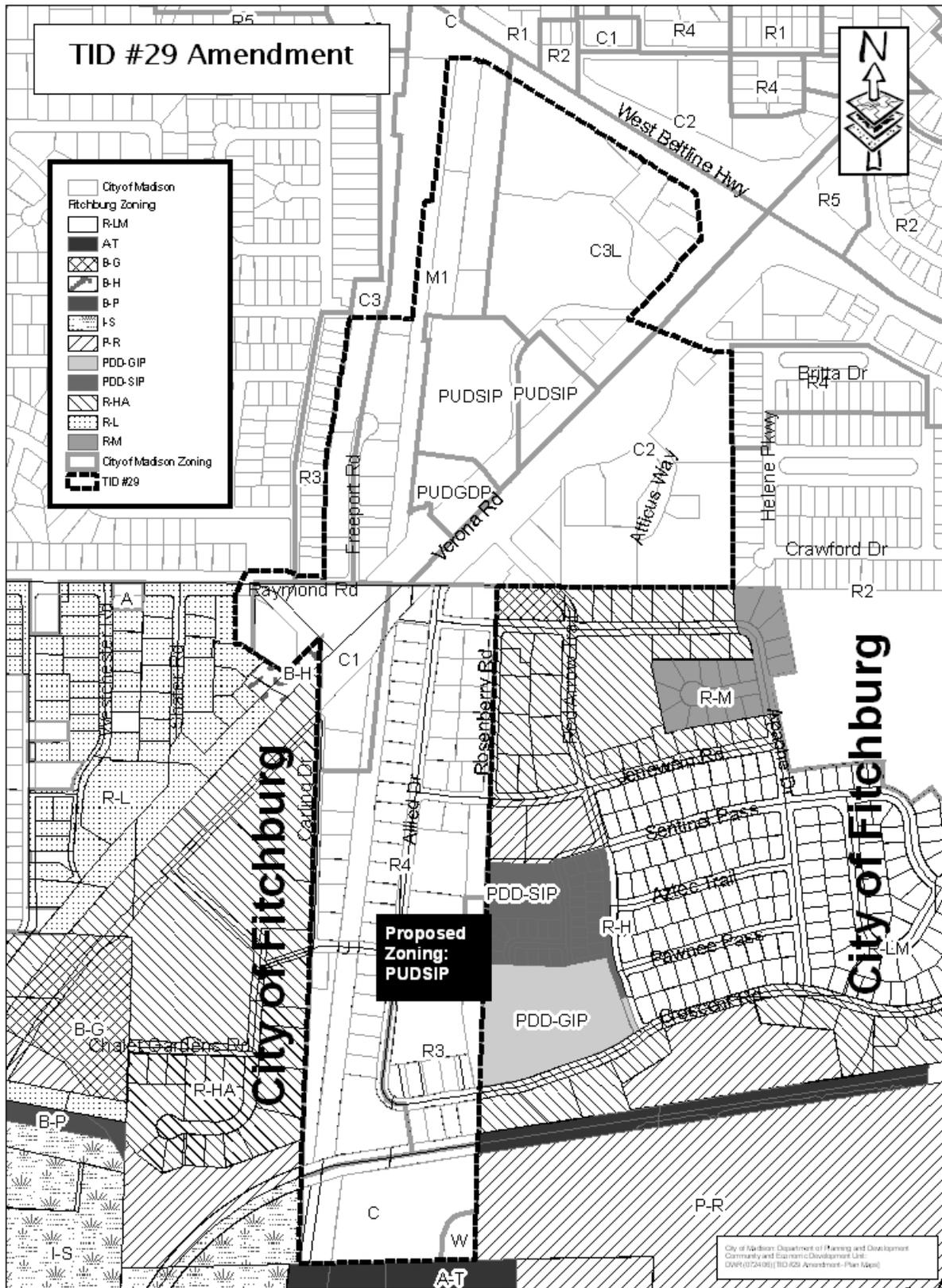
Note: Intensity of blight as defined by Wisconsin Statutes 66.46.

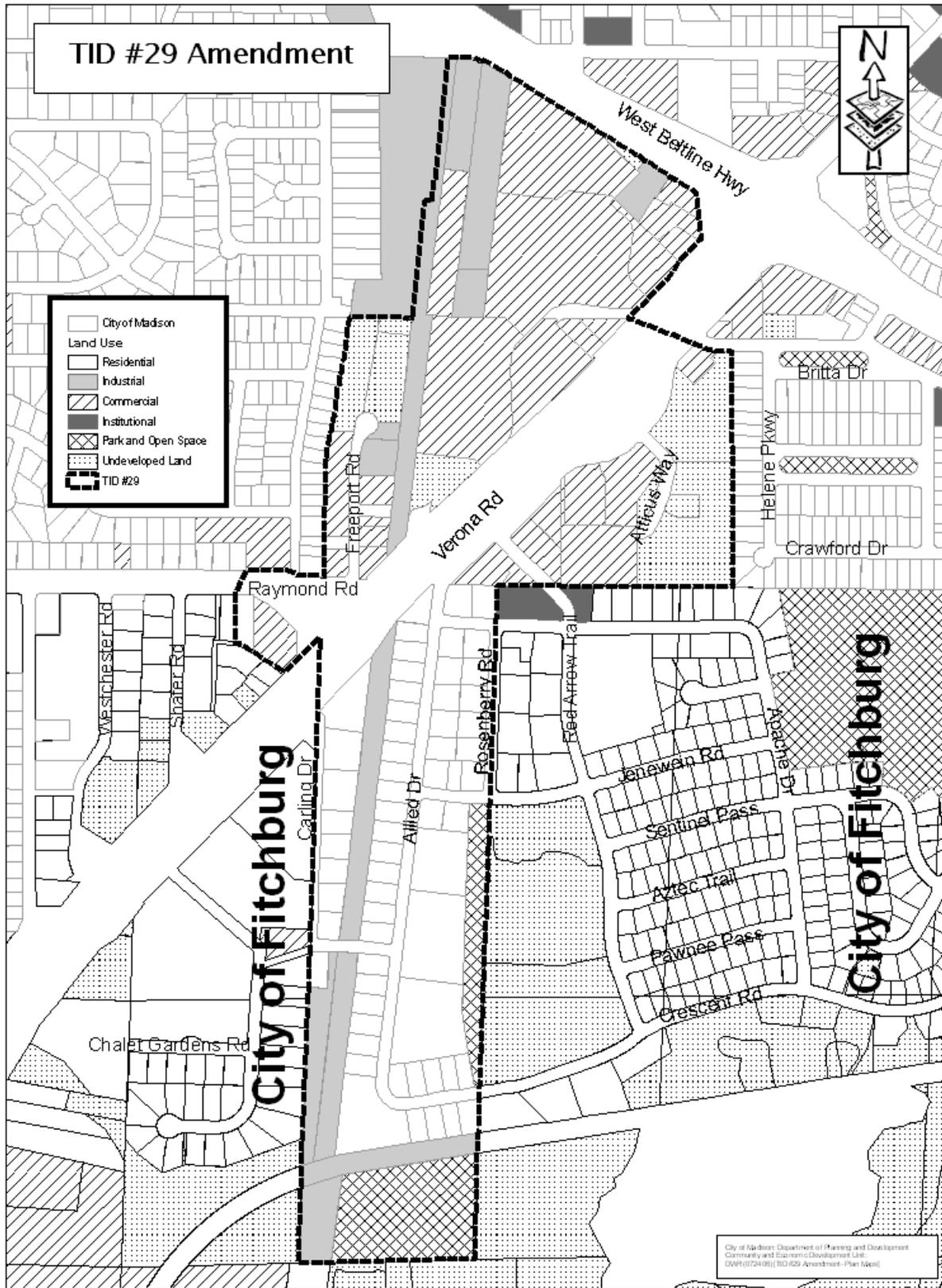
THE CASCADE GROUP, LLC
High Quality Consulting & Development Services

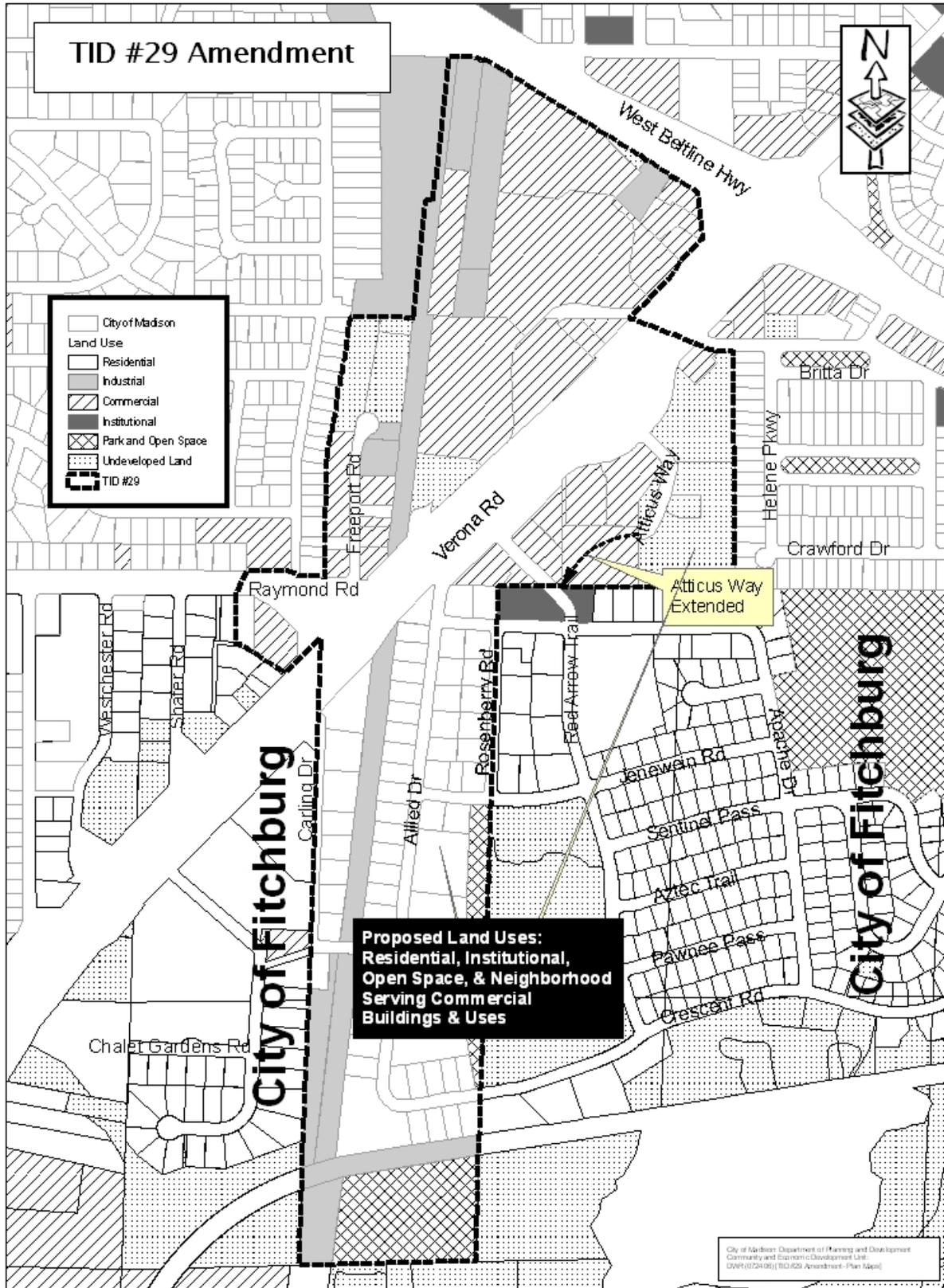
Vandewalle & Associates
Madison & Milwaukee, Wisconsin
Planning - Creating - Rebuilding











**CITY OF MADISON
CITY ATTORNEY'S OFFICE
Room 401, CCB
266-4511**

July 24, 2006

MEMORANDUM

TO: Mark A. Olinger, Director of Planning & Development

FROM: Anne Zellhoefer, Assistant City Attorney

SUBJECT: **TIF DISTRICT NO. 29 AMENDMENT -- CITY OF MADISON
(ALLIED DRIVE)**

In my capacity as Assistant City Attorney for the City of Madison, Wisconsin, I have examined the Amended Project Plan for Tax Incremental District No. 29, City of Madison, Wisconsin. Based on this examination, I am of the opinion that the Amended Project Plan is complete and complies with the provisions of Sec. 66.1105(4)(f), Wis. Stats.

I render no opinion with respect to the accuracy or validity of any statement and/or finding contained in said Amended Project Plan, but refer you to the appropriate reports of City staff in support of the Amended Plan.


Anne Zellhoefer
Assistant City Attorney

AZ:sob

cc: Joe Gromacki

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