

Date Adopted:
Resolution Number: RES-
Expenditure Deadline:
TID Expiration Date:

**Project Plan and Boundary for
TAX INCREMENTAL FINANCE DISTRICT 48
(REGENT ST)
City of Madison**

**Prepared by:
Department of Planning and Community and Economic Development
Economic Development Division
Office of Real Estate Services**

May 25, 2021

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TAX INCREMENTAL FINANCE DISTRICT # 48 (REGENT ST)

INTENT AND PURPOSE

The City of Madison (the “City”) has established that the health of the Madison economy and its neighborhoods is vital. The City intends to continue to expand, stabilize and diversify its economic base while continuing to revitalize neighborhoods. To that end, the City may utilize its various implementation tools, such as the City and Community Development Authority’s (CDA) development revenue bonds, tax incremental financing (TIF), and other State or federal tools that may be available.

In particular, the City of Madison is proposing to create Tax Incremental District (TID) #48–(Regent St) as a mixed-use TID, for the purposes of capturing incremental value to fund certain public works improvements that will benefit the TID and the larger community. Specifically, the City plans to invest funds into infrastructure projects to assist with the redevelopment of CDA owned housing in the “Triangle” area, bounded by Regent St, West Washington Ave, and South Park St.

PROPOSED CHANGES IN ORDINANCES, CODES OR PLANS

The project elements proposed in this Project Plan conform to the objectives and recommendations contained Comprehensive Plan For The City of Madison (the “Master Plan”) as approved by the City Plan Commission. No changes in the Official Map, Building Codes or other City Ordinances appear to be necessary to implement the Project Plan. Zoning changes may be necessary as projects are proposed for the area, although none are proposed at this time. The Plan Commission reviews such proposals.

This TID is presently zoned UMX, PD, DR2, TR-U1, TR-C4, CI, TE, TSS, TR-V1, and CC-T. These zoning districts are suitable for mixed-use development.

Consistency with the City of Madison Comprehensive Plan

The Common Council of the City of Madison adopted an update to the City of Madison Comprehensive Plan on August 7, 2018. The Comprehensive Plan contains six sections, each with its own set of overarching Goals and implementation Strategies that are consistent with the projects and activities planned for TID 48 include, but are not limited to, the following:

Land Use and Transportation:

Goal: Madison will be comprised of compact, interconnected neighborhoods anchored by a network of mixed-use activity centers.

Strategies:

- Ensure all populations benefit from the City’s transportation investments.
- Facilitate compact growth to reduce the development of farmland.

Neighborhoods and Housing

Goal: Madison will be a safe and welcoming city of strong and complete neighborhoods that meet the needs of all residents.

Strategies:

- Create complete neighborhoods across the city where residents have access to transportation options and resources needed for daily living.

Consistency with TIF Policy

The Project Plan is also consistent with City of Madison Tax Incremental Finance Objectives and Policies (the “TIF Policy”) adopted by the City’s Common Council on April 17, 2001 and amended most recently on February 25, 2014. The Project Plan conforms to the following TIF Policy goals:

Section 1: TIF Goals

- A. Growing the property tax base.
- D. Encouraging urban in-fill projects that increase (or decrease where appropriate) density consistent with the City's Comprehensive Plan.
- G. Funding public improvements that enhance development potential, improve the City's infrastructure, enhance transportation options, and improve the quality and livability of neighborhoods.
- I. Reserving sufficient increment for public infrastructure in both TIF project plans and TIF underwriting.

PROPOSED PROJECT COSTS

The following represent total estimated costs. By TIF Law, TIF may only pay for the non-assessable portion of these costs. More detail is provided in the section entitled "Detailed Estimate of Timing and Project Costs" that estimates the amount of cost paid with TIF.

Public Works Improvements

The City intends to complete multiple public works projects in TID 48. These projects include:

East Campus Mall:	\$495,000
West Main Bike Blvd:	\$115,000
Regent St:	\$6,612,000
Park St (Chandler to Vilas):	\$3,321,000
West Washington Ave:	\$3,711,000
Estimated Cost:	\$14,255,000

Community Development Authority Revitalization Activities

In accordance with Section 66.1333 of the State Statutes (Redevelopment Law), the CDA may undertake a variety of revitalization activities in the TIF District if that area corresponds to the boundary of a Redevelopment District.

Estimated Cost: \$0

Economic Development Assistance

Development Loans

Where necessary or convenient to the implementation of the 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. TIF Law allows such funds to be used to reduce the cost of site acquisition or site improvements including the construction or razing of buildings, parking facility construction, site preparation, environmental remediation, landscaping and similar types of related activities.

Estimated Cost \$0

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 this TIF District. The acquisitions could vary from rights-of-way and air space to entire parcels.

Estimated Cost: \$0

Affordable Housing

This category of costs is for the benefit of affordable housing and the improvement of housing stock in the City of Madison. After the date on which TID #48 pays off all of its aggregate costs, as provided for in State Statute the City may extend the life of TID #48 for one year to benefit affordable housing and to improve housing stock. The Bayview affordable housing project, outlined below, may require financial assistance. If the Bayview project, or any other affordable housing project, is determined to need financial assistance and meets the City's TIF Goals and Underwriting policies, the City will propose an amendment to this project plan and seek the necessary approvals from the Joint Review Board.

Estimated Cost: \$0

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 City employees engaged in the planning, engineering, implementing and administering activities in connection with TID 48, supplies and materials, contract and consultant services, and those costs of City departments such as the Finance Department, City Attorney, City Engineer, Parks Division, Planning & Development and the Office of the Mayor.

Estimated Cost: \$500,000

Total Cost **\$14,755,000**

Financing Costs

The total TIF-eligible cost authorized in the Detailed Estimate of Project Cost and Timing represents the total TIF Capital Budget for which TIF funds may be used. Finance costs represent the estimated amount of interest incurred if the City were to borrow funds to pay for the entire TIF-eligible costs. Staff estimates that in the event the City of Madison borrows funds to pay for the capital costs authorized herein that tax increments estimated to be generated by the district over its life may be sufficient to repay all of the \$14,755,000 of estimated project costs and an estimated \$4,000,000 financing cost.

DETAILED ESTIMATE OF TIMING AND PROJECT COSTS

The following are the eligible project costs as provided for under Section 66.1105 (2)(f), Wisconsin Statutes and the timing in which certain project costs will be incurred. TIF Law requires that all project plan expenditures be made within a mixed-use TID within 15 years of its creation. Certain project costs will be subject to the anticipated long-term development expectations as described elsewhere in this Plan. **The actual eligible project costs herein (shown below) may vary or may be adjusted without a project plan amendment, so long as the total amount of eligible costs does not exceed the amount adopted in the Project Plan. There are no planned costs that are non-project costs.**

TID #48	Proposed TIF Funded Non-Assessable Cost	Assessable/ Non-Project Costs	Total	Time Frame
Total Public Improvements				
E Campus Mall	\$495,000	\$55,000	\$550,000	2021 - 2036
W. Main Bike Blvd	\$115,000	\$13,000	\$128,000	2021 - 2036
Regent (Breese to West Washington Ave)	\$6,612,000	\$735,000	\$7,347,000	2021 - 2036
Park (College to Vilas)	\$3,321,000	\$369,000	\$3,690,000	2021 - 2036
West Washington (Regent to Park)	\$3,712,000	\$412,000	\$4,124,000	2021 - 2036
TOTAL PUBLIC IMPROVEMENTS	\$14,255,000	\$1,584,000	\$15,839,000	2021 - 2036
Administrative and Professional Costs	\$500,000		\$500,000	2021 - 2036
TOTAL PROJECT COSTS	\$14,755,000	\$1,584,000	\$16,639,000	2021 - 2036
Finance Costs (Financing costs for entire project plan)	\$4,057,000	\$0	\$4,057,000	2021 - 2036

NOTE: These project costs and non-project costs conform with State Statute 66.1105(4)(GM).

SUMMARY OF TOTAL PROJECT COSTS AND ECONOMIC FEASIBILITY

The project costs include the estimated costs of planning, engineering, construction or reconstruction of public works and improvements and financing costs. **The actual eligible project costs may vary or may be adjusted without a project plan amendment, so long as the total amount of eligible costs does not exceed the amount adopted in the Project Plan.**

How Tax Increments Are Generated, Used

Under the Wisconsin TIF Law, the property taxes paid each year on the increase in equalized value of the Tax Incremental District may be used by the City to pay for eligible project costs within the TID. Taking the TID's current value as a result of growth and deducting the value in the District that existed when the District was created determines the increase in value. All taxes levied upon this incremental (or increased) value by the City, Madison Metropolitan School District, Dane County, and the Madison Area Technical College District are allocated to the City for direct payment of project costs and payment of debt service on bonds used to finance project costs.

Per TIF Law, the maximum life of a mixed-use TID is 20 years and all project expenditures must be made five (5) years prior to the termination of the TID. Therefore, all project expenditures must be made by December 31, 2036. Tax increments may be received until project costs are recovered, at which time the TID must close.

TIF-Eligible Capital Budget

The cost of public improvements and other project costs is \$16,639,000. There are \$1,584,000 of anticipated costs that will be assessable to property owners. Assessments are determined in accordance with the City and Board of Public Works standard special assessment policies. Given that there are \$1,584,000 of costs that are assessable to property owners, the \$14,755,000 balance of the TIF-eligible project costs (i.e. net of assessable costs) represents the authorized TIF Capital Budget for this Project Plan and will require financial support by incremental taxes from the District.

Estimate of Economic Feasibility, TIF Generator(s)

TIF Policy requires a proposed TID have an economic “generator” i.e. at least one private development project that generates increment to finance TID costs, or a TID shall be identified as a “speculative TID”. TID #48 has multiple “generators” of tax increments, as described below.

- Bayview – The redevelopment of the Bayview project, owned by the Bayview Foundation, is estimated to generate \$12,350,000 of incremental value in TID 48.
- 1313 Regent St – The redevelopment of this property is anticipated to generate \$10,000,000 of incremental value in TID 48.
- 826 Regent St (corner of Regent and South Park St) – The redevelopment of this property and the adjacent properties is estimated to generate \$20,000,000 of incremental value in TID 48.
- 400 West Washington Ave – The redevelopment of this project is estimated to generate \$17,000,000 of incremental value in TID 48.

As demonstrated in the section entitled Expectations for Development, a conservative estimate of total incremental value resulting from potential development projects, and economic growth or value appreciation over the life of the TID is estimated to be **\$192,000,000**. This value includes the \$59,000,000 generated from projects outlined above, along with an additional \$133,000,000 of value appreciation over the life of the TID. This value is projected to produce incremental revenues sufficient to support the project costs stated above.

Project expenditures will be contingent upon development actually occurring or committed to occur. Since the majority of the project cost is 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.

Based on the current tax rates and conservative financial market assumptions and the first and second amendment to the Project Plan, the anticipated economic growth of tax incremental revenues over the life (i.e. the total amount of tax increments over 20 years) of the TID should total approximately **\$36,000,000**. The present value of the total incremental revenues that are anticipated to be generated is **\$15,856,000**.

As previously indicated, each segment of the project (i.e., every individual cost element) 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 TID. The actual City investment in TID 48 may, therefore, be less than the amount shown in the Project Plan.

Finance Cost

Staff estimates that TID increment could support interest payments on capital borrowing. The estimated interest and finance cost of to borrow the entire estimated capital cost is \$4,057,000.

PROMOTION OF ORDERLY LAND DEVELOPMENT

The area in this TID is identified for “Employment”, “Community Mixed Use”, “Medium Density Residential”, and “General Commercial” land use in the City of Madison Comprehensive Plan. Descriptions of this use and its corresponding density can be found in the City of Madison Comprehensive Plan at this link:

<https://imagine-madison-wi.com/sites/imagine-madison-wi.com/files/document/pdf/180501%20Comprehensive%20Plan%20-%20Full.pdf>

TID 48 is a mixed-use TID, as defined by State Statute.

Less than 35% of the area in the TID boundary is used for retail business.

EXPECTATIONS FOR DEVELOPMENT

The expectations for development in TID #48 have been developed from and predicated on the Comprehensive Plan for the City of Madison and the Downtown Plan, as adopted by the Common Council.

Potential Areas for Development

The Potential Areas for Development include the currently undeveloped parcels of land within the TID. The development on these sites is described in further detail in this project plan.

Annual Value Increment Estimates

Definition of Value Increment: The increase in value is determined by deducting the value in the TIF district that existed when it was created (i.e. the “base value”) from the TIF district’s increased value as a result of new development. Appreciation of the base value and the new development over the full 20-year life of the TIF district is also included in this estimate.

Timeframe for Development: For the purposes of this project plan’s economic expectations, the TIF generator projects indicated herein are expected to occur within the first 10 years of the district’s life. Per City TIF Policy, if there is no value growth as a result of new development activity within 10 years after the creation of the TID, the TID shall be dissolved upon receipt of sufficient increment to recover project costs. It is the City’s practice to anticipate development, repayment of costs and closure of the district within a shorter timeframe than the full 20-year period allowed by TIF Law. TID expenditures may be made for a period of 15 years from the date of TID creation. On average, a City TIF district is closed within about 12 years. To the extent that the District meets or exceeds economic expectations, it is then able to repay its project costs and return the value increment to the overlying taxing jurisdictions in a shorter period of time.

Anticipated Development: The actual timing and value of new growth within the TID depends upon variables that are unpredictable at this time. However, based upon projects that have already been proposed or are underway (shown in the “Estimate of Economic Feasibility, TIF Generators” section of this project plan), the City estimates that these TIF Generators will create \$59,000,000 of incremental value. The total incremental value (including estimated TIF Generators and appreciation of property value within the TID) generated over the 20-year life of the district is estimated at approximately \$192,000,000. This growth is estimated to generate approximately \$36,000,000 of tax increments over the life of the TID. The estimated present value of these tax increments is \$15,856,000.

METHODS FOR THE RELOCATION OF DISPLACED PERSONS AND BUSINESSES

Where the relocation of individuals and business operations would take place as a result of the City’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 and 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 Southeast $\frac{1}{4}$ of the Northwest $\frac{1}{4}$, the Northeast $\frac{1}{4}$ of the Southwest $\frac{1}{4}$, the Southwest $\frac{1}{4}$ of the Northeast $\frac{1}{4}$, Northwest $\frac{1}{4}$ of the Southeast $\frac{1}{4}$, the Southeast $\frac{1}{4}$ of the Northeast $\frac{1}{4}$, and the Northeast $\frac{1}{4}$ of the Southeast $\frac{1}{4}$ s of Section 22 along with the Southwest $\frac{1}{4}$ of the Northwest $\frac{1}{4}$, the Southeast $\frac{1}{4}$ of the Northwest $\frac{1}{4}$, the Northwest $\frac{1}{4}$ of the Southwest $\frac{1}{4}$, Northeast $\frac{1}{4}$ of the Southwest $\frac{1}{4}$, the Southwest $\frac{1}{4}$ of the Southwest $\frac{1}{4}$, the Northwest $\frac{1}{4}$ of the Southeast $\frac{1}{4}$, and the Southwest $\frac{1}{4}$ of the Northeast $\frac{1}{4}$ s of Section 23 all in Township 7 North, Range 9 East in the City of Madison, Dane County, Wisconsin, more particularly described as follows:

Beginning at the southeast corner of Block 3 of the Menges Replat of Part of Randall Park recorded as Document No. 247047 in Volume 2, Page 47;

Thence easterly approximately 60 feet to the intersection of the east right-of-way of Breese Terrace and the north right-of-way of Regent Street;

Thence easterly along the north right-of-way of said Regent Street approximately 38 feet to the intersection of the said north right-of-way of Regent Street and the northwesterly right-of-way of Little Street;

Thence northeasterly along the said northwesterly right-of-way of Little Street approximately 380 feet to the intersection of the said northwesterly right-of-way of Little Street and the northwesterly right-of-way of Monroe Street;

Thence southeasterly approximately 72 feet to the southwest corner of Lot 3 of Certified Survey Map (CSM) No. 548 recorded as Document No. 1292675, also being a point on the northwest line of the Former Illinois Central Railroad (abandoned and acquired by the State of Wisconsin) as shown on said CSM No. 548;

Thence northeasterly along the south line of said CSM 548 to a point on the westerly line of CSM No. 11632 recorded as Document No. 4144071;

Thence southeasterly approximately 28 feet to the Southwest corner of Lot 2 of said CSM No. 11632;

Thence northeasterly approximately 477 feet along the southerly line of said CSM No. 11632 and CSM No. 11776 recorded as Document No. 4196246 to the Southeast corner of Lot 1 of said CSM No. 11776 being on the westerly right-of-way of Randall Avenue;

Thence easterly approximately 61.5 feet to a point of intersection of the easterly right of way of Randall Avenue and the northerly right-of-way of the said Former Illinois Central Railroad (abandoned and acquired by the State of Wisconsin);

Thence southerly along the east right-of-way of N Randall Ave approximately 215 feet to the southwest corner of Lot 22 Block 13 Brooks' Addition to Madison recorded in Volume A Page 7;

Thence easterly along the south line of said LOT 22 approximately 191.5 feet to the southwest corner of Lot 14 Block 13 of said Brooks' Addition to Madison;

Thence northerly along the west line of Lots 13 and 14 Block 13 of said Brooks' Addition to Madison approximately 88 feet to the northwest corner of said Lot 13;

Thence easterly along the north line of said Lot 13 approximately 185.3 feet to the northeast corner of said Lot 13 also being on the westerly right-of-way of Orchard Street;

Thence easterly approximately 67.5 feet to a point on the easterly right-of-way of Orchard Street to the northwest corner of Lot 1 Coyne Replat recorded as Document No. 363788 in Volume 3, Page 52A;

Thence southerly along the easterly right-of-way of Orchard Street also being the west line of Lots 1 and 2 of the said Coyne Replat approximately 74 feet to the southwest corner of said Lot 2;

Thence easterly along the south line of Lots 2 AND 11 of said Coyne Replat and the easterly extension thereof approximately 185.3 feet to the northwest corner of Lot 15 Coyne Replat also being on the east right-of-way of Coyne Court as shown on said Coyne Replat;

Thence southerly along the east right-of-way of said Coyne Court approximately 152.8 feet to the southwest corner of Lot 17 of said Coyne Replat also being the intersection of the east right-of-way of said Coyne Court and the north right-of-way of Regent Street as shown on said Coyne Replat;

Thence easterly along the north right-of-way of said Regent St approximately 185.3 feet to the southeast corner of Lot 21 of said Coyne Replat also being the intersection of the north right-of-way of said Regent Street and the west right-of-way of Charter Street as shown on said Coyne Replat;

Thence northerly along the west right-of-way of said Charter Street approximately 152.2 feet to the intersection of the said west right-of-way of Charter Street and the north line of Lots 15 through 21 of Block 15 of said Brooks' Addition to Madison;

Thence easterly along the north line of Lots 15 through 21 of Block 15 of said Brooks' Addition to Madison and the westerly extension thereof approximately 436.3 feet to the northeast corner of said Lot 15 lying on the west right-of-way of Mills Street as shown on said Brooks' Addition to Madison;

Thence northerly along the west right-of-way of said N Mills St approximately 48.6 feet to the intersection of the west right-of-way of said Mills Street and the westerly extension of a line 12 feet northerly of and parallel with the south line of Block 3 of the plat of Central Home Addition to the City of Madison recorded as Document No. 336659 in Volume 5 Page 24;

Thence easterly along the said line being 12 feet northerly of and parallel with the south line of Block 3 also being the north right-of-way of College Court and the westerly and easterly extensions thereof approximately 492 feet a point on the east right-of-way of Brooks Street being on a line 12 feet north of and parallel to the south line of Block 4 of said plat of Central Home Addition to the City of Madison;

Thence southerly along the east right-of-way of said Brooks Street approximately 120 feet to the northwest corner of Lot 10 of Block 5 of said plat of Central Home Addition to the City of Madison;

Thence easterly along the north line of Lots 10, 12, and 13 of said Block 5 approximately 162.3 feet to the northeast corner of said Lot 13;

Thence northerly along the west line of CSM No. 12751 recorded as Document No. 4591257 and the northerly extension thereof approximately 120.3 feet to a point on the said line 12 feet north of and parallel to the South line of Block 4 being on the north right-of-way of said College Court;

Thence easterly along the said line being 12 feet north of and parallel to the South line of Block 4 also being the north line of said College Court and the easterly extension thereof approximately 269.5 feet to the east right-of-way of Park Street;

Thence southerly along the east right-of-way of said Park St approximately 88.5 feet to a northwest corner of a parcel described in Warranty Deed Document No. 5504617;

Thence northeasterly along the north line of said parcel being a 10-foot radius curve to the right approximately 17 feet;

Thence southeasterly along the north line of said parcel approximately 171 feet to a point on the westerly public alley (vacated) as shown in Document No. 5533918;

Thence easterly approximately 8.5 feet to the center of said vacated alley;

Thence southerly along the center of said vacated alley approximately 6.5;
Thence easterly approximately 8.5 feet to the Northwest corner of Lot 9 of said Harloff Subdivision recorded as Document No. 222749;
Thence continuing easterly along the north line of said Lot 9 approximately 50 feet to the northwest corner of Lot 8 of said Harloff Subdivision;
Thence southeasterly along the north line of said Lot 8 approximately 50.9 feet to the northwest corner of Lot 7 of said Harloff Subdivision;
Thence easterly along the north line of the parcel described in Warranty Deed Document No. 4636294 approximately 80 feet to a point on the west right-of-way of East Campus Mall (formerly known as Murray Street);
Thence easterly perpendicular to the west right-of-way of said East Campus Mall approximately 66 feet to a point on the east right-of-way of said East Campus Mall also being on the west line of Outlot 9 of University Addition to Madison;
Thence northerly along the said east right-of-way of East Campus Mall approximately 535 feet to the southwest corner of LOT 1 of CSM No. 10494 recorded as Document No. 3525323 also being the northwest corner of Lot 2 of CSM No. 4643 recorded as Document No. 1878546;
Thence southeasterly along the southwest line of said Lot 1 of CSM No. 10494, also being the northeast line of said LOT 2 CSM #4643, approximately 854.02 feet to the southeast corner of said LOT 1;
Thence northerly along the west line of Lot 5 of the plat of West Madison Depot recorded as Document No. 2136359 in Volume 56-64A of Plats on Page 186 approximately 39.57 feet to the southwest corner of Outlot 1 of the said plat of West Madison Depot;
Thence easterly along the south line of said Outlot 1 approximately 175.13 feet to the southeast corner of said Outlot 1;
Thence northeasterly along the southeast line of said Outlot 1 and the northwest right-of-way line of W. Mifflin Street (vacated) as shown on said plat of West Madison Depot approximately 130 feet to a point of intersection of the southwesterly line of Outlot 2 of said West Madison Depot and the said northwesterly right-of-way line of W. Mifflin Street (vacated);
Thence southeasterly along the said southwesterly line of Outlot 2 of the plat of West Madison Depot and the northwesterly extension thereof approximately 230.45 feet to the most south corner of said Outlot 2;
Thence northeasterly along the southeast line of said Outlot 2 approximately 115.64 feet to the northeast corner of said Outlot 2 also being on the northwesterly line of Lot 1 of CSM No. 15365 a.k.a. West Washington Place Condominium recorded as Document No. 5574539;
Thence continuing easterly approximately 8.18 feet along the northwesterly line of said Lot 1 of CSM No. 15365 to an angle point in the said northwesterly line;
Thence continuing northerly approximately 8.25 feet along the northwesterly line of said Lot 1 of CSM No. 15365 to an angle point in the said northwesterly line;
Thence continuing northeasterly along the said northwesterly line of Lot 1 of CSM No. 15365 approximately 175 feet to the most north corner of said Lot 1, also being the south corner of Lot 7, Block 24 of the Plat of Madison The Capitol of Wisconsin recorded in Volume A, Page 3;
Thence northwesterly along the southwesterly line of said Lot 7 approximately 165 feet to the northwest corner of said Lot 7 being on the southeasterly right-of-way of W. Mifflin Street;
Thence northeasterly along the northwest line of Lots 7, 8, and 9 of Block 24 of the said Plat of Madison The Capitol of Wisconsin and the northeasterly extension thereof approximately 264 feet to the northwest corner of Lot 1 of Block 33 of said Plat of Madison The Capitol of Wisconsin;
Thence southeasterly along the southwest line of said Lot 1 of Block 33 approximately 99 feet to the northwest corner of the southeasterly 66 feet of said Lot 1;
Thence northeasterly along the southeast line of the northwesterly 99 feet of Lots 1 and 2 of Block 33 of the said Plat of Madison the Capitol of Wisconsin approximately 132 feet to a point on the northeast line of said Lot 2 of Block 33;
Thence southeasterly along the said northeast line of said Lot 2 of Block 33 approximately 6 feet to the south corner of the northwesterly 105 feet of Lot 3 of Block 33 of the said Plat of Madison The Capitol of Wisconsin;
Thence northeasterly along the southeast line of the northwest 105 feet of said Lot 3 of Block 33 approximately 58 feet to the east corner of the northwest 105 feet of the southwest 58 feet of said Lot 3 of Block 33;
Thence southeasterly along the northeast line of the southwest 58 feet of said Lot 3 of Block 33 approximately 60 feet to the most easterly corner of the southwest 58 feet of said Lot 3 of Block 33;
Thence northeasterly along the northwest line of Lots 10 through 16 of Block 33 of the said Plat of Madison The Capitol of Wisconsin approximately 404 feet to the most northerly corner of said Lot 10 of Block 33;
Thence continuing along the said Northwest line of Lots 10 through 16 of Block 33 extended northeasterly approximately 66 feet to a point on the northeast right-of-way line of N. Bassett Street also being on the southwest line of Block 43 of the said Plat of Madison The Capitol of Wisconsin;
Thence southeasterly along the northeast right-of-way said Bassett St approximately 693 feet to the intersection of the northeast right-of-way of said Bassett St and the southeast right-of-way of W Main Street being at the most westerly corner of Lot 1 of Block 45 of the said Plat of Madison The Capitol of Wisconsin;

Thence southwesterly along the southeast right-of-way of said W Main Street also being along the northwest line of Block 31 of the said Plat of Madison The Capitol of Wisconsin approximately 726 feet to the intersection of the southeast right-of-way of said W Main St and the southwest right-of-way of Bedford Street as shown on said Plat of Madison The Capitol of Wisconsin;

Thence northwesterly along the southwest right-of-way of said Bedford Street approximately 396 feet to the intersection of the southwest right-of-way of said Bedford Street and the southeast right-of-way of Washington Avenue as shown on said Plat of Madison The Capitol of Wisconsin;

Thence southwesterly along the southeast right-of-way of said Washington Avenue being along the northwesterly line of Block 25 of the said Plat of Madison The Capitol of Wisconsin and said line extended southwesterly approximately 823 feet to a point on the northeasterly right-of-way of Proudfit Street;

Thence southeasterly along the northeasterly right-of-way line of said Proudfit Street app approximately 396 feet to the intersection of the northeasterly right-of-way of Proudfit Street and the southeasterly right-of-way of W. Main Street also being the most westerly corner of the northeasterly 6 feet of Lot 2 of the plat of Warren's Addition to the City of Madison;

Thence southwesterly along the southeast right-of-way of W. Main Street as shown on the said plat of Warren's Addition to the City of Madison and the Replat of Monona Bay Subdivision recorded as Document No. 291425 approximately 647 feet to a point of intersection of the southeasterly right-of-way of W. Main Street and the southeasterly right-of-way S. Brittingham Place as shown on the said Replat of Monona Bay Subdivision;

Thence northwesterly along the said southeasterly right-of-way of S. Brittingham Place approximately 66 feet to a point on the northwesterly right-of-way of said W. Main Street being on the Southeast line of Lot 2 of Block 1 of Brittingham Park recorded as Document No. 1032438;

Thence southwesterly along the southeast line of said Lot 2 of Block 1 of Brittingham Park approximately 67 feet to the southeasterly corner of said Lot 2;

Thence westerly along the south line of said LOT 2 approximately 281.82 feet to an angle point in the south line of said Lot 2;

Thence southwesterly along the south line of said Lot 2 approximately 306.79 feet to the southwest corner of said Lot 2;

Thence southwesterly along the southeast right-of-way of W. Washington Street approximately 823 feet to the intersection of the north right-of-way line of Vilas Avenue also being the southwest corner of Block 13 of the Greenbush Addition to Madison recorded in Volume A, Page 15;

Thence westerly along the north right-of-way of Vilas Avenue approximately 250 feet to the southeast corner of Lot 12 Block 11 of the said Greenbush Addition to Madison;

Thence northerly along the west right-of-way of Park Street as shown on said Greenbush Addition to Madison approximately 658.5 feet to a point on the east line of Block 8 of the said Greenbush Addition to Madison also being an angle point in the said west right-of-way of Park Street;

Thence westerly along the said west right-of-way of Park Street approximately 34.97 feet to an angle point in the said west right-of-way;

Thence northerly along the said west right-of-way of Park Street approximately 40.85 feet to an angle point in the said west right-of-way;

Thence northwesterly along the said west right-of-way of Park Street approximately 16.45 feet to an angle point in the said west right-of-way;

Thence northerly along the said west right-of-way of Park Street approximately 40.44 feet to an angle point in the said west right-of-way;

Thence northerly along the said west right-of-way of Park Street approximately 40.06 feet to an angle point in the said west right-of-way;

Thence easterly along the said west right-of-way of Park Street approximately 30.35 feet to an angle point in the said west right-of-way;

Thence northerly along the said west right-of-way of Park Street approximately 50.00 feet to an angle point in the said west right-of-way;

Thence northerly along the said west right-of-way approximately 348 feet to a point of intersection of the said west right-of-way of Park Street and the vacated north right-of-way line of Milton Street;

Thence westerly along the north line of the said vacated north right-of-way line of Milton Street approximately 331.14 feet to a point lying on the easterly right-of-way of Brooks Street as shown on said plat of the Greenbush Addition to Madison;

Thence southwesterly approximately 102 feet to the intersection of the west right-of-way of said Brooks Street and the south right-of-way of Milton Street as shown on said plat of Greenbush Addition to Madison also being the northeast corner of Lot 1 of Block 4 of the said plat of Greenbush Addition to Madison;

Thence westerly along the north line of said Block 4 approximately 360 feet to the northwest corner of said Block 4;

Thence southwesterly approximately 71 feet to the southeast corner of the north 35 feet of Lot 5 of Block 1 of Bowen's Second Addition to the City of Madison recorded as Document No. 267558 lying on the west right-of-way of Mills Street as shown on said Bowen's Second Addition;

Thence northerly along the west right-of-way of said Mills St approximately 418.67 feet to the northeast corner of Lot 12 of Block 3 of the said Bowen's Second Addition to the City of Madison;

Thence westerly along the north line of said Lot 12 of Block 3 approximately 85 feet to the northwest corner of the easterly 85 feet of said Lot 12;

Thence southerly along the west line of the easterly 85 feet of said Lot 12 and Lot 13 of said Bowen's Second Addition approximately 123.67 feet to a point on the south right-of-way of Bowen Court;

Thence westerly along the south right-of-way of Bowen Court as shown on said Bowen's Second Addition, the plat of Eighmy Ramsay Addition recorded as Document No. 340506, and the plat of Eighmy-Ramsay Co's Addition recorded as Document No. 338524A approximately 1167 feet to the northwest corner of Lot 5 of Block 5 of the said Eighmy-Ramsay Co's Addition;

Thence northwesterly approximately 66.5' to the southeast corner of Lot 28 of Block 5 of the plat of Oakland Heights recorded as Document No. 211232 in Volume 1, Page 30;

Thence northerly along the east line of said Block 5 of Oakland Heights approximately 227.2 feet to the northeast corner of Lot 1 of said Block 5 lying on the south right-of-way of Regent Street (shown as Washington Street on said plat of OAKLAND HEIGHTS);

Thence westerly along the south right-of-way of said Regent Street approximately 784 feet to the northeast corner of Lot 1 of Block 1 of the said plat of Oakland Heights lying at the intersection of the northwest right-of-way of a public alley shown on the said plat of Oakland Heights and the said south right-of-way of Regent Street;

Thence southwestwardly along the northwesterly right-of-way of said public alley and said northwesterly right-of-way extended southwestwardly approximately 368.5 feet to the Southeast corner of Lot 1 of Block 2 of the said plat of Oakland Heights also being the most easterly corner of Lot 1 of CSM No. 14443 recorded as Document No. 5307198;

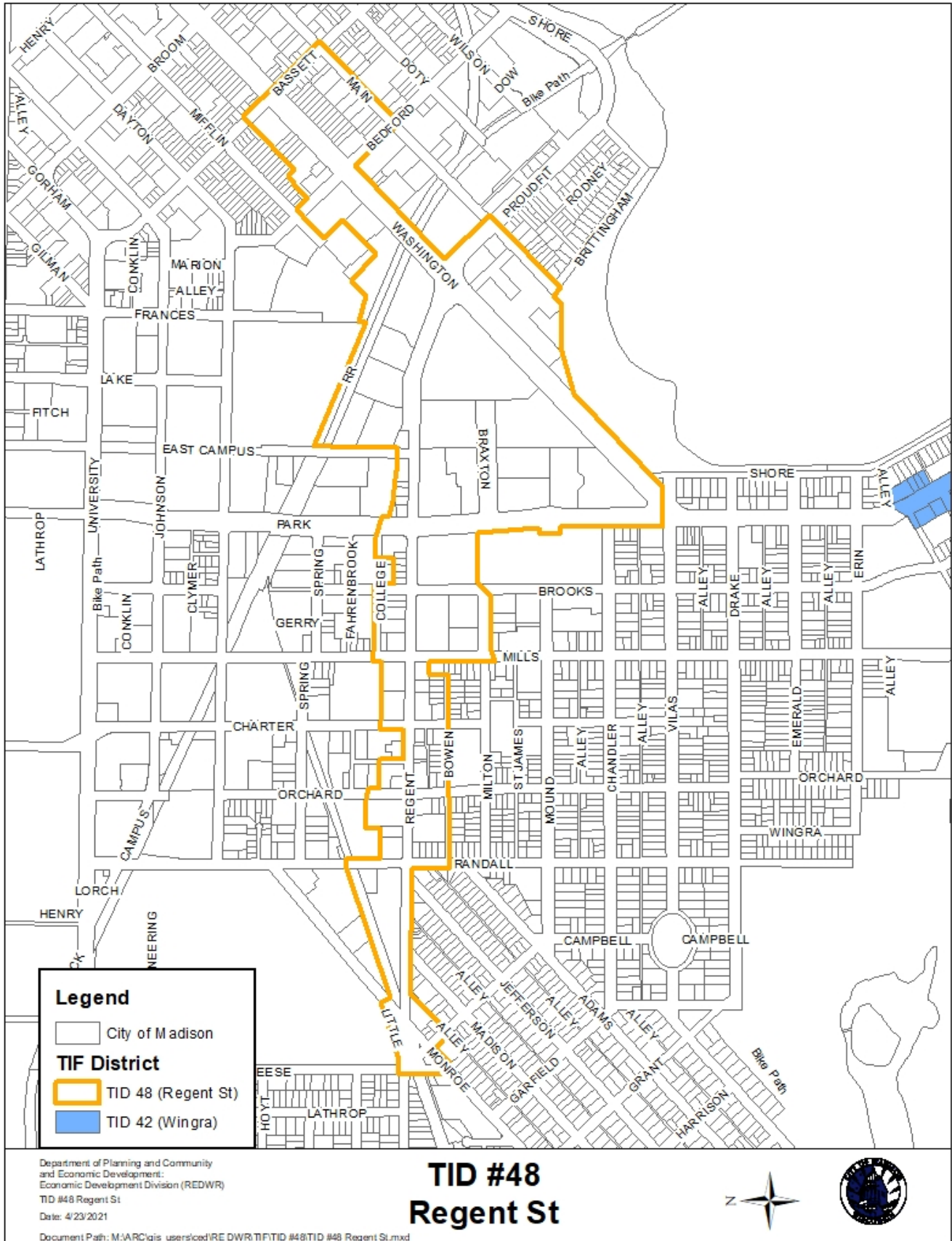
Thence northwesterly along the northeast line of said Lot 1 of CSM No. 14443 approximately 119.92 feet to the most northerly corner of said Lot 1;

Thence southwestwardly along the northwest line of said Lot 1 of CSM No. 14443 approximately 140.0 feet to the most westerly corner of said Lot 1;

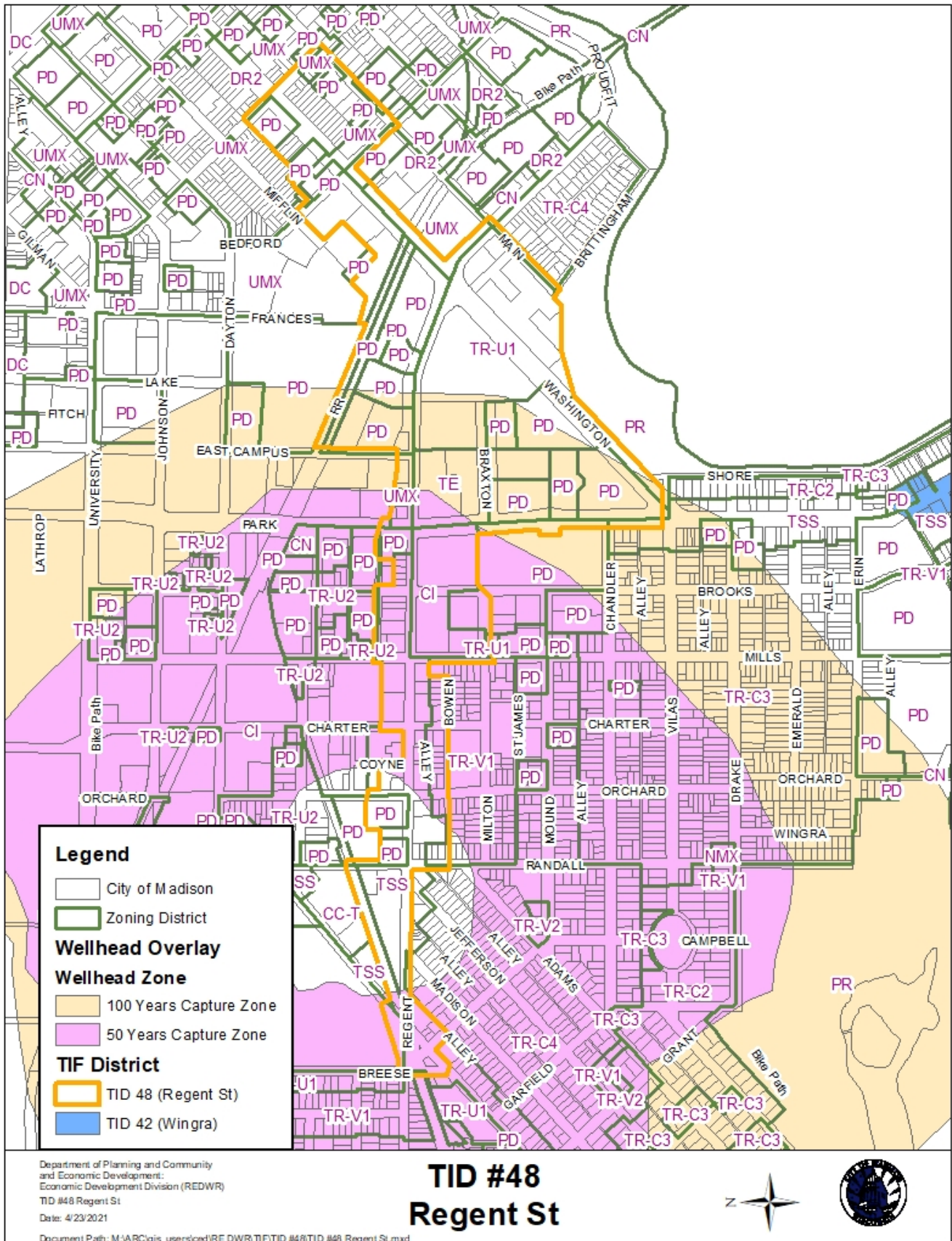
Thence northwesterly approximately 74 feet to the intersection of the northwesterly right-of-way of Monroe Street and the west right-of-way of S. Breese Terrace;

Thence northerly along the west right of way of S. Breese Terrace approximately 299 feet to the **Point of Beginning**.

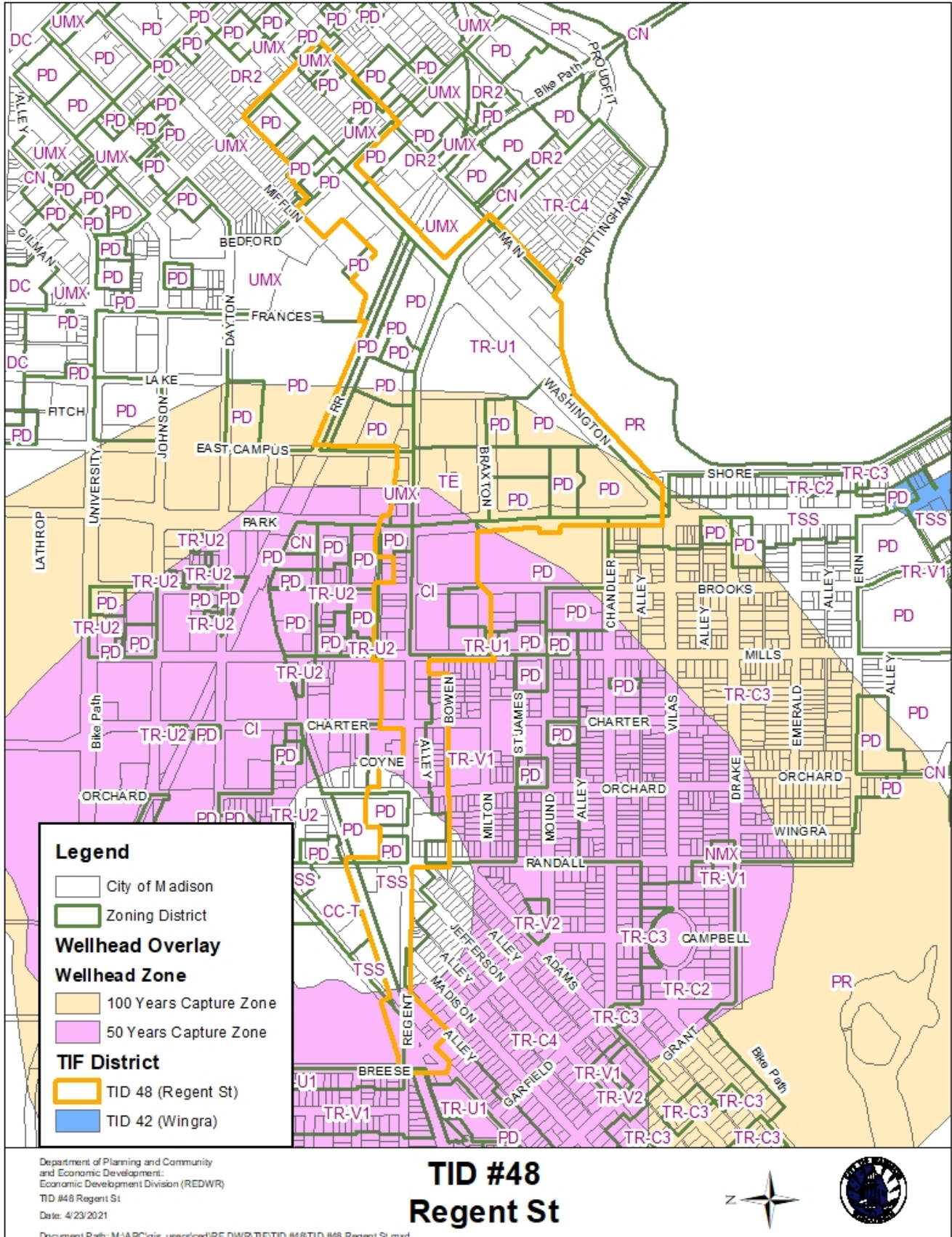
District Boundary – 2021



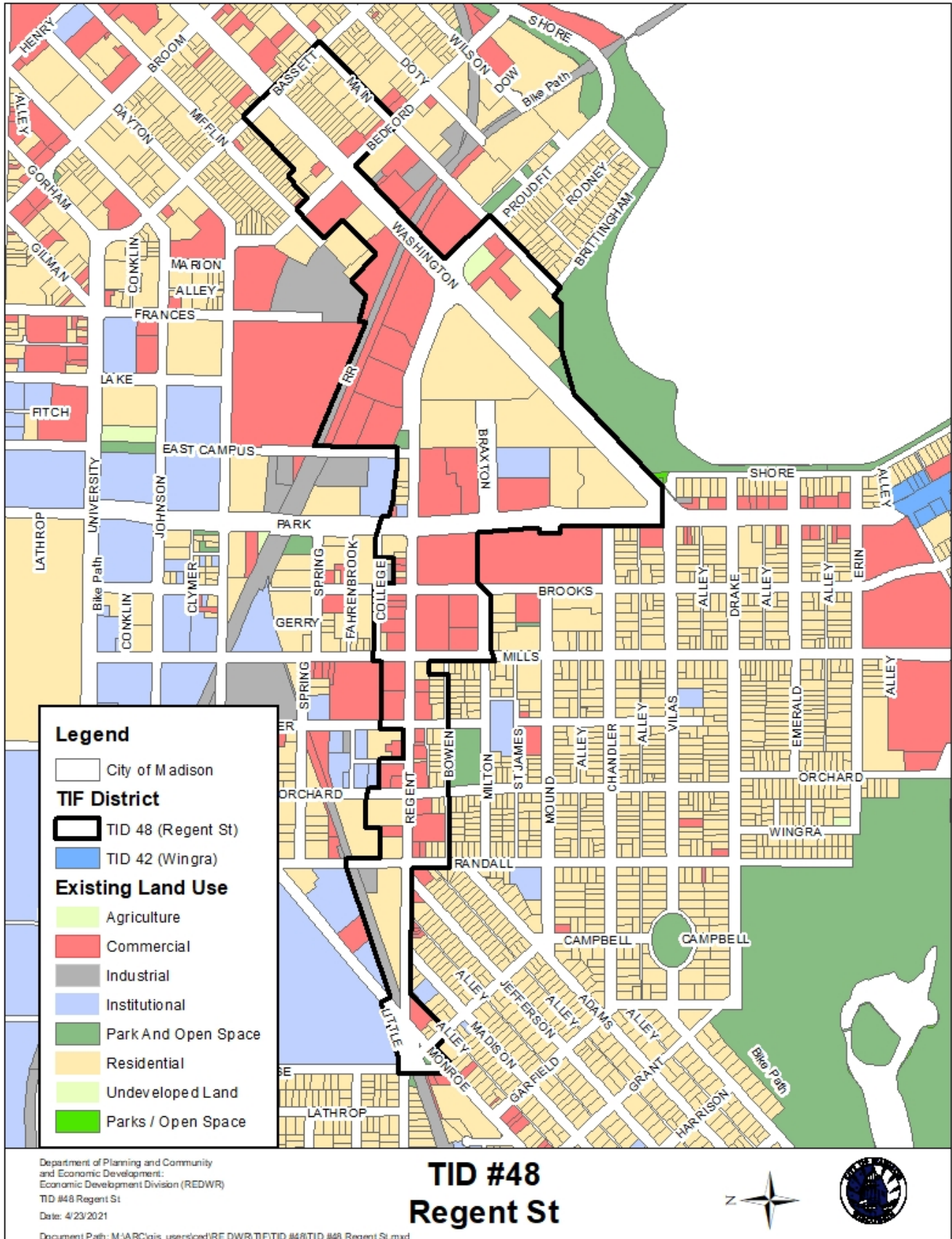
Existing Zoning – 2021



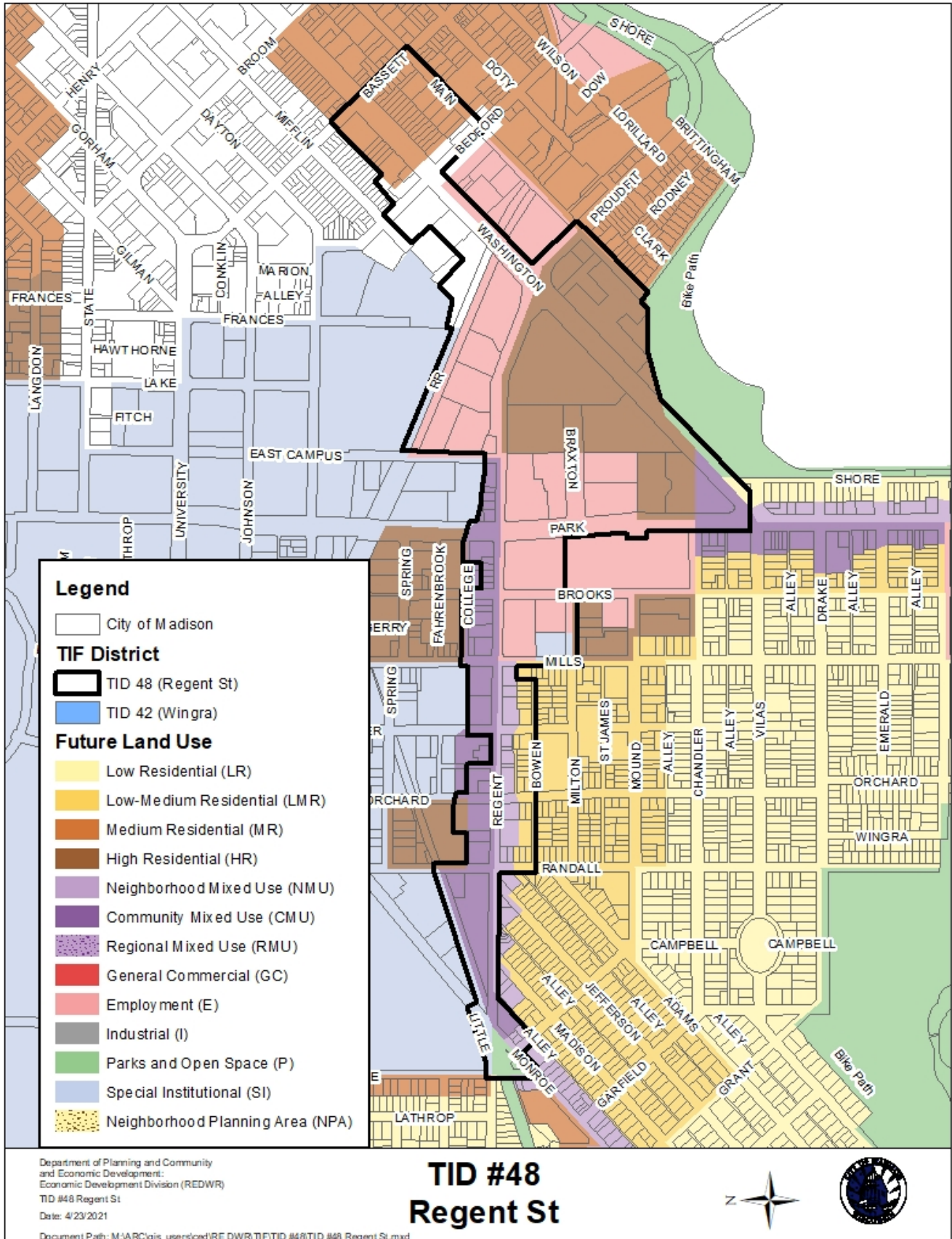
Proposed Zoning – 2021



Existing Land Use – 2021



Proposed Land Use – 2021



City Attorney Opinion Letter

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

May 26, 2021

MEMORANDUM

TO: Joseph E. Gromacki, TIF Coordinator

FROM: Kevin Ramakrishna, Assistant City Attorney

SUBJECT: **PROJECT PLAN FOR TIF DISTRICT NO. 48 -- CITY OF MADISON
(REGENT)**

In my capacity as Assistant City Attorney for the City of Madison, Wisconsin, I have examined the Project Plan for Tax Incremental Finance District No. 48, City of Madison, Wisconsin, dated May 25, 2021. Based on this examination, I am of the opinion that the Project Plan is complete and complies with the provisions of Secs. 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 the Project Plan, but direct City officials to review the reports of City staff as regards the Plan.

Respectfully submitted,

Kevin Ramakrishna
Kevin Ramakrishna
Assistant City Attorney