City of Madison

City of Madison
Madison, WI 53703
www.cityofmadison.com

Agenda - Approved
FINANCE COMMITTEE

Consider: Who benefits? Who is burdened?
Who does not have a voice at the table?
How can policymakers mitigate unintended consequences?

Monday, June 29, 2026 **4:30 PM** **VIRTUAL**

Note: A quorum of the Common Council may be present at this meeting.

The City of Madison is holding the Finance Committee meeting in virtual format.

Written Comments: You can send comments on agenda items to financecommittee@cityofmadison.com

Register for Public Comment:

- **Register to speak at the meeting**
- **Register to answer questions**
- **Register in support or opposition of an agenda item (without speaking)**

If you want to speak at this meeting you must register. You can register at https://www.cityofmadison.com/MeetingRegistration. When you register to speak, you will be sent an email with the information you will need to join the virtual meeting.

Watch the Meeting: If you would like to join the meeting as an observer, please visit https://www.cityofmadison.com/watchmeetings.

Listen by Phone: (877) 853-5257 (Toll Free) Webinar ID: 818 6895 6433

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如需口譯、筆譯或殘疾相關的便利服務，請通過以下電話或郵件與我們聯系，相關服務均免費提供

Hu rau peb ntawm tus xov tooj los sis email hauv qab no yog tias koj xav tau kev txhais lus, kev txhais ntawv, los sis kev pab cuam cuam tshuam txog tsis taus. Cov kev pab no yog pub dawb rau koj.

608-266-4671
financecommittee@cityofmadison.com

Call to Order/Roll Call

Public Comment

1. **93705** Public Comment

Disclosures and Recusals

Members of the body should make any required disclosures or recusals under the City's Ethics Code.

Consent Agenda

At this time, a consent agenda may be moved except for items with registrants wishing to speak or items Committee members wish to separate out for discussion or debate purposes.

Items to be Considered

2. **93615** Create the new classification of “Social Services Program Supervisor” in CG18, R7 in the salary schedule, and create a new 1.0 FTE position in the new classification, within the 2026 CDA Housing Operating Budget.

3. **93627** Recreate the 1.0 FTE position #2579 of Administrative Assistant (CG20, R14) as an IT Specialist 1(CG18, R6) within the Police Department operating budget.

4. 93634 Delete the Parking Enforcement Leadworker classification in CG 16, Range13; delete the Parking Revenue Leadworker classifcation in CG 16, Range 11; create the classification series of Field Leadworker 1 and 2 in CG 16, Ranges 14 and 15 respectively in the salary schedule; and create four (4) new 1.0 FTE positions in the 2026 Parking Division operating budget; and reallocate employees into the new classification.

5. 93614 Authorizing the City's execution of a 10-year lease, with one 5-year renewal option, between the City of Madison and Olin Avenue LLC, for the use of Suite 105 in the building located at 122 E Olin Ave, to be used as the office of the City's Employee Assistance Program (District 14).

6. 93601 Authorizing the Mayor and the City Clerk to execute Amendment No.1 to the existing Purchase of Services contract between the City of Madison and Carollo Engineers for engineering services for the Campus, Downtown, and East Washington Ave Sanitary Sewer Study (District 2, District 4, District 5, District 6, District 8, District 12, District 13, District 15, District 17).

7. 93617 Authorizing completion of City-County Sustainability Campus Metrics Report and addendum of the development agreement.

8. 93619 Authorizing Metro Transit to use ABC Companies (dba Muncie Reclamation and Supply) as a non-competitively selected provider for bus parts that are necessary for the full lifecycle of a bus.

9. 93420 Approving the Creation of the Project Plan and Boundary for Tax Incremental District (TID) #56 (Grand Canyon), City of Madison. (District 19)

10. 93428 Approving the Creation of the Project Plan and Boundary for Tax Incremental District (TID) #57 (Medical Circle), City of Madison. (District 19)

11. 93406 Approving the Amendment to the Project Plan for Tax Incremental District (TID) #44 (Royster Clark), City of Madison. (District 3, District 15)

12. 93412 Approving the Amendment to the Project Plan for Tax Incremental District (TID) #46 (Research Park), City of Madison. (District 9, District 11, District 19)

13. 93415 Approving the Amendment to the Project Plan for Tax Incremental District (TID) #50 (State and Lake), City of Madison. (District 2, District 4)

14. 93416 Approving the Amendment to the Project Plan for Tax Incremental District (TID) #51 (South Madison), City of Madison. (District 14)

15. 93418 Approving the Amendment to the Project Plan for Tax Incremental District (TID) #54 (Pennsylvania Ave), City of Madison. (District 12)

Staff Presentation

16. 93677 2027 Operating Budget Outlook and Request Guidance

Adjournment

City of Madison

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File Number: 93705

File ID:	93705	**File Type:**	Discussion Item	**Status:**	Items Referred
Version:	1	**Reference:**		**Controlling Body:**	FINANCE COMMITTEE
				File Created Date :	06/24/2026
File Name:	Public Comment			**Final Action:**	
Title:	Public Comment				
Notes:					
Sponsors:				**Effective Date:**	
Attachments:				**Enactment Number:**	
Author:				**Hearing Date:**	
Entered by:	abannon@cityofmadison.com			**Published Date:**	

History of Legislative File

Ver-sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	FINANCE COMMITTEE	06/24/2026	Refer	FINANCE COMMITTEE			

Action Text: This Discussion Item was Refer to the FINANCE COMMITTEE

Text of Legislative File 93705

Title
Public Comment

City of Madison

City of Madison
Madison, WI 53703
www.cityofmadison.com

Master

File Number: 93615

File ID:	93615	**File Type:**	Resolution	**Status:**	Items Referred
Version:	1	**Reference:**		**Controlling Body:**	FINANCE COMMITTEE
				File Created Date :	06/16/2026
File Name:	Create the new classification of “Social Services Program Supervisor” in CG18, R7 in the salary schedule, and create a new 1.0 FTE position in the new classification, within the 2026 CDA Housing Operating Budget.			**Final Action:**	

Title: Create the new classification of “Social Services Program Supervisor” in CG18, R7 in the salary schedule, and create a new 1.0 FTE position in the new classification, within the 2026 CDA Housing Operating Budget.

Notes:

Sponsors:	Director of Human Resources	**Effective Date:**	
Attachments:	PB Memo CDA Supportive Services Program Coordinator.pdf, CDA Supportive Services Program Manager PD.pdf	**Enactment Number:**	
Author:	Julie Trimbell, Human Resources Analyst	**Hearing Date:**	
Entered by:	JZuniga-Paiz@cityofmadison.com	**Published Date:**	

History of Legislative File

Version:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Human Resources Department	06/16/2026	Referred for Introduction				
	Action Text: This Resolution was Referred for Introduction						
	Notes: Finance Committee (6/29/26), Personnel Board (6/24/26), Common Council (7/7/26)						
1	COMMON COUNCIL	06/23/2026	Refer	FINANCE COMMITTEE			Pass
	Action Text: A motion was made by Madison, seconded by Glenn, to Refer to the FINANCE COMMITTEE. The motion passed by voice vote/other.						
	Notes: Additional referral to Personnel Board.						
1	FINANCE COMMITTEE	06/23/2026	Referred	PERSONNEL BOARD	06/24/2026		
	Action Text: This Resolution was Referred to the PERSONNEL BOARD						
1	PERSONNEL BOARD	06/24/2026	Return to Lead with the Recommendation for Approval	FINANCE COMMITTEE			Pass

Action Text: A motion was made by Nash, seconded by Jackson, to Return to Lead with the Recommendation for Approval to the FINANCE COMMITTEE. The motion passed by voice vote/other.

Text of Legislative File 93615

Fiscal Note

The proposed resolution authorizes the creation of a Social Services Program Supervisor position in CDA Housing's 2026 Operating Budget. The position will be created in Comp Group 18, Range 7. The estimated cost of the position for the remainder of 2026 is $40,850 including benefits (est. start date of 8/2/26). The estimated annual cost is $97,840.

Funding for the position in 2026 will be funded by salary savings within the division. CDA Housing Operations is a self-funded division; there is no impact on the City's General Fund. Position authority and sufficient budget for the position will be included in future CDA Housing operating budgets. No additional appropriation required.

Title

Create the new classification of “Social Services Program Supervisor” in CG18, R7 in the salary schedule, and create a new 1.0 FTE position in the new classification, within the 2026 CDA Housing Operating Budget.

Body

Resolution creating the classification of “Social Services Program Supervisor” in CG18, R7 in the salary table, and creating a new 1.0 FTE position as a “Social Services Program Supervisor,” within permanent salary details of the 2026 Housing Operating Budget, thereof.

CITY OF MADISON POSITION DESCRIPTION

1. Name of Employee (or "vacant"):

   Vacant

   Work Phone:

2. Class Title (i.e. payroll title):

3. Working Title (if any):

   Supportive Services Program Manager

4. Name & Class of First-Line Supervisor:

   Property Operations Manager 18/14

   Work Phone:

5. Department, Division & Section:

   DPCED, CDA Housing Operations

6. Work Address:

7. Hours/Week: 38.75

   Start time: 8:00 a.m. End time: 4:30 p.m.

8. Date of hire in this position:

9. From approximately what date has employee performed the work currently assigned:

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10. Position Purpose: (How this position fits into the overall mission, vision, and goals of your agency and work unit.)

    The Supportive Services Program Manager supports CDA's mission to develop and provide inclusive and safe places through quality affordable housing, services, and community resources in the City of Madison by ensuring residents have access to services that support housing stability, safety, and well-being. The position strengthens inclusive communities by coordinating resident services, fostering partnerships with local organizations, and collaborating with property management to address barriers to successful tenancy. Through this work, the Supportive Services Program Manager helps ensure that affordable housing is sustainable, supportive, and connected to the broader community.

11. Position Summary:

    The Supportive Services Program Manager oversees and coordinates the delivery of resident service programs across the Community Development Authority's portfolio, including programs under the Resident Opportunities and Self-Sufficiency (ROSS), Family Self-Sufficiency (FSS) and Multifamily Service

Coordination (MFSC) initiatives. This position ensures that service programs align with HUD regulations, CDA goals, and community needs to promote resident stability, self-sufficiency, and quality of life. The Manager provides leadership, supervision, and strategic direction to all supportive services staff and is responsible for program development, performance management, and cross-sector partnerships that enhance resident outcomes.

This position plays a key role in advancing resident stability, economic mobility, and quality of life, while aligning supportive service efforts with CDA's mission and HUD regulatory requirements.

12. Functions and Worker Activities: (Do NOT include duties done on an "Out-of-Class" basis.)

30% A. **Program Oversight & Compliance**

1. Oversee the administration of all supportive services programs (e.g. ROSS, Jobs Plus, FSS, MFSC, etc.) to ensure compliance with HUD and other funding source requirements.
3. Develop, implement and maintain procedures, service delivery standards, and performance metrics consistent with CDA goals and HUD regulations.
4. Conduct regular audits of case files, program data, and resident outcomes to ensure accuracy and compliance.

25% B. **Staff Supervision & Leadership**

1. Provide direct supervision, training, and performance evaluation for service coordinators and supportive services staff.
2. Establish clear expectations, measurable objectives, and accountability systems for staff performance.
3. Foster collaboration across programs and between departments to support resident success.
4. Promote professional development, teamwork, and collaboration among staff.
5. Support staff in case management best practices, resident engagement, and documentation standards.
6. Provide direct supportive services to residents on a limited basis to address urgent, complex, or coverage-related needs.

20% C. **Program Development & Coordination**

1. Identify emerging resident and community needs and develop targeted service initiatives to address them.
2. Lead efforts to integrate supportive services within housing management operations to enhance resident outcomes and tenancy success.
3. Identify and implement evidence-based practices and innovative service delivery models.
4. Support resident organizing efforts including the promotion of the Resident Advisory Board
5. Support the publication and distribution of resident communication material—including the CDA Community Connect listserve and other communication materials.

10% D. **Partnership Development**

1. Establish and maintain partnerships with local agencies, workforce programs, educational institutions, and supportive service providers.
2. Negotiate and manage Memoranda of Understanding (MOUs) and collaborative agreements and maintain partnership documentation that supports grant compliance, program expansion and expands resident access to supportive services.
3. Establish and maintain a network of service coordinators across the city of Madison to leverage best practices and share resources with other affordable housing providers in the city.

10% E. **Data Evaluation & Reporting**

1. Collect and analyze program data to measure outcomes, identify trends, and support continuous improvement.
2. Prepare reports for HUD, the Board of Commissioners, and other stakeholders on program impact and performance.
3. Ensure timely and accurate submission of all required documentation and reports.
4. Perform quality assurance evaluations

5% F. **Budget & Grant Management**

1. Assist in preparing and managing program budgets and grant applications.
2. Monitor expenditures to ensure alignment with grant requirements and agency fiscal policies.
3. Seek new funding opportunities to expand or enhance supportive service offerings.
4. Other duties as assigned

13. Primary knowledge, skills and abilities required:

- Comprehensive knowledge of HUD regulations related to ROSS, FSS, MFSC, and service coordination programs.
- Strong leadership and team management skills with experience supervising multidisciplinary staff with the ability to motivate and develop staff.
- Understanding of case management principles, trauma-informed practices and approaches, and community resource networks.
- Knowledge of social service systems, community resources, and resident engagement strategies.
- Excellent organizational, written and verbal communication, and problem-solving skills.
- Proficiency with data management, outcome tracking, and reporting tools. – or - Ability to collect, analyze, and report outcome data effectively.
- Ability to build collaborative partnerships and represent the CDA in community settings.
- Ability to attend meetings and other events outside of normal working hours. Occasional evening or weekend hours are required for resident meetings, agency meetings, training, or community events.
- Ability to meet the minimum training requirements for HUD Service Coordinators (36 hours within 12 months of hiring and 12 hours of continuing education annually thereafter).

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14. Special tools and equipment required:

Proficient user of modern office equipment.

15. Required licenses and/or registration:

- Must possess a valid driver's license and reliable transportation for off-site meetings and site visits.
- Ability to obtain Professional Service Coordinator Certification within twelve months of hire.

16. Physical requirements:

- Work is performed primarily on-site at housing developments, with regular interactions with residents and staff.
- Ability to perform work in apartments of various conditions including, but not limited to, units with active pest infestations, unsanitary conditions, hoarding conditions, and exposure to second-hand smoke.
- Ability to climb stairs

17. Supervision received (level and type):

General supervision to be provided by the CDA Property Operations Manager (18/14).

18. Leadership Responsibilities:

This position: ☒ is responsible for supervisory activities (Supervisory Analysis Form attached).
☐ has no leadership responsibility.
☐ provides general leadership (please provide detail under Function Statement).

19. Employee Acknowledgment:

☐ I prepared this form and believe that it accurately describes my position.
☐ I have been provided with this description of my assignment by my supervisor.
☐ Other comments (see attached).

EMPLOYEE _____ DATE _____

20. Supervisor Statement:

☐ I have prepared this form and believe that it accurately describes this position.
☐ I have reviewed this form, as prepared by the employee, and believe that it accurately describes this position.
☐ I have reviewed this form, as prepared by the employee, and find that it differs from my assessment of the position. I have discussed these concerns with the employee and provided them with my written comments (which are attached).
☐ I do not believe that the document should be used as the official description of this position (i.e., for purposes of official decisions).
☐ Other comments (see attached).

SUPERVISOR _____ DATE _____

Instructions and additional forms are available from the Human Resources Dept., Room 261, Madison Municipal Bldg., calling 266-4615 or visiting cityofmadison.com/employeenet/policies-procedures/position-descriptions.

CITY OF MADISON POSITION DESCRIPTION

1. Name of Employee (or "vacant"):

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   Work Phone:

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4. Name & Class of First-Line Supervisor:

   Property Operations Manager 18/14

   Work Phone:

5. Department, Division & Section:

   DPCED, CDA Housing Operations

6. Work Address:

7. Hours/Week: 38.75

   Start time: 8:00 a.m. End time: 4:30 p.m.

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12. Functions and Worker Activities: (Do NOT include duties done on an "Out-of-Class" basis.)

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10% E. **Data Evaluation & Reporting**

1. Collect and analyze program data to measure outcomes, identify trends, and support continuous improvement.
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5% F. **Budget & Grant Management**

1. Assist in preparing and managing program budgets and grant applications.
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- Understanding of case management principles, trauma-informed practices and approaches, and community resource networks.
- Knowledge of social service systems, community resources, and resident engagement strategies.
- Excellent organizational, written and verbal communication, and problem-solving skills.
- Proficiency with data management, outcome tracking, and reporting tools. – or - Ability to collect, analyze, and report outcome data effectively.
- Ability to build collaborative partnerships and represent the CDA in community settings.
- Ability to attend meetings and other events outside of normal working hours. Occasional evening or weekend hours are required for resident meetings, agency meetings, training, or community events.
- Ability to meet the minimum training requirements for HUD Service Coordinators (36 hours within 12 months of hiring and 12 hours of continuing education annually thereafter).

---

14. Special tools and equipment required:

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15. Required licenses and/or registration:

- Must possess a valid driver's license and reliable transportation for off-site meetings and site visits.
- Ability to obtain Professional Service Coordinator Certification within twelve months of hire.

16. Physical requirements:

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City of Madison

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Master

File Number: 93627

File ID:	93627	**File Type:**	Resolution	**Status:**	Held in Committee
Version:	1	**Reference:**		**Controlling Body:**	PERSONNEL BOARD
				File Created Date :	06/16/2026
File Name:	Recreate the 1.0 FTE position #2579 of Administrative Assistant (CG20, R14) as an IT Specialist 1(CG18, R6) within the Police Department operating budget.			**Final Action:**	

Title: Recreate the 1.0 FTE position #2579 of Administrative Assistant (CG20, R14) as an IT Specialist 1(CG18, R6) within the Police Department operating budget.

Notes:

Sponsors:	Director of Human Resources	**Effective Date:**	
Attachments:	PB MEMO MPD Administrative Assistant 6-2026.pdf, PosDesc - Payroll and Telestaff IT Specialist (TeleStaff Payroll Administrator).pdf	**Enactment Number:**	
Author:	Brooke Gillitzer, Human Resources Analyst	**Hearing Date:**	
Entered by:	JZuniga-Paiz@cityofmadison.com	**Published Date:**	

History of Legislative File

Ver-sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Human Resources Department	06/16/2026	Referred for Introduction				
	Action Text: This Resolution was Referred for Introduction						
	Notes: Finance Committee (6/29/26), Personnel Board (6/24/26), Common Council (7/7/26)						
1	COMMON COUNCIL	06/23/2026	Refer	FINANCE COMMITTEE			Pass
	Action Text: A motion was made by Madison, seconded by Glenn, to Refer to the FINANCE COMMITTEE. The motion passed by voice vote/other.						
	Notes: Additional referral to Personnel Board.						
1	FINANCE COMMITTEE	06/23/2026	Referred	PERSONNEL BOARD			
	Action Text: This Resolution was Referred to the PERSONNEL BOARD						
1	PERSONNEL BOARD	06/24/2026	Table				Pass
	Action Text: A motion was made by Nash, seconded by Jackson, to Table. The motion passed by voice vote/other.						

Text of Legislative File 93627

Fiscal Note

The proposed resolution recreates PCN #2579 in the position of Administrative Assistant in

Compensation Group 20, Range 14 as an IT Specialist 1 in Compensation Group 18, Range 6 and reallocates the incumbent, B. Rudolph to the position. The estimated annual cost of the recreation is $15,000 including benefits. Funding for the recreation is available in the Madison Police Department's 2026 Adopted Operating Budget. No additional appropriation is required.

Title

Recreate the 1.0 FTE position #2579 of Administrative Assistant (CG20, R14) as an IT Specialist 1(CG18, R6) within the Police Department operating budget.

Body

Resolution to recreate position #2598 of Administrative Assistant (CG 20, Range 14) as an IT Specialist 1 (CG 18, Range 6) within the Police Department operating budget, thereof.

TO: Personnel Board

FROM: Brooke Gillitzer, Human Resources

DATE: June 4, 2026

SUBJECT: Administrative Assistant, Madison Police Department

The Human Resources Department received a request from Madison Police Department Assistant Chief Paige Valenta on May 19, 2026 requesting to study the 1.0 FTE position #2579 of Administrative Assistant (CG20, Range 14). Based on a review of the position classification worksheet, updated position description, and after several interviews I recommend amending the Police Department's 2026 operating budget to recreate the 1.0 FTE position #2579 of Administrative Assistant (CG20, R14) as an IT Specialist 1(CG18, R6).

First a review of the Administrative Assistant classification describes the work as follows:

> … **responsible paraprofessional** staff support work relative to the development and implementation of divisional and/or departmental **administrative programs and functions**. Work is characterized by responsibility for a wide variety of **administrative services** (such as the development and implementation of budgetary documentation and fiscal controls, personnel, purchasing, payroll, and the supervision of office clerical activities); and/or **direct responsibility for a comprehensive administrative program** requiring the development and integration of **diverse and complex operational data** inherent to unit operations. This work is performed with a high degree of independence and discretion. Under the general supervision of a department or division head, work is normally assigned in terms of program objectives and directives; and employees are responsible for establishing the necessary administrative procedures, methods and controls… [emphasis added].

Within MPD, there were two Administrative Assistant positions within MPD that serve as counterparts to each other. With recent changes to software and support expectations, one position was recreated to serve as the Telestaff Scheduling Administrator. Now the current position is expected to serve as the Telestaff Payroll Administrator and co-lead the department's Telestaff Team and all associated workflows and responsibilities. Since this position was last studied in 2023, there has been a continual increase in both the complexity and technical expertise required to maintain the department's link between its payroll processing and scheduling software. This includes but is not limited to:

1) Writing, testing and implementing application code for payroll functions within Telestaff,
2) Frequent updating of coding between Telestaff as a payroll export and MUNIS as the financial system of the City,
3) Processing BIRT reports, internal Telestaff data analysis function, and external SQL report writing, and
4) Preparing documentation for users.

This is advanced-level professional work in the support of automated management Information systems, with a particular emphasis on intersection of the department's payroll and scheduling functions. As a counterpart to the MPD Telestaff Scheduling Administrator, this position requires supporting a 3rd party application and assists in the development, testing and documentation of custom programming. This position is also responsible for technical work such as basic

computer programming such as creating and programming TeleStaff Work Codes and Dynamic Groups for both scheduling and payroll functions, and other time-sensitive work configuring, maintaining, and monitoring the Police Department's scheduling system using law enforcement and payroll industry software programs (UKG Telestaff), Tyler MUNIS, and other inter-related software platforms under limited direct supervision.

These responsibilities are more consistent with the duties the IT Specialist series, which describes the work as performing specialized work relative to the City's management information systems and are assigned to perform either: 1) Applications Development or 2) Technical Support activities. In terms of the appropriate level, IT Specialist 3 and 4 are levels with professional work in leading, developing, or supporting advanced-level automated management information systems, including the development and implementation of automated systems and major system components, or the development and implementation of support systems and programs and may involve some leadership responsibility on specific projects. The IT Specialist 2 classification describes objective level IT work in the development or support of automated management information systems; and lastly, the IT Specialist 1 is described as:

> … entry-level **professional work** in the development or support of automated management **information systems**. This work is characterized by more routine and/or **focused assignments where there is limited direct responsibility** for the **development of automated systems** or the independent provision of customer support. This work is normally performed under the close to limited supervision of a Principal IT Specialist or other supervisor/manager and/or in a trainee capacity…[emphasis added].

This level aligns most appropriately with the responsibilities currently expected to be performed in this position, which includes entry-level professional IT work. Based on this analysis, I recommend recreating position #2579 as an IT Specialist 1 in CG18, Range 6 within the Police Department's 2026 operating budget.

The necessary resolution to implement this recommendation has been drafted.

Editor's Note:

Compensation Group/Range	2026 Annual Minimum (Step 1)	2026 Annual Maximum (Step 5)	2026 Annual Maximum +12% longevity
20/14	$ 65,418	$ 72,561	$ 81,268
18/06	$ 73,026	$ 85,983	$ 96,301

CC: John Patterson – Police Chief
Paige Valenta – Assistant Police Chief
Erin Hillson – HR Director
Rick Marx – Local 6000
Ben Ratliffe – Local 6000

CITY OF MADISON POSITION DESCRIPTION

1. Name of Employee (or "vacant"):

   Brendan Rudolph

   Work Phone: 266-4024

2. Class Title (i.e. payroll title):

   IT Specialist 1

3. Working Title (if any):

   Payroll Specialist & Telestaff Administrator

4. Name & Class of First-Line Supervisor:

   Police Administrative Services Manager (Finance Unit Manager)

   Work Phone: 266-4477

5. Department, Division & Section:

   Madison Police Department, Administrative Support, Finance Unit

6. Work Address:

   211 S. Carroll St., GR-21

7. Hours/Week: 38.75

   Start time: 8:45am End time: 4:30pm

8. Date of hire in this position:

   November 7, 2013

9. From approximately what date has employee performed the work currently assigned:

   Since this position was last studied in 2023, there has been a continual increase in both the complexity and technical expertise required to maintain the link between its payroll processing and scheduling software.

10. Position Summary:

    The Police Department Payroll Specialist & Telestaff Administrator is responsible for advanced-level programmatic work in payroll, human resources, and technical Telestaff support within the Police Department. This position requires the utilization of considerable independent judgment, discretion, and initiative in the interpretation and application of policies, procedures, and processes related to payroll, human resources and Telestaff administration. This position is also responsible for technical work such as basic computer programming, and often time-sensitive work configuring, maintaining, and monitoring the Police Department's scheduling system using law enforcement and payroll industry software programs (UKG Telestaff), Tyler MUNIS, and other inter-related software platforms under limited direct supervision. This position is responsible for building payroll functionality within Telestaff, to include work codes, detail codes, dynamic issues, premiums, the Freemarker payroll translation file; managing the integration of payroll allocations; building custom BIRT Reports; and determining solutions for SQL data analysis. This position also assists with identifying and fixing potential payroll errors before the closing of payroll. In depth knowledge and technical skills are required in processing payroll through TeleStaff (the Madison Police Department scheduling software); interfacing with the MUNIS financial and human resources software;

analyzing, correcting, or reporting programmatic issues with TeleStaff, MUNIS, and the interface; preparing reports through TeleStaff and MUNIS; developing, implementing, testing, and maintaining new functions and processes in TeleStaff; training employees in TeleStaff and MUNIS; developing operating systems and procedures for TeleStaff and payroll functions; and auditing employee payroll, accrued leave, and work history. This position coordinates directly with the Scheduling Telestaff Administrator for all Telestaff configuration, support and maintenance. This position is the co-lead of the PD Telestaff Team with the Scheduling Specialist & Telestaff Administrator.

11. Functions and Worker Activities: (Do NOT include duties done on an "Out-of-Class" basis.)

20% A. Process and Audit Payroll

1. On a biweekly basis, review download of TeleStaff information into the MUNIS payroll system. Verify accuracy of all payments related to payroll – including overtime, premium pay, holiday pay and any special adjustments. Update or correct information in either MUNIS or TeleStaff as needed. This process includes a review of the special reports provided by IT related to expanded overtime and work codes from TeleStaff that did not upload to the payroll system.
2. Create csv spreadsheets for any work codes not programmed to download from TeleStaff through the middleware software and import them into MUNIS.
3. Perform manual calculations of various payroll processes as needed to verify accuracy of payments for overtime, premium pay, etc. Utilize spreadsheets to perform automated calculations for various payroll processes.
4. Maintain a detailed knowledge of the various bargaining agreements and employee handbooks governing payments for MPD employees and explain information as requested by an employee or supervisor.
5. Process Payroll Adjustment Forms to correct any errors in any aspect of payroll or scheduling. Ensure appropriate paperwork is provided for Central Payroll and appropriate adjustments made in TeleStaff.
6. Create detailed, accurate error reports to reflect issues related to employees, supervisors, or the payroll system.
7. Maintain effective filing system for various paperwork related to payroll – including e-mail requests for adjustments, etc. Ensure follow through with employees and/or supervisors in addressing any payroll issues that may arise.
8. Run TeleStaff reports prior to payroll closing to determine any scheduling or system issues and correct/report these to the Scheduling Specialist & Telestaff Administrator and TeleStaff Team members for review.

50% B. Telestaff Configuration and Support

1. Configure TeleStaff functions, primarily related to biweekly payroll and human resource processing, to ensure compatibility and data transfer with MUNIS as the City's financial system through TeleStaff setup administration, Freemarker template programming, BIRT report programming, and external SQL report programming.
2. Create and program TeleStaff Work Codes and Dynamic Groups for both scheduling and payroll functions, Dynamic Issues for end user entry control and information, Rules for automation workflow, Freemarker template for MUNIS payroll import, internal BIRT reports for end users and management data analysis, external SQL reports for payroll and management data analysis.
3. Update and maintain TeleStaff functions on an ongoing basis.
4. Coordinate with Central Payroll when new pay or accrual codes need to be added for integration with TeleStaff.
5. Create and maintain TeleStaff instructional documentation posted on the Police Employeenet.
6. Assist with updated department Standard Operating Procedures and process documents to reflect evolving contractional provisions and their implementation in TeleStaff.

7. Provide as-needed training on TeleStaff fundamentals, retraining, and provide other departmental training topics as requested as part of command projects, professional development, district in-services, Sergeant check-ins, or individualized training requests.
8. Provide end user support for TeleStaff login issues, roster creation, and employee filters.
9. Troubleshoot any issues that arise within TeleStaff or the Freemarker template, attempt corrections, and document and report higher level errors to the PD TeleStaff Team and assist with further steps to rectify (working with City IT, reporting issue to UKG support).
10. Monitor TeleStaff system updates, release notes, patch upgrades, and configuration updates.
11. Test all new functions available in TeleStaff upgrades affecting current scheduling, payroll interface, and employee profile management functions as well as new functions that could potentially be added to current processes.
12. Coordinate TeleStaff upgrade and patch testing with PD TeleStaff Team, Payroll Clerks, and other end users. Identify new TeleStaff functions as they relate to payroll. Ensure upgrades and patches do not break existing payroll processes.
13. Identify features to be requested for future updates.
14. Co-lead the PD TeleStaff Team with the Scheduling Specialist & TeleStaff Administrator. Set agendas, determine team priorities, testing projects and other internal upgrades needed to improve the functionality of TeleStaff. Provide functional expertise in TeleStaff Team meetings and provide input on payroll, scheduling and reporting functions of TeleStaff. Review new TeleStaff features and interpret the feasibility of their use in relation to payroll processes. Identify emerging priorities, programming needs, and other payroll-related TeleStaff changes needed and determine project management plan with TeleStaff Team.
15. Maintain a highly specialized expertise in TeleStaff's programming and functions. Represent the department as a member of UKG's Insider Program, provide service feedback, participate in testing sessions, and collaborate with other UKG users to share best practices. Attend UKG TeleStaff trainings and conferences to learn about upcoming changes in functions, modules and reporting capabilities. Implement needed improvements to Police's TeleStaff and train employees on topics such as dynamic issues, automation rules and bidding/auction setups.
16. Provide TeleStaff expertise in specialized projects and report generation. Serve on Police Staffing Analysis Group to calculate and analyze patrol numbers, leave usage, shift relief factor numbers, out-of-patrol assignments, patrol and non-patrol overtime.
17. Assist command staff in determining TeleStaff solutions for operational issues, such as modifying dynamic values and rules in TeleStaff to more clearly represent parameters for overtime assignments and restricted leave entries. Create documentation to help employees understand TeleStaff changes. Present to and train commanders as needed.
18. Collaborate with City agencies that use TeleStaff (Madison Fire, etc.).
19. Collaborate with City IT on migration of TeleStaff to Google Cloud and management of TeleStaff within the cloud environment.

10% C. Provide Human Resources Services

1. Process Family Leave requests. Ensure that employee, supervisor, and/or Police Human Resources Coordinator are aware of any issues with paperwork submissions. Ensure Scheduling Specialist & TeleStaff Administrator is aware of Family Leave requests affecting the following year's schedule. Ensure that scheduling is updated on a timely basis. Ensure effective communication with all parties involved. Maintain an accurate updated list with the status of family leave requests.
2. Process Military Leave requests. Ensure Scheduling Specialist & TeleStaff Administrator is aware of Military Leave requests. Ensure that employee, supervisor, and/or Police Human Resources Coordinator are aware of any issues with paperwork submissions.

Ensure that scheduling is updated on a timely basis. Ensure effective communication with all parties involved. Maintain an accurate updated list with the status of Military Leave requests.

3. Ensure that all MPD payroll employees are updated as to changes in work shifts related to restricted duty, worker's compensation, administrative leave, etc.
4. Ensure effective communication of information to Police Human Resources Coordinator to ensure that management staff are aware of the status of all employees as it relates to family leave, worker's compensation, military leave, restricted duty, etc.
5. Process personnel changes as needed. These include name and address changes, changes in insurance info, changes in deductions, etc.
6. Provide assistance to Payroll Program Assistant and/or Payroll Administrative Clerk with the following processes as needed:
   - Process hiring requests in NeoGov. Ensure MPD compliance with all hiring procedures required by City HR in relation to the hiring process.
   - Process Worker's Compensation requests. Ensure that employee, supervisor, and/or Police Human Resources Coordinator are aware of any issues with paperwork submissions. Ensure that scheduling is updated on a timely basis. Ensure effective communication with all parties involved. Maintain an accurate updated list with the status of worker's compensation.
   - Process restricted duty requests. Ensure that employee, supervisor, and/or Police Human Resources Coordinator are aware of any issues with paperwork submissions. Ensure that scheduling is updated on a timely basis. Ensure effective communication with all parties involved. Maintain an accurate updated list with the status of restricted duty.
   - Work with PS&IA regarding employees on disciplinary leave. This includes ensuring accurate scheduling.
   - Process employee resignation or retirements.
   - Process court overtime payments to former MPD commissioned employees.
   - Process employment verifications.

10% D. TeleStaff and MUNIS data analysis

1. On a biweekly basis, coordinate the completion of premium pay reports for the Finance Unit Manager. Review for accurate posting to the correct accounts and note any errors to the Finance Unit Manager and City Payroll.
2. On a biweekly basis, analyze vacation, sick, and compensatory leave balances and process any needed corrections.
3. On a monthly basis, run reports for RDO and Earned Time balances and identify negative leave balances or balances exceeding contract maximums.
4. Develop and create reports in Report Writer and BIRT for data general analysis.
5. Develop and analyze TeleStaff reports for the Police Human Resources Coordinator – including restricted duty, family leave, military leave, potential disability leave, etc.
6. On request, analyze TeleStaff work history and posted MUNIS account balances for the Finance Unit Manager to reconcile balances.
7. Review MUNIS employee profiles for accurate information including assigned job salary codes and allocations.
8. Maintain spreadsheet of employees with assigned allocations.
9. Coordinate with the Grant Manager and Accountant to ensure employees paid through grants have properly assigned allocations.
10. Coordinate with Central Payroll to configure TeleStaff and generate data to comply with OBBBA reporting requirements.
11. Create and test functional BIRT reports to assist with staffing and patrol scheduling.

10% F. Miscellaneous

1. Work in support of cloud migration and maintenance
2. Work in support of all payroll processing functions
3. Work in support of payroll error reduction
4. Other work as directed
5. Communicate with other City agencies to allow Finance Unit personnel access to various computer programs.

6. Provide back up support to other members of the Finance Unit.
7. Attend meetings as needed to provide input as it relates to payroll, personnel, TeleStaff, MUNIS, etc.
8. Provide training and leadership to new payroll employees.
9. Review City policy, contract, MOU, and handbook changes to recommend and implement updates to current procedures or note any conflicts with TeleStaff or MUNIS functionality.
10. Assist in reviewing and/or analyzing new MOUs for MPPOA and AMPS members. Work with Union members and Executive staff to ensure feasibility with TeleStaff programming.
11. File all appropriate paperwork in the Employee's Personnel or Medical file.

12. Primary knowledge, skills, and abilities required:

Knowledge of general financial and clerical methods and procedures. Knowledge of Madison General Ordinance, Administrative Procedure Memoranda, Union Contracts, and Employee Handbooks as they relate to payroll, benefits, personnel, and scheduling. Proficiency with Excel, Word, and other software applicable to the duties of the position. In depth knowledge of TeleStaff programming including employee profile management and assignment creation, work code implementation and interface with payroll and scheduling, and report functions. In depth knowledge of the financial and personnel functions of MUNIS. In depth knowledge of MUNIS and TeleStaff interaction and report generation. Ability to create reports for the Finance Unit Manager, Management Team, and the Police Human Resources Coordinator regarding payroll, Worker's Compensation, restricted duty, FMLA. Ability to communicate effectively both orally and in writing. Ability to develop and maintain effective working relationships with internal staff and staff of other agencies. Ability to exercise judgment and discretion in completing assigned tasks. Ability to maintain confidentiality of employee's personal information. Ability to maintain adequate attendance.

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13. Special tools and equipment required:

Proficiency with Excel and Word. Ability to develop expertise in job specific software including the City's financial system and the MPD scheduling system. Ability to use a calculator.

14. Required licenses and/or registration:

15. Physical requirements:

Work in this position is primarily sedentary, requiring the ability to sit/stand at a desk, work on a computer and use a monitor for extended periods of time under varied and occasionally stressful situations.

16. Supervision received (level and type):

Work is performed under the general supervision of the Police Finance Unit Manager. In addition, coordinate with the Police Human Resources Coordinator and Scheduling Specialist & TeleStaff Administrator.

17. Leadership Responsibilities:

This position:
- ☐ is responsible for supervisory activities (Supervisory Analysis Form attached).
- ☐ has no leadership responsibility.
- ☒ provides general leadership (please provide detail under Function Statement).

18. Employee Acknowledgment:

☐ I prepared this form and believe that it accurately describes my position.
☐ I have been provided with this description of my assignment by my supervisor.
☐ Other comments (see attached).

EMPLOYEE _____ DATE _____

19. Supervisor Statement:

☐ I have prepared this form and believe that it accurately describes this position.
☐ I have reviewed this form, as prepared by the employee, and believe that it accurately describes this position.
☐ I have reviewed this form, as prepared by the employee, and find that it differs from my assessment of the position. I have discussed these concerns with the employee and provided them with my written comments (which are attached).
☐ I do not believe that the document should be used as the official description of this position (i.e., for purposes of official decisions).
☐ Other comments (see attached).

SUPERVISOR _____ DATE _____

Note: Instructions and additional forms are available from the Human Resources Dept., Room 501, City-County Bldg. or by calling 266-4615.

City of Madison

City of Madison
Madison, WI 53703
www.cityofmadison.com

Master

File Number: 93634

File ID:	93634	**File Type:**	Resolution	**Status:**	Items Referred
Version:	1	**Reference:**		**Controlling Body:**	FINANCE COMMITTEE
				File Created Date :	06/16/2026
File Name:	Delete the Parking Enforcement Leadworker classification in CG 16, Range13; delete the Parking Revenue Leadworker classifcation in CG 16, Range 11; create the classification series of Field Leadworker 1 and 2 in CG 16, Ranges 14 and 15 respectively in the			**Final Action:**	

Title: Delete the Parking Enforcement Leadworker classification in CG 16, Range13; delete the Parking Revenue Leadworker classifcation in CG 16, Range 11; create the classification series of Field Leadworker 1 and 2 in CG 16, Ranges 14 and 15 respectively in the salary schedule; and create four (4) new 1.0 FTE positions in the 2026 Parking Division operating budget; and reallocate employees into the new classification.

Notes:

Sponsors:	Director of Human Resources	**Effective Date:**	
Attachments:	Final Bus Terminal Coordinator Memo June 2026.pdf, Field Leadworker 1-2 2026 DRAFT.pdf	**Enactment Number:**	
Author:	Brittney Hayes, Human Resources Analyst	**Hearing Date:**	
Entered by:	JZuniga-Paiz@cityofmadison.com	**Published Date:**	

History of Legislative File

Version:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Human Resources Department	06/16/2026	Referred for Introduction				
	Action Text: This Resolution was Referred for Introduction						
	Notes: Finance Committee (6/29/26), Personnel Board (6/24/26), Common Council (7/7/26)						
1	COMMON COUNCIL	06/23/2026	Refer	FINANCE COMMITTEE			Pass
	Action Text: A motion was made by Madison, seconded by Glenn, to Refer to the FINANCE COMMITTEE. The motion passed by voice vote/other.						
	Notes: Additonal referral to Personnel Board.						
1	FINANCE COMMITTEE	06/23/2026	Referred	PERSONNEL BOARD	06/24/2026		
	Action Text: This Resolution was Referred to the PERSONNEL BOARD						

1	PERSONNEL BOARD	06/24/2026	Return to Lead with the Recommendation for Approval	FINANCE COMMITTEE	Pass

Action Text: A motion was made by Jackson, seconded by Nash, to Return to Lead with the Recommendation for Approval to the FINANCE COMMITTEE. The motion passed by voice vote/other.

Text of Legislative File 93634

Fiscal Note

The proposed resolution updates position classifications within the Parking Division, reallocates staff into the new classifications, and creates 4.0 FTE positions. The annualized cost increase from these changes is $380,000. Additional costs in 2026 will be accommodated within Parking's existing operating budget appropriations. The new positions will support the Intercity Bus Terminal that was approved in Parking's 2023 capital budget as part of the State Street Campus Garage reconstruction. Future contracts with bus operators at the terminal are expected to offset the cost of the new positions.

Title

Delete the Parking Enforcement Leadworker classification in CG 16, Range13; delete the Parking Revenue Leadworker classifcation in CG 16, Range 11; create the classification series of Field Leadworker 1 and 2 in CG 16, Ranges 14 and 15 respectively in the salary schedule; and create four (4) new 1.0 FTE positions in the 2026 Parking Division operating budget; and reallocate employees into the new classification.

Body

Resolution deleting the Parking Enforcement Leadworker classification in CG 16, Range13; deleting the Parking Revenue Leadworker classifcation in CG 16, Range 11 once the employees using this classification as an underfill in their trainee programs advance to the next level in their training; creating a new classification series of Field Leadworker 1 and 2 be created in CG16, Ranges 14 and 15, respectively and four (4) 1.0 FTE positions created within the permanent salary details of the 2026 Parking Division Operating Budget. Reallocate the employees: D. Alahmed (PCN #1309) to Field Leadworker 2 (as an underfill) ; B. Charlesworth (PCN#5055) to Field Leadworker 1; T. Metz (PCN#4128) to Field Leadworker 2; J. McMconnell (PCN#4776) to Field Leadworker 2; K. Peterson (PCN#3878) to Field Leadworker 2 (as an underfill); M. Rosales Franco (PCN#2540) to Field Leadworker 1; Peter Stulgaitis (PCN#3883) to Field Leadworker 1 (as an underfill); K. Zakariasen (PCN 1271) to Field Leadworker 2; recreate vacant position PCN#1302 to Field Leadworker 1.

TO: Personnel Board

FROM: Brittney Hayes, Human Resources

DATE: June 8, 2026

SUBJECT: Bus Terminal Coordinator (New position), Parking Division

On April 6, 2026, Stefanie Cox, Parking Division Director, submitted a request to Human Resources for the creation of a position dedicated to coordinating the operations of Madison's first intercity bus terminal, which is projected to open this fall. The Operating Budget for the Parking Division does not indicate a compensation group or range for the new position. The Position Classification Worksheet submitted by the Parking Division to Human Resources proposed that the new position be placed in CG16/R14. Based on the Position Description submitted (attached), a review of comparable positions in the City's classification plan, and discussions with Department of Transportation Director, Christof Spieler, Parking Division Director, Stefanie Cox and Parking Operations Manager, Glenn Hall, it is recommended that a new classification series of Field Leadworker 1-2 be established, and a position with the working title of Bus Terminal Coordinator be created in the classification of Field Leadworker 1 in CG 16/R14 of the Parking Division operating budget.

The Position Summary included in the submitted Position Description for the Bus Terminal Coordinator states:

> …**responsible for the day-to-day operation of the intercity bus terminal connected to the Lake Street Parking Garage**. This position **coordinates bus arrivals and departures, assigns bus bays, supports passengers and drivers with wayfinding and customer service, maintains terminal cleanliness, and ensures safe, orderly terminal operations**. The role **serves as the primary on-site point of contact during assigned shifts and works closely with intercity bus carriers**, Parking Division staff, security personnel, and City partners.
>
> Functions include **coordinating with carriers and passengers** on unscheduled or delayed bus arrivals and departures, **assigning and reassigning bus bays**, tracking service delays, **monitoring terminal activity** to prevent conflicts between buses, pedestrians, and vehicles; **responding to customer complaints**, **managing crowd flow** during peak travel times, supporting ADA accessibility needs, performing light maintenance and housekeeping tasks, **enforcing terminal rules and policies**, and completing shift logs and incident reports. Work is performed under the general direction of the Parking Field Supervisors and Parking Operations Manager. [emphasis added]

In the Parking Division, it is estimated that in order for someone to possess the knowledge, skills and abilities required to perform the work, they would need at least two years of responsible experience supporting the daily operation, coordination, or service delivery of a parking or transportation facility, comparable to the duties of a Parking Division field operations or customer service employee including at least one year of leadwork experience coordinating people, monitoring day-to-day activities, and assisting with training or operational decision-making; or at least two years of work experience that involved facility management, program coordination, or

service delivery in a public facing environment; and basic recordkeeping practices, including inventory and maintenance documentation. This position should be familiar with transportation facility operations, and/or related maintenance practices, and computer software applicable to the duties of the position.

I compared the Bus Terminal Coordinator to the existing Transit Dispatcher Supervisor position (CG44/R05), which performs a related operational coordination function but is assigned a higher level of responsibility and authority. The Position Description for the Transit Dispatcher Supervisor states:

> ...responsible for **scheduling work to drivers in person and via the radio system**. It is also responsible for **communication between Metro operations** and the shop as it relates to bus assignments for drivers. This position **coordinates the assignments of Bus Operators/Drivers and revenue vehicles for both scheduled and unscheduled operations**. Communicates schedule and operating information to Full-Time and Part-Time Bus Operators/Drivers in a courteous and professional manner. This position **manages operating the dispatch window** in accordance with the rules, policies and Labor Agreement. [emphasis added]

Both the Bus Terminal Coordinator and the Transit Dispatcher Supervisor provide responsible coordination of operations for a transportation facility, the Transit Dispatch Supervisor performs work at a higher level due to the responsibility for workforce deployment, labor agreement compliance, and operational staffing decisions. The Dispatch Supervisor is responsible for assigning operators to routes, vacant runs, overtime, special events, and emergency response situations, ensuring adequate service coverage and compliance with collective bargaining agreement provisions. The position also manages operator work hours, overtime distribution, and timekeeping processes, directly impacting staffing levels, payroll accuracy, and service delivery. In contrast, this position is not responsible for leading staff but will focus on leading the day-to-day coordination and operations of the bus terminal, coordinating bus movements within the terminal, assigning bus bays, addressing schedule disruptions, and providing customer service to passengers and carriers. While the Bus Terminal Coordinator manages the flow of buses and passengers, the position does not exercise the same level of authority or accountability over personnel assignments, labor compliance, or workforce management that is required of the Transit Dispatch Supervisor. Therefore, placement in the comparable CG16/R16 salary table would not be appropriate, given that the position is not responsible for higher-level functions like the Transit Dispatch Supervisor.

Based on the level of independent judgment required, responsibility for coordinating daily operations of a public transportation facility, and the leadwork nature of the position, Human Resources concluded that the Bus Terminal Coordinator is appropriately placed within Compensation Group 16. Although the position does not have formal supervisory authority or responsibility for workforce deployment, it serves as the primary on-site operational resource during assigned shifts and is responsible for making real-time decisions affecting terminal operations, customer service, safety, accessibility, and coordination with multiple external stakeholders. These responsibilities are consistent with other leadworker-level positions within the City in other Public Works agencies, which supports placement in CG16/R14.

The review of the Bus Terminal Coordinator position also highlighted a broader classification issue within the Parking Division. Human Resources determined that no existing classification adequately described the duties and responsibilities of the new position. Further review found that several existing Parking Division Leadworker positions are currently allocated to classifications originally developed for operational environments outside of Parking and do not accurately reflect the nature of the work performed by the Parking Division Leadworkers. The duties of these positions are more closely aligned with the operational coordination, leadwork responsibilities, and independent judgment exercised by the proposed Bus Terminal Coordinator. As a result, the creation of the Field Leadworker 1-2 classification series provides an appropriate classification for the new position, and also establishes a classification structure that more accurately reflects the work performed by comparable leadworker positions within the Parking Division. Historical classifications such as the Parking Enforcement Leadworker in CG 16, Range 13 and the Parking Revenue Leadworker in CG 16, Range 11, will no longer be utilized for new allocations, and future leadworker positions will be assigned within the Field Leadworker 1-2 series as appropriate. This approach improves internal consistency and ensures that positions are allocated to classifications that are representative of their actual duties and responsibilities.

To provide appropriate flexibility for current and future operational needs within the Parking Division, Human Resources recommends establishing a broader and more general classification series of Field Leadworker 1 and 2 . While both classifications are characterized by leadwork responsibilities and operational coordination, the Field Leadworker 2 classification is intended for positions assigned more complex operational duties, greater independent decision-making authority, or broader responsibility for programmatic management and coordinating division activities. The Field Leadworker 1 and Field Leadworker 2 classifications are not intended to function as an automatic progression series; rather this will be determined by agency based on the operational needs. Within the Parking Division, they intend to fill the Field Leadworker 2 only through a promotional selection process, ensuring that higher-level assignments are recognized and filled through a competitive process.

The classification specification for the Field Leadworker 1-2 (CG16/R14 & R15) states:

> ...responsible **leadwork supporting the effective daily operation, maintenance and service** of city agency **programs and facilities**. Positions in this classification provide first-line **leadership to a variety of field, customer service, enforcement, maintenance and/or operations staff**; **coordinate and monitor day-to-day activities**; **make routine operational decisions**; and ensure **consistent, high-quality service** to the public and partner agencies. Work includes assisting with **staffing assignments, training employees, supporting policy and procedure development**, and **performing programmatic, maintenance or field duties** as needed to **maintain safe, accessible, and well-managed operational environments.** Employees in this class help **maintain orderly, reliable maintenance and operations** across multiple environments, and **serve as an initial point of support for field staff** during varied and multishift operations. Work is performed within established guidelines under the general supervision of program, field or operation supervisors or managers, and may involve night, weekend, and special event assignments. [emphasis added]

For reasons outlined in this memo, I recommend the deletion of the Parking Enforcement Leadworker classification in CG 16, Range13; deletion of the Parking Revenue Leadworker classifcation in CG 16, Range 11 once the employees using this classification as an underfill in their trainee programs advance to the next level in their training; creation of a new classification series of Field Leadworker 1 and 2 be created in CG16, Ranges 14 and 15, and four (4) FTE positions created into the new classification of Field Leadworker 1, with a working title of Bus Terminal Coordinator. I also recommend that the following employees are reallocated to the corresponding new classifications, within the 2026 Parking Division operating budget.

Position	**Employee**	**Position**
4128	T. Metz	Field Leadworker 2
2540	M. Rosales Franco	Field Leadworker 1
5055	B. Charlesworth	Field Leadworker 1
4776	J. McConnell	Field Leadworker 2
1309	D. Alahmed	Field Leadworker 1
3878	K. Peterson	Field Leadworker 1
1271	K. Zakariasen	Field Leadworker 2
3883	P. Stulgaitis	Field Leadworker 1
1302	Vacant	Field Leadworker 1

The necessary resolution has been prepared to implement this recommendation.

Editor's Note:

Compensation Group/Range	2026 Annual Minimum (Step 1)	2026 Annual Maximum (Step 5)	2026 Annual Maximum +12% longevity
16/14	$69,252.82	$77,951.90	$87,306.18
16/15	$70,951.40	$80,277.86	$89,911.12

Cc: Stefanie Cox, Parking Division Director
Glenn Hall, Parking Operations Manager
Anne Slezak, Parking Finance Manager
Erin Hillson, HR Director
Emaan Abdel-Halim, Deputy HR Director - Recruitment

FIELD LEADWORKER 1-2

CLASS DESCRIPTION

General Responsibilities:

This is responsible leadwork supporting the effective daily operation, maintenance and service of City of Madison agency programs and facilities. Positions in this classification provide first-line leadership to a variety of field, customer service, enforcement, maintenance and/or operations staff; coordinate and monitor day-to-day activities; make routine operational decisions; and ensure consistent, high-quality service to the public and partner agencies. Work includes assisting with staffing assignments, training employees, supporting policy and procedure development, and performing programmatic, maintenance or field duties as needed to maintain safe, accessible, and well-managed operational, field settings and related customer services. Employees in this class help maintain orderly, reliable maintenance and operations across multiple field settings, and serve as an initial point of support for field staff during varied and multi-shift operations. Work is performed within established guidelines under the general supervision of the foreperson, or higher-level supervisor or manager, and may involve night, weekend, and special event assignments.

This series is not intended for automatic progression to the Leadworker 2 level, rather advancement will be determined by each agency based on their needs and will be generally filled through a position study or competitive process.

Examples of Duties and Responsibilities:

Field Leadworker 1

Lead and coordinate day-to-day operations across assigned functional areas, ensuring services are delivered efficiently and in alignment with established procedures.

Provide leadership and work direction to hourly and permanent staff, contractors, and security personnel, including assigning and prioritizing work, monitoring performance, clarifying procedures, and ensuring adherence to operational standards and expectations.

Monitor facilities, field locations, and service areas to ensure safe, orderly, and efficient operations and address service conflicts or disruptions.

Coordinate clear communication to staff and the public related to facility and field activities

Respond to operational issues, service disruptions, and public concerns, including assisting customers, addressing complaints, and providing information on agency regulations, services, and policies.

Support staffing and operational coverage, including adjusting assignments, redeploying resources, assisting with scheduling, and responding to unexpected absences, peak demands, or emergency situations.

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Oversee and support maintenance and equipment operations, including monitoring facility conditions, coordinating repairs, assisting with preventive maintenance activities, and ensuring cleanliness, safety, and functionality of agency assets and equipment.

Promote and ensure safe work practices and site conditions, including monitoring staff and contractors for proper procedures and PPE use, identifying hazards, and ensuring appropriate follow-up on safety, environmental, and life protection system concerns.

Assist with training and onboarding of staff, providing guidance on work procedures, equipment use, customer service expectations, and operational protocols across functional areas.

Perform related work as required.

Field Leadworker 2

Perform all work consistent with the class of Field Leadworker 1, but with a higher level of skill, discretion, autonomy, and independent decision-making generally achieved after two years.

QUALIFICATIONS

Training and Experience:

Field Leadworker 1

Generally, positions in this classification will require:

Three years of responsible experience supporting the daily operation, maintenance, or field functions of an agency, including at least one year of leadwork experience coordinating people, monitoring day-to-day activities, and assisting with training or operational decision-making.

For Parking Division positions*:*

One year (1) year of formal trade work is required for the Leadworker in the maintenance section.

Two years of responsible parking enforcement experience comparable to that gained as a Parking Enforcement Officer with the City of Madison is required for the Leadworker in Parking Enforcement.

Other combinations of training and/or experience which can be demonstrated to result in the possession of the knowledge, skills and abilities necessary to perform the duties of this position will also be considered.

Field Leadworker 2

Fours years of responsible experience supporting the daily operation, maintenance, or field functions, including at least one year of leadwork experience coordinating staff, monitoring day-to-day activities, and assisting with training or operational decision-making.

For Parking Division positions:
One (1) year of formal trade work is required for the Leadworker in the maintenance section.

Three years of responsible parking enforcement experience comparable to that gained as a Parking Enforcement Officer with the City of Madison is required for the Leadworker in Parking Enforcement.

Other combinations of training and/or experience which can be demonstrated to result in the possession of the knowledge, skills and abilities necessary to perform the duties of this position will also be considered.

Specific training and experience requirements will be established at the time of recruitment.

Knowledge, Skills and Abilities:

Parking Field Leadworker 1

Working knowledge of materials, tools, equipment and techniques used in operations, facility maintenance, repair, and/or construction related field activities. Working knowledge of and ability to use computer software applicable to the duties of the position. Working knowledge of basic recordkeeping practices, including inventory and maintenance documentation. Working knowledge of applicable safety practices and equipment. Ability to provide effective leadwork, including training staff, assigning tasks, and monitoring performance. Ability to understand and carry out oral and written instructions. Ability to work independently and make decisions in emergency or unusual situations. Ability to calmly and effectively coordinate within stressful and/or confusing situations. Ability to exercise discretion in applying rules, policies, and procedures. Ability to enforce rules respectfully and consistently. Ability to perform preventive maintenance and routine mechanical repairs on equipment. Ability to work effectively with multicultural populations. Ability to establish and maintain effective working relationships with coworkers, supervisors, and the public. Ability to deal tactfully and firmly with potentially hostile individuals. Ability to perform basic mathematical calculations accurately and efficiently. Ability to communicate effectively with individuals from diverse cultural and ethnic backgrounds. Ability to use communication tools (e.g., two-way radio, cell phone). Ability to operate a motor vehicle safely in varied conditions. Ability to maintain reliable attendance.

Parking Field Leadworker 2

Thorough knowledge of materials, tools, equipment and techniques used in operations, facility maintenance, repair, and construction related to field activities. Thorough knowledge of computer software and applications used in facility operations, maintenance, and field support. Working knowledge of basic recordkeeping practices, including inventory and maintenance documentation. Working knowledge of applicable safety practices and equipment. Working knowledge of specialized

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equipment, facility operations, and related maintenance practices, as determined by the agency. Ability to provide effective leadwork, including training staff, assigning tasks, and monitoring performance. Ability to understand and carry out oral and written instructions. Ability to work independently and make decisions in emergency or unusual situations. Ability to calmly and effectively coordinate within stressful and/or confusing situations. Ability to enforce rules respectfully and consistently. Ability to perform preventive maintenance and routine mechanical repairs on equipment. Ability to work effectively with multicultural populations. Ability to establish and maintain effective working relationships with coworkers, supervisors, and the public. Ability to exercise discretion in applying rules, policies, and procedures. Ability to deal tactfully and firmly with potentially hostile individuals. Ability to perform basic mathematical calculations accurately and efficiently. Ability to communicate effectively with individuals from diverse cultural and ethnic backgrounds. Ability to use communication tools (e.g., two-way radio, cell phone). Ability to operate a motor vehicle safely in varied conditions. Ability to maintain reliable attendance.

Necessary Special Qualifications:

Possession of a valid driver's license.

Employees will also be expected to work a variety of hours, including days, nights, weekends, and special events.

Physical Requirements:

Ability to walk over uneven terrain and must be able to bend, squat, and access field sites. Ability to stand, walk, bend, kneel, stoop, and perform repetitive movements for extended periods, including walking long distances (up to 10 miles per shift). This position may require a high percentage of work outdoors in all types of weather at various times of day and night while driving, walking, standing, and performing repetitive arm movements. Ability to lift, carry, push, and pull materials (typically up to 50 pounds, occasionally up to 100 pounds with assistance from others). Ability to work at various heights and in small or confined workspaces. Ability to perform physical tasks such as opening/repairing equipment and assisting patrons. Exposure to varying weather conditions, temperature extremes, noise, heavy traffic, and high customer volumes.

Department/Division	Comp. Group	Range
Field Leadworker 1	16	14
Field Leadworker 2	16	15

Approved: _____

Erin Hillson Date
Human Resources Director

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City of Madison

City of Madison
Madison, WI 53703
www.cityofmadison.com

Master

File Number: 93614

File ID:	93614	**File Type:**	Resolution	**Status:**	Items Referred
Version:	1	**Reference:**		**Controlling Body:**	FINANCE COMMITTEE
				File Created Date :	06/16/2026
File Name:	13355 EAP Lease E Olin Avenue			**Final Action:**	

Title: Authorizing the City's execution of a 10-year lease, with one 5-year renewal option, between the City of Madison and Olin Avenue LLC, for the use of Suite 105 in the building located at 122 E Olin Ave, to be used as the office of the City's Employee Assistance Program (District 14).

Notes:

Sponsors:	Noah L. Lieberman	**Effective Date:**	
Attachments:	Attachment - Lease.pdf	**Enactment Number:**	
Author:	Andy Miller, EDD—Office of Real Estate Services	**Hearing Date:**	
Entered by:	cklawiter@cityofmadison.com	**Published Date:**	

History of Legislative File

Version:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Economic Development Division	06/16/2026	Referred for Introduction				
	Action Text: This Resolution was Referred for Introduction						
	Notes: Finance Committee (6/29/26), Common Council (7/7/26)						
1	COMMON COUNCIL	06/23/2026	Refer	FINANCE COMMITTEE			Pass
	Action Text: A motion was made by Madison, seconded by Glenn, to Refer to the FINANCE COMMITTEE. The motion passed by voice vote/other.						

Text of Legislative File 93614

Fiscal Note

The proposed resolution authorizes a new lease to be used as the office of the City's Employee Assistance Program (EAP). The lease has an initial gross rent of $31,339 for the first lease year and increases thereafter at 3.0% annually for the 10-year initial term. The first monthly rent payment is expected to be due in September, October, or November of 2026, depending on the completion date of work to be performed by the lessor. The new lease creates additional rent costs in 2026 of up to $10,000 and will be accommodated within the EAP's existing operating budget authority.

Additionally, the City will be responsible for the cost of installing Information Technology-related

hardware and equipment at the premises. Costs associated with this work are estimated to be up to $110,000. EAP's 2026 operating budget does not include funding for this work as details/costs related to the relocation were not known at the time of budget development. The EAP and Finance Department will monitor the EAP operating budget through the budget projection process. If needed, funds may be transferred to the EAP through the mid-year appropriation resolution to ensure sufficient funding is available for the IT related costs.

Title

Authorizing the City's execution of a 10-year lease, with one 5-year renewal option, between the City of Madison and Olin Avenue LLC, for the use of Suite 105 in the building located at 122 E Olin Ave, to be used as the office of the City's Employee Assistance Program (District 14).

Body

WHEREAS, the City's Employee Assistance Program ("EAP") is seeking to relocate its office from its current location to a new long-term location that will allow it to best fulfill its mission serving City of Madison employees and their families; and

WHEREAS, EAP staff have worked with City Economic Development Division staff to identify a new office location and negotiate the lease attached to this resolution as Attachment - Lease ("Lease").

NOW, THEREFORE, BE IT RESOLVED that the Mayor and City Clerk are authorized to execute the Lease with Olin Avenue LLC, substantially, though not exclusively, on the terms and conditions detailed in the attached Lease.

BE IT FURTHER RESOLVED that the City's Common Council hereby authorizes the Mayor and City Clerk to execute, deliver and record the Lease and take any further action required to accomplish the purpose of this resolution in a form approved by the City Attorney.

ATTACHMENT - LEASE

This Lease is entered into this _____ day of _____ 2026, by and between **Olin Avenue LLC**, a Wisconsin limited liability company ("Lessor"), and the **City of Madison**, a Wisconsin municipal corporation ("City"; together, Lessor and City shall be called the "Parties").

W I T N E S S E T H:

WHEREAS, the Lessor owns the commercial building known as Unit 1 ("Building") of Wingra Office Park Condominium ("Condominium"), located on the real property at 122 E. Olin Avenue, City of Madison, Dane County, Wisconsin ("Property"), with said Unit 1 legally described on the attached Exhibit A and depicted on attached Exhibit B; and

RETURN TO: City of Madison
Economic Development Division
Office of Real Estate Services
P.O. Box 2983
Madison, WI 53701-2983

Tax Parcel No.: 251-0709-252-0805-5

WHEREAS, the City desires to lease from the Lessor, Suite 105 within the Building, consisting of approximately 1,694 gross leasable square feet, as depicted on the attached Exhibit C ("Leased Premises").

NOW, THEREFORE, the Lessor and the City (together, the "Parties") mutually agree as follows:

1. Leased Premises. The Lessor hereby leases the Leased Premises to the City, together with the Leased Premises' undivided interest in the "Common Elements" and the exclusive use of the "Limited Common Elements" appurtenant to the Leased Premises, as those terms are defined below in Paragraph 13.

2. Term. The initial term of the Lease shall commence on the date upon which the Lease is fully executed by both Parties ("Effective Date"), and expire ten (10) years after the Delivery Date, defined in Paragraph 8 ("Initial Term").

3. Rent.

   a. The City shall pay to the Lessor monthly rent for the Leased Premises in the amount specified in the rent table in Subparagraph 3.b. ("Rent"). This is a gross Rent whereby the Lessor is responsible for all costs at the Building and Property, as further detailed in this Lease. Lease Year 1 shall commence on the Delivery Date.

   b.

RENT TABLE	
Initial Term	**Monthly Rent**
Lease Year 1	$ 2,611.58
Lease Year 2	$ 2,689.93

Lease Year 3	$	2,770.63
Lease Year 4	$	2,853.74
Lease Year 5	$	2,939.36
Lease Year 6	$	3,027.54
Lease Year 7	$	3,118.36
Lease Year 8	$	3,211.91
Lease Year 9	$	3,308.27
Lease Year 10	$	3,407.52

c. Rent shall be payable in equal monthly installments on the first day of each calendar month. If the City occupies the Leased Premises for a partial month, Rent shall be prorated based on the total days for that month. All payments are to be made payable to the Lessor and sent or personally delivered to the Lessor.

4. Option to Renew. If, at the end of the Initial Term the City is not in default under the terms and conditions of the Lease, then the City shall have one (1) option to extend the Lease for an additional term of five (5) years ("Renewal Term"), under the same terms and conditions provided in the Initial Term of the Lease. Annual rent during each year of the Renewal Term shall increase by 3.0%, compounded annually. If the City desires to renew the Lease, the City must give notice in writing to the Lessor a minimum of fifteen (15) months prior to the expiration of the Initial Term by sending a written notice to the Lessor. The Lessor shall approve or deny the renewal request no later than one (1) year prior to the expiration of the Initial Term. Notwithstanding, either of the Parties shall have the right to terminate the Lease during the Renewal Term by providing one (1) year written notice to the other party. All notices under this paragraph shall be given as specified in Paragraph 23.

5. Use. The City will occupy and use the Leased Premises for the operation of its employee assistance program and all activities related thereto, and for no other purposes without the prior written consent of the Lessor, which consent shall not be unreasonably withheld, delayed or conditioned. The City shall have the right to access the Leased Premises twenty-four (24) hours per day, seven (7) days per week.

6. No Redevelopment of the Property. Lessor acknowledges that the Lessor, together with its affiliated entities, owns a majority of the units within the Condominium. Lessor warrants and represents that during the Initial Term of this Lease it will not act to dissolve the Condominium or redevelop the Building in which the Leased Premises is located. The provisions of this Paragraph 6 shall apply to the Lessor and its successors and assigns.

7. Lessor Improvement Work. Upon the execution of this Lease by the Parties, the Lessor shall make the modifications, improvements, and replacements shown in Exhibit D, at the Lessor's sole cost ("Lessor Work"), in a professional manner, and to the reasonable satisfaction of the City. The Lessor Work must be completed within one hundred twenty (120) days of the Effective Date. Lessor and City shall coordinate the Lessor Work and "City IT Work", defined in Paragraph 10, so all work is coordinated and completed as efficiently as possible.

8. Delivery of Leased Premises and Keys. Upon the completion of the Lessor Work, the Lessor shall provide the Leased Premises to the City in a thoroughly clean and orderly condition. Lessor

will provide the City, free of charge, five (5) key sets including keys the Building front and side doors, as well as keys for the Leased Premises. The date the Leased Premises and keys are turned over to the City shall be called the "Delivery Date".

9. City Improvements. The City may install, at its cost, any improvements and equipment within the Leased Premises as City deems necessary to conduct the City's use during the Term of the Lease. These improvements and equipment may require the installation of conduit in the Common Areas or Building's roof to operate. Without limiting the foregoing, the City acknowledges that Lessor shall have the right to review City's construction activities to ensure quality control and compliance with any approved plans and specifications.

10. City IT Work. The City shall be permitted to perform on the Property, in the Common Areas of the Building and in the Leased Premises at its cost, work to connect the Leased Premises to the City network. This work includes but is not limited to the following: (i) connection to the City network which could include trenching and boring on the property along with a pathway into the Building and related hardware and equipment; (ii) installing structured cabling and physical access control in the Leased Premises; and (iii) installing interior cabling and equipment, and a "Technology Closet", depicted on Exhibit C, to house network equipment with appropriate cooling and power supplies (i, ii, and iii collectively are the "City IT Work").

    Prior to starting the City IT Work, the City shall coordinate its work in cooperation with the Lessor Work. The City and/or its contractors will coordinate their schedule with the Lessor and inform Lessor in advance if there will be any estimated "Unreasonable Loud Noise" as a result of the City IT Work. Lessor will then inform its current tenants of the City IT Work schedule and any estimated time range periods whereby there may be any Unreasonable Loud Noise. City will limit noise as much as possible, but is permitted to complete such work during standard weekday business hours.

11. Real Estate Taxes and Assessments. The Lessor shall pay in a timely manner all real estate taxes and assessments, both general and special, which may be levied or assessed by the lawful taxing authorities against the Property. City shall be responsible for taxes assessed against City's personal property or leasehold improvements.

12. Utilities. The Lessor shall be solely responsible for, and promptly pay all charges for water, gas, heating, cooling, electricity, sewer, trash and recycling service, and any other utility used upon or furnished to the Leased Premises. The City shall pay for the installation, use and maintenance of all data, computer and telephone services and any other specialized equipment in the Leased Premises. The City shall have the right to control the heating and cooling settings in the Leased Premises per the standards in Exhibit E, subject to Lessor verification.

13. Common Elements and Limited Common Elements. The Lessor grants to the City and the City's employees, agents, customers, invitees, vendors, licensees, and contractors the right to use, in common with all others to whom the Lessor has or may hereafter grant rights to use the same, the "Common Areas" located on the Property and within the Building. The term "Common Areas" shall mean the parking lot area, sidewalks, driveways, grounds, hallways, bathrooms, break room, conference room; ceiling areas in hallways, and other areas or improvements provided by the Lessor for the common use of the occupants of the Property at no charge to the City.

The Lessor shall be responsible for snow removal, ice removal, cleaning, landscaping, managing, securing, lighting, insuring, maintaining, repairing and replacing any improvements in or serving the Common Areas at its cost. In addition, Lessor shall pay for all lighting, utility and sewer, storm, urban forestry and water charges serving the Common Areas.

14. Assignment or Subletting. The City shall not assign, mortgage, pledge, sell, or in any manner transfer the Lease or any estate or interest hereunder and shall not sublet the Leased Premises or any part or parts thereof, without the prior written approval of the Lessor. The City may assign the Lease or sublet the Leased Premises to another governmental agency or entity or to another similar service agency subject to the prior written consent of the Lessor, which consent shall not be unreasonably withheld, delayed or conditioned.

15. Lessor's Responsibilities. The Lessor at its cost shall at all times keep, including any required inspections, the following in or serving the Leased Premises and the Building, which includes but is not limited to the: foundations; roof, gutters and heat tape; interior and exterior lighting; electrical, plumbing and sewer systems and plumbing fixtures; fire protection system and monitoring; fire alarm system and devices and monitoring; all utility lines, appurtenances, meters and meter boxes; water softener; water heater; concrete floors; structural portions of the walls; exterior and interior walls; window frames and glass; exterior and interior-doors, door locks, door closers, and door operating devices; floor coverings; exterior door and frame; and all other structural members, both interior and exterior; the heating venting and air conditioning units/systems, controls, ventilating equipment; and exterior painting of Building, in good order, condition and repair, and shall make any repairs/replacements thereto. The term "repairs" shall include replacements or renewals when necessary and all such "repairs" shall be equal in quality and class to the original work. Notwithstanding the foregoing, the City shall be responsible for the cost and expenses of repairs/replacements required by reason of negligent acts or omissions of the City or the City's employees. The Lessor shall comply with the City's maintenance, repair and replacement standards, which are attached as Exhibit E.

The City shall give the Lessor written notice of the necessity for maintenance, repairs, or replacements coming to the attention of the City, following which the Lessor shall commence such maintenance/ repairs or replacements within a commercially reasonable time. If the Lessor does not complete maintenance/repairs or replacements within a commercially reasonable time following receipt of the City's notice, then the City shall have the right to complete the needed maintenance/repairs and shall be entitled to reimbursement by Lessor for reasonable out of pocket costs actually incurred. If maintenance/repairs by their nature take more than seven (7) days, then the Lessor shall have a reasonable time to complete the maintenance/repairs if written notice of such delay is given to the City within the seven (7) day to maintenance/repair timeframe.

If the replacement by its nature takes more than sixty (60) days to complete, then the Lessor shall have a reasonable time to complete the replacement if written notice of such delay is given to the City. The option to cure a default herein is intended for the City's protection and its existence shall not release the Lessor from the obligation to perform the terms and covenants herein provided to be performed by the Lessor or deprive the City of any legal rights which may arise by reason of any default.

If the Leased Premises is not able to be occupied after seventy-two (72) hours from the City's notice, then the City may deduct the Rent for the period thereafter until the space is habitable by the City.

a. Lessor shall provide the City with twenty-four (24) hours advanced written notice for any non-emergency maintenance, repair or other work that is to be completed within the Leased Premises.

b. Lessor shall use commercially reasonable efforts in performing any maintenance, making any repairs, alterations, improvements to the Leased Premises, Common Areas or the Building to keep the disruption of City's business to a minimum.

16. City's Responsibilities.

a. The City shall pay for the installation, use and maintenance of all data, computer and telephone services and any other specialized equipment in the Leased Premises.

b. The City shall contract and pay for any janitorial services it desires to serve the Lease Premises.

c. Except as may be covered by the Lessor's insurance policy for the Property, the City shall keep and maintain the interior of the Leased Premises in good order and condition and shall do such periodic maintenance of the Leased Premises, including such periodic painting, touch-up painting, lightbulb and ballast replacement, and decorating and cleaning of the interior of the Leased Premises as may be required. The City will not be responsible for any repairs caused by other tenants of the Property or related to negligence or damage by the Lessor, its employees, agents, contractors or other tenants of the Property.

d. City shall, at City's sole cost and expense, keep and maintain the Leased Premises in good order, condition, and repair, reasonable wear and tear and damage by casualty excepted. City's obligations shall include, without limitation, maintenance and repair of its equipment and personal property.

17. Indemnification. The Lessor shall be liable to and hereby agrees to indemnify, defend and hold harmless the City, and its officers, officials, agents, and employees, against all loss or expense (including liability costs and attorney's fees) by reason of any claim or suit, or of liability imposed by law upon the City or its officials, officers, agents or employees for damages because of bodily injury, including death at any time resulting therefrom, sustained by any person or persons or on account of damages to property, including loss of use thereof, arising from, in connection with, caused by or resulting from the acts or omissions of the Lessor and/or its officials, officers, agents, employees, assigns, guests, invitees, lessees or subcontractors, in the performance of the Lease, whether caused by or contributed to by the negligent acts of the City, its officers, officials, agents, and employees. This paragraph shall survive the expiration or termination of the Lease.

18. Insurance by Lessor. The Lessor shall maintain throughout the Term of the Lease the following insurance coverages: A policy of comprehensive fire, extended coverage, vandalism, malicious mischief and other endorsements deemed advisable by the Lessor insuring the Property, including the Leased Premises and all appurtenances thereto (excluding the City's inventory, trade fixtures, furniture, furnishings, equipment and personal property) for the full insurable replacement value thereof, with such a deductible not to exceed $10,000 and a waiver of

subrogation in favor of the City. The City shall be solely responsible for carrying personal property insurance sufficient to cover the loss or damage to the City's personal property.

Additionally, the Lessor shall carry commercial general liability insurance, including but not limited to, bodily injury, death, property damage and personal injury products covering as insured the Lessor and naming the City, its officers, officials, agents and employees as additional insureds, with a minimum limit of $1,000,000 per occurrence. This policy shall also be endorsed for contractual liability in the same amount, apply on a primary and noncontributory basis.

The above-required insurance shall provide the City with thirty (30) days advance written notice of cancellation, non-renewal or material changes to the policy during the Term of the Lease and is to be placed with insurers who have an A.M. Best rating of no less than A- (A minus) and a Financial Category rating of no less than VII. As evidence of this insurance coverage, the Lessor shall furnish the City with a certificate of insurance on a form approved by the City, and, if requested by City's Risk Manager, the Lessor shall provide copies of additional insured endorsements or policy. If the coverage required above expires while the Lease is in effect, the Lessor shall provide a renewal certificate to the City for approval ten (10) business days before the expiration of the policy.

19. Termination.

a. Should the City be in default under the terms of the Lease, the City shall have thirty (30) days in which to cure the same after written notice by the Lessor to the City of such default. In the event the City fails to cure such default within thirty (30) days after said notice, the Lease shall, at the Lessor's written election, terminate. Notwithstanding the foregoing, if such default is not a health or safety violation and cannot, because of the nature of the default, be cured within said thirty (30) days, then the City shall be deemed to be complying with such notice if, promptly upon receipt of such notice, the City immediately takes steps to cure the default as soon as reasonably possible and proceeds thereafter continuously with due diligence to cure the default within a period of time which, under all prevailing circumstances, shall be reasonable.

b. Should the Lessor be in default under the terms of the Lease, the Lessor shall have thirty (30) days in which to cure the same after written notice by the City to the Lessor of such default. In the event the Lessor fails to cure such default within thirty (30) days after said notice, the Lease shall, at the City's written election, terminate. Notwithstanding the foregoing, if such default is not a health or safety violation and cannot, because of the nature of the default, be cured within said thirty (30) days, then the Lessor shall be deemed to be complying with such notice if, promptly upon receipt of such notice, the Lessor immediately takes steps to cure the default as soon as reasonably possible and proceeds thereafter continuously with due diligence to cure the default within a period of time which, under all prevailing circumstances, shall be reasonable.

c. In the event of any default under the terms of the Lease by either party, and in lieu of terminating the Lease as herein provided, the Lessor or the City may immediately or at any time thereafter, after having given the other party the requisite written notice to correct the same and the time for such correction having elapsed (or without notice in

case of an emergency or a hazardous condition or in case any fine, penalty, interest or cost may otherwise be imposed or incurred), cure such breach for the account and at the expense of the other party. If the Lessor or the City at any time, by reason of such default, is compelled to or elects to correct such default, the reasonable sum paid or incurred by such party to correct such default shall, if paid or incurred by the Lessor, be deemed to be additional rent hereunder and shall be due to the Lessor on the first day of the month following payment of such respective sum, and, if paid or incurred by the City, shall be deducted from the City's next payment(s) of Rent. The option herein given to the parties is intended for their protection and its existence shall not release the parties from the obligation to perform the terms and covenants herein provided to be performed by the respective parties or deprive either party of any legal rights, which may arise by reason of any default.

d. The Lease may be terminated by mutual written consent of the Lessor and the City.

20. Rights Upon Expiration or Termination. Upon the expiration or termination of this Lease for any cause outlined in Paragraph 19, the City's rights in the Leased Premises shall cease, and the City shall immediately surrender the Leased Premises, subject to the provisions of Paragraph 21.

21. Removal and Disposal of Personal Property. Upon the expiration or termination of this Lease, the City shall remove all personal property from the Leased Premises. If the City leaves any personal property in the Leased Premises, the Lessor shall have the right to dispose of said property, without liability, thirty (30) days after the City surrenders the Leased Premises.

22. Hold Over. In the event the City shall continue to occupy or use the Leased Premises after the expiration of the Lease or any extension thereof, Lessor may elect to deem such holding over a tenancy from month to month, upon the same terms and conditions as herein provided except that Rent equal to150% of the monthly amount of Rent payable prior to the expiration , and shall be paid monthly in advance, and in no event shall the tenancy be deemed to be year to year.

23. Notices. All notices to be given under the terms of this Lease shall be signed by the person sending the same, and shall be sent by certified mail, return receipt requested and postage prepaid, to the address of the Parties specified below. If electing to use electronic mail, said emails shall be sent to the email addresses provided below with an active read receipt and shall include a statement that the electronic mail constitutes notice under the terms of this Lease.

For the City:	Office of Real Estate Services Economic Development Division - City of Madison P. O. Box 2983 215 Martin Luther King, Jr. Blvd., 3rd Floor Madison, WI 53701-2983 Email: acmiller@cityofmadison.com and ores@cityofmadison.com
For the Lessor:	Olin Avenue LLC Attn:_____

_____

_____

Email: _____

Any party hereto may, by giving five (5) days written notice to the other party in the manner herein stated, designate any other address in substitution of the address shown above to which notices shall be given.

24. Non-Discrimination. In the performance of the services under the Lease, the Lessor agrees not to discriminate any employee or applicant because of race, religion, marital status, age, color, sex, handicap, national origin or ancestry, income level or source of income, arrest record or conviction record, less than honorable discharge, physical appearance, sexual orientation, gender identity, political beliefs or student status. The Lessor further agrees not to discriminate against any contractor, subcontractor or person who offers to contract or subcontract for services under the Lease because of race, religion, color, age, disability, sex, sexual orientation, gender identity or national origin.

25. Accessibility. The Leased Premises and Common Areas shall conform where applicable to Chapter SPS 361.05 of the Wisconsin Administrative Code, Madison General Ordinance Section 39.05, and the Americans with Disabilities Act, regarding accessibility. The Lessor shall be responsible for all costs of compliance for the Leased Premises, except to the extent compliance is triggered by City's specific use, alterations or improvements and the Common Areas.

26. Authorized Agent. The City's Economic Development Director or the Director's designee is hereby designated as the official representative of the City for the enforcement of all provisions of this Lease, with authority to administer this Lease lawfully on behalf of the City.

27. Damage and Destruction. In the event the Leased Premises is damaged by any peril covered by standard policies of fire and extended coverage insurance to an extent which is less than twenty-five percent (25%) of the cost of replacement of the Leased Premises, the damage shall, except as hereinafter provided, promptly be repaired by the Lessor, at the Lessor's expense, but in no event shall the Lessor be required to repair or replace the City's inventory, trade fixtures, furniture, furnishings, equipment or personal property. In the event: (a) the Leased Premises is damaged to the extent of twenty-five percent (25%) or more of the cost of replacement of the Leased Premises; or (b) the Building is damaged to the extent of fifty percent (50%) or more of the cost of replacement, the Lessor may elect either to repair or rebuild the Leased Premises, as the case may be, or to terminate the Lease upon giving notice of such election in writing to the City within ninety (90) days after the event causing the damage. If the casualty, repairing or rebuilding shall render the Leased Premises untenantable, in whole or in part, a proportionate abatement of Rent shall be allowed until the date the Lessor completes the repairs or rebuilding, and the Lease Term shall be extended for a period equal to the period of repair.

28. Lessor's Access. After receiving a minimum of 24 hours' prior notice thereof, the City shall allow the Lessor or its agents or employees access to the Leased Premises, at all times reasonable for the City, for the purpose of inspecting the Leased Premises or to make necessary repairs or alterations of the Leased Premises, or at any time in the event of an emergency.

Except in the case of an emergency, access to the Technology Closet will be limited to authorized staff of the City of Madison IT Department only.

29. Compliance. The Lessor shall observe and promptly and effectively comply with all applicable statutes, rules, orders, ordinances, requirements and regulations of the City, the County of Dane, the State of Wisconsin, the federal government and any other governmental authority having jurisdiction over the Leased Premises. Lessor may, if in good faith and on reasonable grounds, dispute the validity of any charge, complaint or action taken pursuant to or under color of any statute, rule, order, ordinance, requirement or regulation, defend against the same, and in good faith diligently conduct any necessary proceedings to prevent and avoid any adverse consequence of the same. The Lessor agrees that any such contest shall be prosecuted to a final conclusion as soon as possible and that it will hold the City harmless with respect to any actions taken by any lawful governmental authority with respect thereto.

30. Choice of Law. This Agreement shall be governed by and construed, interpreted and enforced in accordance with the laws of the State of Wisconsin. The parties agree, for any claim or suit or other dispute relating to this Lease that cannot be mutually resolved, the venue shall be a court of competent jurisdiction within the State of Wisconsin and the parties agree to submit themselves to the jurisdiction of said court, to the exclusion of any other judicial district that may have jurisdiction over such a dispute according to any law.

31. Severability. If any term or provision of this Lease or the application thereof to the City or the County or circumstances shall, to any extent, be invalid or unenforceable, the remainder of this Lease, or the application of such terms or provisions to the City or the County or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each term and provision of this Lease shall be valid and be enforceable to the fullest extent permitted by law.

32. Leased Premises Acquired by Eminent Domain. In the event of any condemnation or inverse condemnation of the Property or any part thereof, the entire compensation award therefor, including, but not limited to, all damages and compensation for diminution of value of the leasehold, reversion and fee, shall belong to the Lessor without any deduction therefrom for any present or future estate of the City, and the City hereby assigns to the Lessor all of its right, title and interest to any such award. However, the City shall have the right to recover from the condemning authority such compensation as may be separately awarded to the City for moving and relocation expenses.

In the event only a part of the Leased Premises and/or the Common Areas is taken or condemned and the City, in its sole discretion, determines that the part of the Leased Premises and/or Common Areas remaining is not suitable for the same purpose and with substantially the same utility to the City as immediately prior to such taking, the City may terminate this Lease by giving the Lessor written notice of termination a minimum of thirty (30) days prior to the delivery of possession of the Leased Premises to the condemning authority.

In the event of a taking of any portion of the Leased Premises not resulting in a termination of this Lease, the Lessor shall use so much of the proceeds of the Lessor's award for the Leased Premises as is required therefor to restore the Leased Premises to a complete architectural unit,

and this Lease shall continue in effect with respect to the balance of the Leased Premises, with a reduction of Rent in proportion to the portion of the Leased Premises taken, if any.

33. Brokerage Costs. The City is not responsible for any brokerage costs in connection with the Lease.

34. Counterparts, Electronic Signature and Delivery. The Lease may be signed in counterparts, each of which shall be taken together as a whole to comprise a single document. Signatures on the Lease may be exchanged between the parties by facsimile, electronic scanned copy (.pdf) or similar technology and shall be as valid as original; and the Lease may be converted into electronic format and signed or given effect with one or more electronic signature(s) if the electronic signature(s) meets all requirements of Wis. Stat. ch. 137 or other applicable Wisconsin or Federal law. Executed copies or counterparts of the Lease may be delivered by facsimile or email and upon receipt will be deemed original and binding upon the parties hereto, whether or not a hard copy is also delivered. Copies of the Lease, fully executed, shall be as valid as an original.

35. Definition of Lessor and City. The terms "Lessor" and "City" when used herein shall mean either singular or plural, as the case may be, and the provisions of this Lease shall bind the parties mutually, their successors, and assigns.

36. No Waiver. Failure or delay on the part of either party to enforce any of the terms, covenants, conditions or agreements hereof shall not operate as a waiver thereof nor void or affect the right of the party to enforce the same upon any subsequent default or breach. Except as otherwise provided in this Lease, the rights and remedies herein granted are cumulative and are in addition to any given by statutes, rules of law or otherwise and the use of one remedy shall not be taken to exclude or waive the right to the use of another.

37. Entire Agreement. All terms and conditions with respect to this Lease are expressly contained herein, and the parties agree that neither the Lessor nor the City has made any representations or promises with respect to this Lease not expressly contained herein.

38. Quiet Enjoyment. The Lessor hereby covenants and agrees that if the City shall perform all of the covenants and agreements herein to be performed on the City's part, the City shall, at all times during the continuance hereof, have the peaceable and quiet enjoyment and possession of the Leased Premises without any manner of hindrance from the Lessor or any person lawfully claiming the Leased Premises.

39. Public Record. The Lease will be recorded at the office of the Dane County Register of Deeds after it is executed by the parties.

Signatures begin on following page.

IN WITNESS WHEREOF, the Parties have entered into this Lease as of the date first set forth above.

OLIN AVENUE LLC,
a Wisconsin limited liability company

By: _____

Name: _____

Title: _____

State of Wisconsin)
)ss.
County of Dane)

Personally came before me this ____ day of _____, 202__, the above named _____ (name), _____(title) of Olin Avenue LLC, a Wisconsin limited liability company, known to me to be the person who executed the above foregoing instrument, and acknowledged that they executed the foregoing instrument as the deed of said limited liability company, by its authority.

_____
Notary Public, State of Wisconsin

_____
Print or Type Name
My Commission expires:_____

Signatures continue on following page.

CITY OF MADISON

By: _____
Satya Rhodes-Conway, Mayor

By: _____
Lydia A. McComas, City Clerk

AUTHENTICATION

The signatures of Satya Rhodes-Conway, as Mayor, and Lydia A. McComas, as City Clerk, on behalf of the City of Madison, are authenticated on this ___ day of _____, 2026.

_____
Matthew Robles, Assistant City Attorney
Member of the Wisconsin Bar

Approved:

_____ _____
David Schmiedicke, Date
Finance Director

Approved:

_____ _____
Eric Veum, Date
Risk Manager

Approved as to form:

_____ _____
Michael Haas, Date
City Attorney

Execution of this Lease by the City of Madison is authorized by Resolution Enactment No. RES-26-00_____, File ID No. _____, adopted by the Common Council of the City of Madison on _____ ___, 2026.

Drafted by the City of Madison Office of Real Estate Services Project No. 13355

EXHIBIT A

Legal Description of Unit 1 and Leased Premises

Unit One (1), Wingra Office Park Condominium, a condominium declared and existing under and by virtue of the Condominium Ownership Act of the State of Wisconsin, by a Declaration recorded in the Office of the Register of Deeds for Dane County, Wisconsin on October 12, 1988, as Document No. 2108748, as amended by First Amendment to Declaration of Wingra Office Park Condominium, recorded in the Office of the Register of Deeds for Dane County, Wisconsin on January 5, 1990, as Document No. 2179851, as amended by Second Amendment to Declaration of Wingra Office Park Condominium, recorded in the Office of the Register of Deeds for Dane County, Wisconsin on April 16, 2002, as Document No. 3476384, and as amended by Third Amendment to Declaration of Wingra Office Park Condominium, recorded in the Office of the Register of Deeds for Dane County, Wisconsin on April 9, 2020, as Document No. 5576684, said Condominium being located in the City of Madison, County of Dane, State of Wisconsin.

The Leased Premises is Suite 105 together with Suite 105's undivided interest in the Common Elements and the exclusive use of the Limited Common Elements appurtenant to Suite 105, located within the above-described Unit One (1).

EXHIBIT B

Depiction of Unit One (1) Building

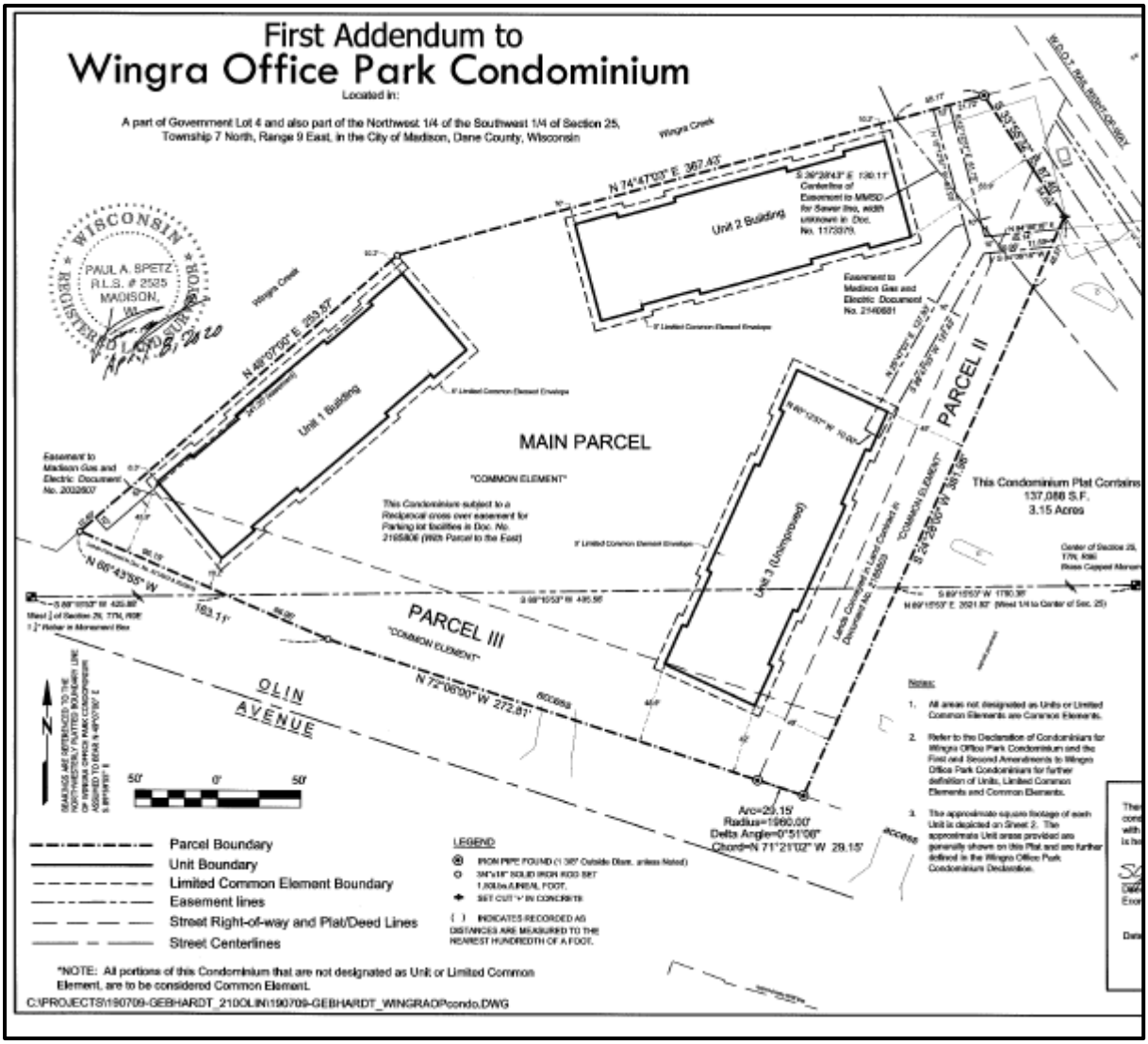
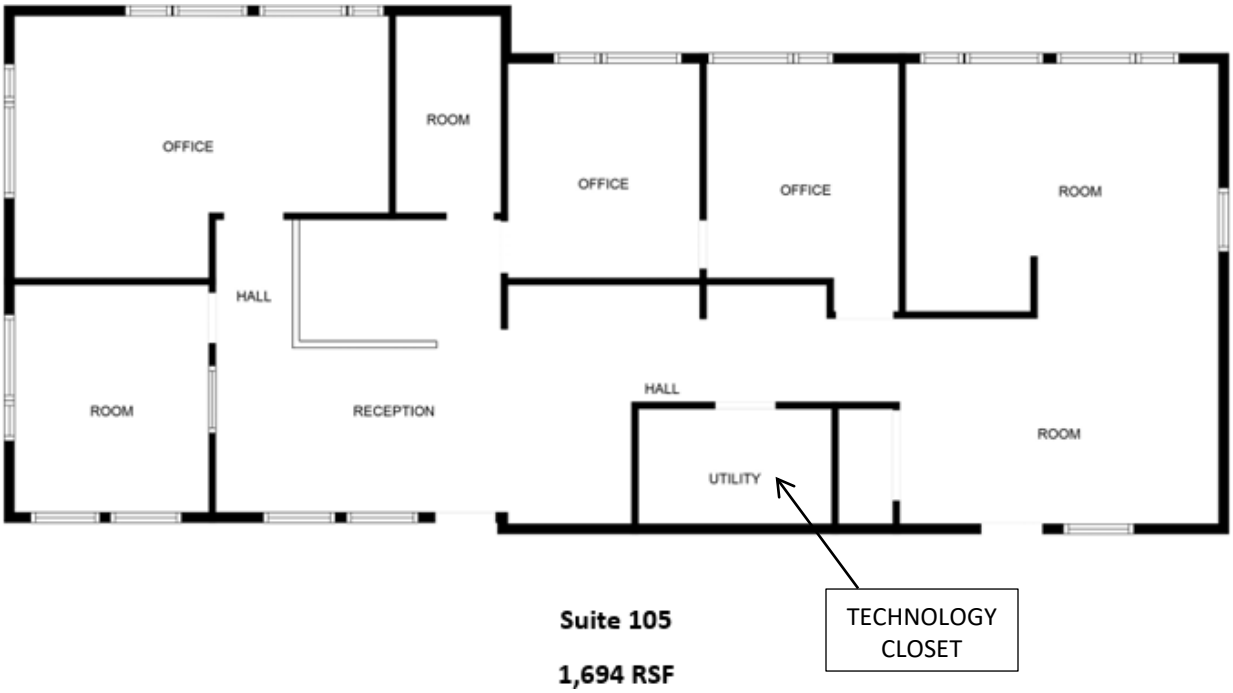


EXHIBIT C

Depiction of Leased Premises (as configured before Lessor Work)



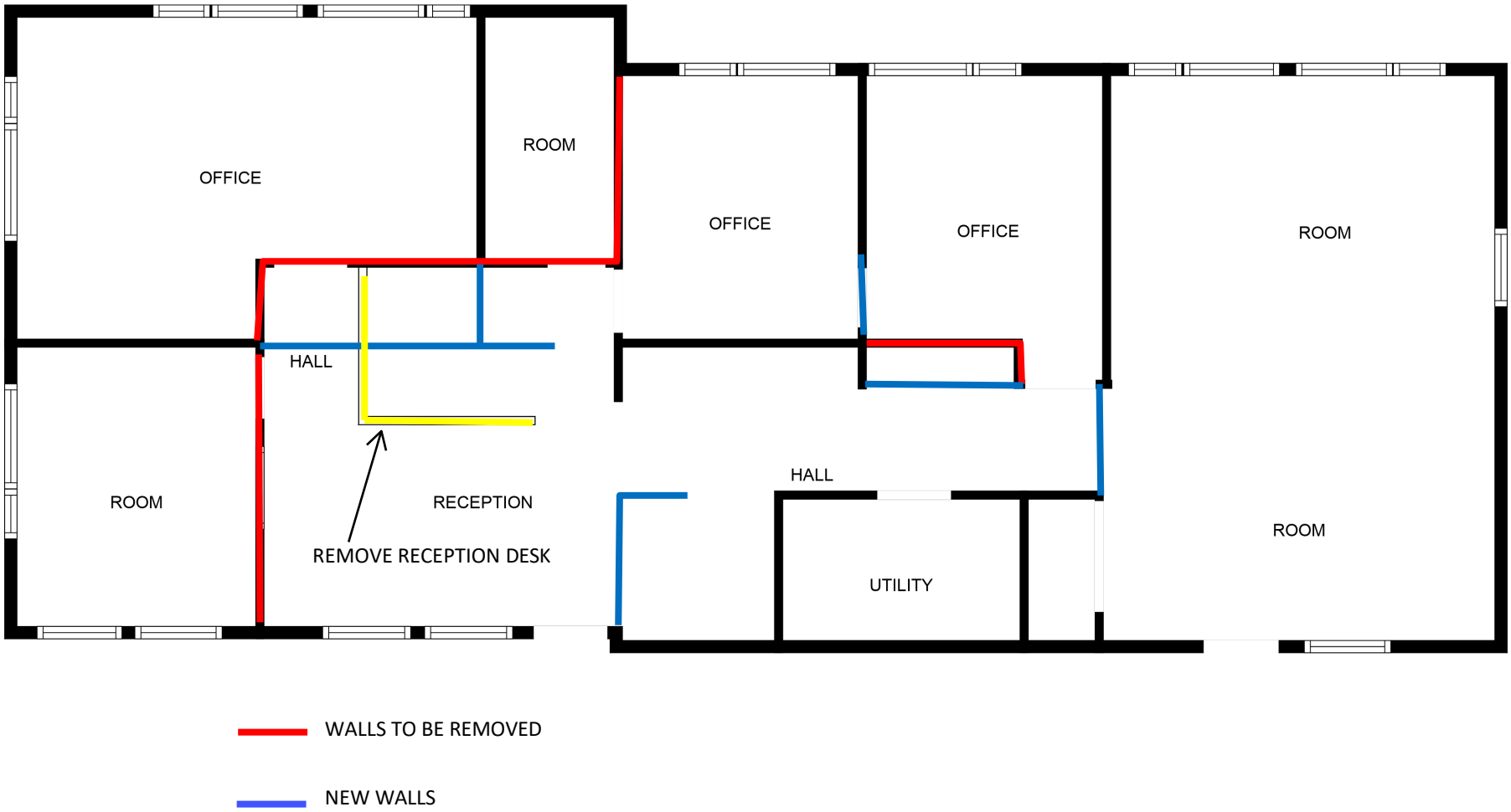
Suite 105

1,694 RSF

EXHIBIT D - LESSOR IMPROVEMENT WORK

Within the Leased Premises, the Lessor shall complete the following work:

1. Patch/prime and paint all walls
2. Replace all carpet with laminate flooring, and reinstall base trim.
3. Reconfigure partition walls and interior doors as shown in the Floorplan in this Exhibit D, including the relocation and replacement of any electrical, HVAC, data, phone, or other utilities that may be impacted by wall relocation.
4. Install counter in Conference Room. Exact location to be determined.
5. Add signage directing visitors to City's Leased Premises in any Common Areas where signage occurs, including Building entry way.
6. Remove reception desk and all other detached furniture from the Leased Premises.


OFFICE
ROOM
OFFICE
OFFICE
ROOM
HALL
ROOM
RECEPTION
REMOVE RECEPTION DESK
HALL
UTILITY
ROOM
WALLS TO BE REMOVED
NEW WALLS

<u>EXHIBIT D</u> - LESSOR IMPROVEMENT WORK

Page 3 of 3 - After Lessor Work - Move-in Ready Configuration

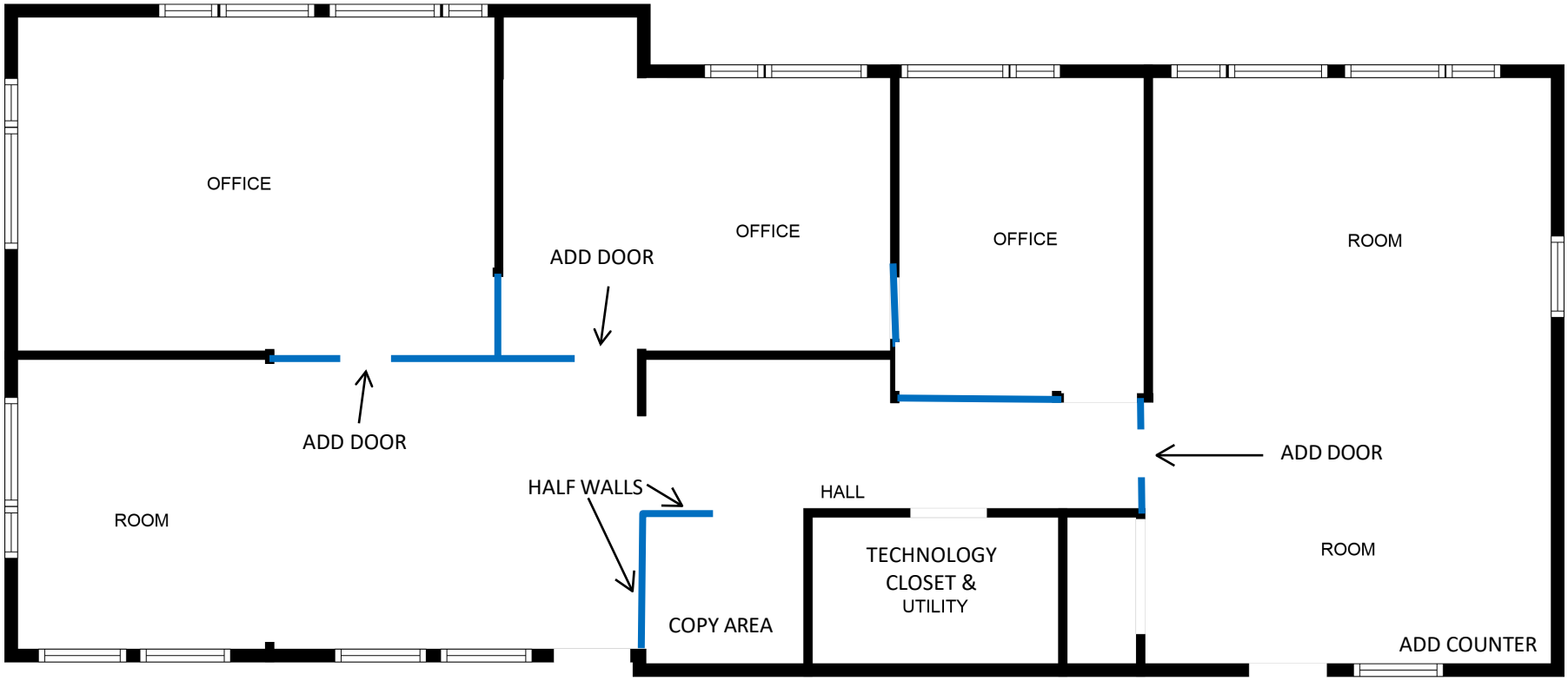


EXHIBIT E

Maintenance, Repair and Replacement Standards

1. **Building Painting and Cleaning:**

a) touch up paint as needed when damaged or graffiti.

b) Outside cleaning of Building: power wash and remove stains and bugs residue once a year.

c) Exterior window and door cleaning at least once a calendar year.

2. **HVAC Controls:**

All rooms shall have sufficient air movement to meet the Wisconsin code for air exchanges and CFM for office space and have adequate zoning to meet:

Seasonal set points shall be as follows: Summer: 70

Degrees (+/- 2 degrees)

Winter: 72 Degrees (+/- 2 degrees)

3. **Ventilating Equipment:**

a) Inspect belts and replace them annually. Check bearings and grease if needed.

b) Replace if necessary .

4. **Lighting:**

a) The exterior Building and Common Areas should be well lit for safety purposes.

City of Madison

City of Madison
Madison, WI 53703
www.cityofmadison.com

Master

File Number: 93601

File ID:	93601	**File Type:**	Resolution	**Status:**	Items Referred
Version:	1	**Reference:**		**Controlling Body:**	FINANCE COMMITTEE
				File Created Date :	06/15/2026
File Name:	Authorizing the Mayor and the City Clerk to execute Amendment No.1 to the existing Purchase of Services contract between the City of Madison and Carollo Engineers for engineering services for the Campus, Downtown, and East Washington Ave Sanitary Sewer St			**Final Action:**	

Title: Authorizing the Mayor and the City Clerk to execute Amendment No.1 to the existing Purchase of Services contract between the City of Madison and Carollo Engineers for engineering services for the Campus, Downtown, and East Washington Ave Sanitary Sewer Study (District 2, District 4, District 5, District 6, District 8, District 12, District 13, District 15, District 17).

Notes: Ryan Stenjem

Sponsors:	Regina M. Vidaver, Davy Mayer, Tag Evers And Michael E. Verveer	**Effective Date:**	
Attachments:	CDEWA Sanitary Study Amendment 1.pdf, Non-Competitve Selection Request - Carollo Engineers Inc.pdf	**Enactment Number:**	
Author:	Jim Wolfe, City Engineer	**Hearing Date:**	
Entered by:	jjohnson@cityofmadison.com	**Published Date:**	

History of Legislative File

Ver-sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Engineering Division	06/15/2026	Referred for Introduction				
	Action Text:	This Resolution was Referred for Introduction					
	Notes:	Board of Public Works (6/24/26), Finance Committee. (6/29/26), Common Council (7/7/26).					
1	COMMON COUNCIL	06/23/2026	Refer	BOARD OF PUBLIC WORKS			Pass
	Action Text:	A motion was made by Madison, seconded by Glenn, to Refer to the BOARD OF PUBLIC WORKS. The motion passed by voice vote/other.					
	Notes:	Additional referral to Finance Committee.					
1	BOARD OF PUBLIC WORKS	06/23/2026	Referred	FINANCE COMMITTEE			
	Action Text:	This Resolution was Referred to the FINANCE COMMITTEE					

Text of Legislative File 93601

Fiscal Note

The proposed resolution authorizes a first amendment to the existing contract #9768 for additional engineering services for the Campus, Downtown, and East Washington Ave Sanitary Sewer Study.

The contract between the City of Madison and Carollo Engineers, Inc was approved via RES-26-00087 (Legistar #91577) on February 24, 2026, for an amount of $341,418. This proposed amendment will add $74,320 to execute additional engineering services. The new contract as amended will total $415,738. Funding for the contract and proposed amendment is available in the 2026 Adopted Sanitary Sewer Utility Operating Budget under Munis project #15992. No additional appropriation is required.

Title

Authorizing the Mayor and the City Clerk to execute Amendment No.1 to the existing Purchase of Services contract between the City of Madison and Carollo Engineers for engineering services for the Campus, Downtown, and East Washington Ave Sanitary Sewer Study (District 2, District 4, District 5, District 6, District 8, District 12, District 13, District 15, District 17).

Body

The City of Madison is experiencing rapid population growth and redevelopment of properties throughout the City, particularly along its major transit corridors. This rapid increase in population density has increased demand on the wastewater collection system, operated and maintained by the City of Madison Sanitary Sewer Utility, within the Engineering Division. Portions of the system have known capacity limitations and increased population further increases demands. Each new large-scale residential redevelopment project requires extensive review and analysis to understand what system improvements are needed to accommodate the additional wastewater.

The City Engineer selected Carollo Engineers to complete a sanitary sewer study of the UW Campus, Downtown, and East Washington Ave areas of the city (RES-26-00087, Legistar #91577).

Engineering has requested additional services to support the study and recommends work be completed under the existing contract. These services include extending the sanitary sewer monitoring period to a period of three months to capture a wider range of system operating and weather conditions.

NOW THEREFORE BE IT RESOLVED that the Mayor and City Clerk are hereby authorized to execute an Amendment 1 to the contract between the City of Madison and Carollo Engineers, Inc for additional engineering services for the Campus, Downtown, and East Washington Ave Sanitary Sewer Study.

AMENDMENT NO. 1
TO THE CONTRACT FOR PURCHASE OF SERVICES
(DESIGN PROFESSIONALS) CONTRACT 9768
between the City of Madison and Carollo Engineers, Inc

Campus, Downtown, and East Washington Sanitary Sewer Study

RECITALS

This amendment is for additional work beyond the scope of the Original Contract and consists additional analysis for existing conditions and evaluation of design alternatives.

1. On March 13, 2026 the City of Madison, hereinafter called the "City", Carollo Engineers hereinafter called the "Contractor" entered a contract for the Campus, Downtown, and East Washington Sanitary Sewer Study, Contract No. 9768, authorized by Legislative File No.91577.

NOW THEREFORE, The City and the Consultant hereby agree to amend the Original Contract as follows:

A. PROJECT DESCRIPTION

Amend project Scope of Services (Attachment A- Scope of Services in Task 3 of the Original Contract) per the attached file, entitled "Attachment A – Amendment 1 Scope of Services."

B. COMPENSATION

Amend Paragraph 23 of the Original Contract to increase the total compensation by $74,320.00 for a new total amount of $ 415,738.00

C. OTHER PROVISIONS

All other provisions of the Original Contract not amended herein remain unchanged and in full force and effect.

IN WITNESS WHEREOF, the parties hereto have set their hands at Madison, Wisconsin.

CONTRACTOR:

_____
(Type or Print Name of Contracting Entity)

By: _____
(Signature)

_____
(Print Name and Title of Person Signing)

Date: _____

CITY OF MADISON, WISCONSIN
a municipal corporation:

By: _____
Satya Rhodes-Conway, Mayor

Date: _____

Approved:

_____
David P. Schmiedicke, Finance Director

Date: _____

By: _____
Lydia A. McComas, City Clerk

Date: _____

Approved as to Form:

_____
Eric T. Veum, Risk Manager

Date: _____

_____
Michael Haas, City Attorney

Date: _____

Attachment A – Amendment 1 Scope of Services

Scope Modification:

Task 3 – Data Collection

The total number of sanitary sewer locations to be monitored shall be sixteen (16) locations. The duration of monitoring has increased from a minimum of 3 weeks to a total period of 3 months.

The second paragraph of SECTION 3.2 shall be replaced with the following:

CONSULTANT assumes that sixteen (16) total locations will be monitored for a duration of three (3) months. It is expected that multiple locations will be monitored concurrently. The monitoring of additional sites will not begin until agreed to by CITY in writing.

Deliverables:

No changes to the originally described project deliverables are required.

Budget

A total budget increase for the scope changes described above is $74,320. All addition work shall be completed under Task 3. The budget for all other tasks is unchanged.

	Original Contract			Original Contract with Amendment 1		
	Labor	Reimbursable Expenses	Total	Labor	Reimbursable Expenses	Total
Task 3 – Data Collection	$8,653.00	$111,700.00	$120,353.00	$8,653.00	$186,020.00	$194,673.00

Original maximum contract amount:	$ 341,418.00
Amendment #1 (additional monitoring duration):	$ 74,320.00
Amended Contract Amount:	**$ 415,738.00**

Finance Department
Purchasing Services
David P. Schmiedicke, Director
City-County Building, Room 406
210 Martin Luther King, Jr. Blvd.
Madison, WI 53703
Phone: (608) 266-4521 | Fax: (608) 267-5948
purchasing@cityofmadison.com
cityofmadison.com/finance/purchasing

Accounting Services Manager
Patricia A. McDermott, CPA
Budget & Program Evaluation Manager
Christine Koh
Internal Audit & Grants Manager
Kolawole Akintola
Risk Manager
Eric Veum
Treasury & Revenue Manager
Craig Franklin, CPA

Non-Competitive Selection Request

Approval Date
2026-06-12

Approved By
Richards, Mary

Requisition Number

Fund
2110 SEWER UTILITY

Major
541** Utilities

Agency
Engineering

Total Purchase Amount
$ 74,320.00

Vendor Name
Carollo Engineers Inc

Product/Service Description
Engineering has an existing contract with Carollo Engineers to complete a sanitary sewer system study for the Sewer Utility. Staff would like to amend this existing contract to add additional scope to be completed by Carollo. The existing scope of work includes completing monitoring flows and levels in the sanitary sewer system at key locations to be used in calibration and validation of a computer model of the sanitary sewer system, built by Carollo. The orginal contract assumed that the monitoring period would be 3 weeks. The project team would like to extend this monitoring period to three months to collect additional data at these locations, which will provide a wider range of operating and weather conditions, improving the model calbration and allowing for additional potential future model refinements. Engineering staff worked with Carollo to reduce the overall number of locations from the maximum assumed in the orginal contract. This contract amendment would include monitoring of a total of 16 locations, for three months.

Carollo's subconsultant RJN, will provide all services including installation, data collection, troubleshooting, and removal of sensors.

Exception Criteria
7. A particular consultant has provided services to the City on a similar or continuing project in the recent past, and it would be economical to the City on the basis of time and money to retain the same consultant.
8. Otherwise authorized by law, rule, resolution, or regulation.

Reason For Request
Engineering already has an existing contract with Carollo to complete the sanitary sewer system study. Carollo was selected through a competitive RFP process and was the highest scoring firm. The selection of Carollo was accepted under resolution RES-26-00087, Legistar #91577. This request is to support a contract amendment only which would allow for additional sanitary sewer monitoring to be completed under that existing contract.

When planning for site selection and installation of monitors, staff in coordination with Carollo, determined that extending the monitoring period from 3 weeks to 3 months would give us the opportunity to gather additional data which would be valuable in model calibration. The scope of work only includes calibrating the santiary sewer models for dry weather conditions at this time. Due to budget and project timeline limitations Engineering did not anticipate calibrating to "wet weather" conditions. However, after conversations amoungst the project team, it was felt hat extending the monitoring period now would allow a wider range of operating conditions and weather conditions to be captured with current monitoring. Even though the models may not be calibrated to wet weather conditions at this time, having the longer monitoring period now would likely give that option in the future without a need to redeploy sensors again. I.e. it is much more cost effective to collect more data now and use it later, than it would be to monitor again in the future. Carollo and their subconsultant are very well qualified to complete this work and there is not sufficient time to go through a competitive process and stil complete monitoring this year.

In reviewing the orginal technical and cost scores of all firms that submitted to the sanitary study rfp, even if the additional budget requested now were factored in, Carollo would still be the highest scoring firm by a fair margin. They were the highest scoring technical firm and the lowest cost firm. The additional costs would only move them to the second lowest cost firm. Finally, all firms were asked to provide unit costs for monitoring per site. Carollo's unit costs were the lowest of any submitting firm and the additional costs requested were developed using that unit cost. Therefor the project team staff feel that the additional work is provided at likely a lower value than what other firms may be able to provide.

Requestor
Stenjem, Ryan S Moder, Mark

Comments

City of Madison

City of Madison
Madison, WI 53703
www.cityofmadison.com

Master

File Number: 93617

File ID:	93617	**File Type:**	Resolution	**Status:**	Items Referred
Version:	1	**Reference:**		**Controlling Body:**	SUSTAINABLE MADISON COMMITTEE
				File Created Date :	06/16/2026
File Name:	City-County Sustainability Campus Metrics Report			**Final Action:**	

Title: Authorizing completion of City-County Sustainability Campus Metrics Report and addendum of the development agreement.

Notes:

Sponsors: John P. Guequierre And Noah L. Lieberman

Effective Date:

Attachments: 12.02.2025_Metrics-Report_DRAFT.pdf, Development Agreement (Final) (03.23.22).pdf

Enactment Number:

Author:

Hearing Date:

Entered by: gmay@cityofmadison.com

Published Date:

History of Legislative File

Version:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Mayor's Office	06/16/2026	Referred for Introduction				
	Action Text:	This Resolution was Referred for Introduction					
	Notes:	Finance Committee (6/29/26), Sustainable Madison Committee (7/27/26), Common Council (8/4/26)					
1	COMMON COUNCIL	06/23/2026	Refer	FINANCE COMMITTEE			Pass
	Action Text:	A motion was made by Madison, seconded by Glenn, to Refer to the FINANCE COMMITTEE. The motion passed by voice vote/other.					
	Notes:	Additional referral to Sustainable Madison Committee.					
1	FINANCE COMMITTEE	06/23/2026	Referred	SUSTAINABLE MADISON COMMITTEE			
	Action Text:	This Resolution was Referred to the SUSTAINABLE MADISON COMMITTEE					

Text of Legislative File 93617

Fiscal Note

The proposed resolution authorizes the completion of the City-County Sustainability Campus Metrics Report. The report outlines the goals of the Sustainability Campus that will be part of the development of land that was once a portion of the Yahara Hills Golf Course, and it identifies metrics that will be used to measure if goals are being met. The original development agreement between the City of Madison and Dane County (attached to this file) was approved

by the Common Council in May 2022 via RES-22-00319 (Legistar file 70597). The agreement required the development of these Sustainability Campus metrics in section 4.3.

The proposed resolution further authorizes an addendum to the original development agreement to incorporate the Sustainability Campus metrics outlined in the attached report. No additional appropriation is required with approval of the report and authorization of the addendum to the development agreement.

Title

Authorizing completion of City-County Sustainability Campus Metrics Report and addendum of the development agreement.

Body

WHEREAS, on May 10, 2022, the Common Council adopted RES-22-00319 (Legistar 70597) approving a land sale and agreements with Dane County to sell and develop approximately 232 acres of the Yahara Hills Golf Course, located directly south of the existing Rodefeld Landfill across U.S. Highway 12/18, as a future landfill, compost site, and sustainable business park; and,

WHEREAS, as part of those agreements, the City and Dane County Department of Waste + Renewables (W+R) entered into the City/County Sustainability Campus and Landfill Development Agreement (Development Agreement), which established the framework for the collaborative development of a Sustainability Campus intended to create opportunities for education, reuse, repair, recycling, research, and other activities that would ultimately prevent or divert waste from the landfill; and,

WHEREAS, Section 4.3 of the Development Agreement required the County to hire a consultant to guide development of the Sustainability Campus project, to identify goals for the Sustainability Campus, and to identify potential waste streams for future diversion from the landfill and recycling or reuse in the Sustainable Business Park or at offsite locations; and,

WHEREAS, the City appointed up to three concurrent staff members to a joint City-County staff committee (City/County Committee) to oversee this work, consistent with the terms of the Development Agreement; and,

WHEREAS, based upon the consultant's work, the County issued four (4) requests for information (RFIs) seeking companies and organizations to identify diversion opportunities for separate waste types, or fewer waste streams if the identified streams equaled at least 50% of the total incoming waste to the Rodefeld Landfill, as identified by the Wisconsin Department of Natural Resources waste sort performed in 2020; and,

WHEREAS, based on the results of the consultant's work and the responses to the RFIs, and in pursuance of the Development Agreement, the City and County worked in good faith to create measurable metrics for the Sustainability Campus project ahead of the December 31, 2025 deadline, which serves as a condition precedent within the original Development Agreement to the sale of additional lands for future landfill purposes; and,

WHEREAS, based on the RFI responses and the joint committee's deliberations, the City and County developed a Sustainability Campus Metrics Report setting forth measurable metrics to evaluate the success of the project; and,

WHEREAS, members of the City/County Committee have signed a Certification Statement of

completion, affirming that the metrics development process was completed in a timely fashion in accordance with the terms of the Development Agreement and that the information submitted is true, accurate, and complete; and,

WHEREAS, the parties have agreed that the measurable metrics shall be reported on an annual basis, shall be technology- and tenant-agnostic to ensure long-term relevance, and shall not be bound by the geographical extents of the Sustainability Campus so long as they are directly attributable to the project and would not have occurred but for the project; and,

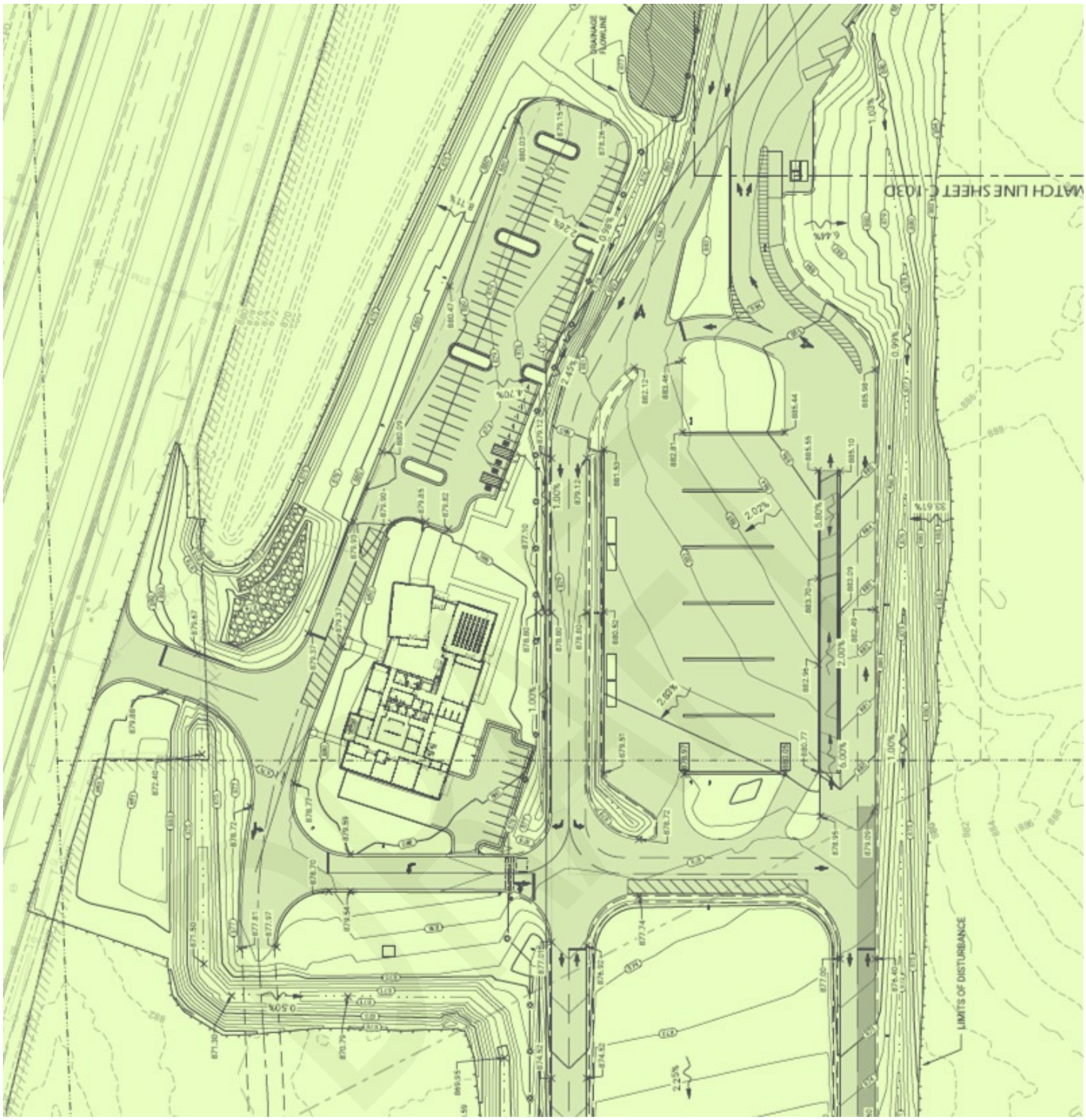
WHEREAS, the parties have further agreed, per the Certification Statement, that a formal addendum to the existing Development Agreement will be executed to incorporate the agreed-upon metrics; and,

WHEREAS, the parties have further agreed, per the Certification Statement, that all conditions within Section 4.3 of the Development Agreement precedent to any future sale of land for landfill use (pursuant to Section 2.1(e) of the Development Agreement) have been satisfied; and,

WHEREAS, it is in the City's interest to acknowledge completion of the metrics development process and to authorize execution of an addendum to the Development Agreement incorporating the agreed-upon metrics, thereby enabling the parties to proceed with the next stages of the Sustainability Campus and future landfill development.

NOW, THEREFORE, BE IT RESOLVED, that the Common Council acknowledges receipt of the completed Sustainability Campus Metrics Report, together with the Certification Statement of completion executed by members of the joint City-County Committee; and,

BE IT FURTHER RESOLVED, that the Mayor and the City Clerk are authorized to execute an addendum to the City/County Sustainability Campus and Landfill Development Agreement with Dane County to formally incorporate the agreed-upon Sustainability Campus metrics, on a form and in a manner approved by the City Attorney.



DANE COUNTY SUSTAINABILITY CAMPUS

METRICS REPORT

DANE COUNTY DEPARTMENT OF
WASTE + RENEWABLES

December 2025

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I. INTRODUCTION

Purpose

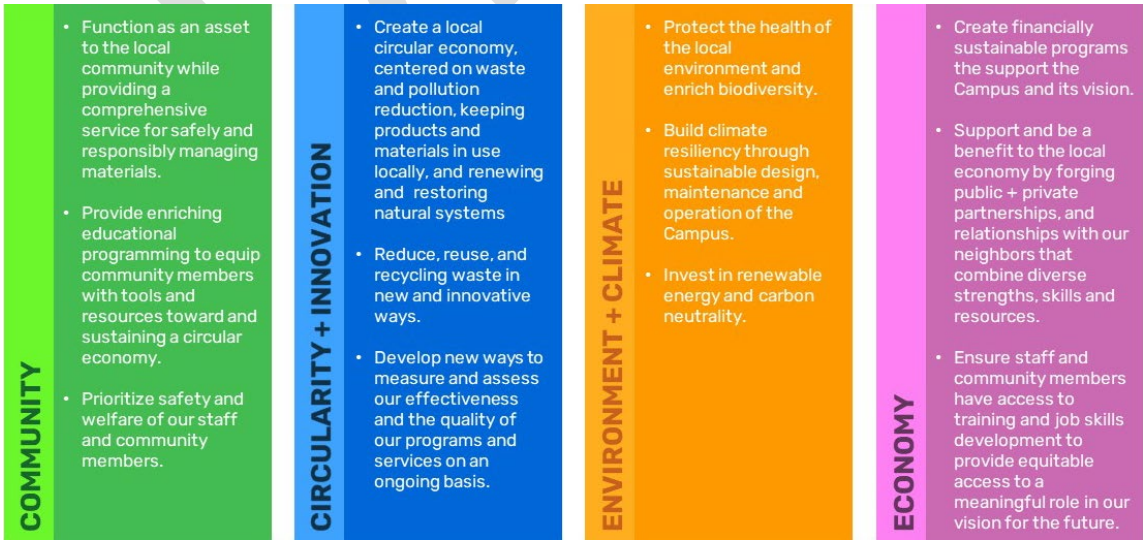
Dane County's Rodefeld Landfill, located on US Highway 12/18 and County Highway AB, has an estimated 3 years of capacity remaining and a new location is needed for the County to continue to provide local waste management services. Dane County (W+R or County) and the City of Madison (City) have mutual interests in managing solid waste locally, which is a more environmentally sustainable and cost-effective approach.

The County and the City have negotiated the purchase of a portion of the Yahara Hills Golf Course, located directly south of the existing landfill across US Highway 12/18. This property provides approximately 232 acres of land to accommodate a Sustainability Campus which will include: a landfill and a sustainable business park. The intent of the Sustainability Campus is to create opportunities for education, reuse, repair, recycling, research and other activities that will ultimately prevent or divert waste from landfill disposal.

As part of the purchase, the County and the City have agreed upon the terms of Agreement #14742: Sustainability Campus and Landfill Development Agreement (Development Agreement), in which the parties will cooperate in the development of the landfill and the Sustainability Campus. Per the Development Agreement, the parties will work jointly in identifying goals of the Sustainability Campus and developing measurable metrics. This resulting report was to be completed no later than December 31, 2025 to establish conditions for the sale of additional lands for future landfill purposes.

This Metrics Report has been jointly-prepared to satisfy the Development Agreement and establish a clear, data-driven framework of measurable metrics that will be used to evaluate the success of the Sustainability Campus. These metrics are designed to track progress across key focus areas, including waste diversion activities, circular economy advancement, sustainable infrastructure development, and public education and research initiatives.

Sustainability Campus Guiding Principles



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II. PROJECT OVERVIEW

Sustainability Campus Development Assistance Project

In March 2023, Dane County entered into a contract with consultants, SCS Engineers and Vandewalle and Associates, to assist with development planning of the Sustainability Campus. To date, the consultants have completed several phases of work to guide the development of the project. The primary phases of the project are outlined below.

Project Phase	Schedule	Description
1. Waste Diversion Report	Summer 2023 - Fall 2024 Final report issued September 10, 2024	Evaluate and recommend opportunities for waste diversion at Rodefeld Landfill to help inform opportunities to advance recycling research, material diversion opportunities, and identify potential feedstock for recycling or reuse efforts. This evaluation will include research into the end uses of diverted material, market of those end uses, and identify potential feedstock for recycling or reuse efforts.
2. Existing County Facility Evaluation	Winter 2023-2024 Final revised report issued December 23, 2024	Outline a comprehensive strategy and list of considerations for the types of businesses, community spaces, and activities that should be located at the Sustainability Campus, at the Rodefeld Landfill site, and at surrounding County-owned properties, or other satellite locations. This will assist Dane County with evaluating the need for additional planning efforts.
3. Request for Information for Potential Campus Tenants	Winter 2024 - Spring 2025	Prepare a Request for Information (RFI) for potential tenants to respond to as identified through the Waste Diversion Report and County Facility Needs and Recommendations Report or other targeted businesses interested in assisting Dane County achieve its waste diversion efforts. This RFI will be used to aid in the development of the Metrics Report.
4. Metrics Report	Spring – Winter 2025	Prepare a Metrics Report that contains measurable and obtainable metrics to gauge the success of the Sustainability Campus. Metrics may be used to measure initiatives related to waste diversion activities, landfill gas utilization, advancing the local circular economy, sustainable infrastructure, or education, research, and outreach.
5. Sustainability Campus Summation Report	Fall - Winter 2025	Synthesize and summarize the major work products highlighting key findings, and provide a roadmap to implement the priority technologies identified through the RFI process.

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III. REQUEST FOR INFORMATION

Request for Information Process

Based on the work done by the consultants, in Spring of 2025, the County released four requests for information (RFIs) seeking partnerships on the Sustainability Campus. These RFIs were structured to be simple to respond to and open-ended to attract responses that addressed many different material streams, proposed a variety of waste diversion approaches, and promoted educational opportunities.[1] The four RFIs issued were:

- Large-Scale Waste Diversion, Processing, and Recycling (2025-RFI-001)
- Reuse, Retail, and Upcycling (2025-RFI-002)
- Problem Materials, Bulky Waste Streams, and Emerging Materials (2025-RFI-003)
- Research, Education, and Creative Fields (2025-RFI-004)

The RFIs received a resounding response. At the close of the RFI process, W+R received 42 formal responses across categories. Including informal interest (expressed interest, but did not submit a RFI), and interest that emerged after the close of the RFIs, W+R received proposals from more than 50 different organizations and businesses. A brief summary of the formal responses received through the process is below.

RFI Category	Responses	Example Responses
Research, Education, and Art	10	- Waste education and outreach programming - Applied landfill research - Community waste audits
Reuse, Retail, and Upcycling Services	3	- Building material reuse ecosystems - Tree and wood reuse
Problem Materials, Bulky Waste, and Emerging Materials	9	- Mattress recycling - Bicycle repair - AI-enabled lumber reprocessing
Large-Scale Waste Diversion, Processing, and Recycling Services	20	- Mixed waste processing - Anaerobic digestion - Chemical recycling
Total	42	

[1] Specific to the language in the Development Agreement, the RFIs saught companies and organizations that proposed diversion of [more than] four separate waste types that equaled more than 50% of the total incoming waste to the Rodefeld landfill as identified by the WDNR waste sort performed in 2020.

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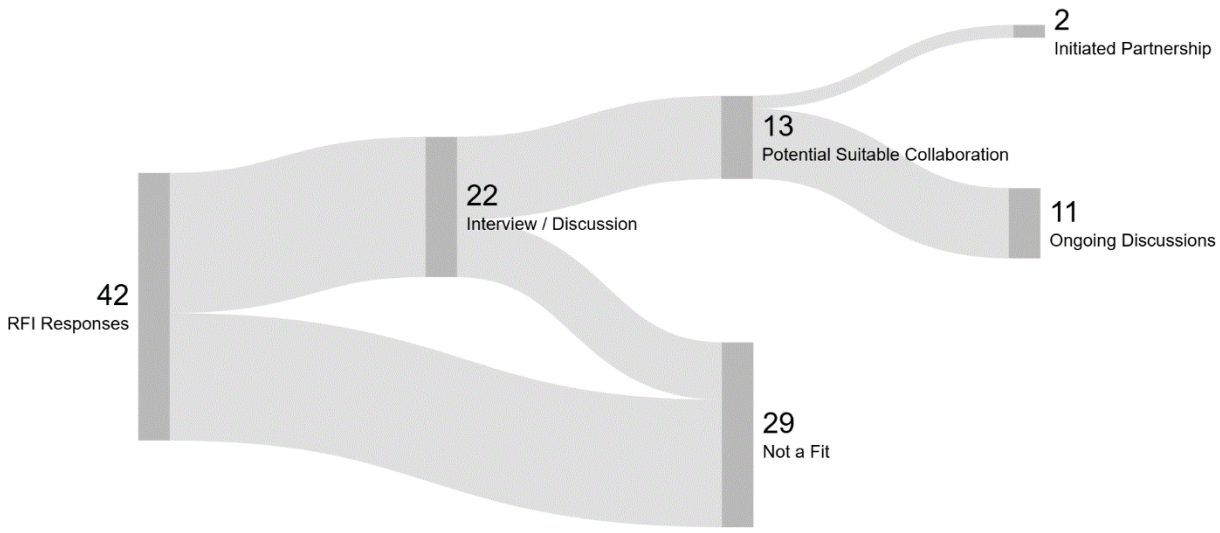

Status of RFI Response Outcomes as of August 2025

As of August 2025, W+R continues to interface with more than 13 potential collaborators that emerged through the RFI process, including two small partnerships that have already begun directly as a result of the effort. Projects were evaluated against the overarching project values, which are: supporting environment and climate, circularity and innovation, economy, and community benefits. The responses still under evaluation include educational outreach, mattress recycling, applied research, and mixed waste processing.

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IV. CITY / COUNTY JOINT STAFF COMMITTEE

City of Madison Metrics Report Involvement

The City's participation has shaped the structure of this Metrics Report. Through a joint City-County staff committee (Committee), the parties have met several times to guide the process. As established within a September 2022 memorandum of understanding (MOU), the City placed up to three (3) concurrent staff on the Committee overseeing the work.[2] As of December 2025, the staff members assigned to the Committee were:

City of Madison

- Bryan Johnson, Recycling Coordinator, City of Madison Streets Division
- Gregg May, Sustainability Program Coordinator, Mayor's Office
- Ruth Rohlich, Business Development Specialist, Economic Development Division

Dane County Waste + Renewables

- John Welch, Director
- Roxanne Wienkes, Deputy Director
- Allison Rathsack, Lead Project Engineer
- Wyeth Augustine-Marceil, Sustainability + Engagement Coordinator

The Joint City/County staff committee met numerous times throughout the course of the development project. Specific to the Metrics Report, the Committee met on the following schedule:

Date	Purpose	Outcome
April 4, 2025	Kick-off meeting	Shaped scope and focus of Metrics Report
July 25, 2025	Update meeting	Clarified scope and reviewed initial list of potential Metrics
September 5, 2025	75% development meeting	Aligned on selected Metrics, reviewed report draft and agreements
November 21, 2025	Report completion meeting	Sharpened final Metrics, aligned on scoring

[2] The City and County will continue to assign staff for the duration of the Metrics evaluation and will replace Committee members as necessary to address turnover.

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V. METRICS GUIDELINES

The City/County Staff Committee has jointly defined metrics to be durable and attempt to capture the impact of the Sustainability Campus. Given this focus, each Metrics must be:

1. **Measurable** - Metrics must be quantifiable using reliable, regularly collectable data to allow for consistent tracking over time.

2. **Attributable to the Project** - Metrics should reflect new or expanded programs, services, or outcomes that would not occur *but for* the Sustainability Campus project.

3. **Integrated with Broader Department Operations** - Metrics do not need to be limited by the geographical footprint of the business park or Campus.

4. **Technology- and Tenant-Agnostic** - Metrics must remain valid regardless of which specific technologies are deployed or which organizations occupy the Campus.

5. **Aligned with Project Values** - Each metric should reflect one or more of the project's core values: environment + climate, circularity + innovation, economic, and community benefits.

Metrics also require baselines to determine improvement or regression from an established measure. Each metric has a unique baseline, but some share commonalities. For example, all metrics have a baseline measure averaged across years 2022-2024, as 2024 is the final year that W+R considers that there were no measurable impacts *but for* the Sustainability Campus project. Additionally, some of these measures include W+R's self-reported material tonnages and MTCO2e estimates, as well as extrapolation from a waste sort performed by the Wisconsin Department of Natural Resources (WDNR) in 2020.

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VI. IDENTIFIED METRICS

The success of the Sustainability Campus hinges on its ability to meaningfully reduce waste sent to the landfill and to promote the recovery, reuse, and recycling of materials across the region. To track progress toward these goals, a set of metrics have been developed that are both measurable and actionable. W+R and the City of Madison collaborated to develop a set of metrics tailored to the anticipated functions and goals of the Sustainability Campus. These metrics are designed to be measurable and relevant to the types of tenants expected to operate within the Campus, while also allowing for operational flexibility as the project evolves. They are not intended to be exhaustive, nor do they capture every performance indicator currently tracked by W+R. Instead, the metrics presented in this report focus specifically on the Sustainability Campus project and are structured to reflect the broader success of the initiative. The nine Metrics are organized into four overarching categories below:

1. **Waste Diversion**
    - **Waste Diversion by Tonnage**
    - **Waste Diversion as a Percent of Incoming Materials**
    - **Waste Diversion in Landfill Airspace Savings**
    - **Number of Material Types Accepted for Waste Diversion**
2. **Active Partnerships**
    - **Partnerships in Waste Diversion**
    - **Partnerships in Education and Outreach**
3. **GHG Avoided**
    - **GHG Avoided Through Waste Diversion**
    - **GHG Avoided Through Renewable Energy Activities**
4. **Public Participation**
    - **Total Public Participation in Education and Outreach Efforts**

See the following pages for more detail on each of the Metrics.

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METRIC: WASTE DIVERSION

Metric:	Waste Diversion (Tonnage, % of incoming, Airspace Savings, Materials)
Description:	Measurement of the total quantity of material diverted from landfill disposal through reuse, recycling, composting, or other recovery methods via the Sustainability Campus project. This measure reflects the overall scale of materials recovered. It captures tonnage and volume from Sustainable Business Park tenants, off-site partnerships, any expansion of current services (e.g., Clean Sweep, C&D, shingles, tires, logs and brush), the Residential Drop-off, the food scrap collection program, and other diversion operations. Diversion measures shall consider quantities diverted for reuse, recycling, beneficial reuse, and residuals measured separately.
Importance/why it is included in this report:	Tracking the quantity and breadth of waste diverted provides a clear indicator of the Sustainability Campus's overall impact on reducing landfill disposal. By measuring physical tonnage and volume diverted, as well as the range of materials accepted, the County can evaluate progress toward waste reduction goals and demonstrate the scale of resources returned to productive use.
Baseline Value:	The baseline will be established using the average baseline diversion figures from baseline years 2022-2024.
Measurement Methodology and Tracking:	Diversion quantities will be recorded annually, based on scale data, operational reporting, and tenant submissions. Materials diverted will be measured in tonnages, airspace savings and a percent of the total incoming materials **Numerical approach**: Total tons of material diverted from landfill disposal in one calendar year. Percent of incoming materials diverted from landfill disposal in one calendar year. Landfill airspace saved through diversion activities in one calendar year. Total number of discrete material streams diverted from landfill in one year.

Connection to Guiding Principles:

Community	Circularity + Innovation	Environment + Climate	Economic
Provide transparent reporting on the scale of local diversion efforts.	Demonstrate capacity to grow diversion through innovative recovery methods.	Reduce landfill use and associated environmental impacts by tracking tons of material recovered.	Support regional reuse, recycling, and processing markets by delivering consistent quantities of material.

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METRIC: ACTIVE PARTNERSHIPS

Metric:	Number of Active Partnerships in Waste Diversion and Education and Outreach
Metric Description:	Measurement of the number of active partnerships directly involved with waste diversion and/or education established between the W+R and external organizations including, but not limited to, nonprofits, academic institutions, private businesses (e.g., downstream recycling vendors), and government agencies as a part of the Sustainability Campus project.
Importance/why it is included in this report:	Strategic partnerships are essential to the success of the Sustainability Campus. Collaborating with outside organizations brings in diverse expertise, expands the reach of sustainability initiatives, and strengthens the Campus's role as a regional hub for innovation and environmental leadership. This metric reflects the Campus's ability to build meaningful relationships that support waste diversion, education, research, and economic development.
Baseline Value:	The baseline will be established using the average number of formal partnerships in place in baseline years 2022-2024.
Measurement Methodology and Tracking:	Each active partnership and non-confidential descriptions of work will be reported annually. Partnerships may support a range of activities, such as research, reuse and recycling programs, workforce development, or public education. Partnership measuring will be split between partnerhsips for waste diversion and partnerships to advance education and outreach. **Numerical approach:** Total number of active diversion partnerships (contracts, MOUs, etc.) in one year. Total number of outreach/educational partnerships (co-delivery of programs, ongoing collaboration, repeat tours, etc.)

Connection to Guiding Principles:

Community	Circularity + Innovation	Environment + Climate	Economic
Extend the reach of resources and educational opportunities through collaboration with additional groups	Advance understanding of emerging technologies and approaches	Aligning efforts with complimentary groups to amplify impact of activities.	Leverage public-private partnerships to create economically-sustainable waste diversion operations

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METRIC: GHG AVOIDED

Metric:	GHG Emissions Avoided Through Waste Diversion and Renewable Energy Activities
Metric Description:	Measurement of the estimated greenhouse gas (GHG) emissions avoided or reduced annually through diversion activities, renewable energy production, and other sustainability initiatives via the Sustainability Campus project.
Importance/why it is included in this report:	Reducing GHG emissions is central to the Sustainability Campus's mission to promote environmental stewardship and sustainability. This metric quantifies the environmental benefits of the Campus's operations, including waste diversion, landfill gas capture, composting, and renewable energy generation. It provides a clear indicator of the Campus's contribution to local and regional climate goals and supports transparent reporting of environmental performance.
Baseline Value:	The baseline will be established using 2022-2024 GHG emissions data from W+R's operations.
Measurement Methodology and Tracking:	GHG reductions will be estimated using standardized emissions factors and methodologies (e.g., EPA WARM model or equivalent) applied to diversion tonnages, renewable energy production, and landfill gas utilization. Emissions avoided through composting, recycling, and reuse will be calculated based on material-specific factors. **Numerical approach:** Total metric tons of CO_2-equivalent ($MTCO_2e$) emissions avoided or reduced in one year **through waste diversion**. Total metric tons of CO_2-equivalent ($MTCO_2e$) emissions avoided or reduced in one year **through renewable energy activities**.

Connection to Guiding Principles:

Community	Circularity + Innovation	Environment + Climate	Economic
Reduce landfill use and associated emissions; protect natural resources.	Keep materials in use and develop new strategies for waste reduction.	Improve operational efficiency and support local recovery markets.	Demonstrate environmental leadership and accountability to the public.

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METRIC: PUBLIC PARTICIPATION

Metric:	Annual Public Participation in in Education and Outreach Efforts
Metric Description:	This metric tracks the reach and impact of waste diversion-related education and outreach activities conducted via the Sustainability Campus project. It includes quantifiable indicators such as the number of public tours, school visits, workshops, community events, and educational partnerships hosted on-site or virtually.
Importance/why it is included in this report:	Education and outreach are essential to building a culture of sustainability and empowering the community to participate in the circular economy. By offering accessible, inclusive, and enriching learning opportunities, the Campus can serve as a regional hub for environmental literacy and community engagement. This metric reflects the Campus's commitment to equipping individuals with the knowledge and tools to reduce waste, conserve resources, and support long-term environmental and economic resilience.
Baseline Value:	The baseline will be established using the average number of participants reached and in baseline years 2022-2024.
Measurement Methodology and Tracking:	The number of participants in waste diversion-related education and outreach activities will be tracked annually. This includes attendees at hosted tours, workshops, school visits, public lectures, and community events. Campus partners and tenants will also report participation in their own outreach efforts. **Numerical approach:** Total number of individuals engaged through education and outreach activities in one year.

Connection to Guiding Principles:

Community	Circularity + Innovation	Environment + Climate	Economic
Provide educational programming to equip community members with tools and resources for moving toward a circular economy.	Develop new ways to measure and assess effectiveness and the quality of programs and services on an ongoing basis.	Build climate resiliency through education that promotes sustainable practices.	Support sustainability initiatives in other industries through educational partnerships and programming.

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VII. IMPLEMENTATION AND REPORTING

It is the responsibility of Dane County to collect, compile, and report data for each Metric identified in this document. Data will be gathered from County operations, Sustainability Campus tenants, and partner organizations, as applicable. **Each metric will be reported on an annual basis and published by May 31st of each year for the previous calendar year** (e.g., May 31, 2026 for Metrics covering 2025). These reports may also include additional measures of performance beyond the identified Metrics, as the Sustainability Campus evolves.

Data Collection and Management

Data from programs directly managed by Dane County (e.g., food scrap collection, Clean Sweep, landfill gas utilization) will be collected and recorded by W+R staff.

Each Sustainability Campus tenant or partner organization engaged in diversion, reuse, or outreach activities will be required to provide annual data submissions, including tonnage, units, participation counts, or other relevant metrics, as defined in their operating agreements.

Reporting Structure

Metrics results will be reported a period of 15 years beginning in 2026, and concluding with a final report in 2040, which roughly coincides with the end of the permit period for the planned Dane County landfill. Annual Metrics reports will be posted on the W+R website and shared with the City-County Committee members via email.

Use of Results

Metrics reporting will serve several purposes:

- Track and communicate the environmental, economic, and community benefits of the Sustainability Campus.
- Inform decision-making for future programs, partnerships, and investments.
- Provide accountability to the public, City, and County stakeholders.

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VIII. DEFINING SUCCESS

The purpose of this Metrics Report is to establish a clear framework for evaluating the success and long-term trajectory of the Sustainability Campus in meeting its goals: advancing waste diversion, strengthening the circular economy, and expanding public education. Measuring success for a project of this scale is inherently complex. New programs take time and resources to develop; Dane County's growing population will likely continue to increase the total volume of waste generated; and evolving materials, technologies, and market conditions will present opportunities and challenges over time.

Despite these uncertainties, Dane County and the City of Madison remain committed to continuous improvement across the identified Metrics. For the purpose of this report, **a weighted point system has been devised to summarize the progress of the Campus over each Review Period.**

Metric	Points
Waste Diversion	
Waste Diversion by Tonnage	**1pt**
Waste Diversion as a Percent of Incoming Materials	**1pt**
Waste Diversion in Landfill Airspace Savings	**1pt**
Number of Material Types Accepted for Waste Diversion	**1pt**
Partnerships	
Partnerships in Waste Diversion	**1pt**
Partnerships in Education and Outreach	**1pt**
GHG Avoided	
GHG Avoided Through Waste Diversion	**1pt**
GHG Avoided Through Renewable Energy Activities	**1pt**
Public Participation	
Public Participation in Education and Outreach Efforts*	**1pt**
Total	**9pts**

Following the scoring table above, each Metric will receive 1 point if there has been measurable improvement over the course of the Review Period. A Review Period will be considered successful if five or more metrics show improvement. Evaluations will make reasonable accommodations for factors outside the County's control - such as major storm events, facility closures, lack of municipal participation, or policy changes - that could skew Metrics.

**City and County agree that indefinitely increasing numbers of public participation in education and outreach efforts may prove impractical, and instead, maintaining baseline levels may be considered successful.*

Review Year: The calendar year in which data for Metrics is collected (e.g., 2026).

Review Period: The three-year span between joint City-County evaluations (e.g., 2025-2027).

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Progress will be **reviewed jointly by the City-County Committee every three years over a 15-year period (2025–2039)**, concluding with a final evaluation in 2040, which roughly aligns with the end of the planned landfill's permit period. Each evaluation will consider the Metrics averaged across the preceding three-year review period as compared to the previous review period, external conditions, and future plans. Joint evaluations to be held:

- 2028: review years 2025-2027[3]
- 2031: review years 2028-2030
- 2034: review years 2031-2033[4]
- 2037: review years 2034-2036
- 2040: review years 2037-2039

Success Criteria for Each Metric	
Waste Diversion	
Waste Diversion by Tonnage	On average, W+R diverts more tonnage of material in the review period than recorded in the previous review period.
Waste Diversion as a Percent of Incoming Materials	On average, W+R diverts a higher proportion of incoming material in the review period than recorded in the previous review period.
Waste Diversion in Landfill Airspace Savings	On average, W+R conserves more landfill airspace in the review period than recorded in the previous review period.
Number of Material Types Accepted for Waste Diversion	On average, W+R accepts more discrete material types for diversion in review period than in the previous review period.
Partnerships	
Partnerships in Waste Diversion	On average, W+R has more active diversion partnerships in review perior than in the previous review period.
Partnerships in Education and Outreach	On average, W+R has more active education/outreach partnerships in review perior than in the previous review period.
GHG Avoided	
GHG Avoided Through Waste Diversion	On average, W+R avoids more emissions through waste diversion in review period than in the previous review period.
GHG Avoided Through Renewable Energy Activities	On average, W+R avoids more emissions through renewable energy activities in review period than in the previous review period.
Public Participation	
Annual Public Participation in Outreach Programs	On average, W+R engages the same or more members of the public in review period than in the previous review period.

[3] The first evaluation (2028) will compare 2025-2027 against the baseline years 2022-2024.

[4] Discussions about future land sales likely need to begin around this time. Permitting can take as long as five years depending on complexity, and thus need long lead times.

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IX. AMENDMENTS

As the County continues work on the Sustainability Campus project and Parties continue to monitor and review the progress of the effort, the Parties will amend the original Development Agreement, as necessary, to incorporate additional details, terms, and conditions. The Parties may amend this Report, including but not limited to extending any deadlines, modifying any Metrics, or adding/removing Metrics, as necessary, only by a written document agreed to by the Parties.

X. CONCLUSION

The Sustainability Campus represents a long-term investment in Dane County's ability to manage waste locally, recover valuable resources, and build new opportunities for education, research, and community engagement. This Metrics Report provides the framework to track that progress in a clear and accountable way. While the path forward will adapt to new challenges, technologies, and community needs, the County and City are committed to using these metrics as a shared guide for decision-making.

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SUSTAINABILITY CAMPUS AND LANDFILL DEVELOPMENT AGREEMENT
Between the City of Madison and the County of Dane

THIS SUSTAINABILITY CAMPUS AND LANDFILL DEVELOPMENT AGREEMENT (this "Agreement"), dated as of this __ day of _____, 2022 (the "Effective Date"), is made by and among the CITY OF MADISON, a Wisconsin municipal corporation (the "City"), and the COUNTY OF DANE, a Wisconsin quasi-municipal corporation (the "County").

RECITALS

WHEREAS, the County currently operates a solid waste landfill located at 7102 U.S. Hwy 12 & 18 in the City of Madison, Dane County, Wisconsin, known as Dane County Landfill Site No. 2, or the Rodefeld Landfill (hereinafter referred to as "Rodefeld Landfill" or "Landfill No. 2"). The County has been providing solid waste disposal at the Rodefeld Landfill for nearly 40 years, but its current capacity is only projected to last until approximately 2030; and,

WHEREAS, the County desires to continue its solid waste disposal program for the benefit of Dane County citizens and municipalities, but the County is in need of land to site a new landfill or "Landfill No. 3"; and,

WHEREAS, the City relies upon the County for its solid waste disposal needs and desires to continue its solid waste disposal locally, which is a more environmentally sustainable and cost effective approach; and,

WHEREAS, the City owns certain real property more fully described on Exhibit A (the "Property") and depicted on Exhibit B (the "Overview Map and Option Property"), which is currently used as the Yahara Hills Golf Course; and,

WHEREAS, the County has preliminary plans to develop a landfill, compost operation, and sustainable business park (hereinafter collectively referred to as the "Sustainability Campus") on the Property with the intent to divert waste and create local circular economies; and,

WHEREAS, the City has determined that it is appropriate to make the Property, which land is due south of the Rodefeld Landfill, available to the County for Landfill No. 3 and Sustainability Campus; and,

WHEREAS, the City and County (the "Parties") have agreed to the sale of the Property, on terms set forth in the Purchase and Sale Agreement entered into by the Parties contemporaneously with this Agreement; and,

WHEREAS, the City and County desire to cooperate in the development of Landfill No. 3 and the Sustainability Campus consistent with the terms of this Agreement and those entered into contemporaneously herewith.

NOW, THEREFORE, in consideration of the premises and the mutual obligations of the Parties, each of them does hereby covenant and agree with the other as follows:

ARTICLE I

DEVELOPMENT OF THE PROJECT

Section 1.1. Development. The County will develop the Property in accordance with this Agreement and the Parties will cooperate with one another in connection therewith. The Development of the property shall be generally consistent with the Conceptual Site Plans presented in Exhibit C (the "Conceptual Site Plans").

Section 1.2. Project Description. The development of the Property contemplated by this Agreement consists of the following elements: (1) the "Landfill" or "Landfill No. 3", (2) the "Compost Site", (3) the "Sustainable Business Park" (collectively, the "Project" or "Sustainability Campus").

ARTICLE II

CONVEYANCE OF THE PROPERTY

Section 2.1. Real Estate Transfer, Leaseback, and Future Land Sale.

(a) The City shall convey the Property to the County pursuant to the terms of a real estate purchase agreement attached hereto as Exhibit D (the "Purchase and Sale Agreement").

(b) Concurrent with the sale of the Property, the County shall lease portions of the Property back to the City for one dollar ($1) per year for the purpose of continuing the operations of golf, as set forth in the leases attached hereto as Exhibit E (the "Golf Course Leasebacks"), including the Ground Lease-Yahara Hills Golf Course (Exhibit E.1), Lease-Yahara Hills Golf Course Maintenance Facility (Exhibit E.2), and Temporary Limited Access Easement for Irrigation System (Exhibit E.3).

(c) As part of the USH 12 & 18 and CTH AB reconstruction project, a large stormwater pond, referred to as "Proposed WDOT Stormwater Pond B" in Exhibit B, will be constructed at the northeastern most corner of the Golf Course property to be sold to the County. Following the completion of the project, the County will be responsible for the pond and the City will transfer the pond to the County, along with any corresponding easements, maintenance agreements, and rights to modify the pond with the Wisconsin Department of Transportation (WDOT or WisDOT), provided that any such modifications shall be subject to the approval of City as set forth in Section 3.2(c) of this Agreement.

(d) Due diligence period specified in Exhibit D will allow for County to investigate the site and receive an initial opinion from Wisconsin Department of Natural Resource (WDNR) confirming there is potential for the site to be developed as a landfill and compost site. County and City will work during this period to secure the land use approvals set forth in Section 3.1. If mutually agreeable by both Parties closing may commence without receiving formal approvals.

(e) The City is agreeable to considering the future sale of additional portions of the Golf Course for the purposes of future landfill expansion, on the following conditions:

(1) County is responsible for any surveying and defining the future expansion area.

(2) Unless separately agreed to by the Parties in writing, attached hereto as Exhibit B is a map showing generally the future land sale area.

(3) If the contemplated future landfill has not received a WDNR approved plan of operation by December 31, 2030 or until such time as Rodefeld is no longer accepting waste, this future land sale shall not occur and any restrictions on the City's use of its land shall be void.

(4) Negotiations for the future land sale will commence no later than when the currently contemplated landfill has 6 years of estimated capacity left, thus allowing time for County permitting to occur.

(5) As described in Exhibit F (the "Right of First Refusal"), City will agree not to sell the future land sale area, or alter the land's current use from golf or parkland, without giving the County the first opportunity to buy the land, even if not for landfill purposes.

ARTICLE III

LAND USE APPROVALS; PERMITTING; ENVIRONMENTAL

Section 3.1. Land Use and City Approvals.

(a) Neighborhood Development Plan. As soon as reasonably possible, upon request from the County, the City will propose an amendment to the Yahara Hills Neighborhood Development Plan to allow for industrial uses on the Property.

(b) Land Use Approvals. As soon as reasonably possible, County will submit application materials required under the City of Madison Municipal Code for zoning, urban design and any other municipal land use and development approvals required in order to develop the Sustainability Campus (collectively, the "Land Use Approvals").

(c) City Cooperation. The City will reasonably cooperate with the County in processing the applications for Land Use Approvals in connection with the Landfill. This section does not obligate the City to make any application on behalf of County, bear responsibility for gaining approvals or removing zoning conditions for the Landfill, or alleviate the County's obligations under Section 4.1(a).

(d) Building and Construction Permits; Fees. County shall comply with all applicable City building codes and construction requirements and shall be responsible for obtaining all building permits with respect to construction of the Landfill and County shall pay the normal and customary City charges and shall be responsible for obtaining all building permits prior to such construction.

Section 3.2. Erosion Control and Stormwater Management.

(a) Erosion control and stormwater management permits for the Landfill and compost site development shall fall under the jurisdiction of the Dane County Land & Water Resources Department. The County shall not be required to obtain any approvals or permits from the City for erosion control or stormwater at the Landfill and compost site.

(b) Erosion control and stormwater management permits for the Sustainable Business Park shall fall under the jurisdiction of the City of Madison, consistent with any other development occurring within the City.

(c) Modifications to the proposed WDOT Stormwater pond shall be subject to the approval of City Engineer, which approval shall be based on the pond's continued ability to meet the applicable storm water requirements. Modifications to the pond shall be designed to maintain the following functionality:

(1) Pollution reduction required for treatment of the highway runoff is maintained.

(2) Flood control function such that proposed changes do not result in additional flooding of Right of Way in terms of spread or depth compared to existing conditions as modeled with an SWMM stormwater model or as approved by the City Engineer to meet similar goals.

(3) Flood control function such that proposed changes maintain pond storage capacity to meet peak discharge rate requirements compared to existing conditions or as approved by the City Engineer to meet similar goals.

Section 3.3 Landfill and Compost Permitting. County shall commence landfill and compost permitting activities concurrent with execution of this agreement. The City will support the proposed siting and operation of the landfill and compost operations and will reasonably cooperate with the County to obtain the permits for construction and operation. The City will support a variance reducing the required setback from landfills to parklands, although the variance itself may be subject to future Common Council approval. City agrees not to file a contested case or other litigation regarding the siting, expansion or design of the landfill and agrees not to assist any opponent of the proposed siting, and will issue a letter of support.

Section 3.4 Central Urban Service Area Amendment. As soon as reasonably possible, and upon request from the County, the City will prepare and submit a Central Urban Service Area Amendment to include the Property and existing landfill in the full central urban service area.

Section 3.5 Reviews. County will have the opportunity to review proposals, permit applications, and material related to the development of the Project prior to the documents being releasing to the public or submission to a public entity, regulating body, or committee for review.

ARTICLE IV

DEVELOPMENT OF SUSTAINABILITY CAMPUS

Section 4.1 Compost Operations. The County agrees to start a compost operation on the Property by April 1, 2026, which will be capable of receiving yard waste, leaves and food waste ("organic materials") in compliance with the terms of Paragraph 7 of the Solid Waste Agreement to be entered into contemporaneously with this Agreement.

Section 4.2 Future Landfill. Following the sale of the Property, County shall take all measures necessary to permit, license, develop and operate a landfill on a portion of the Property. As set forth in the Purchase and Sale Agreement, should this future landfill not get developed, the Property is subject to a contingency that would see some or all of the Property being sold back to the City.

Section 4.3 Sustainable Business Park.

(a) County intends to develop, own and operate a Sustainable Business Park along the north portion of the Property, which development is intended to be compatible with and complimentary to landfill operations. The development and success of the Sustainable Business Park is of mutual interest to the Parties.

(b) **Metrics**. The County will hire a consultant to develop a master plan for the Project which will identify the goals for the Sustainability Campus and the potential waste streams for future diversion from the landfill and recycling or reuse in the Sustainable Business Park. The City shall have up to three staff on a joint City-County staff committee overseeing the work of the consultant. Based upon the consultant's report, the County will issue requests for information (RFIs), requests for qualifications (RFQs), or requests for proposals (RFPs), seeking companies and organizations to divert four separate waste types or less than four waste streams if the identified waste streams equal at least 50% of the total incoming waste to the Rodefeld landfill as identified by the WDNR waste sort performed in 2020.

Based on the results of the consultant's report and the responses to the RFIs, RFQs or RFPs, the City and County agree to work in good faith to create measurable metrics for the Sustainable Business Park by December 31, 2025 to serve as a condition precedent to the sale of additional lands for future landfill purposes. Upon agreement of the Parties, the metrics and conditions for the future land sale described in Section 2.1(e) will be added as an addendum to this Agreement.

(c) **Roadways.** The primary roadways through the Sustainable Business Park shall be constructed to City of Madison standards in effect at the time of construction. The County shall be responsible for the construction and maintenance of said roadways, subject to the right of way and street being dedicated to the City upon order of the Common Council.

(d) **Business Financing.** Businesses and developers considering projects within the Sustainability Campus will be eligible to apply for financial assistance from the City, including Tax Increment Finance (TIF), if the project meets program guidelines and policies at the time of application. City partnership with the Sustainable Business Park should not be construed as providing special privilege to businesses and developers regarding City financial assistance. All City financial assistance is subject to approval by the City of Madison Common Council.

(e) **Property Subdivision**. Within 90 days of adoption of the neighborhood development plan amendment, or as otherwise agreed to by the Parties, the County will submit an application for the subdivision of all or a portion the Property that will identify the area developable as part of the Sustainable Business Park. The City will assist with submission of these documents in its capacity as owner of the Property if the application occurs prior to closing on the Property.

(f) **Campus Covenants**. Concurrent with land division for the Sustainable Business Park as provided for para. (e), the County will file with the City, for approval, a set of restrictive covenants that establishes the purpose of the development; a design review board and design review process; allowable uses; and standards for development of the Sustainable Business Park. City approval of the covenants shall not be unreasonably withheld.

(1) **Property Uses**. Covenants shall include a list of the types of property uses that will be allowable within the Sustainable Business Park to ensure the properties within the Sustainable Business Park are engaged in uses consistent with the underlying goals of the Parties regarding the Sustainability Campus.

(2) **Enforcement.** The covenants shall establish that the County is solely responsible for the administration and enforcement of the Covenants with exception to enforcement of property uses described in para (1). Within the Covenants, the City shall be provided a mechanism to enforce the acceptable property uses within the Sustainable Business Park.

(g) **Southern Access Road**. The Parties, along with the Ho-Chunk Nation, have an interest in the development of a future southern access road connecting CTH AB and the Mill Pond Road area. The County agrees that any platting or development of the Property will dedicate this future public right-of-way.

Section 4.4 Utilities. The City will reasonably cooperate with the County to extend water and sewer to the Property:

(a) City will design and specify adequately sized water and sewer that will meet the anticipated needs of the development. Under separate State/Municipal Financial Agreement with WDOT, the City and County have agreed to installation of the necessary utilities. City will work in good faith to continue to identify options for additional services as needed to improve water flows and meet demands of fire suppression systems at the Ho-Chunk Gaming Madison Campus, Sustainability Campus, existing landfill and Dane County East District Campus.

(b) City will provide reasonable access for discharge of waste waters into the sanitary system from the Sustainability Campus, including the landfill. City cannot guarantee acceptance of waste waters at Madison Metropolitan Sewerage District.

ARTICLE V

INSURANCE

The Parties shall purchase and maintain such insurance coverages as may be required by the Parties' respective lenders and risk managers.

ARTICLE VI

DEFAULT

Section 6.1 Notice and Opportunity to Cure. Whenever any party to this Agreement alleges a default by the other, the party alleging the default shall provide written notice to the other specifying the nature of the default and the actions necessary to cure the default. Subject to reasonable unavoidable delays, if the alleged default is not cured within thirty (30) days after the defaulting party's receipt of such notice, the non-defaulting party may take any one or more of the actions set forth below:

(a) The non-defaulting party may suspend its performance under this Agreement until it receives assurances from the defaulting party that the defaulting party will cure its default and continue its performance under this Agreement.

(b) The non-defaulting party may cancel and terminate this Agreement.

(c) Take whatever action, including legal, equitable or administrative action, which may appear necessary or desirable to the non-defaulting party, including any actions to collect any payments due under this Agreement or to pursue any claims for monetary damages at law or to enforce performance and observance of any obligation, agreement, or covenant by the defaulting party under this Agreement.

The non-defaulting party may elect to take no such action, notwithstanding an event of default not having been cured within said thirty (30) day period. No notice of such election by the non-defaulting party shall be required.

Section 6.2 No Remedy Exclusive. No remedy hereunder is intended to be exclusive of any other available remedy or remedies, but each and every such remedy shall be cumulative and shall be in addition to every other remedy given under this Agreement or now or hereafter existing at law or in equity. No delay or omission to exercise any right accruing upon any default shall impair any such right or shall be construed to be a waiver thereof, but any such right may be exercised from time to time and as often as may be deemed expedient.

Section 6.3 No Implied Waiver. In the event any provision contained herein should be breached by any party and thereafter waived by the other party, such waiver shall be limited to the particular breach so waived and shall not be deemed a waiver of any rights or remedies which the non-breaching party shall have and shall not be deemed a waiver of any subsequent default of any such terms, conditions and covenants to be performed hereunder.

Section 6.4 Duty to Provide Information. Each party shall have the obligation to communicate information upon the reasonable request of the other party where the information can reasonably be deemed necessary to ensure performance under this Agreement. Failure to comply with this section may be deemed a default under this Article VI. This section shall not apply to communications that are subject to attorney-client privilege or any other recognized privilege under the law.

ARTICLE VII

ADDITIONAL PROVISIONS

Section 7.1 Amendments; Incorporation of Exhibits. As the Parties continue work on the pre-development activities contemplated herein and prepare the various agreements referenced above in connection with the design, development, and financing of the Project, the Parties will amend this Agreement, as necessary, to incorporate additional details, terms and conditions. The various agreements referenced herein may be appended as exhibits to this Agreement. The Parties may amend this Agreement, including but not limited to extending any deadlines, only by a written document agreed to by the Parties.

Section 7.2 Consents and Approvals; Good Faith. Except for matters for which there is a standard of discretion specifically set forth herein, wherever this Agreement provides for a determination, decision, selection, consent, approval, acceptance, adoption, satisfaction, or other action, the Parties shall exercise good faith in undertaking such actions and shall not unreasonably withhold, condition or delay any determination, decision, selection, consent, approval, acceptance, adoption, satisfaction or other action that may be necessary to fully implement the terms of this Agreement.

Section 7.3 Non-discrimination. In the performance of the obligations under this Agreement, the Parties agree to abide by their own respective affirmative action plans and in doing so agree not to discriminate, in violation of any state or federal law, against any employee or applicant because of race, religion, marital status, age, color, sex, handicap, national origin or ancestry, income level or source of income, arrest record or conviction record, less than honorable discharge, physical appearance, sexual orientation, gender identity, political beliefs, or student status. The parties further agree not to discriminate, in violation of any state or federal law, against any subcontractor or person who offers to subcontract on this Agreement because of race, religion, color, age, disability, sex, sexual orientation, gender identity or national origin.

Section 7.4 Titles of Articles and Sections. Any titles of the several parts, Articles and Sections of this Agreement are inserted for convenience of reference only and shall be disregarded in construing or interpreting any of its provisions.

Section 7.5 Notices and Demands. Except as otherwise expressly provided in this Agreement, a notice, demand, or other communication under this Agreement by either party to the other shall be sufficiently given or delivered if it is dispatched by registered or certified mail, postage prepaid, return receipt requested, transmitted by facsimile, delivered by a recognized overnight carrier, or delivered personally to the following addresses. If electing to utilize electronic mail, said emails shall be sent to the email addresses provided below with an active read

receipt and shall include a statement that the electronic mail constitutes notice under the terms of this Agreement.

If to County:	Dane County Department of Waste & Renewables Attn: John Welch, Director 1919 Alliant Energy Center Way Madison, WI 53713 Welch@countyofdane.com
With copy to:	Dane County Corporation Counsel City County Building, Room 419 210 Martin Luther King Jr. Blvd. Madison, WI 53703-3345 Phone: (608) 266-4355 Fax: (608) 267-1556
If to City:	City of Madison Attn: Manager, Office of Real Estate Services PO Box 2983 Madison, WI 53701-2983 ores@cityofmadison.com
With copy to:	City Attorney City County Building, Room 401 210 Martin Luther King Jr. Blvd. Madison, WI 53703 Phone: 608-266-4511 Fax: 608-267-8715 attorney@cityofmadison.com

Section 7.6 Counterparts. This Agreement may be executed in counterparts, and all such counterparts shall constitute the same instrument. A signed copy of this Agreement transmitted by facsimile electronic scanned copy (.pdf) or similar technology and shall be as valid as original. This Agreement may be converted into electronic format and signed or given effect with one or more electronic signature(s) if the electronic signature(s) meets all requirements of Wis. Stat. ch. 137 or other applicable Wisconsin or Federal law. Executed copies or counterparts of this Agreement may be delivered by facsimile or email and upon receipt will be deemed original and binding upon the parties hereto, whether or not a hard copy is also delivered. Copies of this Agreement, fully executed, shall be as valid as an original.

Section 7.7 No Third-Party Beneficiaries. It is the intention of the Parties to this Agreement that no person who is not a party signatory to this Agreement shall, under a third party beneficiary theory or otherwise, have any rights or interests hereunder, and no such other party shall have standing to complain of either Party's exercise of, or alleged failure to exercise, its rights and obligations, or of its performance or alleged lack thereof, under this Agreement.

Section 7.8 Wisconsin Law. This Agreement shall be governed by the laws of the State of Wisconsin.

Section 7.09 Severability. If any term or provision of this Agreement or the application thereto to any person or circumstance, shall, to any extent, be held invalid, unlawful or otherwise unenforceable, the remainder of this Agreement, or the application of such term or provisions to the persons or circumstances other than those as to which it is invalid, unlawful or otherwise unenforceable shall not be affected thereby and every other term and provision of this Agreement shall be valid and be enforced to the fullest extent permitted by law.

Section 7.10 Conflicting Terms. As noted herein, other Agreements relating to the Property, Landfill No. 3, and the Sustainability Campus will be entered into by the Parties contemporaneously with this Agreement. In the event of any inconsistency, conflict or ambiguity as to the rights and obligations of the Parties under this Agreement or the related agreements, it is the intent of the Parties that the terms of this Agreement shall control and supersede any such inconsistency, conflict or ambiguity as to the subject matters contained herein.

Section 7.11 Termination. This Agreement shall terminate upon the written agreement of the Parties hereto. Upon termination of this Agreement, this Agreement shall be null and void and, except for obligations that expressly survive termination, and the Parties shall not have any further obligations or liabilities hereunder. Upon such termination the Parties shall deliver to each other such documents as may be necessary to evidence the termination of this Agreement.

Section 7.12 Authority. Each of the undersigned individuals signing this Agreement represent and warrant that they have the power and authority to sign this Agreement on behalf of the entity they represent.

(Signatures begin on next page.)

CITY OF MADISON, WISCONSIN,
a municipal corporation

By:_____
Satya Rhodes-Conway
Mayor

By:_____
Maribeth Witzel-Behl
City Clerk

APPROVED:

_____
David P. Schmiedicke
Finance Director

APPROVED AS TO FORM:

_____
Michael Haas, City Attorney

The execution of this Agreement by City officials was authorized by Enactment No. _____, File ID No. _____, adopted _____, 2022.

(Signatures continue on next page)

COUNTY OF DANE, WISCONSIN,
a municipal corporation

By:_____
Joseph Parisi
County Executive

By:_____
Scott McDonell
County Clerk

The execution of this Agreement by County officials was authorized by Enactment No. _____, File No. _____, adopted _____, 2022

EXHIBIT A
Legal Description

Part of the Northeast Quarter of the Southeast Quarter, part of the Northwest Quarter of the Southeast Quarter, part of the Southeast Quarter of the Southeast Quarter, part of the Southwest Quarter of the Northeast Quarter, the Southwest Quarter of the Southeast Quarter of Section 25, part of the Northeast Quarter of the Northeast Quarter, the Northwest Quarter of the Northeast Quarter of Section 36, all located in Township 7 North, Range 10 East, City of Madison, Dane County, Wisconsin described as:

Beginning at the Northeast Corner of Section 36;
thence South 00°14'45" West, along the East line of the Northeast Quarter of Section 36, 886.93 feet to the Northeast corner of Certified Survey Map 6623 recorded in Volume 32 of Certified Survey Maps on Pages 272 and 273 as Document 2311328;
thence South 70°11'29" West, along the North line of said Certified Survey Map 6623, 1,408.95 feet to the Southeast Corner of the Northwest Quarter of the Northeast Quarter of said Section 36;
thence South 87°59'24" West, along the South line of said Northwest Quarter of the Northeast Quarter, 1,324.74 feet to the Southwest corner of said Northwest Quarter of the Northeast Quarter;
thence North 00°21'33" West, along the West line of said Northwest Quarter of the Northeast Quarter, 1,320.13 feet to the South Quarter Corner of said Section 25;
thence North 00°20'47" East, along the West line of the Southeast Quarter of said Section 25, 2,648.86 feet to the Center Quarter Corner of said Section 25;
thence North 00°20'12" East, along the West line of the Northeast Quarter of said Section 25, 436.32 feet to the Southerly right of way line of United States Highway 12 and 18 as described in the State of Wisconsin Transportation Project Plat 3080-01-26;
thence along said Southerly right of way line for the next 16 courses:
South 72°02'15" East, 445.53 feet;
South 65°27'59" East, 156.63 feet;
South 71°33' 05" East, 400.03 feet;
South 75°52'43" East, 318.21 feet;
South 72°02'15" East, 80.04 feet;
South 00°26'49" West, 95.01 feet;
North 88°14'23" East, 268.49 feet;
South 72°02'15" East, 396.29 feet;
South 69°45'02" East, 196.57 feet;
South 67°27'49" East, 179.16 feet;
South 61°23'44" East, 100.00 feet;
South 49°15'34" East, 100.00 feet;
South 37°07'25" East, 100.00 feet;
South 24°59'16" East, 100.00 feet;
South 12°57'08" East, 98.35 feet;
South 06°59'06" East, 75.62 feet to the West right of way line of County Highway AB;
thence South 00°24'10" West, along said West right of way line, 444.66 feet to the South line of the Northeast Quarter of the Southeast Quarter of Section 25;
thence North 88°09'25" East, along said South line, 33.02 feet to the East line of the Southeast Quarter of said Section 25;
thence South 00°24'10" West, along said East line, 1,319.38 feet to the **Point of Beginning.**

These described lands hereof, contain 10,074,391 square feet or 231.28 acres, more of less, and is subject to restrictions, reservations, rights of way and easements of records.

EXHIBIT B

Overview Map and Option Property

EXHIBIT C
Conceptual Site Plans

EXHIBIT D

Purchase And Sale Agreement

EXHIBIT E
Golf Course Leasebacks

Exhibit E.1. Golf Ground Lease (36 Hole, 27 Hole and 18 Hole)

Exhibit E.2. Maintenance Building Lease

Exhibit E.3. Temporary Limited Easement – Irrigation System Modifications

EXHIBIT E.1

Golf Lease (36 Hole, 27 Hole and 18 Hole)

EXHIBIT E.2
Maintenance Building Lease

EXHIBIT E.3

Temporary Limited Easement – Irrigation System Modifications

EXHIBIT F
Right of First Refusal

City of Madison

City of Madison
Madison, WI 53703
www.cityofmadison.com

Master

File Number: 93619

File ID:	93619	**File Type:**	Resolution	**Status:**	Items Referred
Version:	1	**Reference:**		**Controlling Body:**	FINANCE COMMITTEE
				File Created Date :	06/16/2026
File Name:	Authorizing Metro Transit to use ABC Companies (dba Muncie Reclamation and Supply) as a non-competitively selected provider for bus parts that are necessary for the full lifecycle of a bus.			**Final Action:**	

Title: Authorizing Metro Transit to use ABC Companies (dba Muncie Reclamation and Supply) as a non-competitively selected provider for bus parts that are necessary for the full lifecycle of a bus.

Notes:

Sponsors:	Sabrina V. Madison And Sean O'Brien	**Effective Date:**	
Attachments:	Non-Competitive Selection Request - ABC Companies.pdf	**Enactment Number:**	
Author:		**Hearing Date:**	
Entered by:	sharnish@cityofmadison.com	**Published Date:**	

History of Legislative File

Ver-sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Metro Transit	06/16/2026	Referred for Introduction				
	Action Text:	This Resolution was Referred for Introduction					
	Notes:	Finance Committee (6/29/26), Common Council (7/7/26)					
1	COMMON COUNCIL	06/23/2026	Refer	FINANCE COMMITTEE			Pass
	Action Text:	A motion was made by Madison, seconded by Glenn, to Refer to the FINANCE COMMITTEE. The motion passed by voice vote/other.					

Text of Legislative File 93619

Fiscal Note

The proposed resolution authorizes ABC Companies as a non-competitively selected provider of parts for buses within Metro Transit's fleet. These expenditures are estimated to be $200,000 in 2026 and will be funded by existing appropriations within Metro Transit's budget. The resolution authorizes the sole source agreement for purchases for the remainder of 2026.

Title

Authorizing Metro Transit to use ABC Companies (dba Muncie Reclamation and Supply) as a

non-competitively selected provider for bus parts that are necessary for the full lifecycle of a bus.

Body

WHEREAS Metro Transit has a need to purchase a variety of bus parts for busses not under warranty; and

WHEREAS Metro Transit currently has an existing relationship with ABC Companies, and is currently using parts purchased from ABC Companies in its fleet, affording efficient repair turnaround and ensuring successful continued operation of its revenue-generating busses; and

WHEREAS, to purchase parts compatible with current equipment at the most competitive cost, with the highest degree of consistent part availability, Metro Transit needs to continue to purchase parts from ABC Companies.

WHEREAS, ABC Companies provides consistently available, cost-effective parts for equipment already in Metro Transit's fleet, but does not currently possess a business contract with the City of Madison, therefore, Common Council approval is required for an exception to the competitive selection process normally required for purchases over $75,000 as allowed by MGO 4.26(4) (a) 2;

NOW, THEREFORE, BE IT RESOLVED that Metro Transit may purchase parts from ABC Companies during fiscal year 2026 for revenue-generating fleet vehicles.

Finance Department
Purchasing Services
David P. Schmiedicke, Director
City-County Building, Room 406
210 Martin Luther King, Jr. Blvd.
Madison, WI 53703
Phone: (608) 266-4521 | Fax: (608) 267-5948
purchasing@cityofmadison.com
cityofmadison.com/finance/purchasing

Accounting Services Manager
Patricia A. McDermott, CPA
Budget & Program Evaluation Manager
Christine Koh
Internal Audit & Grants Manager
Kolawole Akintola
Risk Manager
Eric Veum
Treasury & Revenue Manager
Craig Franklin, CPA

Non-Competitive Selection Request

Requisition Number

Fund
2150 METRO TRANSIT

Major
53*** Supplies/Goods

Agency
Metro Transit

Total Purchase Amount
$ 200,000.00

Vendor Name
ABC Companies

Product/Service Description
Bus parts, primarily brakes

Exception Criteria
1. Public exigency (emergency) will not permit the delay incident to advertising or other competitive processes.

Reason For Request
To ensure proper public fund stewardship, Metro Transit regularly compares pricing for necessary bus parts from multiple first and third party part vendors, to ensure purchases are made at the most affordable price available at the time of exigence and are received in a timely manner. ABC Companies (dba Muncie) is one such third party vendor, and Metro maintains a positive relationship with them. Muncie is Metro's primary source of brake parts, which are a critical resource needed to complete timely maintenance and ensure transportation safety. Metro is requesting a non-competitive agreement to extend the value of its 2026 PO with Muncie to cover projected part expenses through the remainder of 2026. A Common Council resolution is forthcoming.

Requestor

Valov, Jacob J

Comments
The City of Madison has paid a total of $912,028 to Muncie Transit Supply since 2015. Of that total, $283,322 was from non-competitively selected purchases. The remaining $628,706 was many small purchases, each under the threshold requiring competitive selection.

City of Madison

City of Madison
Madison, WI 53703
www.cityofmadison.com

Master

File Number: 93420

File ID:	93420	**File Type:**	Resolution	**Status:**	Items Referred
Version:	1	**Reference:**		**Controlling Body:**	FINANCE COMMITTEE
				File Created Date :	06/02/2026
File Name:	13171 TID 56 Creation			**Final Action:**	

Title: Approving the Creation of the Project Plan and Boundary for Tax Incremental District (TID) #56 (Grand Canyon), City of Madison. (District 19)

Notes:

Sponsors: John P. Guequierre

Effective Date:

Attachments: 13171 TID 56 2026 JRB Report.pdf, 13171 TID 56 2026 Project Plan.pdf, TID 56 Legal Description.pdf, TID 44, 46, 50, 51, 54, 56, 57 Plan Com Presentation 2026 6-15.pdf

Enactment Number:

Author: Dan Rolfs, Real Estate Development Manager

Hearing Date:

Entered by: cklawiter@cityofmadison.com

Published Date:

History of Legislative File

Version:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Economic Development Division	06/02/2026	Referred for Introduction				
	Action Text: This Resolution was Referred for Introduction						
	Notes: Finance Committee (6/29/26), Plan Commission (6/15/26), Common Council (7/7/26)						
1	COMMON COUNCIL	06/09/2026	Refer	FINANCE COMMITTEE			Pass
	Action Text: A motion was made by Madison, seconded by Glenn, to Refer to the FINANCE COMMITTEE. The motion passed by voice vote/other.						
	Notes: Additional referral to Plan Commission.						
1	FINANCE COMMITTEE	06/09/2026	Refer	PLAN COMMISSION	06/15/2026		
	Action Text: This Resolution was Refer to the PLAN COMMISSION						
1	PLAN COMMISSION	06/15/2026	Return to Lead with the Recommendation for Approval	FINANCE COMMITTEE			Pass
	Action Text: A motion was made by Guequierre, seconded by Wasniewski, to Return to Lead with the Recommendation for Approval to the FINANCE COMMITTEE. The motion passed by voice vote/other.						
	Notes: On a motion by Ald. Guequierre, seconded by Wasniewski, the Plan Commission found the standards met and recommended approval of the creation of the tax incremental district to the Common Council. The motion passed by voice vote/ other.						

Text of Legislative File 93420

Fiscal Note

The proposed resolution authorizes the creation of TID 56 - Grand Teton. The proposed project plan includes $17.0 million of TIF-eligible costs.

The 2027 Capital Budget Capital Improvement Program (CIP) request for the Economic Development Division (EDD) includes a total of $750,000 from 2027 - 2029 for administration and small business development costs. 2027 requests may be updated before publication fo the 2027 Executive Capital Budget and adoption of the 2027 Capital Budget by the Common Council, or agencies may request the TID funding in future CIPs based on project timelines. No additional City appropriation is required with creation of the TID and adoption of project plan and boundary.

Title

Approving the Creation of the Project Plan and Boundary for Tax Incremental District (TID) #56 (Grand Canyon), City of Madison. (District 19)

Body

WHEREAS Chapter 105 of the Laws of 1975 of the State of Wisconsin created the Tax Increment Law (the "TIF Law"), Section 66.1105, Wisconsin Statutes; and

WHEREAS TIF Law sets forth certain steps which must be followed to create a Tax Incremental Project Plan and Boundary; and

WHEREAS a Notice of Public Hearing by the Plan Commission to afford interested parties an opportunity to express their views on the creation of the TID Project Plan and Boundary for TID 56 was published in the Wisconsin State Journal on May 29 and June 5, 2026 as required by TIF Law; and

WHEREAS prior to publication of the Notice of Public Hearing a copy of the Notice was sent by first-class mail to each of the chief executive officers or administrators of all local governmental entities having the power to levy taxes on property within the boundary of TID 56; and

WHEREAS the Plan Commission of the City of Madison held a public hearing on June 15, 2026, at which interested parties were afforded an opportunity to express their views on the proposed creation of the Project Plan and Boundary for TID 56; and

WHEREAS the Plan Commission has made the following findings as indicated in the attached report:

1. No less than 50%, by area, of the real property within the TID is zoned and suited for mixed-use within the meaning of 66.1105(2), Wisconsin Statutes.

2. The improvement of such area is likely to significantly enhance the value of a substantial portion of the other real property in the TID.

3. The aggregate value of equalized taxable property of the TID, plus all existing TIDs, does not exceed 12% of the total value of equalized taxable property within the City.

WHEREAS the Plan Commission has determined that the TID meets the basic requirements of City TIF Policy for tax incremental district proposals adopted by the Common Council on April 17, 2001, amended on March 31, 2009, and amended again on February 25, 2014 (insofar as

they are applicable to the amendment of a project plan), conforms to the Comprehensive Plan for the City of Madison and is consistent with the review criteria adopted at the same time, specifically, that the TID supports economic development activities intended to stabilize and diversify the City's economic base.

NOW THEREFORE BE IT RESOLVED that the Common Council of the City of Madison hereby confirms and adopts the above recitals and finds that:

1. No less than 50%, by area, of the real property within the amended TID boundary is suitable and zoned for mixed-use within the meaning of Section 66.1105(2), Wisconsin Statutes.
2. The improvement of such area is likely to significantly enhance the value of a substantial portion of the other real property in the TID.
3. The aggregate value of equalized taxable property of the TID, plus all existing TIDs, does not exceed 12% of the total value of equalized taxable property within the City.
4. TID 56 (Medical Circle) is hereby declared a mixed-use district.
5. The percentage of territory devoted to retail businesses within TID 56 (Medical Circle) is under thirty-five (35%) percent.

BE IT STILL FURTHER RESOLVED that the attached Project Plan and Boundary for TID 56 (Medical Circle), City of Madison, is hereby adopted as of January 1, 2026 as the Project Plan for said District and such plan is feasible and in conformity with the Comprehensive Plan for the City of Madison and will add to the sound growth of the City.

Executive Summary to the City of Madison Joint Review Board

Tax Incremental District (TID) No. 56 (Grand Canyon)
2026 Project Plan Creation
City of Madison

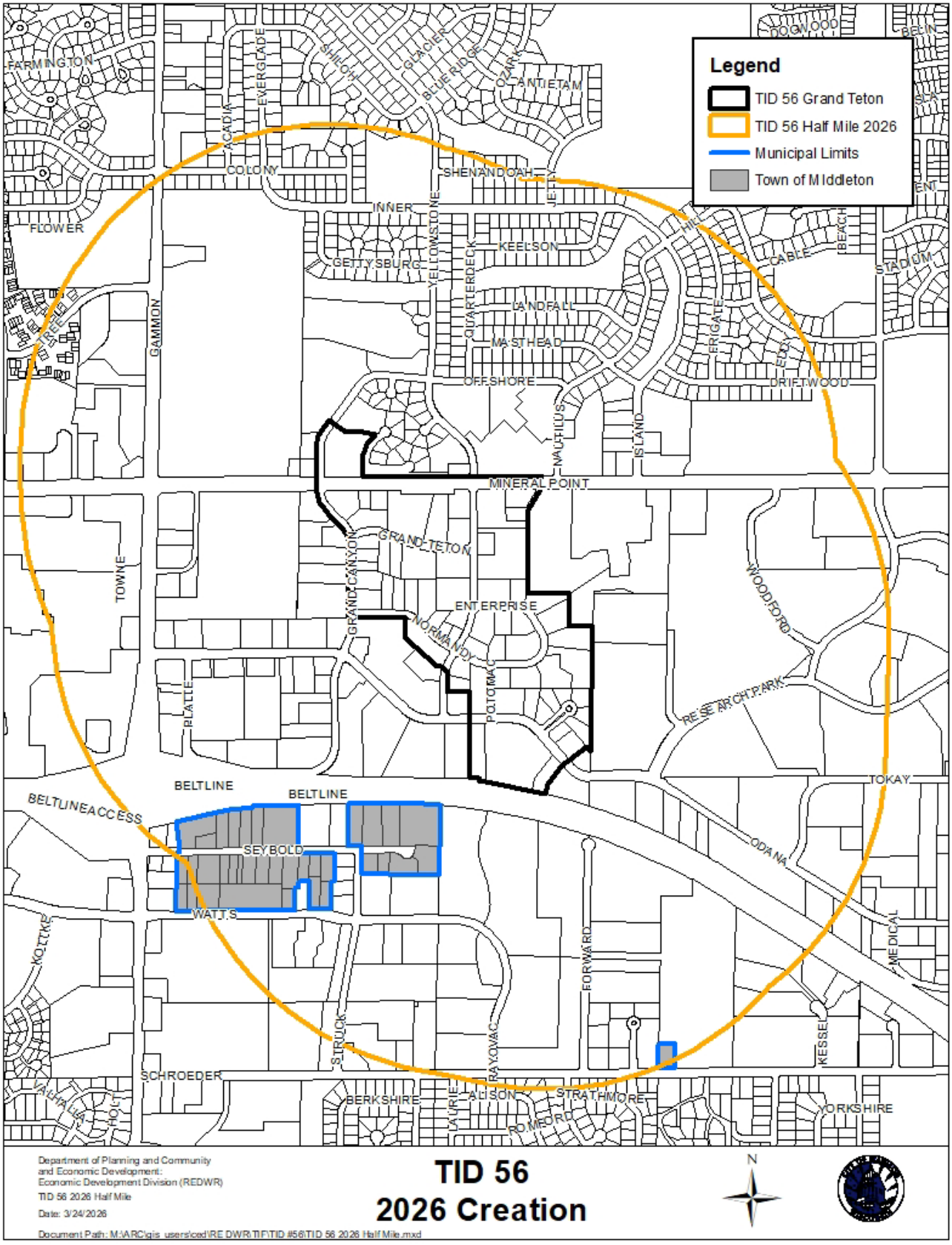
May 22, 2026

Background

By statute, a TIF Joint Review Board, comprised of one representative each from the Madison Metropolitan School District (MMSD), the City of Madison, Dane County, Madison College (MATC) and one public member, meets to review, and if acceptable, approve the creation of a Tax Incremental District (TID) Project Plan and boundary. The Joint Review Board will meet at a future date to take action upon the proposed creation of the project plan and boundary for TID 56 (Grand Canyon).

Summary of the TID #56 Project Plan

The map on the next page depicts the boundaries of TID 56 in the Grand Canyon Drive, Mineral Point Road, Odana Road area of the City of Madison, along with the Half Mile boundary of TID 56:


Legend
TID 56 Grand Teton
TID 56 Half Mile 2026
Municipal Limits
Town of Middleton
FARMINGTON
ACADIA
EVERGLADE
SHILOH
GLACIER
BLUE RIDGE
OZARK
ANTIETAM
COLONY
SHENANDOAH
JETTY
INNER
YELLOWSTONE
KEELSON
GETTYSBURG
QUARTERDECK
LANDFALL
MASTHEAD
OFFSHORE
NAUTILUS
ISLAND
FRIGATE
EDDY
DRIFTWOOD
CABLE
BEACH
STADIUM
FLOWER
GAMMON
MINERAL POINT
GRAND TETON
GRAND CANYON
TOWNE
ENTERPRISE
NORMANDY
POTOMAC
WOODFORD
RESEARCH PARK
PLATTE
BELTLINE
BELTLINE
BELTLINE ACCESS
SEYBOLD
WATTS
TOKAY
ODANA
KOLTEN
FORWARD
MEDICAL
KESSEL
STRUCK
RAYOVAC
SCHROEDER
VALHALLA
HOLT
BERKSHIRE
LAURIE
ALISON
STRATHMORE
ROMFORD
YORKSHIRE
Department of Planning and Community and Economic Development:
Economic Development Division (REDWR)
TID 56 2026 Half Mile
Date: 3/24/2026
Document Path: M:\ARC\gis_users\ced\REDWR\TIF\TID #56\TID 56 2026 Half Mile.mxd
TID 56
2026 Creation
N

TIF Law Required Information for TID Amendment Approval

1) Estimates of project costs and tax increments, including:

a) Specific items that constitute project costs; (See Chart Below)

TID #56	Proposed TIF Funded Non-Assessable Cost	Assessable/ Non-TIF Project Costs	Total	Time Frame (Year – Year)
Public Works: (Mineral Point Road, Grand Canyon Drive, Grand Teton Plaza, Yellowstone Drive, Odana Road area)	**$10,100,000**	$24,685,000	$34,785,000	2026 - 2045
Park Improvements	**$1,500,000**	$0	$1,500,000	2026 - 2045
Total Public Works	**$11,600,000**	$24,685,000	$36,285,000	2026 - 2045
Other Eligible Cost				
CDA Redevelopment	$0	$0	$0	2026 - 2045
Affordable Housing	$0	$0	$0	2026 - 2045
Development Loans	$2,900,000	$0	$2,900,000	2026 - 2045
Land Acquisition	$0	$0	$0	2026 - 2045
Small Business Grants	$2,000,000	$0	$2,000,000	2026 - 2045
Administrative and Professional Costs	$500,000	$0	$500,000	2026 - 2045
Subtotal – Other Eligible Cost	**$5,400,000**	**$0**	**$5,400,000**	
TOTAL PROJECT COSTS	**$17,000,000**	$24,685,000	$41,685,000	2026 - 2045
Finance Costs (financing costs for entire project plan)	$4,700,000	$0	$4,700,000	2026 - 2045

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

b) The total dollar amount of these project costs to be paid with tax increments;

Per the above chart, tax increments will pay for a total of **$10,100,000** of project costs.

c) The amount of tax increments to be generated over the life of the tax incremental district.

TID 55 is estimated to generate approximately $17,000,000 of incremental revenue through the end of its life in 2045. The net present value of these incremental revenues is $7,800,000, as shown in the TIF run attached to the project plan.

2. The amount of value increment when the project costs are paid in full and the district is closed.

Based upon development projects that are projected to occur, the anticipated incremental value of property within the district at the end of its 20-year life is estimated at **$104,000,000**. This value will be returned to overlying tax jurisdictions for general tax levy purposes upon closure of the district at the end of its statutory life. Based upon conservative estimates, the district will generate sufficient incremental revenues to repay all anticipated project costs by 2045.

Without any additional projects generating new incremental value, the estimated incremental value in 2045 is $104 million. However, the City may propose future amendments to the TID 56 project plan to fund additional development or infrastructure projects.

3. The reasons why the project costs may not or should not be paid by the owners of property that benefit by improvements within the district.

The budget for the proposed project plan amendment is estimated at $41,685,000.

The total amount of assessable or non-TIF costs to be paid for with non-TIF funds is $24,685,000.

The total amount of costs to be paid for with TIF funds is $17,000,000.

4. The share of the projected tax increments estimated to be paid by the owners of taxable property in each of the taxing jurisdictions overlying the district.

The estimated base value of TID 56 is **$110,331,200**. Overlying jurisdictions will continue to collect their portion of the levy upon the base value over time. The box below indicates the share of the estimated first tax increment invested by overlying tax jurisdictions based upon the 2026 mill rate.

Tax Jurisdiction	2026 Mill Rate	Share of Tax Levy
City	7.00	35%
County	2.36	12%
MMSD	10.41	51%
MATC	0.64	3%
State of WI	0.0	0%
Totals*	20.38**	100%**

Source: City of Madison 2026 Adopted Operating Budget
**NOTE: Total Mill Rate is the Gross Mill, prior to any State Tax Credits being applied to this rate.*
***NOTE: Total may not add due to rounding*

5. **The benefits that the owners of taxable property in the overlying taxing jurisdictions will receive to compensate them for their share of the projected tax increments.**

   A conservative estimate of the total incremental value resulting from potential development projects, and economic growth or value appreciation of the life of the TID is estimated to be $104 million. The benefits of these potential projects are: sharing new equalized value growth, creation of new housing, infrastructure improvements, and job creation / retention to benefit those in the district and throughout the City of Madison.

   TID 56's estimated base value of $110,331,200 is anticipated to grow by $104 million at the end of the 20-year life of the TID. Assuming that the City incurs all $17 million of projected costs identified in the TID Project Plan, that there are no changes in tax increment estimates, no further project plan amendments and no changes to TIF Law, the City of Madison forecasts that TID 56 may close in 2045. The average life of a TID in the City of Madison is 12 years. The TID may recover these costs sooner, or the City may choose not to incur all the project costs identified in the project plan. The incremental value of the TID in 2045 when the TID is forecasted to be closed is estimated to be $104 million *(Note: variations are due to rounding)*.

   TID 56 is a "Mixed-Use" TID, as defined by State Statute 66.1105.

<u>Criteria for TID Approval</u>

Per TIF Law, the Joint Review Board will cast a vote based upon the following three criteria:

1. **Whether the development expected in the tax incremental district would occur without the use of tax incremental financing.**

   Only $24,685,000 of the proposed $41,685,000 in project costs are assessable. Without tax increment revenue, such improvements are not likely to occur when compared to areas in the City where special assessment revenues may be more readily available to fund greater portions of project costs.

2. **Whether the economic benefits of the tax incremental district, as measured by increased employment, business and personal income and property value, is insufficient to compensate for the cost of improvements.**

   If the District closes in 2045 as projected, it is estimated that approximately $104 million of incremental value would return to the overlying taxing jurisdictions. At 20 years, the District would return approximately $104 million of incremental value to the overlying taxing jurisdictions. Without TIF, the infrastructure and other investments described in the project plan document in and adjacent to TID 56 would not occur. The infrastructure and other improvements will continue to boost values within and adjacent to TID 56.

3. **Whether the benefits of the proposal outweigh the anticipated tax increments to be paid by owners of property in the overlying tax districts.**

Property and infrastructure improvements, blight elimination, tax base growth and job creation / retention are the most significant and quantifiable benefit to overlying tax jurisdictions from the investment of TIF funds.

Without TIF, overlying tax jurisdictions would share approximately $2 million of tax revenues for the tax parcels included in TID 56, based on the estimated base value of $110,331,200. As stated earlier, the incremental value in 2045 at the end of the projected life of the TID is estimated at $104 million. Theoretically, if the City invested all $17 million of project costs in the district, which investment would leverage over $104 million; or $1 of TIF leverages approximately $6.11 of value growth. If the TID were to be closed at that time, this value growth would be returned to overlying tax jurisdictions that would now share in a levy of approximately $3.9 million, or a net gain of approximately $1.9 million as a result of TIF.

In turn, the anticipated tax increments over the life of the district are estimated to support $17 million of public investment. This investment will further enhance the area, increase values in and around the District, build new housing, and help create new, family supporting jobs.

Date Adopted: _____, 20__
Resolution Number: RES-2_-_____
Expenditure Deadline: _____, 20__
TID Expiration Date: _____, 20__

Project Plan and Boundary for

TAX INCREMENTAL FINANCE DISTRICT #56
(Grand Canyon)

City of Madison

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

2026

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TAX INCREMENTAL FINANCE DISTRICT 56
(GRAND CANYON)

INTENT

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, revitalize neighborhoods and expand housing options. 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.

PURPOSE

In particular, the City of Madison is proposing to create Tax Incremental District (TID) #56 (Grand Canyon) (hereinafter "the proposed TID") as a mixed-use TID. The TID's purpose is to capture tax increments generated by incremental value growth to fund public works improvements and on an as-needed basis and provide financial assistance to projects within the proposed TID that will benefit the TID and the larger community.

The proposed TID will be generally located along the following boundaries: Generally, an area between Mineral Point Road, Grand Canyon Drive, the West Beltline Highway, and the western edge of the University Research Park.

PROPOSED CHANGES IN ORDINANCES, CODES OR PLANS

The project elements proposed in this Project Plan conform to the objectives and recommendations contained in the Comprehensive Plan For The City of Madison ("Comprehensive Plan") as approved by the City Plan Commission.

No changes to 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 CC, RMX, SE, CC-T, and TR-U2. These zoning districts are suitable for mixed-use development.

Consistence with the City of Madison Comprehensive Plan
Updated in September 2024, the Comprehensive Plan contains six sections, each with its own set of overarching goals and implementation strategies. **The projects and activities planned for the proposed TID are consistent with the following goals and implementation strategies established in the Comprehensive Plan:**

Land Use and Transportation

Goal:	Strategies:
Madison will be comprised of compact, interconnected neighborhoods anchored by a network of mixed-use activity centers.	• Ensure all populations benefit from the City's transportation investments
	• Concentrate the highest intensity development along transit corridors, downtown, and at Activity Centers.
	• Facilitate compact growth to reduce development of farmland.
	• Expand and improve the city's pedestrian and bicycle networks to enable safe and convenient active transportation.

Neighborhoods and Housing

Goal:	Strategies:
Madison will be a safe and welcoming city of strong and complete neighborhoods that meet the needs of all residents.	• Create complete neighborhoods across the City where residents have access to transportation options and resources needed for daily living.
Madison will have a full range of quality and affordable housing opportunities throughout the City	• Support development of a wider mix of housing types, sizes, and costs throughout the City
	• Increase the amount of available housing
	• Integrate lower priced housing, including subsidized housing, into complete neighborhoods.
	• Provide housing options with health and social services for residents who need it most, including residents experiencing homelessness

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

Such costs include sanitary sewer, stormwater management systems, street improvements, repair and reconstruction. By City Ordinance, developers are required to install necessary infrastructure at their cost. In some cases, funds were set aside under the Development Loans cost category to provide financial assistance to projects that demonstrate a financial gap, to the City's satisfaction, caused in whole or in part by the cost of such infrastructure improvements.

Estimated Cost: $34,785,000

Park Improvements

Such costs include improvements to park facilities such as ball fields for soccer, baseball, softball football or other ball sports, beaches, disc golf, hiking trails, fishing locations, ice skating, public pools, volleyball courts, biking facilities, canoe and kayak facilities, dog parks, multipurpose fields, splash parks, boat launches, playground, parking facilities, skate parks and other parks related activities. This will include the creation of a West Towne Area Park.

Estimated Cost: $1,500,000

Community Development Authority (CDA) 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

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 the proposed TID pays off all of its aggregate costs, as provided for in State Statute, the City may extend the life of the proposed TID for two years to benefit affordable housing and to improve housing stock.

Estimated Cost: $0

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, public infrastructure, landscaping and similar types of related activities.

Development Loan to 6522 Grand Teton: $2,900,000

Estimated Cost: $2,900,000

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 proposed TID. The acquisitions could vary from right-of-way and air space to entire parcels.

Estimated Cost: $0

Economic Development Assistance – Small Business Grants

Where necessary or convenient for the implementation of the Project Plan, TIF assistance in the form of small business grants may be provided for private small business development projects. 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, interior or exterior renovation or restoration, site preparation, environmental remediation, landscaping and similar types of related activities. TIF Law requires that the City provide the Joint Review Board with copies of the grant agreement for each project. The City will provide copies of each grant agreement to the Joint Review Board after each subsequent project receives the Common Council authorization of a grant award. The following programs will provide TIF assistance in the form of small business grants:

Building Improvement Grants
The Building Improvement Grant program encourages business owners to reinvest in their business by offering grants of up to $50,000 to assist with the capital costs associated with renovating the interior and exterior of retail spaces.

Façade Grants
The Facade Improvement Grant Program was established to support and encourage small businesses to reinvest in the downtown and neighborhood business districts. The program provides matching grants to small business owners and tenants to assist them in restoring or beautifying their facades or storefronts. The maximum grant amount is $25,000.

Commercial Ownership Assistance (COA) Program
The COA program provides financial assistance to small business owners expand their enterprises by transitioning from leasing space to owning commercial property for their business. The program is structured as a 0% interest loan with no payment due to the City unless the property is sold. The loan can be used for businesses to purchase an existing space or to develop a new building for their businesses. The maximum loan amount is $250,000.

Small Cap TIF Program
The Small Cap TIF program provides loans to help existing business expand and grow. Loans up to $250K can be used for purchasing real estate, financing real estate improvements or for purchasing capital machinery and equipment.

Total Estimated Cost (Small Business Grants): $2,000,000

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 the proposed TID, supplies and materials, contract and consultant services, and those costs of City departments such as the Finance Department, City Attorney, City Engineer, Parks Division, DPCED, and the Office of the Mayor.

Estimated Cost: $500,000

Total Project Costs: **$41,685,000**

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 estimate 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 the **$17,000,000** of estimated non-assessable project costs and an estimated **$4,700,000** 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 within a location (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 for that location in the Project Plan.**

TID #56	Proposed TIF Funded Non-Assessable Cost	Assessable/ Non-TIF Project Costs	Total	Time Frame (Year – Year)
Public Works: (Mineral Point Road, Grand Canyon Drive, Grand Teton Plaza, Yellowstone Drive, Odana Road area)	**$10,100,000**	$24,685,000	$34,785,000	2026 - 2045
Park Improvements (West Town Area Park)	**$1,500,000**	$0	$1,500,000	2026 - 2045
Total Public Works	**$11,600,000**	$24,685,000	$36,285,000	2026 - 2045
Other Eligible Cost				
CDA Redevelopment	$0	$0	$0	2026 - 2045
Affordable Housing	$0	$0	$0	2026 - 2045
Development Loans	$2,900,000	$0	$2,900,000	2026 - 2045
Land Acquisition	$0	$0	$0	2026 - 2045
Small Business Grants	$2,000,000	$0	$2,000,000	2026 - 2045
Administrative and Professional Costs	$500,000	$0	$500,000	2026 - 2045
Subtotal – Other Eligible Cost	**$5,400,000**	**$0**	**$5,400,000**	
TOTAL PROJECT COSTS	**$17,000,000**	$24,685,000	$41,685,000	2026 - 2045
Finance Costs (financing costs for entire project plan)	$4,700,000	$0	$4,700,000	2026 - 2045

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 public works costs may vary or may be adjusted within an identified location or corridor without a project plan amendment, so long as the total amount of costs does not exceed the amount adopted for that location in the Project Plan.**

How Tax Increments Are Generated, Used

Under the Wisconsin TIF Law ("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 proposed TID. Taking the proposed 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. All project expenditures must be made five (5) years prior to the termination of the proposed TID. Therefore, all project expenditure must be made by December 31, 2040. Tax increments may be received until project costs are recovered or until the proposed TID reaches its maximum life of 20 years, at which time the proposed TID must close.

TIF-Eligible Capital Budget

The cost of public improvements and other project costs is $41,685,000. There are $24,685,000 of anticipated costs that will be assessable to property owners or funded through other non-TIF sources. Assessments are determined in accordance with the City and Board of Public Works standard special assessment policies. The total amount of TIF-eligible cost is the total cost, less the assessable / non-TIF funded cost, which is $17,000,000. **This figure represents the authorized TIF Capital Budget for this Project Plan.**

Estimate of Economic Feasibility, TIF Generator(s)

The City of Madison's adopted 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. The proposed TID has one or more tax increment generators as described below.

TIF Generator Project (Address and Description)	Estimated Incremental Value
1. 6522 Grand Teton Plaza – This project will consist of approximately 302 units of affordable housing, leased to tenants making an average of 60% Area Median Income (AMI) and 148 parking stalls.	$39,460,000
Total Estimated Incremental Value from TIF Generators	$39,460,000

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 $104,000,000. This value includes the $39,460,000 generated from projects outlined above, along with an additional $64,540,000 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, the anticipated economic growth of tax incremental revenues over the TID's life (i.e. the total amount of tax increments over 20 years) should total approximately $17,000,000. The present value of the total incremental revenues that are anticipated to be generated is $7,800,000, sufficient to pay for the $17,000,000 of project costs identified in this Project Plan.

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 the proposed TID may, therefore, be less than the amount shown in the Project Plan.

Assuming no change in economic conditions, the TID is projected to recover its proposed $17,000,000 project cost in approximately 20 years, or the year 2045. This projection is shown in the attached TIF Run.

Finance Cost

Staff estimates that TID increment could support interest payments on capital borrowing. The estimated interest and finance cost of borrowing the entire estimated capital cost is $4,700,000

PROMOTION OF ORDERLY LAND DEVELOPMENT

As addressed in the Section of this Project Plan titled "Proposed Changes in Ordinances, Codes, or Plans, the project elements in this Project Plan conform to the objectives and recommendations contained in City of Madison Comprehensive Plan. The area in this TID is identified for Low-Medium Residential, Medium Density Residential, Community Mixed Use, Parks and Open Space, Low Residential, General Commercial, and Employment land uses 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://imaginemadisonwi.com/sites/imaginemadisonwi.com/files/document/pdf/180501%20Comprehensive%20Plan%20-%20Full.pdf

TID 56 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.

None (0%) of the area in the proposed TID is identified for newly-platted residential purposes and none of the project costs are for newly-platted residential development. Therefore, Wis. Stat. s. 66.1105(2)(f)3. does not apply.

EXPECTATIONS FOR DEVELOPMENT

The expectations for development in the proposed TID 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 redevelopment and infill upon parcels of land within the TID boundary. The known 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.

Anticipated Development: The actual timing and value of new growth within the TID depends upon variables that are currently unpredictable. 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 $39,640,000 of incremental value. The total incremental value (including estimated TIF Generators and appreciation of property value with in the TID) generated over the 20-year life of the district is estimated at approximately $104,000,000. This growth is estimated to generate approximately $17,000,000 of tax increments over the life of the TID. The estimated present value of these tax increments is $7,800,000.

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.

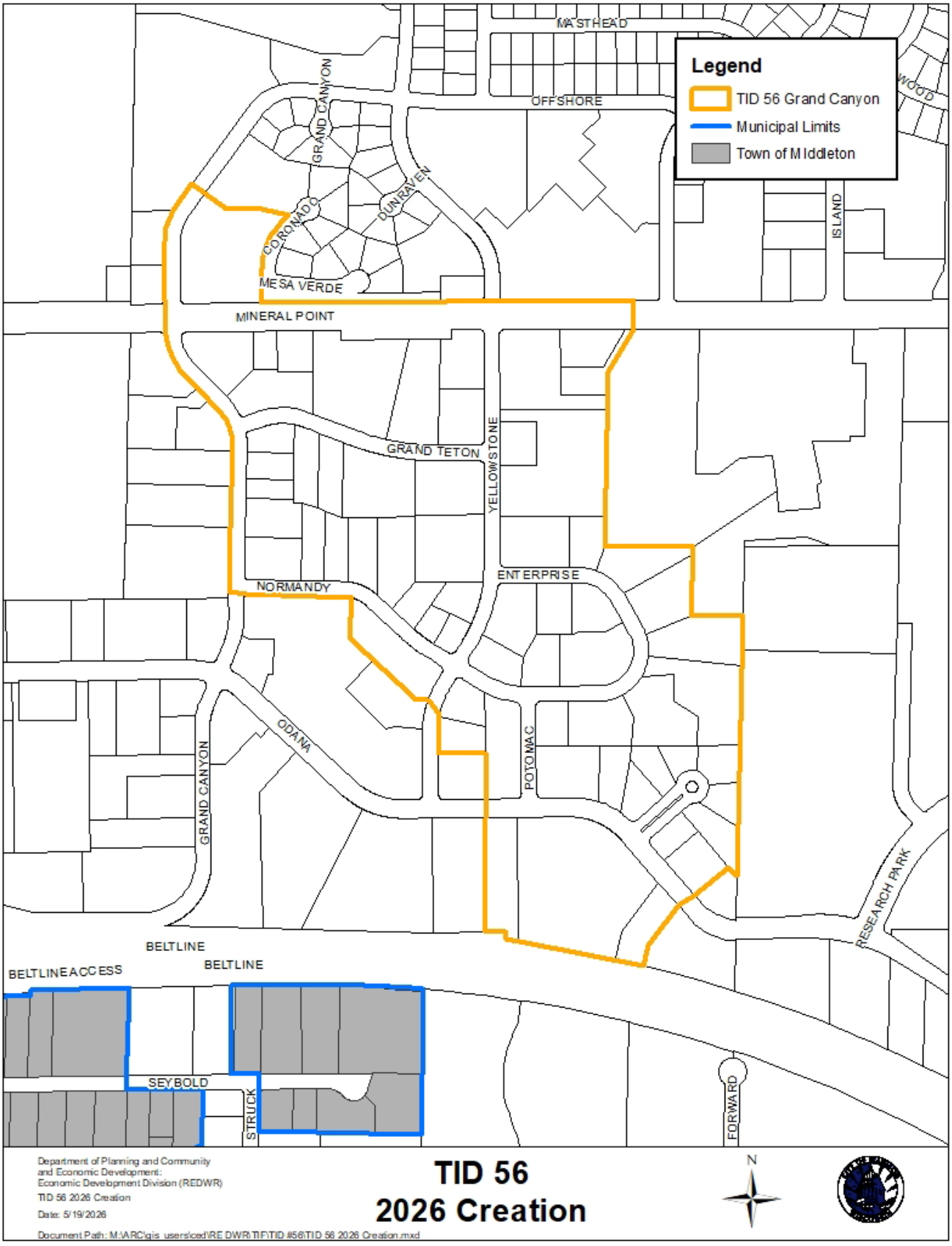
LEGAL DESCRIPTION

A parcel of land located in the Southeast ¼ of the Southwest ¼ and the Southwest ¼ of the Southeast ¼ of Section 24 and the Northeast ¼ of the Northwest ¼, the Southeast ¼ of the Northwest ¼ , the Northwest ¼ of the Northeast ¼, the Southwest ¼ of the Northeast ¼, and the Northwest ¼ of the Southeast ¼ in Section 25 all in Township 7 North, Range 8 East in the City of Madison, Dane County, Wisconsin, more particularly described as follows:
Commencing at the South ¼ corner of said Section 24, Township 7 North, Range 8 East in the City of Madison; thence North 66.51 feet more or less to the Northwest corner of Parcel 29 of the Transportation Project Plat Doc. No. 5951041 being the current northerly right-of-way of Mineral Point Road and also being the **Point of Beginning;**
Thence westerly 665.54 feet more or less within the Mineral Point right-of-way to the intersection of the northerly right-of-way of Mineral Point Road and the easterly right-of-way of Coronado Court as shown on the plat of Parkwood Heights Addition to Parkwood West;
Thence continuing westerly 100.00 feet more or less along the northerly right-of-way of Mineral Point Road to the intersection of the said northerly right-of-way of Mineral Point Road and the westerly right-of-way of Coronado Court as shown on the said plat of Parkwood Heights Addition to Parkwood West;
Thence northerly 136.43 feet more or less along a line 100 feet westerly of the easterly line of Lot 6 of the plat of Parkwood West and being along the westerly right-of-way of Coronado Court to the most southerly corner of Outlot 1 of the said Parkwood Heights Addition to Parkwood West and being a point of curvature;
Thence northeasterly 270.52 feet more or less along a curve to the right and being along the westerly right-of-way of Coronado Court having a radius of 310.00 feet to the Northeast corner of said Outlot 1;
Thence northwesterly 113.77 feet more or less along the northerly line of said Outlot 1 to the Northwest corner of said Outlot 1 also being the Southeast corner of Lot 19 of said Parkwood Heights Addition to Parkwood West;
Thence westerly 163.08 feet more or less along the South line of said Lot 19 and being the North line of said Lot 6 of Parkwood West to an angle point in the said South line of Lot 19;
Thence northwesterly 113.48 feet more or less along the southerly line of said Lot 19 and being the northerly ling of said Lot 6 to the most westerly corner of said Lot 19 and being the most northerly corner of said Lot 6 and lying on the easterly right-of-way of Grand Canyon Drive;
Thence northwesterly 66.00 feet crossing Grand Canyon Drive to a point on the easterly line of Lot 3 of Parkwood West and being on the westerly right-of-way of Grand Canyon Drive and being 133.15 feet more or less northeasterly of the Southeast corner of said Lot 3;
Thence southwesterly 102.42 feet more or less along the said westerly right-of-way of Grand Canyon Drive and being along the easterly line of said Lot 3 to a point of curvature;
Thence southerly 169.36 feet more or less along a curve to the left and being along the said westerly right-of-way of Grand Canyon Drive also being along the easterly line of Lots 2 and 3 of the said Parkwood West having a radius of 266.00 feet to a point of tangency lying 96.00 feet more or less northerly of the Northeast corner of Lot 1 of said Parkwood West;
Thence southerly 241.00 feet more or less along the said westerly right-of-way of Grand Canyon Drive also being along the easterly line of said Lots 1 and 2 to a point of curvature along the easterly line of said Lot 1;
Thence southerly 170 feet more or less across Mineral Point Road to a point of reverse curvature at the Northeast corner of Lot 18 of the First Addition to Park Towne and being on the westerly right-of-way of Grand Canyon Drive;

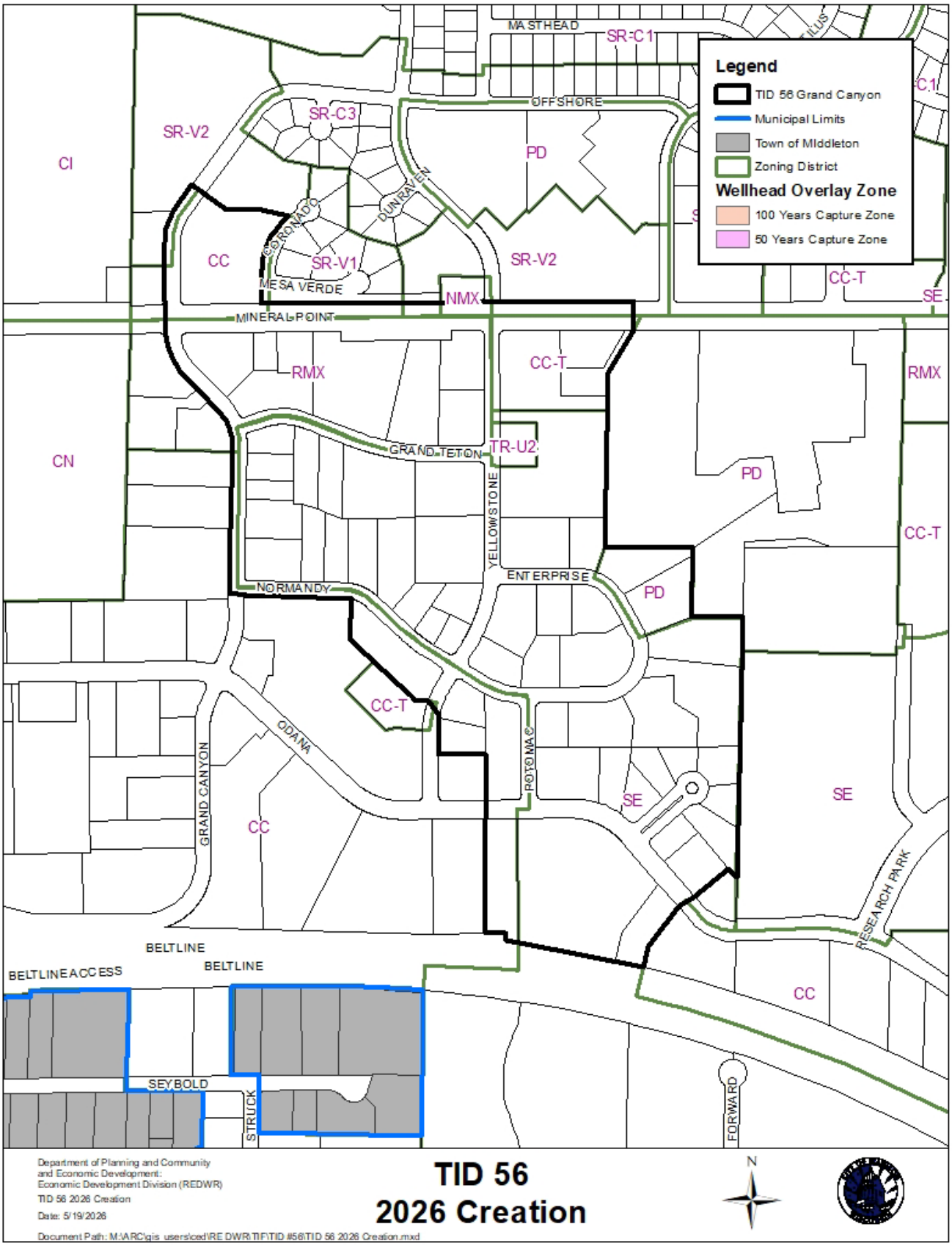
Thence southeasterly 167.65 feet more or less along a curve to left being along the westerly right-of-way of Grand Canyon Drive and the easterly line of said Lot 18 to a point of tangency at the Southeast corner of said Lot 18;
Thence southeasterly 205.18 feet more or less along the westerly right-of-way of Grand Canyon Drive and being along the easterly line of Lots 28 and 29 of the Fourth Addition to Park Towne to a point of curvature;
Thence southerly 197.52 feet more or less along a curve to the right being along the westerly right-of-way of Grand Canyon Drive and the easterly line of Lots 27 and 28 of the said Fourth Addition to Park Towne and Lot 3 of CSM 13141 having a radius of 250.00 feet to a point of tangency;
Thence southerly 621.69 feet more or less along the westerly right-of-way line of Grand Canyon Drive and being along the easterly line of Lots 23 through 27 of the said Fourth Addition to Park Towne to a point of intersection of the said westerly right-of-way line of Grand Canyon Drive and the westerly extension of the southerly right-of-way of Normandy Lane;
Thence easterly 81 feet more or less across Grand Canyon Drive to a point of curvature at the northwesterly corner of Lot 2 of CSM 12279 and being along the southerly right-of-way of Normandy Lane;
Thence easterly 412.00 feet more or less being along the said southerly right-of-way of Normandy Lane and also being the northerly line of said Lot 2 of CSM 12279 to a point of curvature;
Thence easterly 33 feet more or less along a curve to right being along the said southerly right-of-way of Normandy Lane and the northerly line of Lot 2 of CSM 12279 having a radius of 150.00 feet to the Northeast corner of said Lot 2 of CSM 12279;
Thence southerly 172.56 feet more or less along the easterly line of said Lot 2 of CSM 12279 and the westerly line of Lot 1 of CSM 12279 to the Southwest corner of said Lot 1;
Thence southeasterly 390.10 feet more or less along the southwesterly line of said Lot 1 to an angle point in the said southwesterly line;
Thence easterly 48.50 feet more or less along the southerly line of said Lot 1 to a point on the westerly right-of-way of Yellowstone Drive and being the Southeast corner of said Lot 1;
Thence southeasterly 88.4 feet more or less across Yellowstone Drive to the Northwest corner of Lot 144 of the Tenth Addition to Park Towne;
Thence southerly 69.30 feet more or less along a curve to the left being along the easterly right-of-way of Yellowstone Drive and being along the westerly line of said Lot 144 having a radius of 367.00 feet to a point of tangency;
Thence southerly 78.04 feet more or less along the said easterly right-of-way of Yellowstone Drive and the westerly line of said Lot 144 to the Southwest corner of said Lot 144;
Thence easterly 200.00 feet more or less along the South line of said Lot 144 to the Southeast corner of said Lot 144 also being the Northeast corner of Lot 77 of the Seventh Addition to Park Towne;
Thence southerly 200.00 feet more or less along the East line of said Lot 77 to the Southeast corner of said Lot 77 and being on the northerly right-of-way of Odana Road;
Thence southerly 80.0 feet more or less across Odana Road to the Northwest corner of Lot 1 of CSM 1705 and the southerly right-of-way of Odana Road;
Thence southerly 492.36 feet more or less along the West line of said Lot 1 to the Southwest line of said Lot 1 and the northerly right-of-way of the West Beltline Highway (USH 12 &14);
Thence easterly 86.44 feet more or less along the southerly line of said Lot 1 and also being along the northerly right-of-way of the West Beltline Highway to an angle point in the said southerly line;
Thence southerly 28.28 feet more or less along the southerly line of said Lot 1 and being along the northerly right-of-way of the said West Beltline Highway to a non-tangent curve along the said northerly right-of-way of the West Beltline Highway;
Thence easterly 600.68 feet along a curve to the right and being along the said northerly right-of-way of the West Beltline Highway and also being along the southerly line of Lots 1 and 2 of the said CSM 1705 and Lot 1 of CSM 1578 having a radius of 5854.58 feet to the Southeast corner of Lot 1 of said CSM 1578;
Thence northerly 91.52 feet more or less along the easterly line of said Lot 1 of CSM 1578 to an angle point in the said easterly line;
Thence northeasterly 212.19 feet more or less along the said easterly line of said Lot 1 of CSM 1578 to the Northeast corner of said Lot 1 and being on the southerly right-of-way line of Odana Road;
Thence northeasterly 80.8 feet more or less across Odana Road to the southeasterly corner of Lot 10 of 6300 Odana Office Park and the northerly right-of-way of Odana Road;
Thence northeasterly 190.00 feet more or less along the southeasterly line of said Lot 10 to the northeasterly corner of said Lot 10 and the southwesterly line of Lot 7 of said plat;
Thence southeasterly 55.77 feet more or less along the southwesterly line of said Lot 7 to the Northeast corner of said Lot 11 and being the Southeast corner of Lot 7 of the said plat of 6300 Odana Office Park;
Thence northerly 560.87 feet more or less along the easterly line of Lots 5 through 7 of the said 6300 Odana Office Park to the Northeast corner of said Lot 5 also being the Southeast corner of Lot 130 of the Tenth Addition to Park Towne;
Thence continuing northerly 551.64 more or less along the easterly line of Lots 129 and 130 of the said Tenth Addition to Park Towne to the Northeast corner of said Lot 129;

Thence westerly 219.79 feet more or less along the northerly line of said Lot 129 to an angle point in the said northerly line and being the Southeast corner of Lot 128 of the said Tenth Addition to Park Towne;
Thence northerly 299.02 feet more or less along the easterly line of Lots 127 and 128 of the said Tenth Addition to Park Towne to the Northeast corner of said Lot 127;
Thence westerly 382.53 feet more or less along the North line of said Lot 127 to the Northwest corner of said Lot 127;
Thence northerly 128.09 feet along the easterly line of Lot 126 of the Tenth Addition to Park Towne to the Northeast corner of said Lot 126 also being the Southeast corner of Lot 57 of the Sixth Addition of Park Towne;
Thence northerly 619.46 feet along the easterly line of Lots 55 through 57 of the said Sixth Addition of Park Towne also being the easterly line of Lot 1 of CSM 13558, Lot 2 of CSM 3468 and Lot 2 of CSM 5211 to an angle point in the easterly line of said Lot 55;
Thence northeasterly 214.42 feet more or less along the easterly line of said Lot 55 of the Sixth Addition of Park Towne also being the easterly line of Lot 2 of CSM 5211 to the Northeast corner of said Lot 2 of CSM 5211 also being the Northeast corner of said Lot 55 and lying on the southerly right-of-way of Mineral Point Road;
Thence northerly 126 feet more or less across Mineral Point Road to a point on the northerly right-of-way of Mineral Point Road being along the northerly line of Parcel 31 of Transportation Project Plat Doc. No. 5951041;
Thence westerly 558 feet more or less along the northerly right-of-way of Mineral Point Road being along the northerly line of said Transportation Plat Doc. No. 5951041 to a point of curvature along the said northerly right-of-way of Mineral Point Road by the Southwest corner of the Marbella Condominium Plat;
Thence westerly 116 feet more or less across Yellowstone Drive to a point of curvature near the Southeast corner of Lot 1 of CSM 1010 being along the northerly right-of-way of Mineral Point Road;
Thence westerly 169.85 feet more or less along the said northerly right-of-way of Mineral Point Road being along the northerly line of Transportation Project Plat recorded as Doc. No. 5951041 to the **Point of Beginning**.

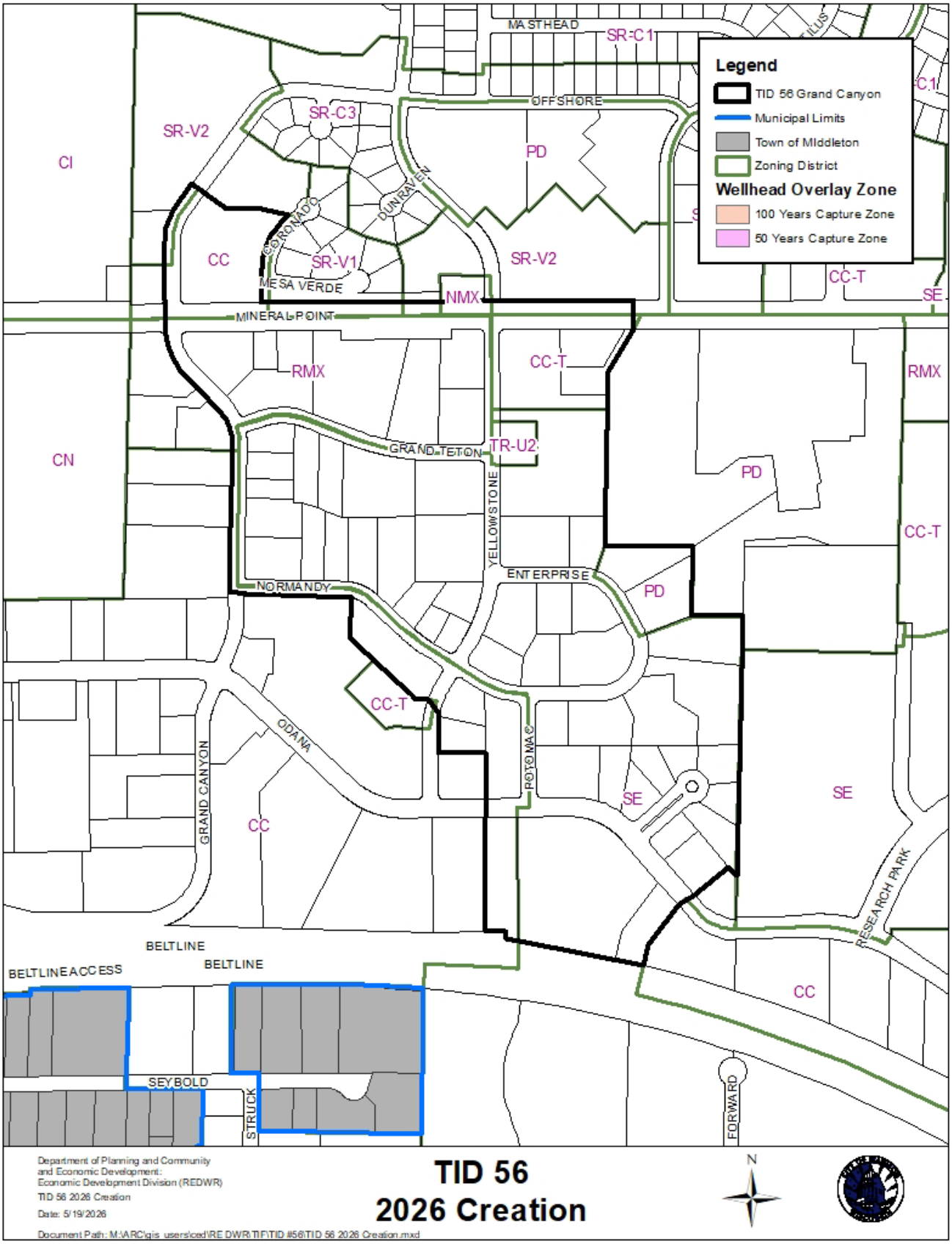
District Boundary – 2026



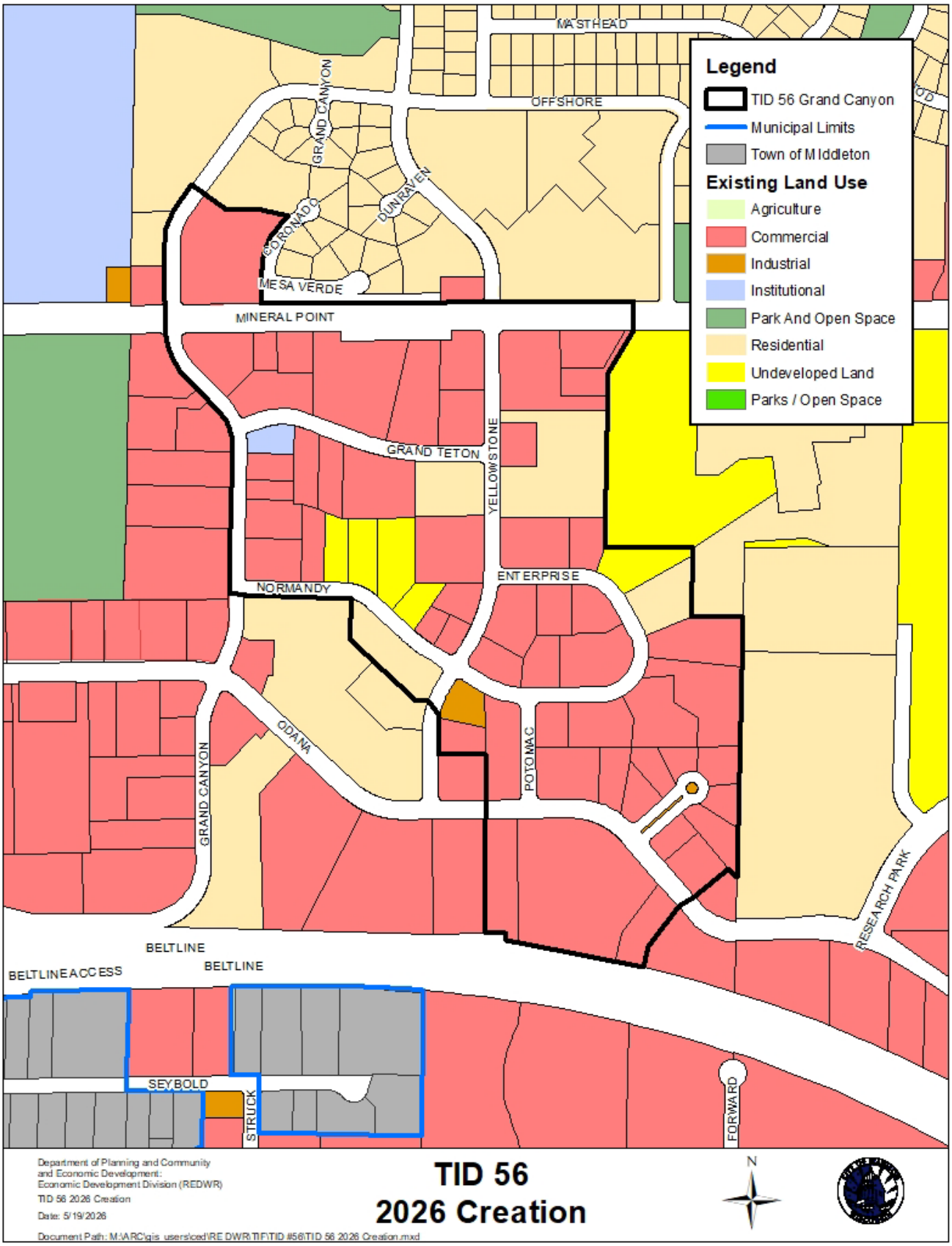
Existing Zoning – 2026



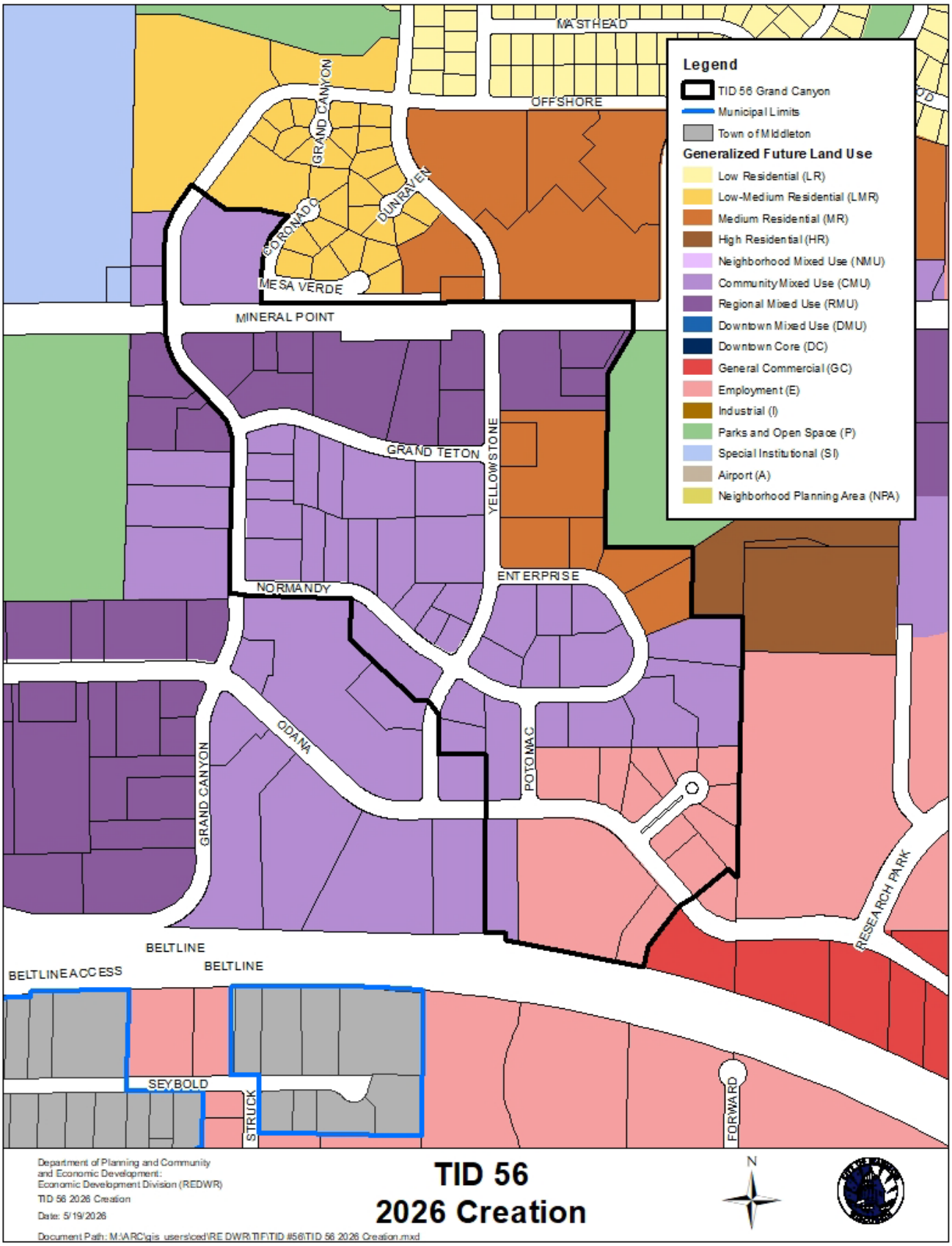
Proposed Zoning – 2026



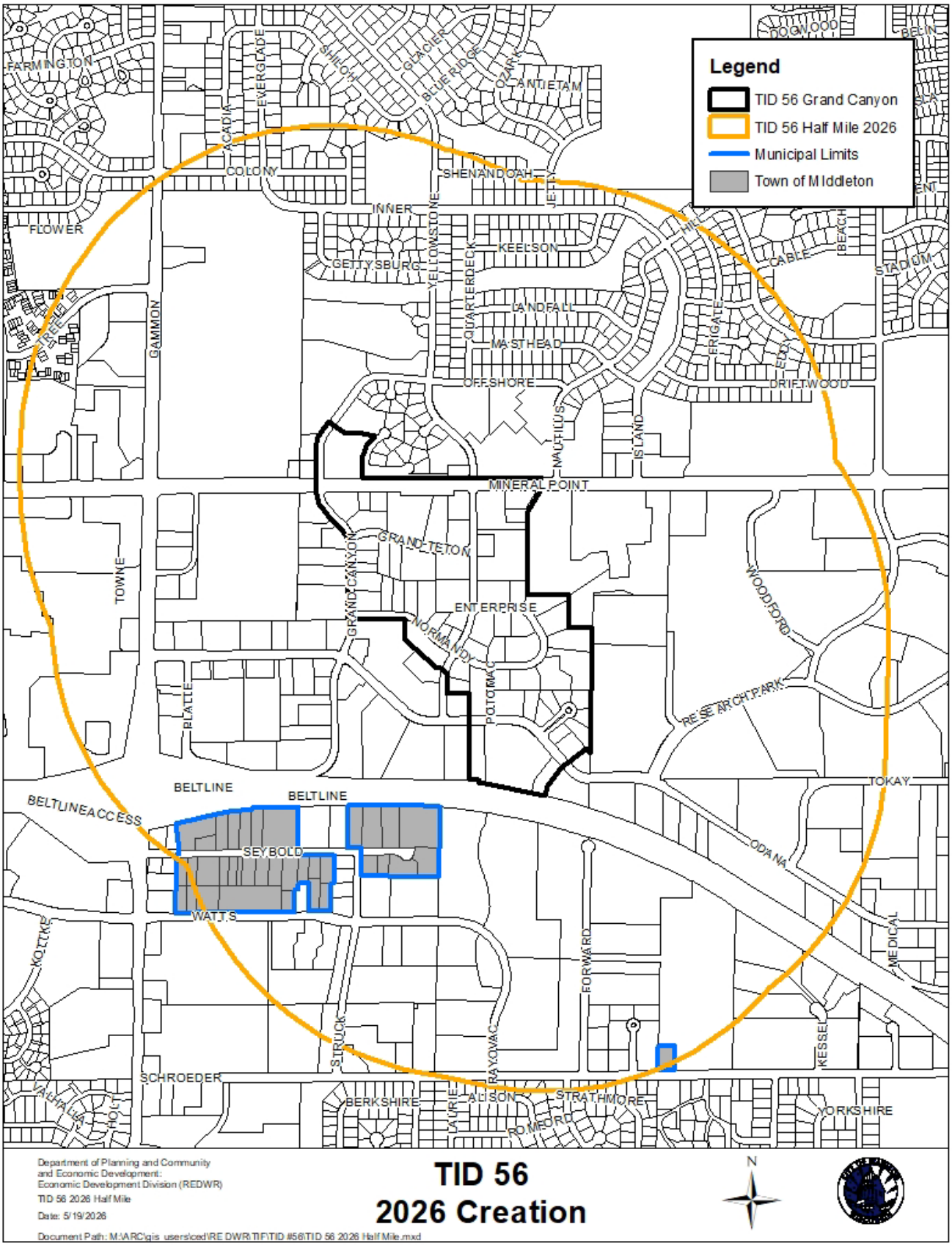
Existing Land Use – 2026



Proposed Land Use – 2026



Half Mile Boundary – 2025



Office of the City Attorney

Michael R. Haas, City Attorney **Patricia A. Lauten, Deputy City Attorney**

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PARALEGAL
Ryan M. Riley

May 28, 2026

TO: Daniel Rolfs, Real Estate Development Manager
FROM: Matthew Robles, Assistant City Attorney
SUBJECT: Project Plan for TIF District No. 56 - City of Madison (Grand Canyon)

Dear Mr. Rolfs:

In my capacity as Assistant City Attorney for the City of Madison, Wisconsin, I have examined the proposed Project Plan for Tax Incremental Finance District No. 56, City of Madison, Wisconsin (Grand Canyon). Based on this examination, I am of the opinion that the Project Plan is complete and complies with the provisions of Wis. Stat. § 66.1105(4)(f).

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 to the Plan.

Sincerely,

Matthew D. Robles
Assistant City Attorney

TIF Increment Projection
TID #56 (Yellowstone / Mineral Point)
2026 TID Creation

Rolfs, Daniel: Base value as of March 18, 2026.

	TAX RATE PROJECTION			INCREMENT CALCULATION				AVAILABLE FOR ASSISTANCE	
YEAR	CITYWIDE TAX BASE AS OF JAN 1 PRIOR YEAR	NET TAX LEVY	TAX RATE	DISTRICT VALUE AS OF JAN 1	PROJECT VALUE ADDED	INCREMENTAL VALUE AS OF JAN 1	INCREMENT REVENUE	INCREMENT AFTER COVERAGE	PRESENT VALUE
2026	49,360,901,400	920,891,785	0.01866	110,331,200	0				
2027	52,322,555,484	957,727,456	0.01830	112,537,824	3,946,000	2,206,624	0	0	0
2028	55,461,908,813	996,036,555	0.01796	118,734,580	17,757,000	8,403,380	40,391	20,195	17,639
2029	58,789,623,342	1,035,878,017	0.01762	138,866,272	17,757,000	28,535,072	150,916	75,458	61,596
2030	62,317,000,742	1,077,313,138	0.01729	159,400,598	0	49,069,398	502,790	251,395	191,788
2031	66,056,020,787	1,120,405,663	0.01696	162,588,609	0	52,257,409	848,293	424,147	302,411
2032	70,019,382,034	1,165,221,890	0.01664	165,840,382	0	55,509,182	886,361	443,181	295,310
2033	74,220,544,956	1,211,830,765	0.01633	169,157,189	0	58,825,989	923,752	461,876	287,633
2034	78,673,777,653	1,260,303,996	0.01602	172,540,333	0	62,209,133	960,477	480,239	279,503
2035	83,394,204,313	1,310,716,156	0.01572	175,991,140	0	65,659,940	996,551	498,275	271,029
2036	88,397,856,571	1,363,144,802	0.01542	179,510,963	0	69,179,763	1,031,985	515,992	262,304
2037	93,701,727,966	1,417,670,594	0.01513	183,101,182	0	72,769,982	1,066,791	533,395	253,412
2038	99,323,831,644	1,474,377,418	0.01484	186,763,205	0	76,432,005	1,100,981	550,491	244,424
2039	105,283,261,542	1,533,352,514	0.01456	190,498,470	0	80,167,270	1,134,568	567,284	235,403
2040	111,600,257,235	1,594,686,615	0.01429	194,308,439	0	83,977,239	1,167,562	583,781	226,400
2041	118,296,272,669	1,658,474,079	0.01402	198,194,608	0	87,863,408	1,199,974	599,987	217,463
2042	125,394,049,029	1,724,813,043	0.01376	202,158,500	0	91,827,300	1,231,816	615,908	208,629
2043	132,917,691,971	1,793,805,564	0.01350	206,201,670	0	95,870,470	1,263,098	631,549	199,932
2044	140,892,753,489	1,865,557,787	0.01324	210,325,703	0	99,994,503	1,293,831	646,915	191,399
2045	149,346,318,698	1,940,180,098	0.01299	214,532,217	0	104,201,017	1,324,025	662,012	183,052
				Incremental Value	39,460,000		17,124,160	8,562,080	3,554,878
				Add: Base Value	0		0		
				Total Est. Value	39,460,000	**NPV=**	7,858,657	**3,554,878**	**at 50% of TIF**

ASSUMPTIONS:

Annual Increase in Citywide Tax Base	6.00%
Annual Increase in Tax Levy	4.00%
Annual Increase in Assessment after construction	2.00%
Percent of Estimated Increment Available	50.00%
Assumed Interest Rate (Discount Rate)	7.00%
NPV Assumes Discounting to	2026
Est. Incremental Value	**$ 39,460,000**

TIF Request **$ -** **0%** **of TIF**

Rolfs, Daniel: Estimated Closure Year

4/22/2026 13171 TID 56 2026 Creation TIF Run and Interest Calculator.xlsx 2026 Template

TID Year	6522 Grand Teton	Project B	Project C	Project D	Project E	Project F	Project G	Annual Increment
2026								
2027	$ 3,946,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,946,000
2028	$ 17,757,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 17,757,000
2029	$ 17,757,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 17,757,000
2030	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2031	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2032	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2033	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2034	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2035	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2036	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2037	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2038	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2039	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2040	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2041	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TOTALS	$ 39,460,000	$ -	$ -	$ -	$ -	$ -	$ -	**$ 39,460,000**

-	units
$ -	AV/Unit
-	Est Incr. Value

	6522 Grand Teton
Assessor Value	$ 40,310,000
Base Value	$ 850,000
Incremental Value	$ 39,460,000

Hypothetical TID
Ten Year Debt Service - Level Principal

Principal = $ 17,124,160.06
Interest Rate = 0.05

Year	Beginning Balance	Principal	Interest	Total Payments	Ending Balance
1	$ 17,124,160	$ 1,712,416.01	$ 856,208	$ 2,568,624	$ 15,411,744
2	15,411,744.05	1,712,416.01	770,587.20	2,483,003.21	13,699,328.05
3	13,699,328.05	1,712,416.01	684,966.40	2,397,382.41	11,986,912.04
4	11,986,912.04	1,712,416.01	599,345.60	2,311,761.61	10,274,496.04
5	10,274,496.04	1,712,416.01	513,724.80	2,226,140.81	8,562,080.03
6	8,562,080.03	1,712,416.01	428,104.00	2,140,520.01	6,849,664.02
7	6,849,664.02	1,712,416.01	342,483.20	2,054,899.21	5,137,248.02
8	5,137,248.02	1,712,416.01	256,862.40	1,969,278.41	3,424,832.01
9	3,424,832.01	1,712,416.01	171,241.60	1,883,657.61	1,712,416.01
10	1,712,416.01	1,712,416.01	85,620.80	1,798,036.81	-
Totals		$ 17,124,160.06	$ 4,709,144.02	$ 21,833,304.08	

LEGAL DESCRIPTION

A parcel of land located in the Southeast ¼ of the Southwest ¼ and the Southwest ¼ of the Southeast ¼ of Section 24 and the Northeast ¼ of the Northwest ¼, the Southeast ¼ of the Northwest ¼ , the Northwest ¼ of the Northeast ¼, the Southwest ¼ of the Northeast ¼, and the Northwest ¼ of the Southeast ¼ in Section 25 all in Township 7 North, Range 8 East in the City of Madison, Dane County, Wisconsin, more particularly described as follows:

Commencing at the South ¼ corner of said Section 24, Township 7 North, Range 8 East in the City of Madison; thence North 66.51 feet more or less to the Northwest corner of Parcel 29 of the Transportation Project Plat Doc. No. 5951041 being the current northerly right-of-way of Mineral Point Road and also being the **Point of Beginning;**

Thence westerly 665.54 feet more or less within the Mineral Point right-of-way to the intersection of the northerly right-of-way of Mineral Point Road and the easterly right-of-way of Coronado Court as shown on the plat of Parkwood Heights Addition to Parkwood West;

Thence continuing westerly 100.00 feet more or less along the northerly right-of-way of Mineral Point Road to the intersection of the said northerly right-of-way of Mineral Point Road and the westerly right-of-way of Coronado Court as shown on the said plat of Parkwood Heights Addition to Parkwood West;

Thence northerly 136.43 feet more or less along a line 100 feet westerly of the easterly line of Lot 6 of the plat of Parkwood West and being along the westerly right-of-way of Coronado Court to the most southerly corner of Outlot 1 of the said Parkwood Heights Addition to Parkwood West and being a point of curvature;

Thence northeasterly 270.52 feet more or less along a curve to the right and being along the westerly right-of-way of Coronado Court having a radius of 310.00 feet to the Northeast corner of said Outlot 1;

Thence northwesterly 113.77 feet more or less along the northerly line of said Outlot 1 to the Northwest corner of said Outlot 1 also being the Southeast corner of Lot 19 of said Parkwood Heights Addition to Parkwood West;

Thence westerly 163.08 feet more or less along the South line of said Lot 19 and being the North line of said Lot 6 of Parkwood West to an angle point in the said South line of Lot 19;

Thence northwesterly 113.48 feet more or less along the southerly line of said Lot 19 and being the northerly ling of said Lot 6 to the most westerly corner of said Lot 19 and being the most northerly corner of said Lot 6 and lying on the easterly right-of-way of Grand Canyon Drive;

Thence northwesterly 66.00 feet crossing Grand Canyon Drive to a point on the easterly line of Lot 3 of Parkwood West and being on the westerly right-of-way of Grand Canyon Drive and being 133.15 feet more or less northeasterly of the Southeast corner of said Lot 3;

Thence southwesterly 102.42 feet more or less along the said westerly right-of-way of Grand Canyon Drive and being along the easterly line of said Lot 3 to a point of curvature;

Thence southerly 169.36 feet more or less along a curve to the left and being along the said westerly right-of-way of Grand Canyon Drive also being along the easterly line of Lots 2 and 3 of the said Parkwood West having a radius of 266.00 feet to a point of tangency lying 96.00 feet more or less northerly of the Northeast corner of Lot 1 of said Parkwood West;

Thence southerly 241.00 feet more or less along the said westerly right-of-way of Grand Canyon Drive also being along the easterly line of said Lots 1 and 2 to a point of curvature along the easterly line of said Lot 1;

Thence southerly 170 feet more or less across Mineral Point Road to a point of reverse curvature at the Northeast corner of Lot 18 of the First Addition to Park Towne and being on the westerly right-of-way of Grand Canyon Drive;

Thence southeasterly 167.65 feet more or less along a curve to left being along the westerly right-of-way of Grand Canyon Drive and the easterly line of said Lot 18 to a point of tangency at the Southeast corner of said Lot 18;

Thence southeasterly 205.18 feet more or less along the westerly right-of-way of Grand Canyon Drive and being along the easterly line of Lots 28 and 29 of the Fourth Addition to Park Towne to a point of curvature;

Thence southerly 197.52 feet more or less along a curve to the right being along the westerly right-of-way of Grand Canyon Drive and the easterly line of Lots 27 and 28 of the said Fourth Addition to Park Towne and Lot 3 of CSM 13141 having a radius of 250.00 feet to a point of tangency;

Thence southerly 621.69 feet more or less along the westerly right-of-way line of Grand Canyon Drive and being along the easterly line of Lots 23 through 27 of the said Fourth Addition to Park Towne to a point of intersection of the said westerly right-of-way line of Grand Canyon Drive and the westerly extension of the southerly right-of-way of Normandy Lane;

Thence easterly 81 feet more or less across Grand Canyon Drive to a point of curvature at the northwesterly corner of Lot 2 of CSM 12279 and being along the southerly right-of-way of Normandy Lane;

Thence easterly 412.00 feet more or less being along the said southerly right-of-way of Normandy Lane and also being the northerly line of said Lot 2 of CSM 12279 to a point of curvature;

Thence easterly 33 feet more or less along a curve to right being along the said southerly right-of-way of Normandy Lane and the northerly line of Lot 2 of CSM 12279 having a radius of 150.00 feet to the Northeast corner of said Lot 2 of CSM 12279;

Thence southerly 172.56 feet more or less along the easterly line of said Lot 2 of CSM 12279 and the westerly line of Lot 1 of CSM 12279 to the Southwest corner of said Lot 1;

Thence southeasterly 390.10 feet more or less along the southwesterly line of said Lot 1 to an angle point in the said southwesterly line;

Thence easterly 48.50 feet more or less along the southerly line of said Lot 1 to a point on the westerly right-of-way of Yellowstone Drive and being the Southeast corner of said Lot 1;

Thence southeasterly 88.4 feet more or less across Yellowstone Drive to the Northwest corner of Lot 144 of the Tenth Addition to Park Towne;

Thence southerly 69.30 feet more or less along a curve to the left being along the easterly right-of-way of Yellowstone Drive and being along the westerly line of said Lot 144 having a radius of 367.00 feet to a point of tangency;

Thence southerly 78.04 feet more or less along the said easterly right-of-way of Yellowstone Drive and the westerly line of said Lot 144 to the Southwest corner of said Lot 144;

Thence easterly 200.00 feet more or less along the South line of said Lot 144 to the Southeast corner of said Lot 144 also being the Northeast corner of Lot 77 of the Seventh Addition to Park Towne;

Thence southerly 200.00 feet more or less along the East line of said Lot 77 to the Southeast corner of said Lot 77 and being on the northerly right-of-way of Odana Road;

Thence southerly 80.0 feet more or less across Odana Road to the Northwest corner of Lot 1 of CSM 1705 and the southerly right-of-way of Odana Road;

Thence southerly 492.36 feet more or less along the West line of said Lot 1 to the Southwest line of said Lot 1 and the northerly right-of-way of the West Beltline Highway (USH 12 &14);

Thence easterly 86.44 feet more or less along the southerly line of said Lot 1 and also being along the northerly right-of-way of the West Beltline Highway to an angle point in the said southerly line;

Thence southerly 28.28 feet more or less along the southerly line of said Lot 1 and being along the northerly right-of-way of the said West Beltline Highway to a non-tangent curve along the said northerly right-of-way of the West Beltline Highway;

Thence easterly 600.68 feet along a curve to the right and being along the said northerly right-of-way of the West Beltline Highway and also being along the southerly line of Lots 1 and 2 of the said CSM 1705 and Lot 1 of CSM 1578 having a radius of 5854.58 feet to the Southeast corner of Lot 1 of said CSM 1578;

Thence northerly 91.52 feet more or less along the easterly line of said Lot 1 of CSM 1578 to an angle point in the said easterly line;

Thence northeasterly 212.19 feet more or less along the said easterly line of said Lot 1 of CSM 1578 to the Northeast corner of said Lot 1 and being on the southerly right-of-way line of Odana Road;

Thence northeasterly 80.8 feet more or less across Odana Road to the southeasterly corner of Lot 10 of 6300 Odana Office Park and the northerly right-of-way of Odana Road;

Thence northeasterly 190.00 feet more or less along the southeasterly line of said Lot 10 to the northeasterly corner of said Lot 10 and the southwesterly line of Lot 7 of said plat;

Thence southeasterly 55.77 feet more or less along the southwesterly line of said Lot 7 to the Northeast corner of said Lot 11 and being the Southeast corner of Lot 7 of the said plat of 6300 Odana Office Park;

Thence northerly 560.87 feet more or less along the easterly line of Lots 5 through 7 of the said 6300 Odana Office Park to the Northeast corner of said Lot 5 also being the Southeast corner of Lot 130 of the Tenth Addition to Park Towne;

Thence continuing northerly 551.64 more or less along the easterly line of Lots 129 and 130 of the said Tenth Addition to Park Towne to the Northeast corner of said Lot 129;

Thence westerly 219.79 feet more or less along the northerly line of said Lot 129 to an angle point in the said northerly line and being the Southeast corner of Lot 128 of the said Tenth Addition to Park Towne;

Thence northerly 299.02 feet more or less along the easterly line of Lots 127 and 128 of the said Tenth Addition to Park Towne to the Northeast corner of said Lot 127;

Thence westerly 382.53 feet more or less along the North line of said Lot 127 to the Northwest corner of said Lot 127;

Thence northerly 128.09 feet along the easterly line of Lot 126 of the Tenth Addition to Park Towne to the Northeast corner of said Lot 126 also being the Southeast corner of Lot 57 of the Sixth Addition of Park Towne;

Thence northerly 619.46 feet along the easterly line of Lots 55 through 57 of the said Sixth Addition of Park Towne also being the easterly line of Lot 1 of CSM 13558, Lot 2 of CSM 3468 and Lot 2 of CSM 5211 to an angle point in the easterly line of said Lot 55;

Thence northeasterly 214.42 feet more or less along the easterly line of said Lot 55 of the Sixth Addition of Park Towne also being the easterly line of Lot 2 of CSM 5211 to the Northeast corner of said Lot 2 of CSM 5211 also being the Northeast corner of said Lot 55 and lying on the southerly right-of-way of Mineral Point Road;

Thence northerly 126 feet more or less across Mineral Point Road to a point on the northerly right-of-way of Mineral Point Road being along the northerly line of Parcel 31 of Transportation Project Plat Doc. No. 5951041;

Thence westerly 558 feet more or less along the northerly right-of-way of Mineral Point Road being along the northerly line of said Transportation Plat Doc. No. 5951041 to a point of curvature along the said northerly right-of-way of Mineral Point Road by the Southwest corner of the Marbella Condominium Plat;

Thence westerly 116 feet more or less across Yellowstone Drive to a point of curvature near the Southeast corner of Lot 1 of CSM 1010 being along the northerly right-of-way of Mineral Point Road;

Thence westerly 169.85 feet more or less along the said northerly right-of-way of Mineral Point Road being along the northerly line of Transportation Project Plat recorded as Doc. No. 5951041 to the **Point of Beginning**.

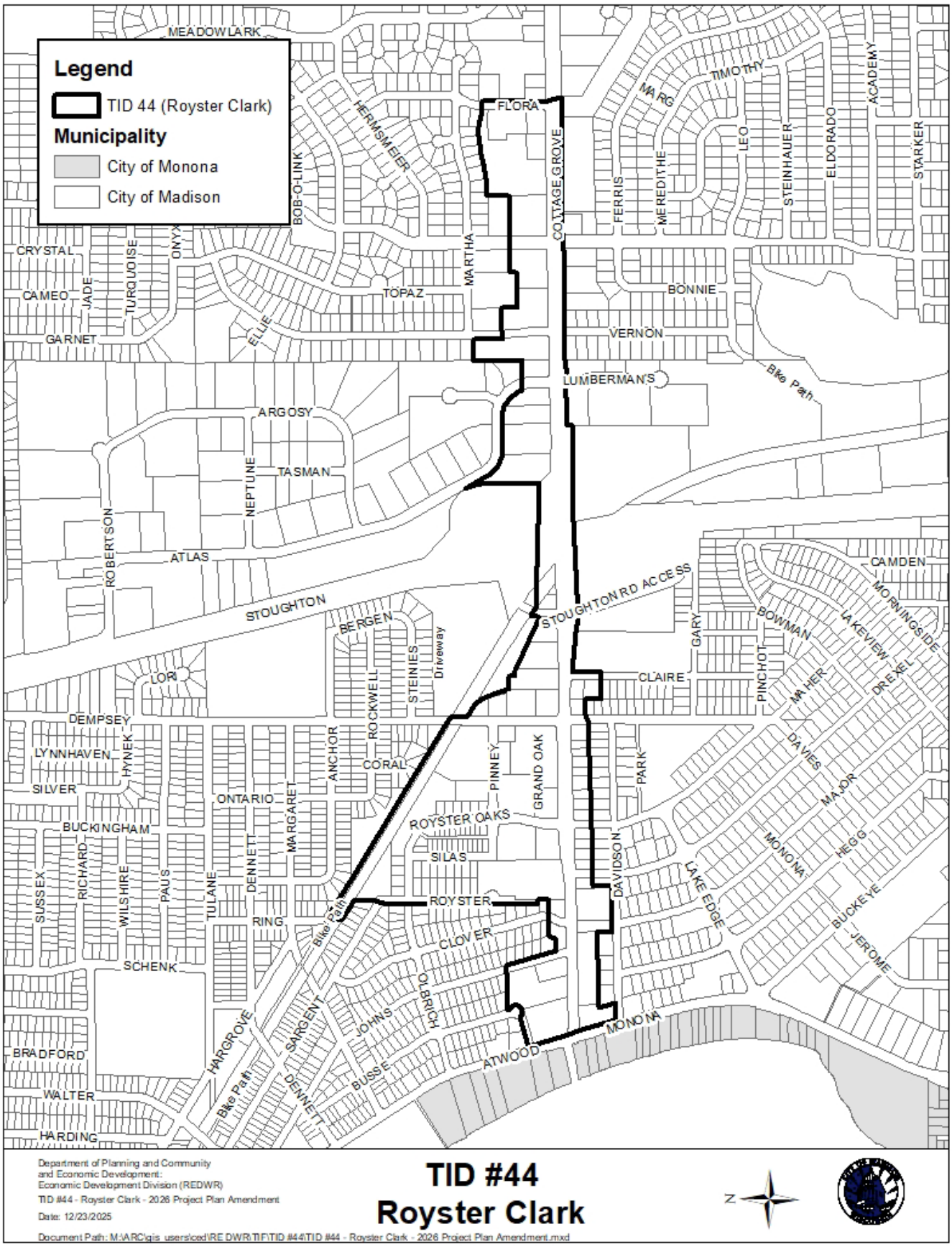
TID Project Plan Amendments & Creations

TIDs 44, 46, 50, 51, & 54 (Amendments)
TIDs 56 & 57 (Creation)

Plan Commission meeting
June 15, 2026

Plan Commission Role

- Per State of WI TIF Law, the Plan Commission's role in reviewing TID amendments and creations is:
  - That the plan conforms to, and is consistent with, the Comprehensive Plan of the City of Madison;
  - Not less than 50%, by area, of the TID is suitable and zoned for mixed-use or industrial use (as applicable by TID) or blighted (within the meaning of SS 66.1105(2) Wisconsin Statutes);
  - That the improvement of the area in the TID is likely to significantly enhance the value of substantially all the other real property in the TID, and;
  - The aggregate value of equalized taxable property in the TID, plus existing TIDs, does not exceed 12% of the total equalized assessed taxable property within the City of Madison.



Department of Planning and Community and Economic Development:
Economic Development Division (REDWR)
TID #44 - Royster Clark - 2026 Project Plan Amendment
Date: 12/23/2025
Document Path: M:\ARC\gis users\ced\REDWR\TIF\TID #44\TID #44 - Royster Clark - 2026 Project Plan Amendment.mxd

TID #44
Royster Clark

N

TID 44

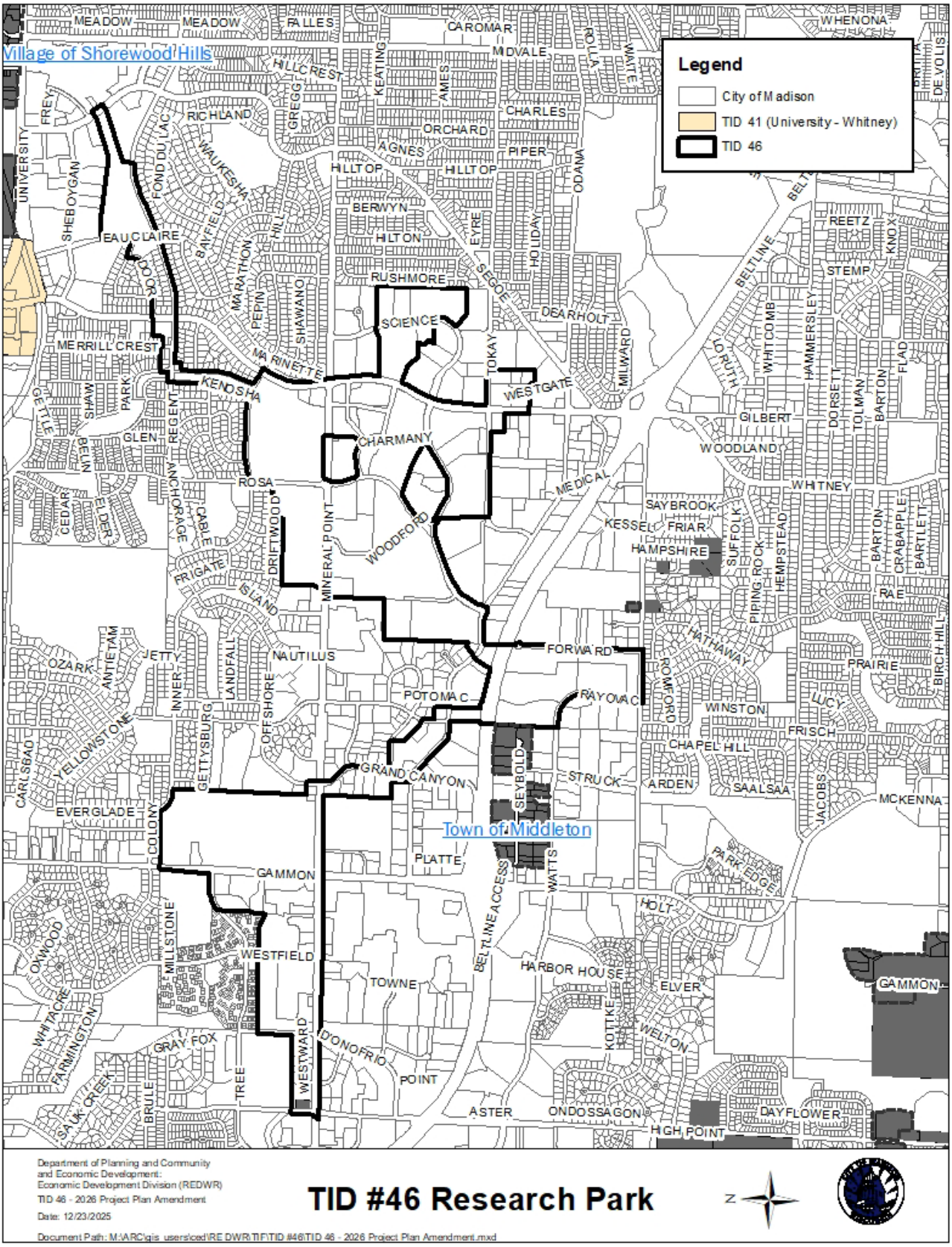
TID 44 – Key Changes

- **$4,000,000 -** Land Acquisition (Royster Corners)
- **$2,000,000 –** Cottage Grove Road stormwater retention pond
- **$500,000 –** Small Business Assistance
- **Total Change 2026 - $6,500,000**

- **Total TIF Funded Project Costs - $15,369,700**

TID 44 – Summary

- Projected to close: 2029*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $114 million



Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 46 - 2026 Project Plan Amendment
Date: 12/23/2025
Document Path: M:\ARC\gis_users\ced\REDWR\TIF\TID #46\TID 46 - 2026 Project Plan Amendment.mxd

TID #46 Research Park

N

TID 46

TID 46 – Key Changes

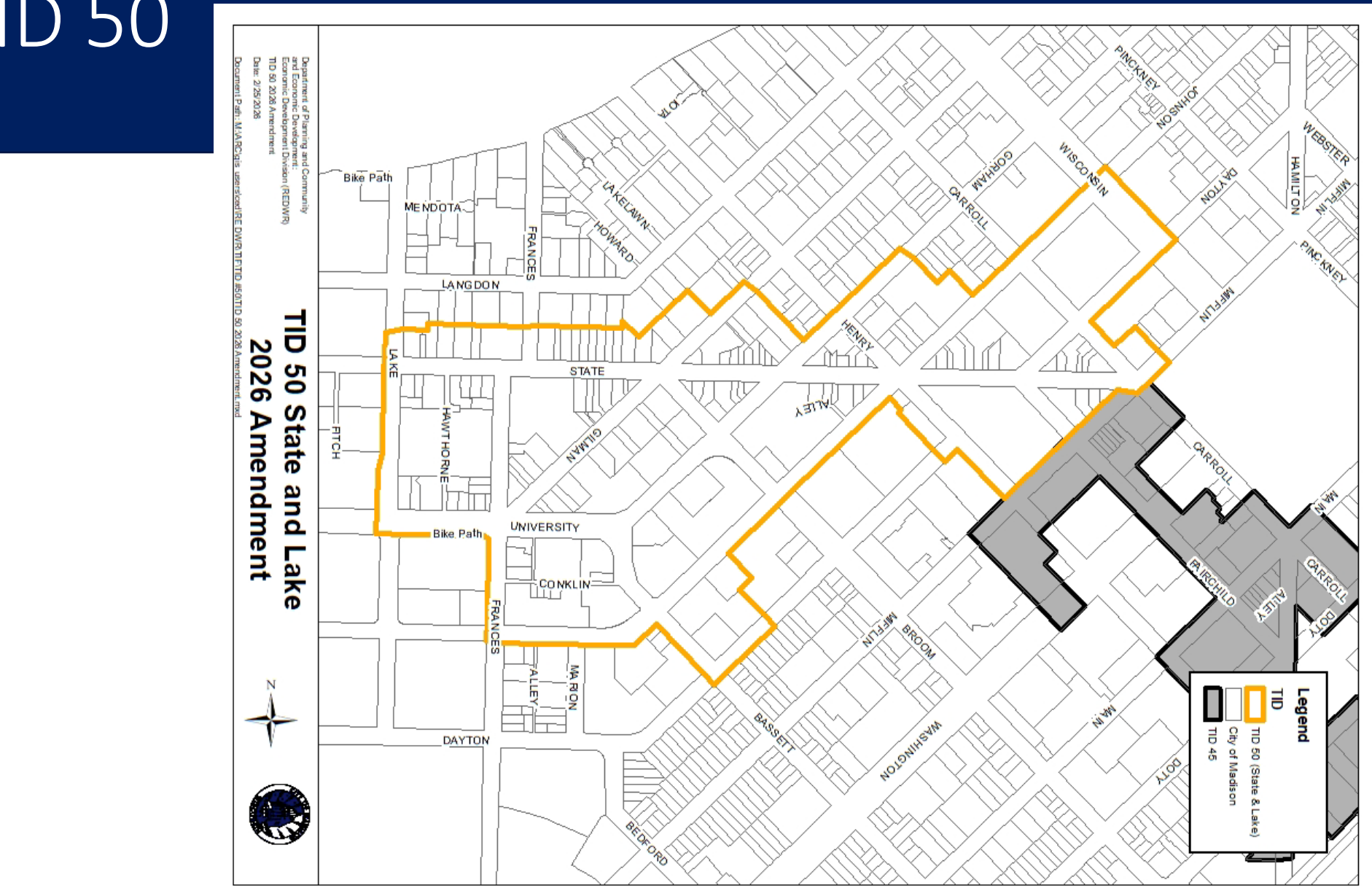
- **$1,000,000** – Yellowstone Drive sanitary sewer improvements
- **$3,000,000 –** West Towne area park improvements
- **$400,000 –** Research Park stormwater improvements
- **$1,000,000 –** Science Drive improvements
- **$1,000,000 –** Small Business Assistance
- **TOTAL CHANGE 2026 - $6,400,000**

- **Total TIF Funded Project Costs - $60,158,000**

TID 46 – Summary

- Projected to close: 2028
- TID estimated incremental value at closure: $540 million

TID 50


TID 50 State and Lake
2026 Amendment
Department of Planning and Community and Economic Development
Economic Development Division (REDWR)
TID 50 2026 Amendment
Date: 2/25/2026
Document Path: M:\ARCgis users\cloud\RE DWR\TIF\TID #50\TID 50 2026 Amendment.mxd
N
Legend
TID
TID 50 (State & Lake)
City of Madison
TID 45
Bike Path
MENDOTA
LAKELAWN
HOWARD
FRANCES
LANGDON
LAKE
FITCH
HAWTHORNE
STATE
GILMAN
UNIVERSITY
CONKLIN
ALLEY
MARION
DAYTON
BASSETT
BROOM
WASHINGTON
BEDFORD
HENRY
GORHAM
CARROLL
WISCONSIN
PINCKNEY
JOHNSON
DAYTON
HAMILTON
WEBSTER
MIFFLIN
MAIN
DOTY
FAIRCHILD

TID 50

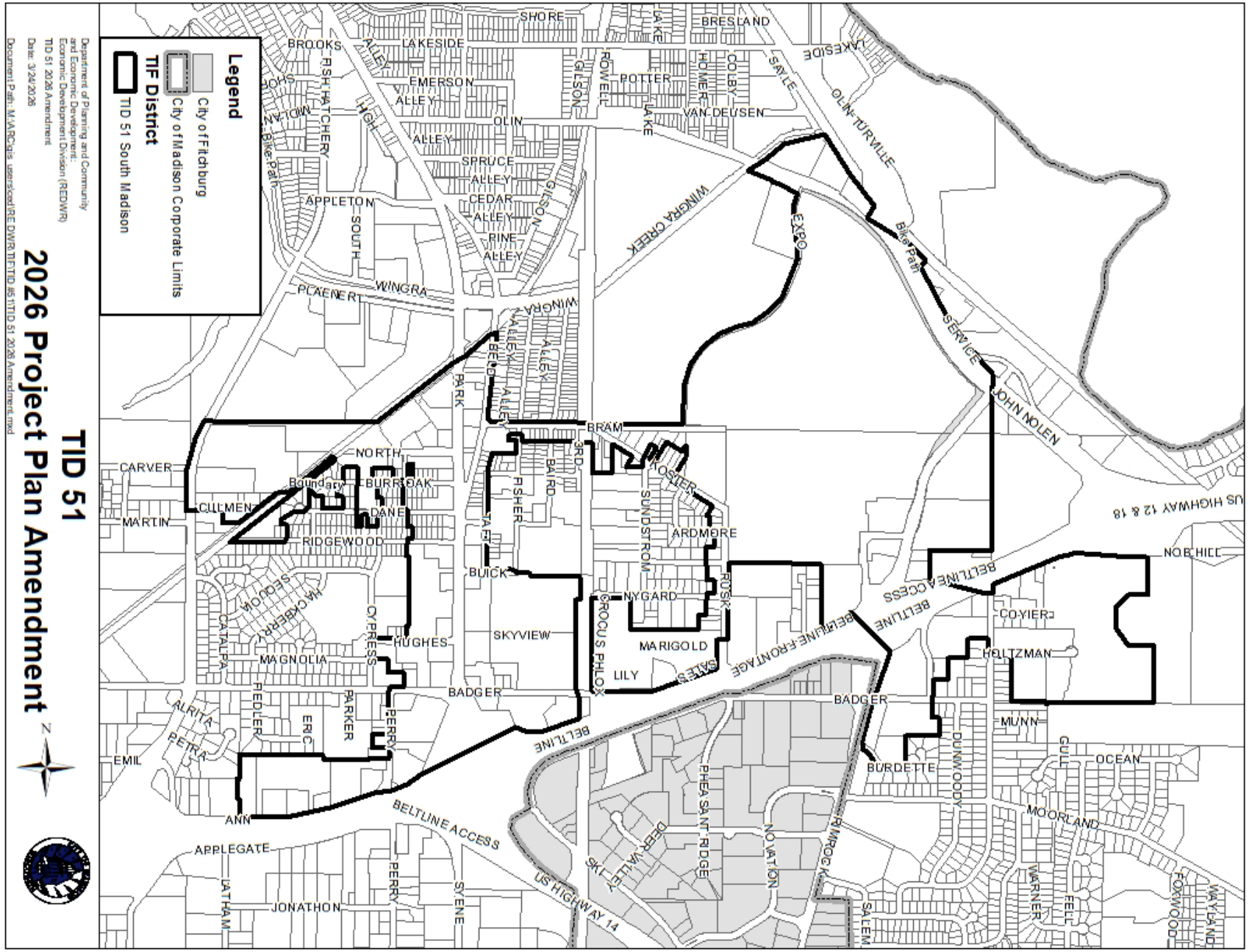
- **$285,000** – Dayton St Sanitary improvements
- **TOTAL CHANGE 2026 - $285,000**

- **Total TIF Funded Project Costs - $26,785,000**

TID 50 – Summary

- Projected to close: 2029
- TID estimated incremental value at closure: $342 million

TID 51


Legend
City of Fitchburg
City of Madison Corporate Limits
TIF District
TID 51 South Madison
TID 51
2026 Project Plan Amendment
Department of Planning and Community and Economic Development
Economic Development Division (REDWR)
TID 51 2026 Amendment
Date: 3/24/2026
Document Path: M:\ARC\gis_users\cloud\REDWR TIF\TID 45\1TID 51 2026 Amendment.mxd
N
SHORE
BRESLAND
LAKESIDE
BROOKS
ALLEY
LAKESIDE
EMERSON
ALLEY
POTTER
ROWELL
GILSON
HOMER
COLBY
VAN DEUSEN
SAXE
OLIN-TURVILLE
OLIN
ALLEY
SPRUCE
ALLEY
CEDAR
ALLEY
PINE
ALLEY
APPLETON
SOUTH
WINGRA
PLAENERT
WINGRA CREEK
EXPO
Bike Path
SERVICE
JOHN NOLEN
BRAM
NORTH
CARVER
Boundary
BURR OAK
DANE
CULLMEN
MARTIN
RIDGEWOOD
PARK
BAIRD
3RD
FISHER
TAFT
FOSTER
SUNDSTROM
ARDMORE
BUICK
NYGARD
ROSK
CROCUS
PHLOX
SKYVIEW
MARIGOLD
LILY
SALES
BELTLINE FRONTAGE
BELTLINE ACCESS
BELTLINE
US HIGHWAY 12 & 18
NOB HILL
COYIER
HOLTZMAN
MACARTHUR
SEQUOIA
CATALPA
CYPRESS
HUGHES
MAGNOLIA
BADGER
REDLER
PARKER
ERIC
BERRY
ALRITA
PETRA
EMIL
ANN
APPLEGATE
LATHAM
JONATHON
PERRY
SYENE
BELTLINE ACCESS
US HIGHWAY 14
SKY VALLEY
DEER VALLEY
PHEASANT RIDGE
NOVATION
PINNACLE
SALEM
BURDETTE
DUNWOODY
MUNN
GULL
OCEAN
MOORLAND
FELL
WARNER
FOXWOOD
WAYLAND

TID 51 – Key Reallocations & Changes

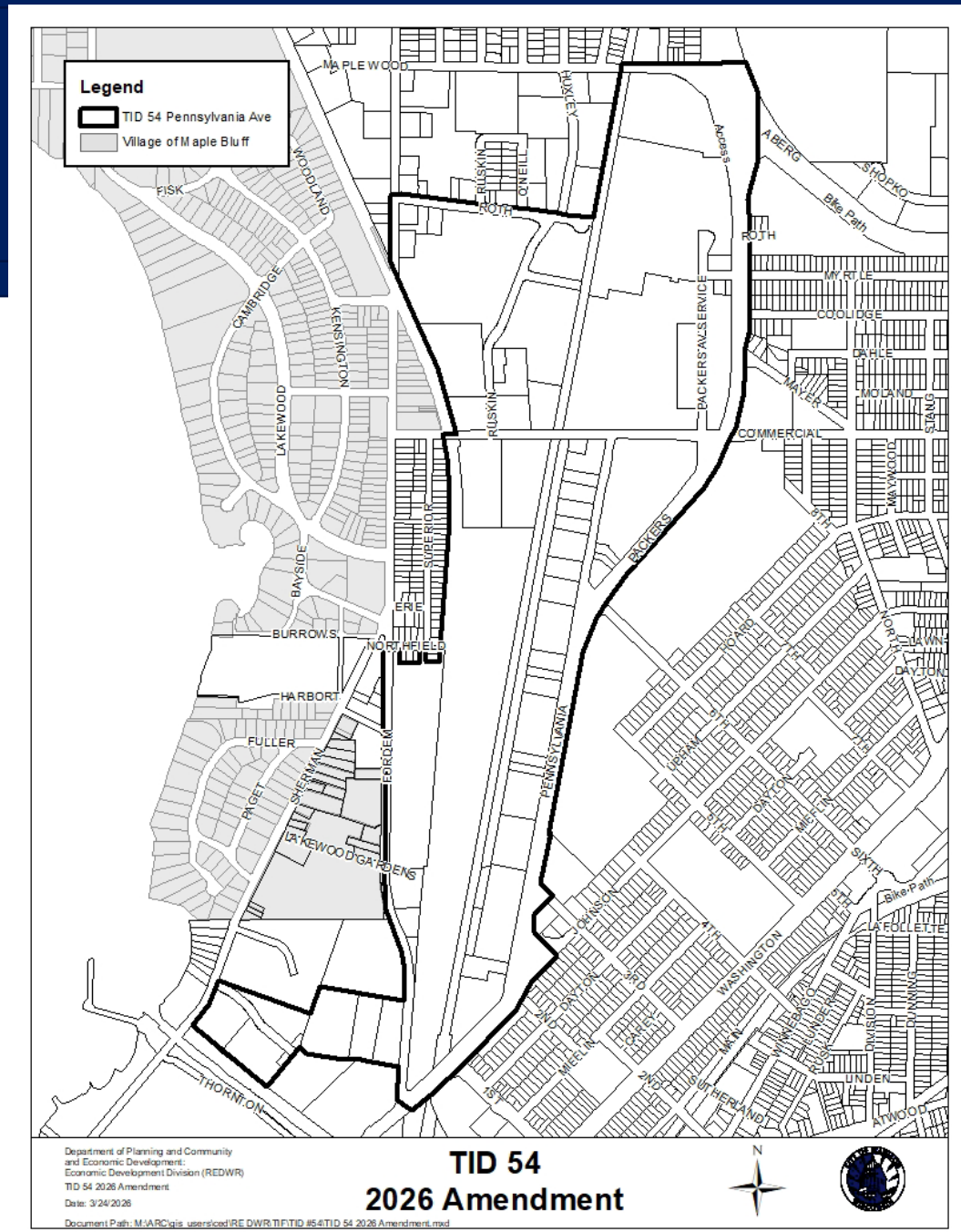
- **$25,000,000 – Housing Development in the South Park Street Corridor**
  - (This project category and cost are created in the 2026 project plan amendment, using re-allocated funds from previously approved projects);
- **(-$9,000,000) – Development Loans**
  - (South Transfer Point – This project cost and category are eliminated and the funds re-allocated to the “Housing Development in South Park Street Corridor” line item);
- **(-$6,000,000) – Development Loans**
  - (Village on Park Improvements - This project cost and category are eliminated and the funds re-allocated to the “Housing Development in South Park Street Corridor” line item);
- **(-$5,000,000) – Development Loans**
  - (Financial Assistance to Rental Housing - This project cost is reduced by $5,000,000 and those funds re-allocated to the “Housing Development in South Park Street Corridor” line item);
- **(-$5,000,000) – New Small Cap Homeownership Program / Development Loans (for owner occupied)**
  - This project cost is reduced by $5,000,000 and those funds re-allocated to the “Housing Development in South Park Street Corridor” line item);

- **TOTAL CHANGE 2026: $0** (There is no net change to the project plan as a result of the 2026 amendment)
- **Total TIF Funded Project Costs - $99,480,000**

TID 51 – Summary

- Projected to close: 2037*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $290 million

TID 54


Legend
TID 54 Pennsylvania Ave
Village of Maple Bluff
MAPLEWOOD
HUXLEY
ABERG
SHOPKO
Bike Path
FISK
WOODLAND
RUSKIN
O'NEILL
ROTH
CAMBRIDGE
KENSINGTON
LAKEWOOD
BAYSIDE
ERIE
SUPERIOR
NORTHFIELD
BURROWS
HARBORT
FULLER
SHERMAN
EDGEWOOD
PAGET
LAKEWOOD GARDENS
THORNTON
PACKERS AV-SERVICE
MYRTLE
COOLIDGE
DAHLE
MAYER
LOWLAND
STANG
COMMERCIAL
MAYWOOD
PACKERS
PENNSYLVANIA
DAYTON
MIFFLIN
SIXTH
Bike Path
LAFOLLETTE
JOHNSON
WASHINGTON
UNDEN
ATWOOD
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 54 2026 Amendment
Date: 3/24/2026
Document Path: M:\ARC\gis_users\cced\RE DWR\TIF\TID #54\TID 54 2026 Amendment.mxd
TID 54
2026 Amendment
N

TID 54 – Costs

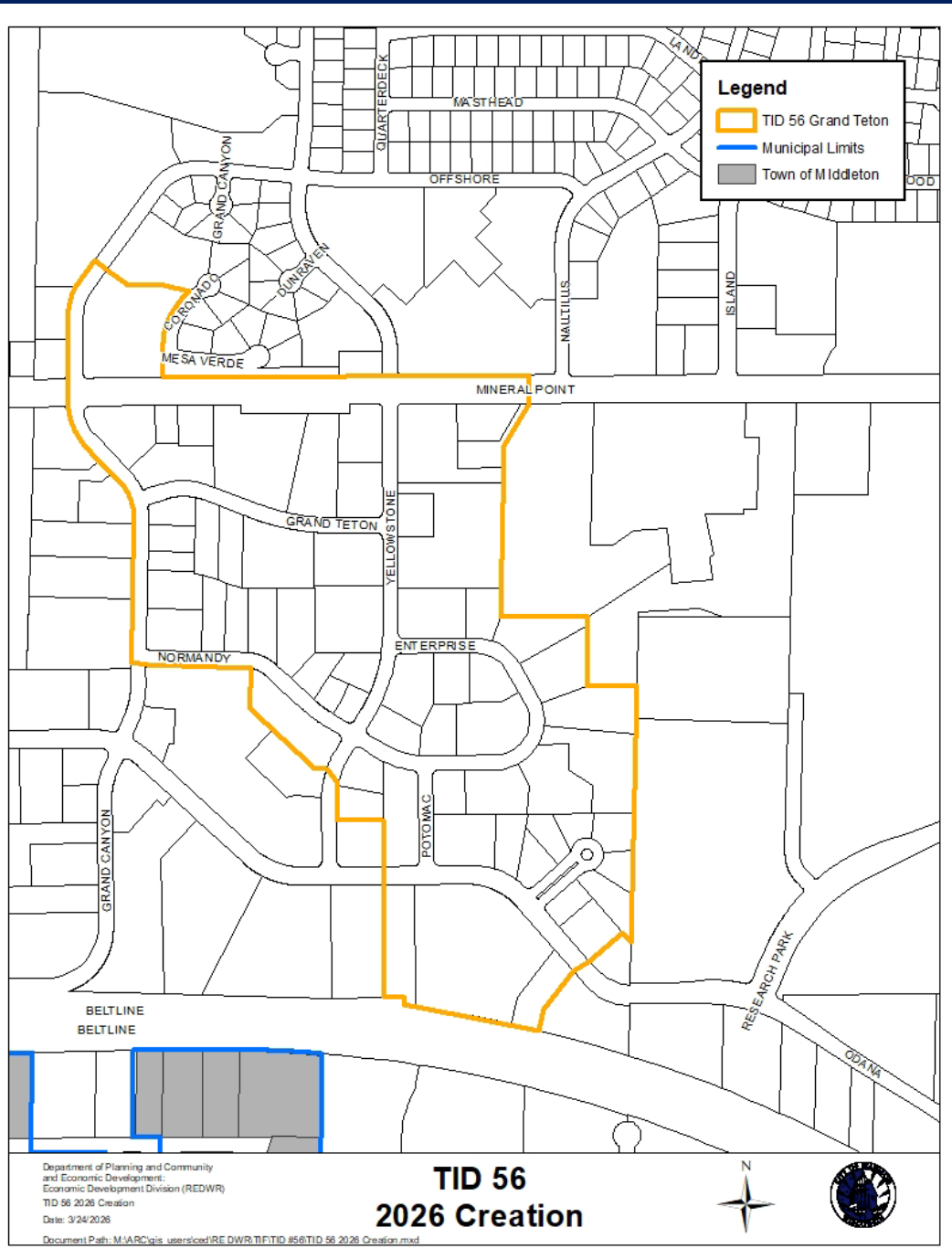
- **Development Loans (Realta Fusion Jobs TIF)** – $2,800,000

- **TOTAL CHANGE 2026: $2,800,000**
- **Total TIF Funded Project Costs - $21,747,000**

TID 54 – Summary

- Projected to close: 2034*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $215 million

TID 56


Legend
TID 56 Grand Teton
Municipal Limits
Town of Middleton
MASTHEAD
OFFSHORE
QUARTERDECK
GRAND CANYON
CORONADO
DUNRAVEN
MESA VERDE
NAUTILUS
ISLAND
MINERAL POINT
GRAND TETON
YELLOWSTONE
ENTERPRISE
NORMANDY
POTOMAC
GRAND CANYON
BELTLINE
BELTLINE
RESEARCH PARK
ODANA
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 56 2026 Creation
Date: 3/24/2026
Document Path: M:\ARC\gis users\cod\RE DWR\TIF\TID #56\TID 56 2026 Creation.mxd
TID 56
2026 Creation
N

TID 56 – Costs

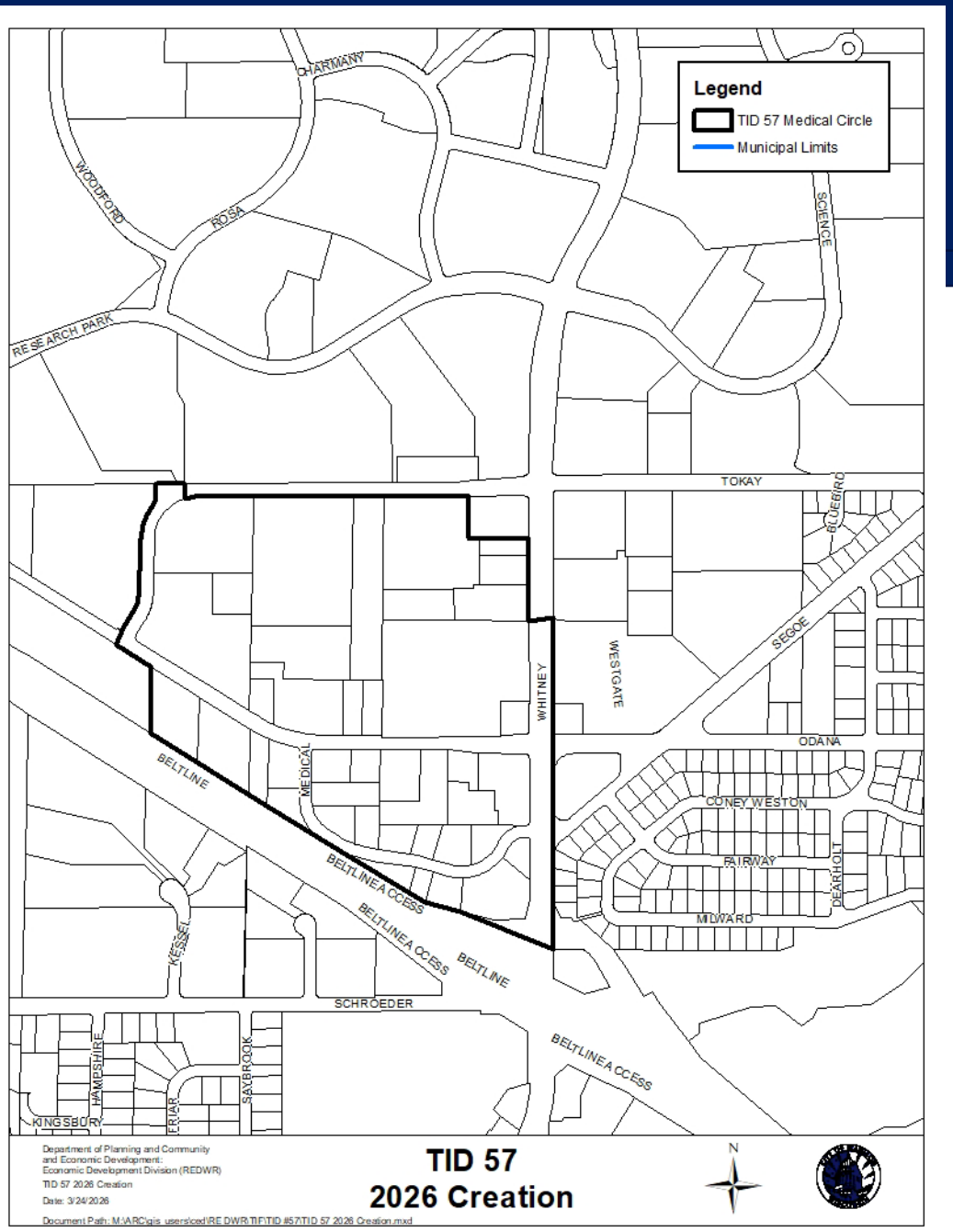
- **$10,100,000** – Public works / infrastructure projects in the Mineral Point Road, Grand Canyon Drive, Grand Teton Plaza, Yellowstone Drive, and Odana Road area;
- **$1,500,000** – Parks improvements in the West Towne area
- **$2,900,000** – Development Loans
- **$2,000,000** – Small Business Assistance, including grants
- **$500,000** – Administrative and professional costs.

- **TOTAL 2026: $17,000,000**
- **Total TIF Funded Project Costs - $17,000,000**

TID 56 – Summary

- Projected to close: 2045*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $104 million

TID 57


Legend
TID 57 Medical Circle
Municipal Limits
CHARMANY
WOODFORD
ROSA
RESEARCH PARK
SCIENCE
TOKAY
BLUEBIRD
SEGOE
WESTGATE
WHITNEY
ODANA
MEDICAL
BELTLINE
CONEY WESTON
FAIRWAY
DEARHOLT
MIDWARD
BELTLINE ACCESS
BELTLINE ACCESS
BELTLINE
KESSEL
SCHROEDER
BELTLINE ACCESS
HAMPSHIRE
SAYBROOK
FRIAR
KINGSBURY
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 57 2026 Creation
Date: 3/24/2026
Document Path: M:\ARC\gis_users\cod\RE DWR\TIF\TID #57\TID 57 2026 Creation.mxd
TID 57
2026 Creation
N

TID 57 – Costs

- **$8,500,000** – Public works / infrastructure projects in the Whitney Way, Odana Road, Tokay Blvd., and Medical Circle of the City of Madison
- **$2,000,000** – Development Loan to 5555 Odana Road / 5534 Medical Circle
- **$2,000,000** – Small Business Assistance, including grants
- **$500,000** – Administrative and professional costs.

- **Total TIF Funded Project Costs - $13,000,000**

TID 57 – Summary

- Projected to close: 2045*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $87 million

Questions?

Dan Rolfs (Real Estate Development Manager)

drolfs@cityofmadison.com

City of Madison

City of Madison
Madison, WI 53703
www.cityofmadison.com

Master

File Number: 93428

File ID:	93428	**File Type:**	Resolution	**Status:**	Items Referred
Version:	1	**Reference:**		**Controlling Body:**	FINANCE COMMITTEE
				File Created Date :	06/02/2026
File Name:	13269 TID 57 Creation			**Final Action:**	

Title: Approving the Creation of the Project Plan and Boundary for Tax Incremental District (TID) #57 (Medical Circle), City of Madison. (District 19)

Notes:

Sponsors: John P. Guequierre

Effective Date:

Attachments: 13269 TID 57 2026 JRB Report.pdf, 13269 TID 57 2026 Project Plan.pdf, TID 57 Legal Description.pdf, TID 44, 46, 50, 51, 54, 56, 57 Plan Com Presentation 2026 6-15.pdf

Enactment Number:

Author: Dan Rolfs, Real Estate Development Manager

Hearing Date:

Entered by: cklawiter@cityofmadison.com

Published Date:

History of Legislative File

Version:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Economic Development Division	06/02/2026	Referred for Introduction				
	Action Text: This Resolution was Referred for Introduction						
	Notes: Finance Committee (6/29/26), Plan Commission (6/15/26), Common Council (7/7/26)						
1	COMMON COUNCIL	06/09/2026	Refer	FINANCE COMMITTEE			Pass
	Action Text: A motion was made by Madison, seconded by Glenn, to Refer to the FINANCE COMMITTEE. The motion passed by voice vote/other.						
	Notes: Additional referral to Plan Commission.						
1	FINANCE COMMITTEE	06/09/2026	Refer	PLAN COMMISSION	06/15/2026		
	Action Text: This Resolution was Refer to the PLAN COMMISSION						
1	PLAN COMMISSION	06/15/2026	Return to Lead with the Recommendation for Approval	FINANCE COMMITTEE			Pass
	Action Text: A motion was made by Guequierre, seconded by Wasniewski, to Return to Lead with the Recommendation for Approval to the FINANCE COMMITTEE. The motion passed by voice vote/other.						
	Notes: On a motion by Ald. Guequierre, seconded by Wasniewski, the Plan Commission found the standards met and recommended approval of the creation of the tax incremental district to the Common Council. The motion passed by voice vote/ other.						

Text of Legislative File 93428

Fiscal Note

The proposed resolution authorizes the creation of TID 57 - Medical Circle. The proposed project plan includes $13.0 million of TIF-eligible costs.

The 2027 Capital Budget Capital Improvement Program (CIP) request for the Economic Development Division (EDD) includes a total of $1.5 million from 2027 - 2032 for administration and small business development costs. 2027 requests may be updated before publication fo the 2027 Executive Capital Budget and adoption of the 2027 Capital Budget by the Common Council, or agencies may request the TID funding in future CIPs based on project timelines. No additional City appropriation is required with creation of the TID and adoption of project plan and boundary.

Title

Approving the Creation of the Project Plan and Boundary for Tax Incremental District (TID) #57 (Medical Circle), City of Madison. (District 19)

Body

WHEREAS Chapter 105 of the Laws of 1975 of the State of Wisconsin created the Tax Increment Law (the "TIF Law"), Section 66.1105, Wisconsin Statutes; and

WHEREAS TIF Law sets forth certain steps which must be followed to create a Tax Incremental Project Plan and Boundary; and

WHEREAS a Notice of Public Hearing by the Plan Commission to afford interested parties an opportunity to express their views on the creation of the TID Project Plan and Boundary for TID 57 was published in the Wisconsin State Journal on May 29 and June 5, 2026 as required by TIF Law; and

WHEREAS prior to publication of the Notice of Public Hearing a copy of the Notice was sent by first-class mail to each of the chief executive officers or administrators of all local governmental entities having the power to levy taxes on property within the boundary of TID 57; and

WHEREAS the Plan Commission of the City of Madison held a public hearing on June 15, 2026, at which interested parties were afforded an opportunity to express their views on the proposed creation of the Project Plan and Boundary for TID 57; and

WHEREAS the Plan Commission has made the following findings as indicated in the attached report:

1. No less than 50%, by area, of the real property within the TID is zoned and suited for mixed-use within the meaning of 66.1105(2), Wisconsin Statutes.

2. The improvement of such area is likely to significantly enhance the value of substantially all of the other real property in the TID.

3. The aggregate value of equalized taxable property of the TID, plus all existing TIDs, does not exceed 12% of the total value of equalized taxable property within the City.

WHEREAS the Plan Commission has determined that the TID meets the basic requirements of City TIF Policy for tax incremental district proposals adopted by the Common Council on April 17, 2001, amended on March 31, 2009, and amended again on February 25, 2014 (insofar as

they are applicable to the amendment of a project plan), conforms to the Comprehensive Plan for the City of Madison and is consistent with the review criteria adopted at the same time, specifically, that the TID supports economic development activities intended to stabilize and diversify the City's economic base.

NOW THEREFORE BE IT RESOLVED that the Common Council of the City of Madison hereby confirms and adopts the above recitals and finds that:

1. No less than 50%, by area, of the real property within the amended TID boundary is suitable and zoned for mixed-use within the meaning of Section 66.1105(2), Wisconsin Statutes.
2. The improvement of such area is likely to significantly enhance the value of substantially all of the other real property in the TID.
3. The aggregate value of equalized taxable property of the TID, plus all existing TIDs, does not exceed 12% of the total value of equalized taxable property within the City.
4. TID 57 (Medical Circle) is hereby declared a mixed-use district.
5. The project costs relate directly to promoting mixed-use development.
6. The percentage of territory that will be devoted to retail businesses within TID 57 (Medical Circle) at the end of the expenditure period is estimated to be under thirty-five (35%) percent.
7. Less than 35% of the TID is land that is proposed for newly platted residential development.
8. None of the project costs relate to newly platted residential development. Therefore, Wis. Stat. s. 66.1105(2)(f)3. does not apply.

BE IT STILL FURTHER RESOLVED that the City of Madison hereby creates TID 57 (Medical Circle) on July 7, 2026, effective January 1, 2026, and adopts the attached Project Plan for said District and finds such plan is feasible and in conformity with the Comprehensive Plan for the City of Madison and will add to the sound growth of the City.

Executive Summary to the City of Madison Joint Review Board

Tax Incremental District (TID) No. 57 (Medical Circle)
2026 Project Plan Creation
City of Madison

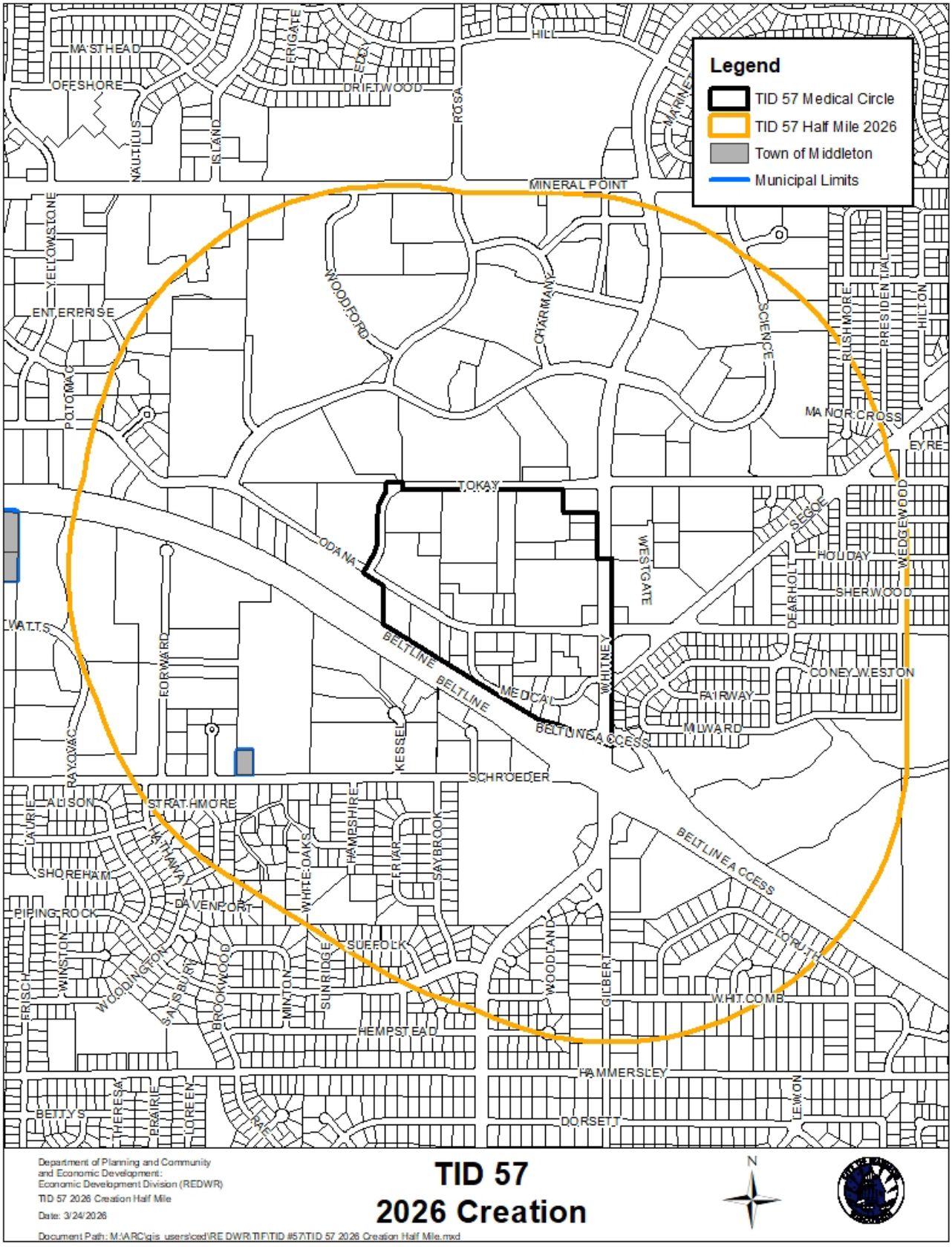
May 22, 2026

Background

By statute, a TIF Joint Review Board, comprised of one representative each from the Madison Metropolitan School District (MMSD), the City of Madison, Dane County, Madison College (MATC) and one public member, meets to review, and if acceptable, approve a proposed amendment to a Tax Incremental District (TID) Project Plan. The Joint Review Board will meet at a future date to take action upon the proposed amendment to the project plan to TID 57 (Medical Circle).

Summary of the TID #57 Project Plan

The map on the next page depicts the boundaries of TID 57 in the Medical Circle, Odana Road, Tokay Blvd, and Whitney Way area of the City of Madison, along with the Half Mile boundary of TID 57:


Legend
TID 57 Medical Circle
TID 57 Half Mile 2026
Town of Middleton
Municipal Limits
MINERAL POINT
ODANA
BELTLINE
BELTLINE MEDICAL
BELTLINE ACCESS
WHITNEY
WESTGATE
SCHROEDER
KESSEL
FORWARD
RAYOVAC
WATTS
TOKAY
MANOR CROSS
EYRE
WEDGEWOOD
SHERWOOD
HOLIDAY
DEARHOLT
SEGOE
CONEY
WESTON
FAIRWAY
MILWARD
ENTERPRISE
YELLOWSTONE
POTOMAC
WOODFORD
CHARMANY
SCIENCE
RUSHMORE
PRESIDENTIAL
HILTON
MASTHEAD
OFFSHORE
NAUTILUS
ISLAND
FRIGATE
DRIFTWOOD
ROSA
MARNET
ALISON
LAURIE
STRATHMORE
SHOREHAM
PIPING ROCK
DAVENPORT
WHITE OAKS
HAMPSHIRE
FRIAR
SAYBROOK
SUFFOLK
SUNRIDGE
MINTON
BROOKWOOD
SALISBURY
WOODINGTON
WINSTON
FRISCH
WOODLAND
GILBERT
LOTUS
WHITCOMB
HEMPSTEAD
HAMMERSLEY
DORSETT
LEWTON
BETTYS
THERESA
PRAIRIE
LOREEN
Department of Planning and Community and Economic Development:
Economic Development Division (REDWR)
TID 57 2026 Creation Half Mile
Date: 3/24/2026
Document Path: M:\ARC\gis_users\ced\REDWR\TIF\TID #57\TID 57 2026 Creation Half Mile.mxd
TID 57
2026 Creation
N

TIF Law Required Information for TID Amendment Approval

1) Estimates of project costs and tax increments, including:

a) Specific items that constitute project costs; (See Chart Below)

TID #57	Proposed TIF Funded Non-Assessable Cost	Assessable/ Non-TIF-Project Costs	Total	Time Frame (Year – Year)
Public Works				
Location: (Whitney Way, Odana Road, Tokay Blvd and Medical Circle area of Madison)	**8,500,000**	**13,551,000**	**22,051,000**	**2026 - 2045**
Other Eligible Cost				
CDA Redevelopment	$0	$0	$0	2026 - 2045
Affordable Housing	$0	$0	$0	2026 - 2045
Development Loans	$2,000,000	$0	$2,000,000	2026 - 2045
Land Acquisition	$0	$0	$0	2026 - 2045
Small Business Grants	$2,000,000	$0	$2,000,00	2026 - 2045
Administrative and Professional Costs	$500,000	$0	$500,000	2026 - 2045
Subtotal – Other Eligible Cost				
TOTAL PROJECT COSTS	**$13,000,000**	**$13,551,000**	**$26,551,000**	2026 - 2045
Finance Costs (financing costs for entire project plan)	$3,575,000	$0	$3,575,000	2026 - 2045

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

b) The total dollar amount of these project costs to be paid with tax increments;

Per the above chart, tax increments will pay for a total of **$13,000,000** of project costs.

c) The amount of tax increments to be generated over the life of the tax incremental district.

Based upon the City's TIF run, TID 57 will generate $13 million of incremental revenue through its expiration date of 2045. The net present value of these incremental revenues is $5.6 million. **The total forecasted incremental revenue over the entire life of TID 57 is $13 million.**

2. The amount of value increment when the project costs are paid in full and the district is closed.

Based upon development projects that are proposed, along with value growth on the existing property within the TID, the anticipated incremental value of property within the district at the end of its 20-year life is estimated at **$87,000,000**. This value will be returned to overlying tax jurisdictions for general tax levy purposes upon closure of the district at the end of its statutory life. Based upon conservative estimates, the district will generate sufficient incremental revenues to repay all anticipated project costs by 2045.

Without any additional projects generating new incremental value, the estimated incremental value in 2045 is $87 million. The City may propose future amendments to the TID 57 project plan to fund additional development or infrastructure projects if the TID generates sufficient increment

3. The reasons why the project costs may not or should not be paid by the owners of property that benefit by improvements within the district.

The budget for the proposed project plan amendment is estimated at $26,551,000.

The total amount of assessable costs not to be paid for with TIF funds is $13,551,000.

The total amount of costs to be paid for with TIF funds is $13,000,000.

4. The share of the projected tax increments estimated to be paid by the owners of taxable property in each of the taxing jurisdictions overlying the district.

The estimated base value of TID 57 is **$105,437,600**. Overlying jurisdictions will continue to collect their portion of the levy upon the base value over time. The box below indicates the share of the estimated first tax increment invested by overlying tax jurisdictions based upon the 2026 mill rate.

Tax Jurisdiction	2026 Mill Rate	Share of Tax Levy
City	7.00	35%
County	2.36	12%
MMSD	10.41	51%
MATC	0.64	3%
State of WI	0.0	0%
Totals*	20.38**	100%**

Source: City of Madison 2026 Adopted Operating Budget
**NOTE: Total Mill Rate is the Gross Mill, prior to any State Tax Credits being applied to this rate.*
***NOTE: Total may not add due to rounding*

5. The benefits that the owners of taxable property in the overlying taxing jurisdictions will receive to compensate them for their share of the projected tax increments.

A conservative estimate of the total incremental value resulting from potential development projects, and economic growth or value appreciation over the life of the TID

is estimated to be $87 million. The benefits of these potential projects are: sharing new equalized value growth, affordable housing development, infrastructure improvements, and job creation / retention to benefit those in the district and throughout the City of Madison.

TID 57's estimated base value of $105,437,000 is anticipated to grow by $87 million at the end of the 20-year life of the TID. Assuming that the City incurs all of the $13 million of projected costs identified in the TID Project Plan, that there are no changes in tax increment estimates, no further project plan amendments and no changes to TIF Law, the City of Madison forecasts that TID 57 may close in 2045. The average life of a TID in the City of Madison is 12 years. The estimated incremental value of the TID in 2045 when the TID is forecasted to be closed is estimated to be $87 million *(Note: variations are due to rounding)*.

TID 57 is a "Mixed-use" TID, as defined by State Statute 66.1105.

Criteria for TID Approval

Per TIF Law, the Joint Review Board will cast a vote based upon the following three criteria:

1. **Whether the development expected in the tax incremental district would occur without the use of tax incremental financing.**

   Only 13,551,000 of the proposed $26,551,000 in project costs are assessable. Without tax increment revenue, such improvements are not likely to occur when compared to areas in the City where special assessment revenues may be more readily available to fund greater portions of project costs.

2. **Whether the economic benefits of the tax incremental district, as measured by increased employment, business and personal income and property value, is insufficient to compensate for the cost of improvements.**

   If the District closes in 2045 as projected, it is estimated that approximately $87 million of incremental value would return to the overlying taxing jurisdictions. At 20 years, the District would return approximately $87 million of incremental value to the overlying taxing jurisdictions. Without TIF, the infrastructure and other investments described in the project plan document in and adjacent to TID 57 would not occur. The infrastructure and other improvements will continue to boost values within and adjacent to TID 57.

3. **Whether the benefits of the proposal outweigh the anticipated tax increments to be paid by owners of property in the overlying tax districts.**

   Property and infrastructure improvements, affordable housing development, tax base growth and job creation / retention are the most significant and quantifiable benefit to overlying tax jurisdictions from the investment of TIF funds.

   Without TIF, overlying tax jurisdictions would share approximately $2.1 million of tax revenues for the tax parcels included in TID 57, based on the base value of

$105,437.600. As stated earlier, the incremental value in 2045 at the end of the projected life of the TID is estimated at $87 million. Theoretically, if the City invested all $13 million of project costs in the district, which investment would leverage over $87 million; or $1 of TIF leverages approximately $6.70 of value growth. If the TID were to be closed at that time, this value growth would be returned to overlying tax jurisdictions that would now share in a levy of approximately $3.8 million, or a net gain of approximately $1.7 million as a result of TIF.

In turn, the anticipated tax increments over the life of the district are estimated to support $13 million of public investment. This investment will further enhance the area, eliminate blight, increase values in and around the District, and help create new, family supporting jobs.

Date Adopted: _____, 20__
Resolution Number: RES-2_-_____
Expenditure Deadline: _____, 20__
TID Expiration Date: _____, 20__

Project Plan and Boundary for

TAX INCREMENTAL FINANCE DISTRICT #57
(Medical Circle)

City of Madison

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

June 1, 2026

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TAX INCREMENTAL FINANCE DISTRICT 57
(MEDICAL CIRCLE)

INTENT

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, revitalize neighborhoods and expand housing options. 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.

PURPOSE

In particular, the City of Madison is proposing to create Tax Incremental District (TID) #57 (Medical Circle) (hereinafter "the proposed TID") as a mixed-use TID. The TID's purpose is to capture tax increments generated by incremental value growth to fund public works improvements and on an as-needed basis, provide financial assistance to projects within the proposed TID that will benefit the TID and the larger community.

The proposed TID will be generally located along the following boundaries: Generally in the Odana Road and Medical Circle area of the City of Madison.

PROPOSED CHANGES IN ORDINANCES, CODES OR PLANS

The project elements proposed in this Project Plan conform to the objectives and recommendations contained in the Comprehensive Plan For The City of Madison ("Comprehensive Plan") as approved by the City Plan Commission.

No changes to 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 CC-T, CC, RMX, and SE. These zoning districts are suitable for mixed-use development.

Consistence with the City of Madison Comprehensive Plan
Updated in December 2023 and September 2024, the Comprehensive Plan contains six sections, each with its own set of overarching goals and implementation strategies. **The projects and activities planned for the proposed TID are consistent with the following goals and implementation strategies established in the Comprehensive Plan:**

Land Use and Transportation

Goal:	Strategies:
Madison will be comprised of compact, interconnected neighborhoods anchored by a network of mixed-use activity centers.	• Ensure all populations benefit from the City's transportation investments
	• Concentrate the highest intensity development along transit corridors, downtown, and at Activity Centers.
	• Facilitate compact growth to reduce development of farmland.
	• Expand and improve the city's pedestrian and bicycle networks to enable safe and convenient active transportation.

Neighborhoods and Housing

Goal:	Strategies:

Madison will be a safe and welcoming city of strong and complete neighborhoods that meet the needs of all residents.	• Create complete neighborhoods across the City where residents have access to transportation options and resources needed for daily living.
Madison will have a full range of quality and affordable housing opportunities throughout the City	• Support development of a wider mix of housing types, sizes, and costs throughout the City
	• Increase the amount of available housing
	• Integrate lower priced housing, including subsidized housing, into complete neighborhoods.
	• Provide housing options with health and social services for residents who need it most, including residents experiencing homelessness

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

Such costs include sanitary sewer, stormwater management systems, street improvements, repair and reconstruction. By City Ordinance, developers are required to install necessary infrastructure at their cost. In some cases, funds were set aside under the Development Loans cost category to provide financial assistance to projects that demonstrate a financial gap, to the City's satisfaction, caused in whole or in part by the cost of such infrastructure improvements.

Projects are generally located in the Whitney Way, Odana Road, Tokay Blvd, and Medical Circle area of the City of Madison. Projects may include, but are not limited to:

- West Towne Path Bridge over Whitney
- Whitney (including within a half mile of TID 57)
- Odana (including within a half mile of TID 57)
- Today (including within a half mile of TID 57)
- Medical Circle
- Sanitary Sewer work
- Park Improvements, including Odana Hills Park (including within a half mile of TID 57)

Estimated Cost: $22,051,000

Community Development Authority (CDA) 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

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 the proposed TID pays off all of its aggregate costs, as provided for in State Statute, the City may extend the life of the proposed TID for one year (changing to two years effective 1/1/2028 pursuant to 2025 WI Act 173) to benefit affordable housing and to improve housing stock.

Estimated Cost: $0

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, public infrastructure, landscaping and similar types of related activities.

- 5555 Odana Road & 5534 Medical Circle TIF Loan (2026)

Estimated Cost: $2,000,000

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 proposed TID. The acquisitions could vary from right-of-way and air space to entire parcels.

Estimated Cost: $0

Economic Development Assistance – Small Business Grants

Where necessary or convenient for the implementation of the Project Plan, TIF assistance in the form of small business grants may be provided for private small business development projects. 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, interior or exterior renovation or restoration, site preparation, environmental remediation, landscaping and similar types of related activities. TIF Law requires that the City provide the Joint Review Board with copies of the grant agreement for each project. The City will provide copies of each grant agreement to the Joint Review Board after each subsequent project receives the Common Council authorization of a grant award. The following programs will provide TIF assistance in the form of small business grants:

Building Improvement Grants
The Building Improvement Grant program encourages business owners to reinvest in their business by offering grants of up to $50,000 to assist with the capital costs associated with renovating the interior and exterior of retail spaces.

Façade Grants
The Facade Improvement Grant Program was established to support and encourage small businesses to reinvest in the downtown and neighborhood business districts. The program provides matching grants to small business owners and tenants to assist them in restoring or beautifying their facades or storefronts. The maximum grant amount is $25,000.

Commercial Ownership Assistance (COA) Program
The COA program provides financial assistance to small business owners expand their enterprises by transitioning from leasing space to owning commercial property for their business. The program is structured as a 0% interest loan with no payment due to the City unless the property is sold. The loan can be used for businesses to purchase an existing space or to develop a new building for their businesses. The maximum loan amount is $250,000.

Small Cap TIF Program
The Small Cap TIF program provides loans to help existing business expand and grow. Loans up to $250K can be used for purchasing real estate, financing real estate improvements or for purchasing capital machinery and equipment.

Total Estimated Cost: $2,000,000

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 the proposed TID, supplies and materials, contract and consultant services, and those costs of City departments such as the Finance Department, City Attorney, City Engineer, Parks Division, DPCED, and the Office of the Mayor.

Estimated Cost: $500,000

Total Project Costs: **$13,000,000**

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 estimate 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 the **$13,000,000** of estimated non-assessable project costs and an estimated **$3,575,000** 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 within a location (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 for that location in the Project Plan.**

TID #57	Proposed TIF Funded Non-Assessable Cost	Assessable/ Non-TIF-Project Costs	Total	Time Frame (Year – Year)
Public Works				
Location: (Whitney Way, Odana Road, Tokay Blvd and Medical Circle area of Madison)	**8,500,000**	**13,551,000**	**22,051,000**	**2026 - 2045**
Other Eligible Cost				
CDA Redevelopment	$0	$0	$0	2026 - 2045
Affordable Housing	$0	$0	$0	2026 - 2045
Development Loans	$2,000,000	$0	$2,000,000	2026 - 2045
Land Acquisition	$0	$0	$0	2026 - 2045
Small Business Grants	$2,000,000	$0	$2,000,00	2026 - 2045
Administrative and Professional Costs	$500,000	$0	$500,000	2026 - 2045
Subtotal – Other Eligible Cost				
TOTAL PROJECT COSTS	**$13,000,000**	**$13,551,000**	**$26,551,000**	2026 - 2045
Finance Costs (financing costs for entire project plan)	$3,575,000	$0	$3,575,000	2026 - 2045

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 public works costs may vary or may be adjusted within an identified location or corridor without a project plan amendment, so long as the total amount of costs does not exceed the amount adopted for that location in the Project Plan.**

How Tax Increments Are Generated, Used

Under the Wisconsin TIF Law ("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 proposed TID. Taking the proposed 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. All project expenditures must be made five (5) years prior to the termination of the proposed TID. Therefore, all project expenditure must be made by December 31, 2040. Tax increments may be received until project costs are recovered or until the proposed TID reaches its maximum life of 20 years, at which time the proposed TID must close.

TIF-Eligible Capital Budget

The cost of public improvements and other project costs is $26,551,000. There are $13,551,000 of anticipated costs that will be assessable to property owners or funded by non-TIF sources. Assessments are determined in accordance with the City and Board of Public Works standard special assessment policies. The total amount of TIF-eligible cost is the total cost, less the assessable cost and non-TIF sources of funding, which is $13,000,000. **This figure represents the authorized TIF Capital Budget for this Project Plan.**

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. The proposed TID has one or more tax increment generators as described below.

TIF Generator Project (Address and Description)	Estimated Incremental Value
1.5555 Odana Road / 5534 Medical Circle: This project will consist of 227 units of workforce housing. The units income restricted, with an average income level across all units of 60% of Area Median Income (AMI).	$28,510,000
Total Estimated Incremental Value from TIF Generators	$28,510,000

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 $87,000,000. This value includes the $28,510,000 generated from projects outlined above, along with an additional $58,490,000 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, the anticipated economic growth of tax incremental revenues over the TID's life (i.e. the total amount of tax increments over 20 years) should total approximately $13 million. The present value of the total incremental revenues that are anticipated to be generated is $5,600,000. The total estimated incremental revenues over the life of the TID are sufficient to pay for the $13,000,000 of project costs identified in this Project Plan.

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 the proposed TID may, therefore, be less than the amount shown in the Project Plan.

Assuming no change in economic conditions, the TID is projected to recover its proposed $13,000,000 project cost in approximately 20 years, or the year 2045. This projection is shown in the attached TIF Run.

Finance Cost

Staff estimates that TID increment could support interest payments on capital borrowing. The estimated interest and finance cost of borrowing the entire estimated capital cost is $3,575,000.

PROMOTION OF ORDERLY LAND DEVELOPMENT

As addressed in the Section of this Project Plan titled "Proposed Changes in Ordinances, Codes, or Plans, the project elements in this Project Plan conform to the objectives and recommendations contained in City of Madison Comprehensive Plan. The area in this TID is identified for Low-Medium Residential, Medium Density Residential, Community Mixed Use, Parks and Open Space, Low Residential, General Commercial, and Employment land uses 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://imaginemadisonwi.com/sites/imaginemadisonwi.com/files/document/pdf/180501%20Comprehensive%20Plan%20-%20Full.pdf

TID 57 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.

Approximately 0% of the area in the proposed TID is identified for newly-platted residential purposes and none of the project costs are for newly-platted residential development. Therefore, Wis. Stat. s. 66.1105(2)(f)3. does not apply.

EXPECTATIONS FOR DEVELOPMENT

The expectations for development in the proposed TID 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 redevelopment and infill upon parcels of land within the TID boundary. The known 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.

Anticipated Development: The actual timing and value of new growth within the TID depends upon variables that are currently unpredictable. 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 $28,510,000 of incremental value. The total incremental value (including estimated TIF Generators and appreciation of property value with in the TID) generated over the 20-year life of the district is estimated at approximately $87,000,000. This growth is estimated to generate approximately $13 million of tax increments over the life of the TID. The estimated present value of these tax increments is $13,000,000.

METHODS FOR THE RELOCATION OF DISPLACED PERSONS AND BUSINESSES

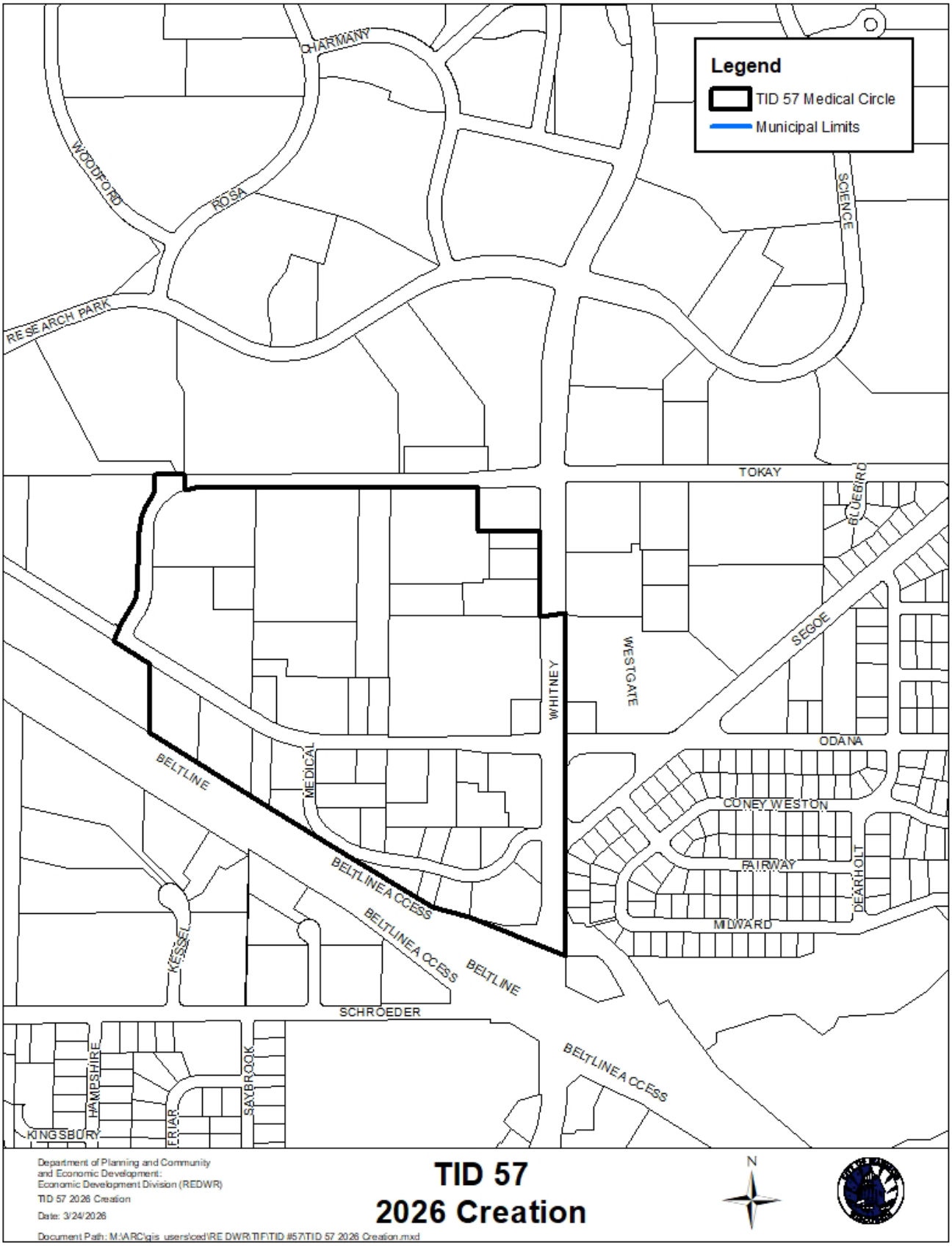
Where the relocation of individuals and business operations would take place as a result of the City's acquisition activities occurring within the District, relocation will be carried out in accordance with the relocation requirements set forth in Chapter 32 of the Wisconsin Statutes and the Federal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

LEGAL DESCRIPTION

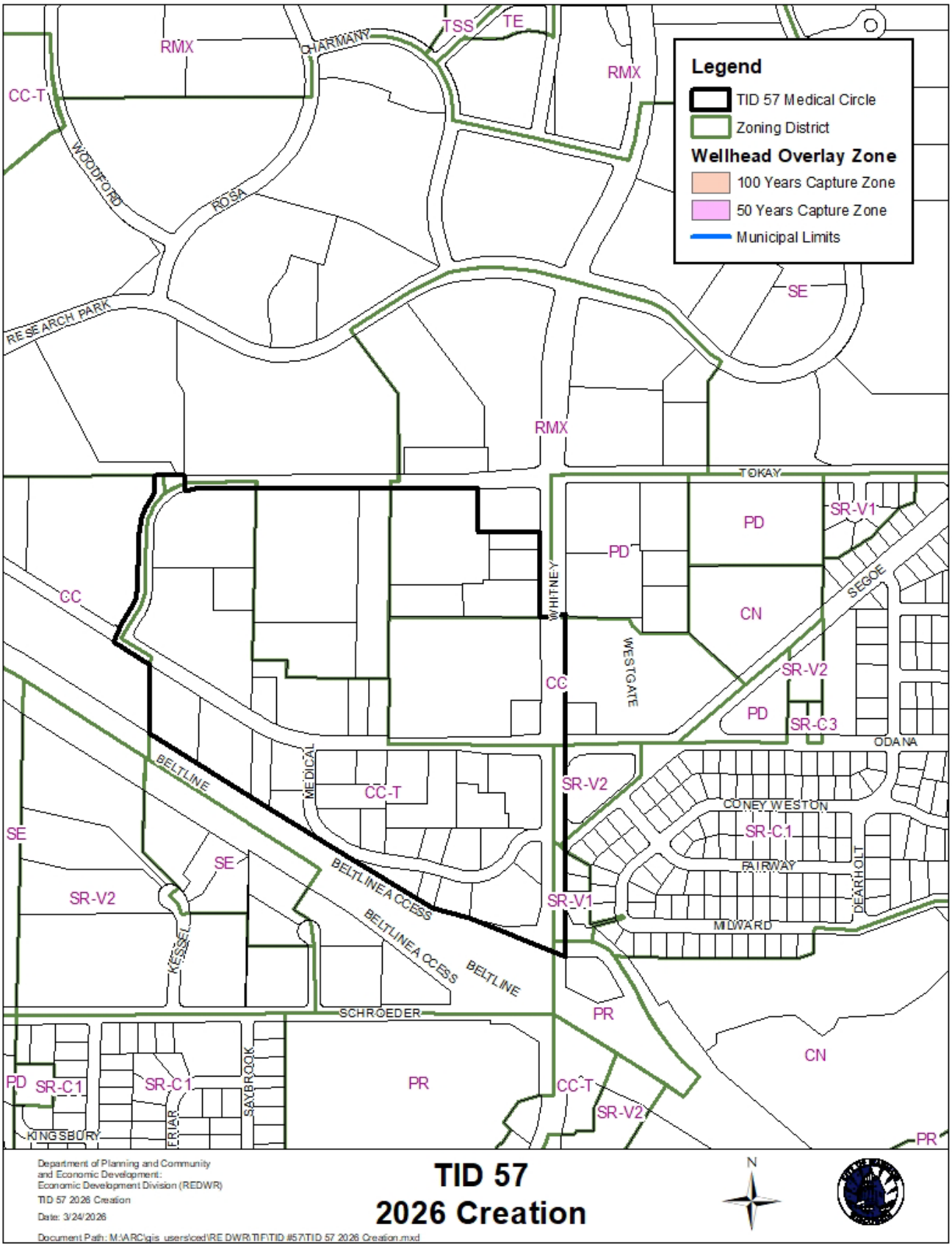
A parcel of land located in the Southeast ¼ of the Southwest ¼, the Northeast ¼ of the Southwest ¼, Southwest ¼ of the Southwest ¼, the Northwest ¼ of the Southwest ¼ , the Southwest ¼ of the Northwest ¼, the Southwest ¼ of the Southeast ¼, and the Northwest ¼ of the Southeast ¼ all in Section 30, Township 7 North, Range 9 East in the City of Madison, Dane County, Wisconsin, more particularly described as follows:
Commencing at the South ¼ corner of said Section 30, Township 7 North, Range 9 East in the City of Madison; thence North 133.76 feet more or less along the West line of the Southeast ¼ of said Section 30; thence East at right angles to the previously described line 61.63 feet more or less to the intersection of the northeasterly right-of-way of the West Beltline Highway (USH 12 & 14) with the easterly right-of-way of S. Whitney Way; thence North 152.36 feet more or less along the said easterly right-of-way of S. Whitney Way to the intersection with the southerly right-of-way of the exit ramp of the said West Beltline Highway and the **Point of Beginning;**
Thence northerly 235 feet more or less across the said right-of-way of the exit ramp for the West Beltline Highway to a point on the easterly right-of-way of S. Whitney Way lying 2.87 feet south of the southwest corner of Lot 4 of the Golf Green Subdivision;
Thence northerly 232.57 feet more or less along the said easterly right-of-way of S. Whitney Way to a point of curvature along the westerly line of Lot 6 of the said Golf Green Subdivision for the southerly right-of-way of Segoe Road (now Odana Lane);
Thence northerly 233.67 feet more or less across the right-of-way of Segoe Road (a portion vacated and now Odana Lane) to a point of curvature of the intersection of the northerly right-of-way of Odana Lane and the said easterly right-of-way of S. Whitney Way and being on the westerly line of Outlot A of the said Golf Green Subdivision extended South;
Thence northerly 188.39 feet more or less along the said easterly right-of-way of S. Whitney Way and being the West line and said West line extended South of said Outlot A to a point of curvature for the southerly right-of-way of Odana Road;
Thence northerly 213.15 feet more or less across Odana Road to a point of curvature at the Southwest corner of Block 1 of the Westgate Plat and being on the easterly right-of-way of S. Whitney Way;
Thence northerly 574.54 feet more or less along the said easterly right-of-way of S. Whitney Way and being the West line of Block 1 of the Westgate Plat and Lot 1 of the Westgate Redevelopment Plat to the Northwest corner of said Lot 1 of the Westgate Redevelopment Plat;
Thence westerly 120.94 feet more or less across S. Whitney Way to the Southeast corner of Lot 3 of Tokay Place and being on the westerly right-of-way of S. Whitney Way;
Thence northerly 429.08 feet more or less along the said westerly right-of-way of S. Whitney Way and the east line of Lots 3 through 5 of said Tokay Place to the Northeast corner of said Lot 5 and the Southeast corner of Lot 6 of Tokay Place;
Thence westerly 305.00 feet more or less along the South line of said Lot 6 of Tokay Place to the Southwest corner of said Lot 6;
Thence northerly 215.00 feet more or less along the West line of said Lot 6 of Tokay Place to the Northwest corner of said Lot 6 and being on the southerly right-of-way of Tokay Boulevard;
Thence westerly 1377.32 feet more or less along the said southerly right-of-way of Tokay Boulevard and being on the north line of Lot 1 of said Tokay Plat, Lot 2 of CSM No. 442, and Lots 1 and 2 of CSM No. 11184 to a point of curvature along the North line of said Lot 1 of CSM No. 11184;
Thence westerly 56.70 feet more or less along the said southerly right-of-way of Tokay Boulevard being a curve to the left having a radius of 217.00 feet to the intersection of a line 33.05 feet easterly of and parallel with the East line of Lot 48 of the University Research Park University of Wisconsin-Madison Second Addition extended southerly;
Thence northerly 80.80 feet more or less across Tokay Boulevard to a point lying 32.92 feet more or less easterly of the Southeast corner of said Lot 48 being at the intersection of a line 33.05 feet easterly of and parallel with the East line of said Lot 48 and being along the South line of Lot 49 of the University Research Park University of Wisconsin-Madison Second Addition and being on the northerly right-of-way of Tokay Boulevard;
Thence westerly 32.92 feet more or less along the south line of said Lot 49 of the University Research Park University of Wisconsin-Madison Second Addition to the Southeast corner of said Lot 48 of the University Research Park University of Wisconsin-Madison Second Addition;

Thence southeasterly 4.51 feet more or less along the easterly line of Lot 1 of CSM 5551 to the Southeast corner of said Lot 1 of CSM 5551 and lying on the northerly right-of-way of Tokay Boulevard and the North line of the said Southwest ¼ of Section 30;
Thence westerly 113.28 feet more or less along the said North line of the Southwest ¼ of Section 30 and being the northerly right-of-way of Tokay Boulevard to a point lying easterly of the West ¼ corner of Section 30 618.72 feet more or less;
Thence southerly 89.80 feet more or less along the westerly right-of-way of Tokay Boulevard to a non-tangent point of curvature;
Thence southerly 204.82 feet more or less along the said westerly right-of-way of Tokay Boulevard being a curve to the left having a radius of 287.00 feet;
Thence southerly 261.94 feet more or less along the said westerly right-of-way of Tokay Boulevard to a point of curvature;
Thence southerly 117.61 feet more or less along the said westerly right-of-way of Tokay Boulevard being a curve to the right having a radius of 217.00 feet;
Thence southwesterly 87.07 feet more or less along the said westerly right-of-way of Tokay Boulevard to a point of curvature at the northwest intersection of Tokay Boulevard and Odana Road;
Thence continuing southwesterly 96.00 feet on the extension of the aforementioned line crossing Odana Road to a point on the southwesterly right-of-way of Odana Road and being on the northeasterly line of CSM No. 12059.
Thence southeasterly 228.90 feet more or less along the southwesterly right-of-way of Odana Road to the Northeast corner of Lot 1 of said CSM 12059.
Thence southerly 334.01 feet more or less along the East line of said Lot 1 of CSM 12059 to the Southeast corner of said Lot 1 and being on the Northeast right-of-way of the West Beltline Highway (USH 12 & 14);
Thence southeasterly 1638.74 feet more or less along the said Northeast right-of-way of the said West Beltline Highway being along the southwesterly line of Lots 1 and 2 of CSM 235, Lot 1 of CSM 644, plat of Odana Court, and Lots 6 and 7 of the plat of Medical Heights to the Southeast corner of said Lot 7 of Medical Heights;
Thence southeasterly 184.05 feet more or less along the Northeast right-of-way of the said West Beltline Highway being along the southwesterly line of Lots 8 and 9 of said Medical Heights to a point lying 84 feet southeast of the Southeast corner of said Lot 8;
Thence southeasterly 509.15 feet more or less to the **Point of Beginning**.

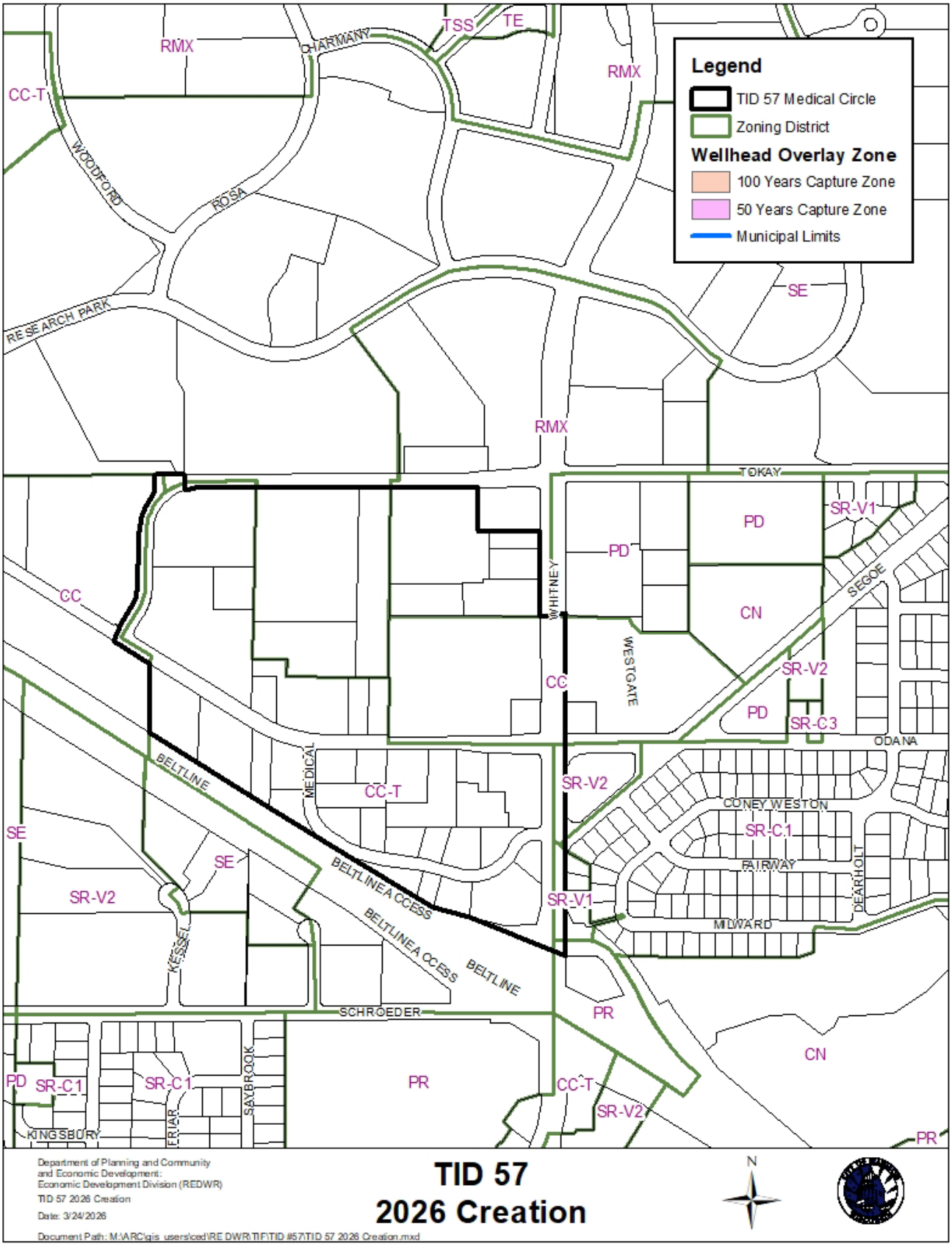
District Boundary – 2026



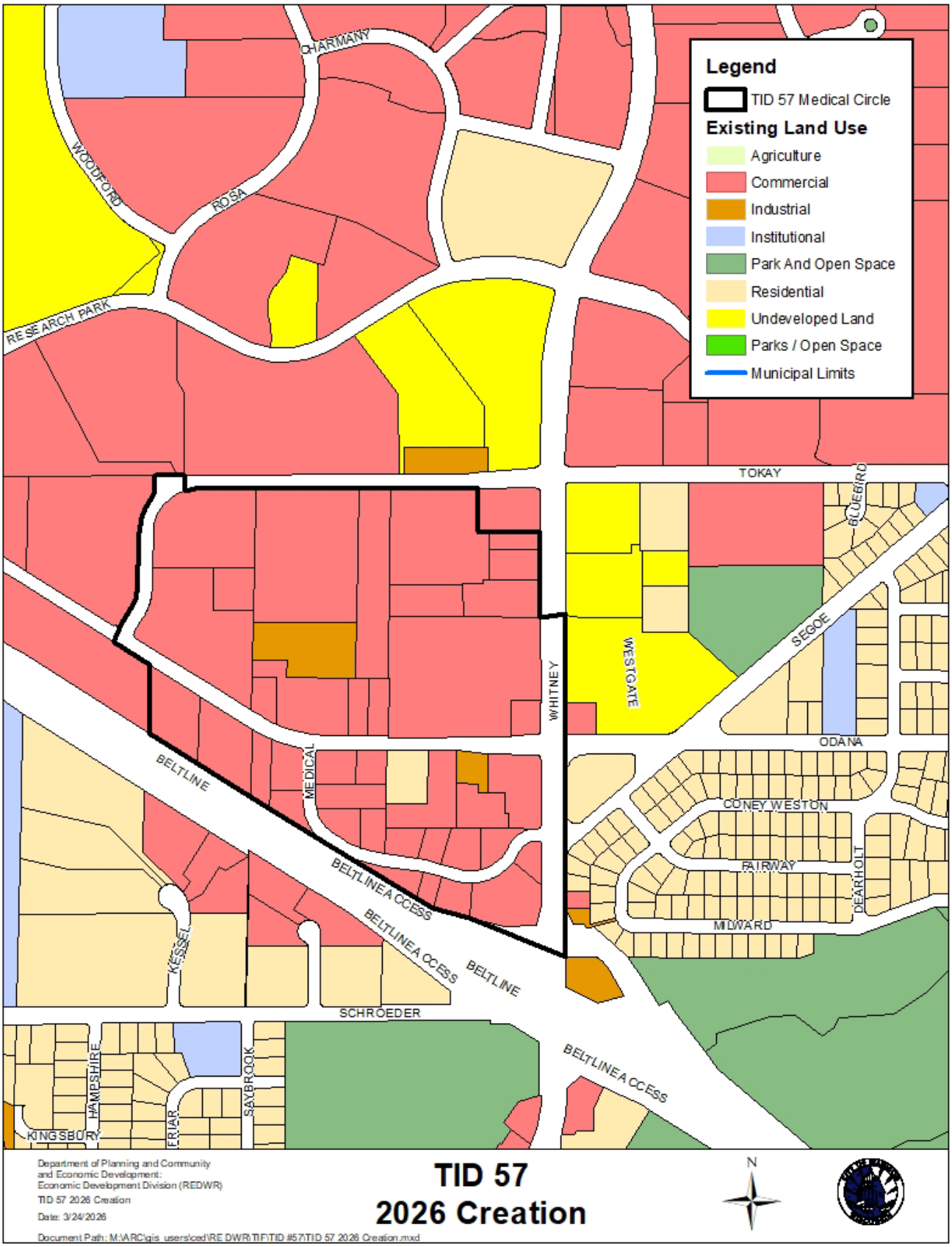
Existing Zoning – 2026



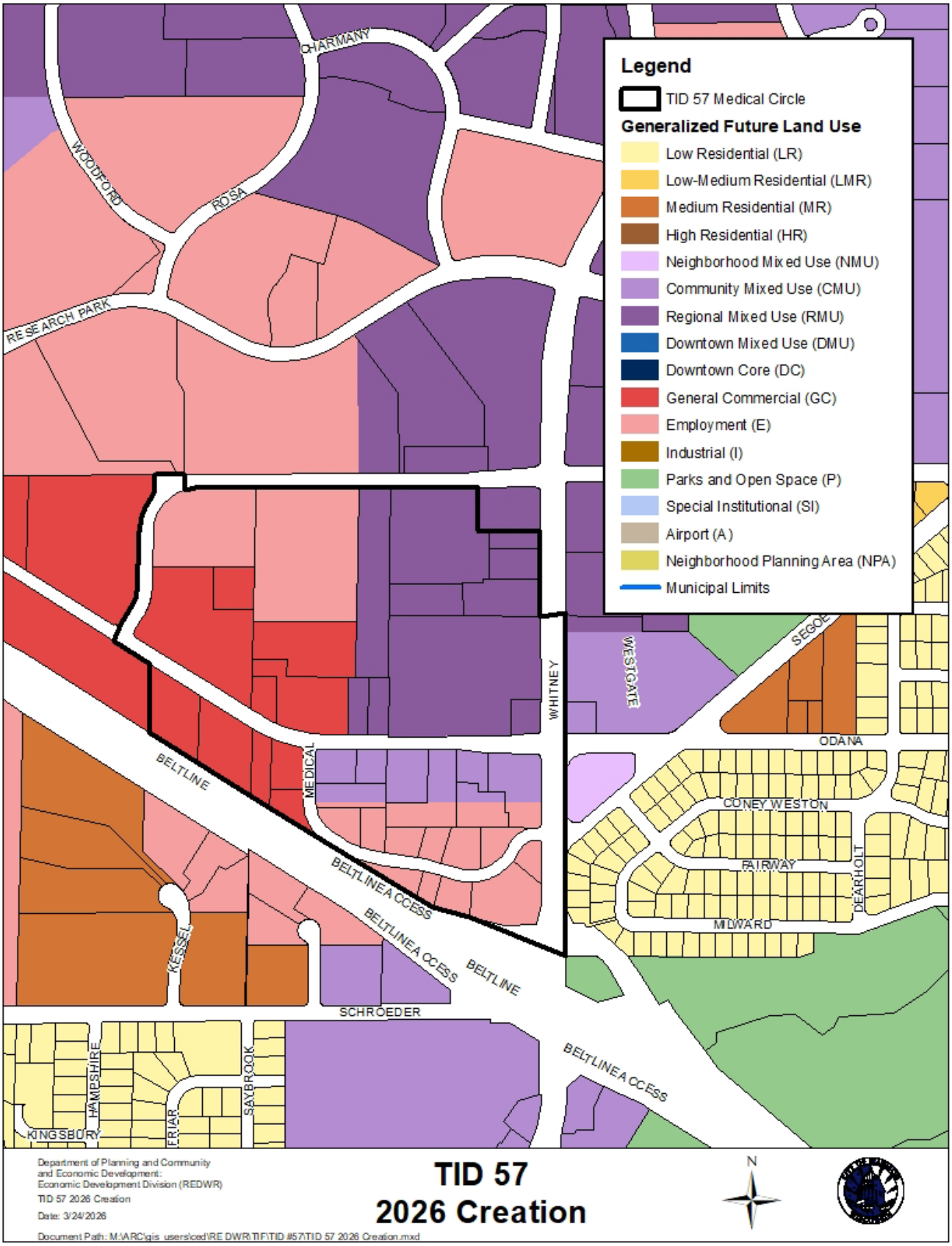
Proposed Zoning – 2026



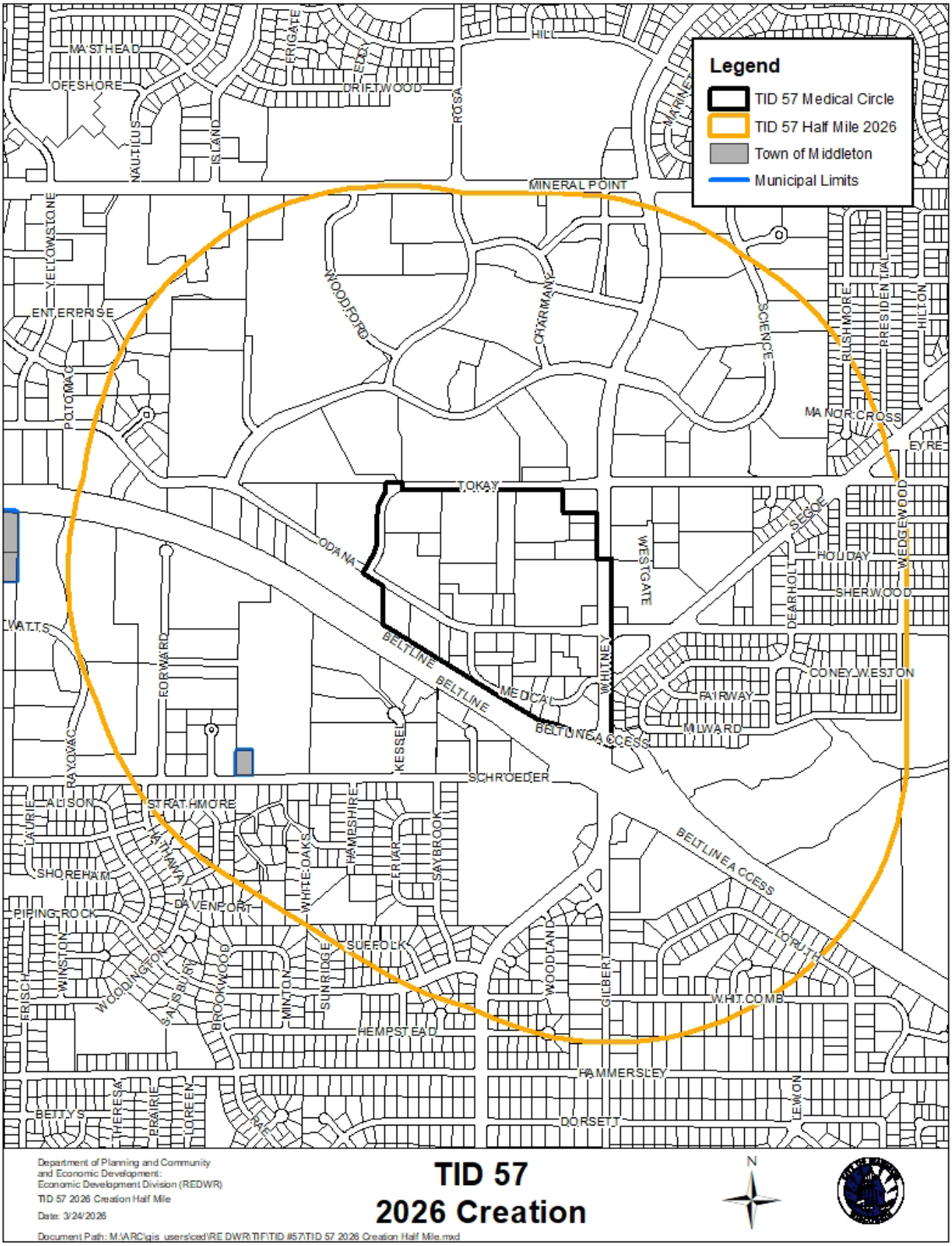
Existing Land Use – 2026



Proposed Land Use – 2026



Half Mile Boundary – 2026



City Attorney Opinion Letter

Office of the City Attorney

Michael R. Haas, City Attorney **Patricia A. Lauten, Deputy City Attorney**

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PARALEGAL
Ryan M. Riley

May 28, 2026

TO: Daniel Rolfs, Real Estate Development Manager
FROM: Matthew Robles, Assistant City Attorney
SUBJECT: Project Plan for TIF District No. 57 - City of Madison (Medical Circle)

Dear Mr. Rolfs:

In my capacity as Assistant City Attorney for the City of Madison, Wisconsin, I have examined the proposed Project Plan for Tax Incremental Finance District No. 57, City of Madison, Wisconsin (Medical Circle). Based on this examination, I am of the opinion that the Project Plan is complete and complies with the provisions of Wis. Stat. § 66.1105(4)(f).

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 to the Plan.

Sincerely,

Matthew D. Robles
Assistant City Attorney

TIF Run

TIF Increment Projection
TID#57 (2026 Creation)

	TAX RATE PROJECTION			INCREMENT CALCULATION				AVAILABLE FOR ASSISTANCE	
YEAR	CITYWIDE TAX BASE AS OF JAN 1 PRIOR YEAR	NET TAX LEVY	TAX RATE	DISTRICT VALUE AS OF JAN 1	PROJECT VALUE ADDED	INCREMENTAL VALUE AS OF JAN 1	INCREMENT REVENUE	INCREMENT AFTER COVERAGE	PRESENT VALUE
2026	49,360,901,400	920,891,785	0.01866	105,437,600	0				
2027	52,322,555,484	957,727,456	0.01830	107,546,352	2,851,000	2,108,752	0	0	0
2028	55,461,908,813	996,036,555	0.01796	112,548,279	12,829,500	7,110,679	38,599	19,300	16,857
2029	58,789,623,342	1,035,878,017	0.01762	127,628,745	12,829,500	22,191,145	127,700	63,850	52,121
2030	62,317,000,742	1,077,313,138	0.01729	143,010,820	0	37,573,220	391,010	195,505	149,150
2031	66,056,020,787	1,120,405,663	0.01696	145,871,036	0	40,433,436	649,552	324,776	231,561
2032	70,019,382,034	1,165,221,890	0.01664	148,788,457	0	43,350,857	685,810	342,905	228,492
2033	74,220,544,956	1,211,830,765	0.01633	151,764,226	0	46,326,626	721,420	360,710	224,632
2034	78,673,777,653	1,260,303,996	0.01602	154,799,510	0	49,361,910	756,395	378,197	220,114
2035	83,394,204,313	1,310,716,156	0.01572	157,895,500	0	52,457,900	790,746	395,373	215,057
2036	88,397,856,571	1,363,144,802	0.01542	161,053,410	0	55,615,810	824,487	412,243	209,564
2037	93,701,727,966	1,417,670,594	0.01513	164,274,479	0	58,836,879	857,627	428,814	203,726
2038	99,323,831,644	1,474,377,418	0.01484	167,559,968	0	62,122,368	890,179	445,090	197,625
2039	105,283,261,542	1,533,352,514	0.01456	170,911,168	0	65,473,568	922,153	461,077	191,330
2040	111,600,257,235	1,594,686,615	0.01429	174,329,391	0	68,891,791	953,561	476,781	184,904
2041	118,296,272,669	1,658,474,079	0.01402	177,815,979	0	72,378,379	984,414	492,207	178,398
2042	125,394,049,029	1,724,813,043	0.01376	181,372,298	0	75,934,698	1,014,721	507,360	171,860
2043	132,917,691,971	1,793,805,564	0.01350	184,999,744	0	79,562,144	1,044,493	522,246	165,330
2044	140,892,753,489	1,865,557,787	0.01324	188,699,739	0	83,262,139	1,073,740	536,870	158,840
2045	149,346,318,698	1,940,180,098	0.01299	192,473,734	0	87,036,134	1,102,472	551,236	152,421
				Incremental Value	28,510,000		13,829,078	6,914,539	2,840,721
				Add: Base Value	0		0		
				Total Est. Value	28,510,000	**NPV=**	5,681,442	**2,840,721**	**at 50% of TIF**

ASSUMPTIONS:

Annual Increase in Citywide Tax Base	6.00%
Annual Increase in Tax Levy	4.00%
Annual Increase in Assessment after construction	2.00%
Percent of Estimated Increment Available	50.00%
Assumed Interest Rate (Discount Rate)	7.00%
NPV Assumes Discounting to	2026
Est. Incremental Value	**$ 28,510,000**

TIF Request **$ 13,000,000** **229%** **of TIF**

Rolfs, Daniel:
Estimated Closure based upon 13,000,000 of project costs

4/6/2026 13269 TID 57 Creation 2026 TIF Run.xlsx 2026 Template

TID Year	5555 Odana Rd & 5534 Medical Cir.	Project B	Project C	Project D	Project E	Project F	Project G	Annual Increment
2026								
2027	$ 2,851,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,851,000
2028	$ 12,829,500	$ -	$ -	$ -	$ -	$ -	$ -	$ 12,829,500
2029	$ 12,829,500	$ -	$ -	$ -	$ -	$ -	$ -	$ 12,829,500
2030	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2031	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2032	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2033	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2034	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2035	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2036	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2037	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2038	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2039	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2040	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2041	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TOTALS	$ 28,510,000	$ -	$ -	$ -	$ -	$ -	$ -	**$ 28,510,000**

-	units	Estimated Value	$	29,360,000
$ -	AV/Unit	Base Value	$	850,000
-	Est Incr. Value	Incremental Val	$	28,510,000

Hypothetical TID
Ten Year Debt Service - Level Principal

Principal = $ 13,000,000.00
Interest Rate = 0.05

Year	Beginning Balance	Principal	Interest	Total Payments	Ending Balance
1	$ 13,000,000	$ 1,300,000.00	$ 650,000	$ 1,950,000	$ 11,700,000
2	11,700,000.00	1,300,000.00	585,000.00	1,885,000.00	10,400,000.00
3	10,400,000.00	1,300,000.00	520,000.00	1,820,000.00	9,100,000.00
4	9,100,000.00	1,300,000.00	455,000.00	1,755,000.00	7,800,000.00
5	7,800,000.00	1,300,000.00	390,000.00	1,690,000.00	6,500,000.00
6	6,500,000.00	1,300,000.00	325,000.00	1,625,000.00	5,200,000.00
7	5,200,000.00	1,300,000.00	260,000.00	1,560,000.00	3,900,000.00
8	3,900,000.00	1,300,000.00	195,000.00	1,495,000.00	2,600,000.00
9	2,600,000.00	1,300,000.00	130,000.00	1,430,000.00	1,300,000.00
10	1,300,000.00	1,300,000.00	65,000.00	1,365,000.00	-
Totals		$ 13,000,000.00	$ 3,575,000.00	$ 16,575,000.00	

LEGAL DESCRIPTION

A parcel of land located in the Southeast ¼ of the Southwest ¼, the Northeast ¼ of the Southwest ¼, Southwest ¼ of the Southwest ¼, the Northwest ¼ of the Southwest ¼ , the Southwest ¼ of the Northwest ¼, the Southwest ¼ of the Southeast ¼, and the Northwest ¼ of the Southeast ¼ all in Section 30, Township 7 North, Range 9 East in the City of Madison, Dane County, Wisconsin, more particularly described as follows:

Commencing at the South ¼ corner of said Section 30, Township 7 North, Range 9 East in the City of Madison; thence North 133.76 feet more or less along the West line of the Southeast ¼ of said Section 30; thence East at right angles to the previously described line 61.63 feet more or less to the intersection of the northeasterly right-of-way of the West Beltline Highway (USH 12 & 14) with the easterly right-of-way of S. Whitney Way; thence North 152.36 feet more or less along the said easterly right-of-way of S. Whitney Way to the intersection with the southerly right-of-way of the exit ramp of the said West Beltline Highway and the **Point of Beginning;**

Thence northerly 235 feet more or less across the said right-of-way of the exit ramp for the West Beltline Highway to a point on the easterly right-of-way of S. Whitney Way lying 2.87 feet south of the southwest corner of Lot 4 of the Golf Green Subdivision;

Thence northerly 232.57 feet more or less along the said easterly right-of-way of S. Whitney Way to a point of curvature along the westerly line of Lot 6 of the said Golf Green Subdivision for the southerly right-of-way of Segoe Road (now Odana Lane);

Thence northerly 233.67 feet more or less across the right-of-way of Segoe Road (a portion vacated and now Odana Lane) to a point of curvature of the intersection of the northerly right-of-way of Odana Lane and the said easterly right-of-way of S. Whitney Way and being on the westerly line of Outlot A of the said Golf Green Subdivision extended South;

Thence northerly 188.39 feet more or less along the said easterly right-of-way of S. Whitney Way and being the West line and said West line extended South of said Outlot A to a point of curvature for the southerly right-of-way of Odana Road;

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Thence northerly 429.08 feet more or less along the said westerly right-of-way of S. Whitney Way and the east line of Lots 3 through 5 of said Tokay Place to the Northeast corner of said Lot 5 and the Southeast corner of Lot 6 of Tokay Place;

Thence westerly 305.00 feet more or less along the South line of said Lot 6 of Tokay Place to the Southwest corner of said Lot 6;

Thence northerly 215.00 feet more or less along the West line of said Lot 6 of Tokay Place to the Northwest corner of said Lot 6 and being on the southerly right-of-way of Tokay Boulevard;

Thence westerly 1377.32 feet more or less along the said southerly right-of-way of Tokay Boulevard and being on the north line of Lot 1 of said Tokay Plat, Lot 2 of CSM No. 442, and Lots 1 and 2 of CSM No. 11184 to a point of curvature along the North line of said Lot 1 of CSM No. 11184;

Thence westerly 56.70 feet more or less along the said southerly right-of-way of Tokay Boulevard being a curve to the left having a radius of 217.00 feet to the intersection of a line 33.05 feet easterly of and parallel with the East line of Lot 48 of the University Research Park University of Wisconsin-Madison Second Addition extended southerly;

Thence northerly 80.80 feet more or less across Tokay Boulevard to a point lying 32.92 feet more or less easterly of the Southeast corner of said Lot 48 being at the intersection of a line 33.05 feet easterly of and parallel with the East line of said Lot 48 and being along the South line of Lot 49 of the University Research Park University of Wisconsin-Madison Second Addition and being on the northerly right-of-way of Tokay Boulevard;

Thence westerly 32.92 feet more or less along the south line of said Lot 49 of the University Research Park University of Wisconsin-Madison Second Addition to the Southeast corner of said Lot 48 of the University Research Park University of Wisconsin-Madison Second Addition;

Thence southeasterly 4.51 feet more or less along the easterly line of Lot 1 of CSM 5551 to the Southeast corner of said Lot 1 of CSM 5551 and lying on the northerly right-of-way of Tokay Boulevard and the North line of the said Southwest ¼ of Section 30;

Thence westerly 113.28 feet more or less along the said North line of the Southwest ¼ of Section 30 and being the northerly right-of-way of Tokay Boulevard to a point lying easterly of the West ¼ corner of Section 30 618.72 feet more or less;

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Thence southerly 261.94 feet more or less along the said westerly right-of-way of Tokay Boulevard to a point of curvature;

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Thence southwesterly 87.07 feet more or less along the said westerly right-of-way of Tokay Boulevard to a point of curvature at the northwest intersection of Tokay Boulevard and Odana Road;

Thence continuing southwesterly 96.00 feet on the extension of the aforementioned line crossing Odana Road to a point on the southwesterly right-of-way of Odana Road and being on the northeasterly line of CSM No. 12059.

Thence southeasterly 228.90 feet more or less along the southwesterly right-of-way of Odana Road to the Northeast corner of Lot 1 of said CSM 12059.

Thence southerly 334.01 feet more or less along the East line of said Lot 1 of CSM 12059 to the Southeast corner of said Lot 1 and being on the Northeast right-of-way of the West Beltline Highway (USH 12 & 14);

Thence southeasterly 1638.74 feet more or less along the said Northeast right-of-way of the said West Beltline Highway being along the southwesterly line of Lots 1 and 2 of CSM 235, Lot 1 of CSM 644, plat of Odana Court, and Lots 6 and 7 of the plat of Medical Heights to the Southeast corner of said Lot 7 of Medical Heights;

Thence southeasterly 184.05 feet more or less along the Northeast right-of-way of the said West Beltline Highway being along the southwesterly line of Lots 8 and 9 of said Medical Heights to a point lying 84 feet southeast of the Southeast corner of said Lot 8;

Thence southeasterly 509.15 feet more or less to the **Point of Beginning**.

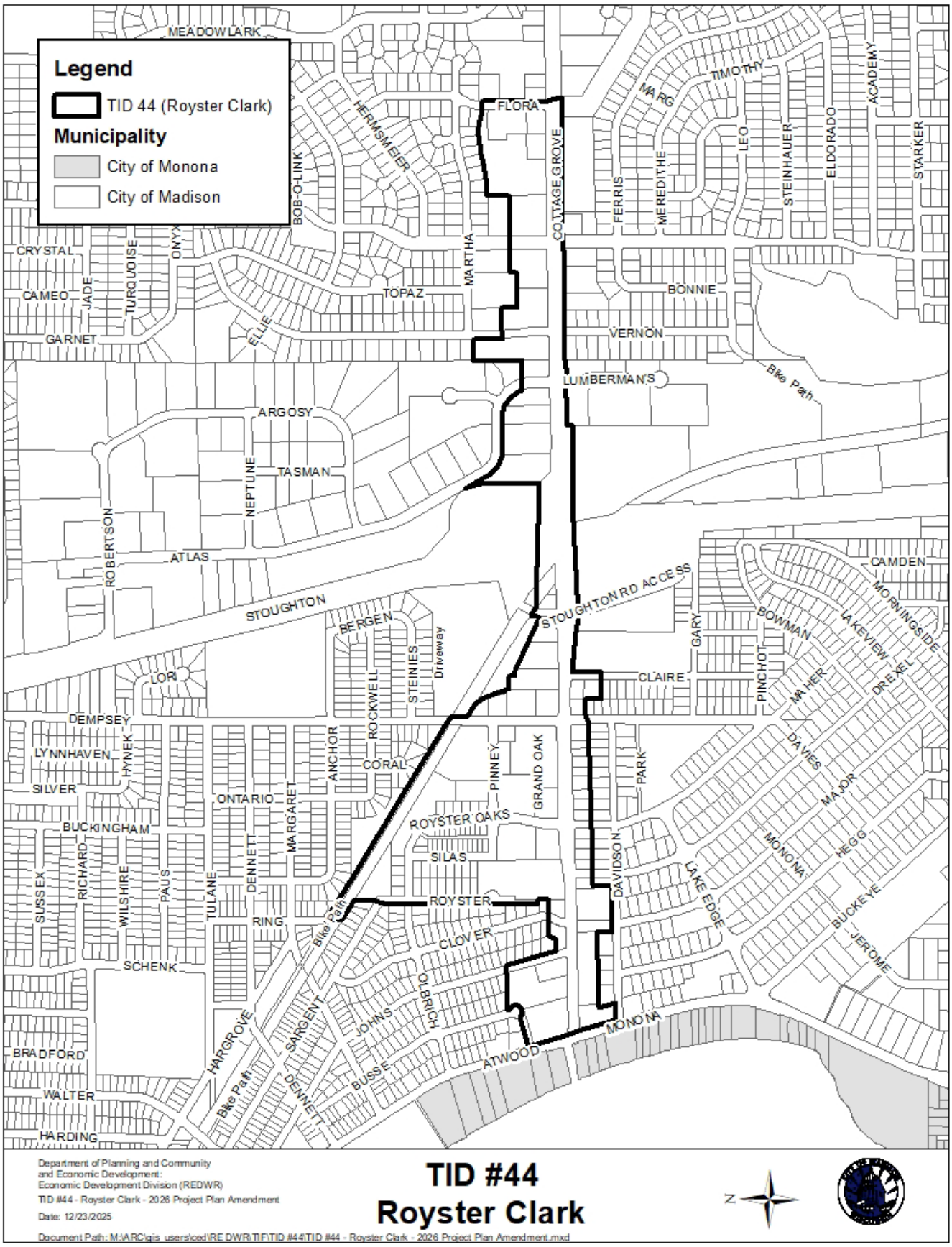
TID Project Plan Amendments & Creations

TIDs 44, 46, 50, 51, & 54 (Amendments)
TIDs 56 & 57 (Creation)

Plan Commission meeting
June 15, 2026

Plan Commission Role

- Per State of WI TIF Law, the Plan Commission's role in reviewing TID amendments and creations is:
  - That the plan conforms to, and is consistent with, the Comprehensive Plan of the City of Madison;
  - Not less than 50%, by area, of the TID is suitable and zoned for mixed-use or industrial use (as applicable by TID) or blighted (within the meaning of SS 66.1105(2) Wisconsin Statutes);
  - That the improvement of the area in the TID is likely to significantly enhance the value of substantially all the other real property in the TID, and;
  - The aggregate value of equalized taxable property in the TID, plus existing TIDs, does not exceed 12% of the total equalized assessed taxable property within the City of Madison.



Department of Planning and Community and Economic Development:
Economic Development Division (REDWR)
TID #44 - Royster Clark - 2026 Project Plan Amendment
Date: 12/23/2025
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TID #44
Royster Clark

N

TID 44

TID 44 – Key Changes

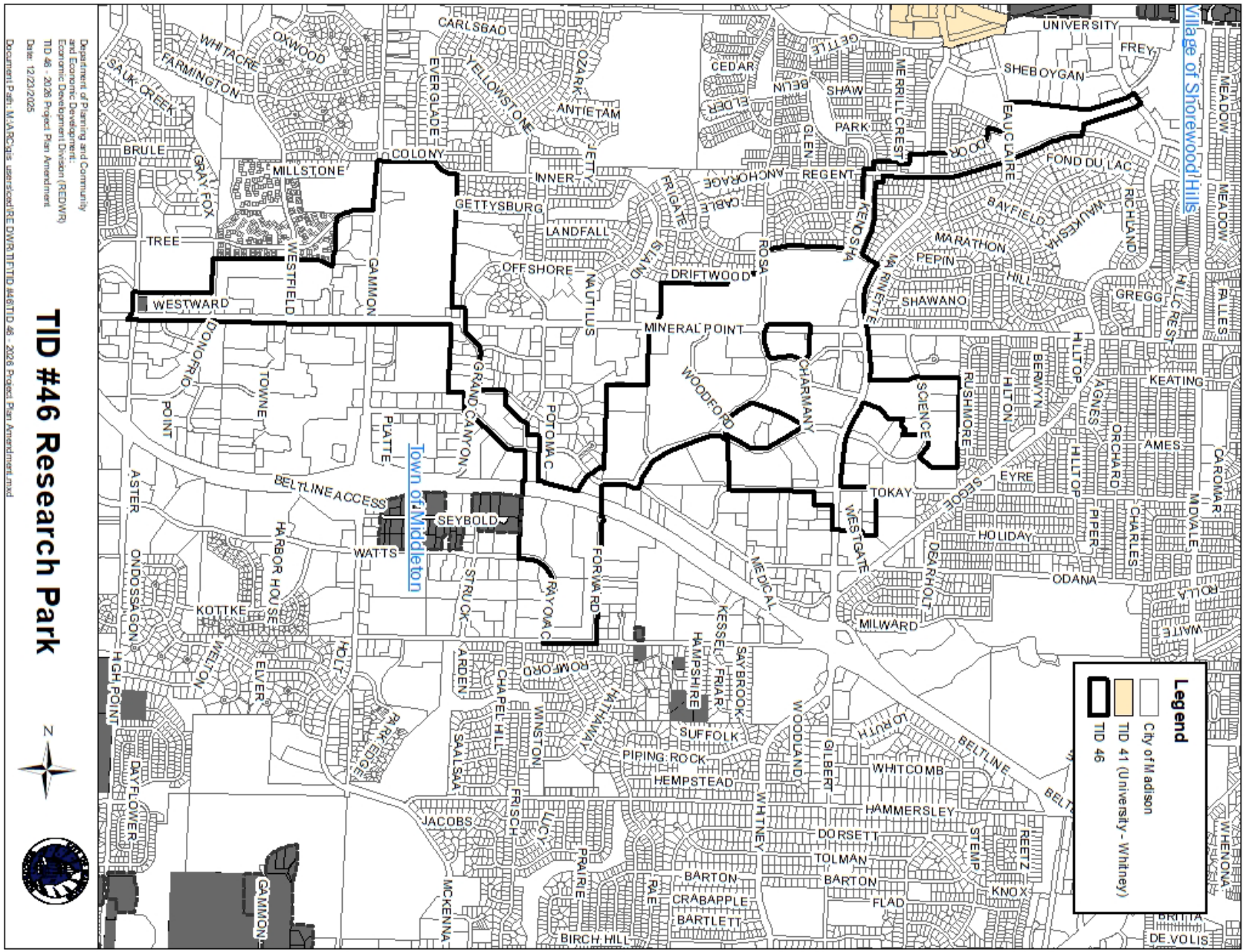
- **$4,000,000 -** Land Acquisition (Royster Corners)
- **$2,000,000 –** Cottage Grove Road stormwater retention pond
- **$500,000 –** Small Business Assistance
- **Total Change 2026 - $6,500,000**

- **Total TIF Funded Project Costs - $15,369,700**

TID 44 – Summary

- Projected to close: 2029*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $114 million

TID 46


TID #46 Research Park
Legend
City of Madison
TID 41 (University - Whitney)
TID 46
Village of Shorewood Hills
Town of Middleton
UNIVERSITY
SHEBOYGAN
FREY
EAU CLAIRE
FOND DU LAC
MARATHON
PEPIN
SHAWANO
KEATING
AMES
EYRE
HOLIDAY
ODANA
MILWARD
TOKAY
WESTGATE
SCIENCE
MINERAL POINT
WOODFORD
CHARMANY
DRIFTWOOD
ROSA
KENOSHA
RENSETTE
OFFSHORE
NAUTILUS
GETTYSBURG
LANDFALL
COLONY
INNER
MILLSTONE
TREE
WESTWARD
GAMMON
WESTFIELD
GRAY FOX
BRULE
WHITACRE
FARMINGTON
OXWOOD
SAUK CREEK
CARLSBAD
EVERGLADE
YELLOWSTONE
OZARK
ANTIETAM
JETTY
CEDAR
SHAW
PARK
REGENT
GLEN
ANCHORAGE
CABLE
FRIGATE
SEAGULL
CONOFRIO
POINT
TOWNE
GRAND CANYON
POTOMAC
PLATTE
BELTLINE ACCESS
SEYBOLD
WATTS
ASTER
HARBOR HOUSE
KOTTKE
ONDOSSAGON
HIGH POINT
DAYFLOWER
WELTON
ELVER
HOLT
STRUCK
RAYOVAC
FORWARD
MEDICAL
KESSEL
HAMPSHIRE
FRIAR
SAYBROOK
SUFFOLK
PIPING ROCK
HEMPSTEAD
WOODLAND
GILBERT
WHITCOMB
HAMMERSLEY
DORSETT
TOLMAN
BARTON
CRABAPPLE
BARTLETT
FLAD
WHITNEY
STEMP
REETZ
KNOX
BELTLINE
SOUTH
JACOBS
FRISCH
LUCY
PRAIRIE
RAE
MCKENNA
BIRCH HILL
GAMMON
CHAPEL HILL
WINSTON
ARDEN
SAALSAA
N
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 46 - 2026 Project Plan Amendment
Date: 12/23/2025
Document Path: M:\ARC\als_user\cos\REDWR\TIF\TID #46\TID 46 - 2026 Project Plan Amendment.mxd

TID 46 – Key Changes

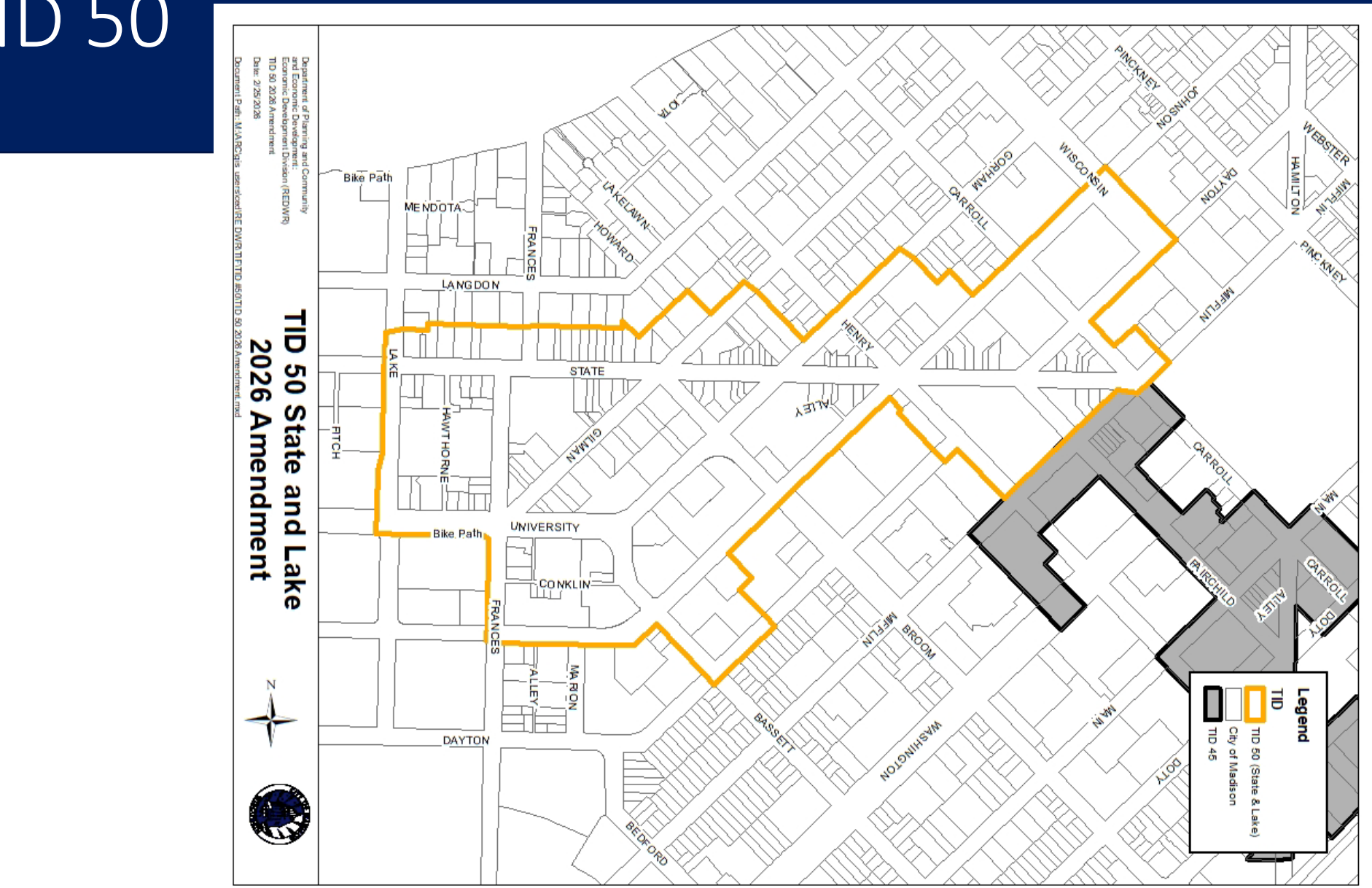
- **$1,000,000** – Yellowstone Drive sanitary sewer improvements
- **$3,000,000 –** West Towne area park improvements
- **$400,000 –** Research Park stormwater improvements
- **$1,000,000 –** Science Drive improvements
- **$1,000,000 –** Small Business Assistance
- **TOTAL CHANGE 2026 - $6,400,000**

- **Total TIF Funded Project Costs - $60,158,000**

TID 46 – Summary

- Projected to close: 2028
- TID estimated incremental value at closure: $540 million

TID 50


TID 50 State and Lake
2026 Amendment
Department of Planning and Community and Economic Development
Economic Development Division (REDWR)
TID 50 2026 Amendment
Date: 2/25/2026
Document Path: M:\ARCgis users\cloud\RE DWR\TIF\TID #50\TID 50 2026 Amendment.mxd
Legend
TID
TID 50 (State & Lake)
City of Madison
TID 45
Bike Path
MENDOTA
LANGDON
FRANCES
LAKELAWN
HOWARD
GORHAM
CARROLL
WISCONSIN
PINCKNEY
JOHNSON
DAYTON
HAMILTON
WEBSTER
MIFFLIN
HENRY
STATE
LAKE
FITCH
HAWTHORNE
GILMAN
ALLEY
UNIVERSITY
CONKLIN
MARION
BROOM
BASSETT
WASHINGTON
BEDFORD
MAIN
FAIRCHILD
DOTY

TID 50

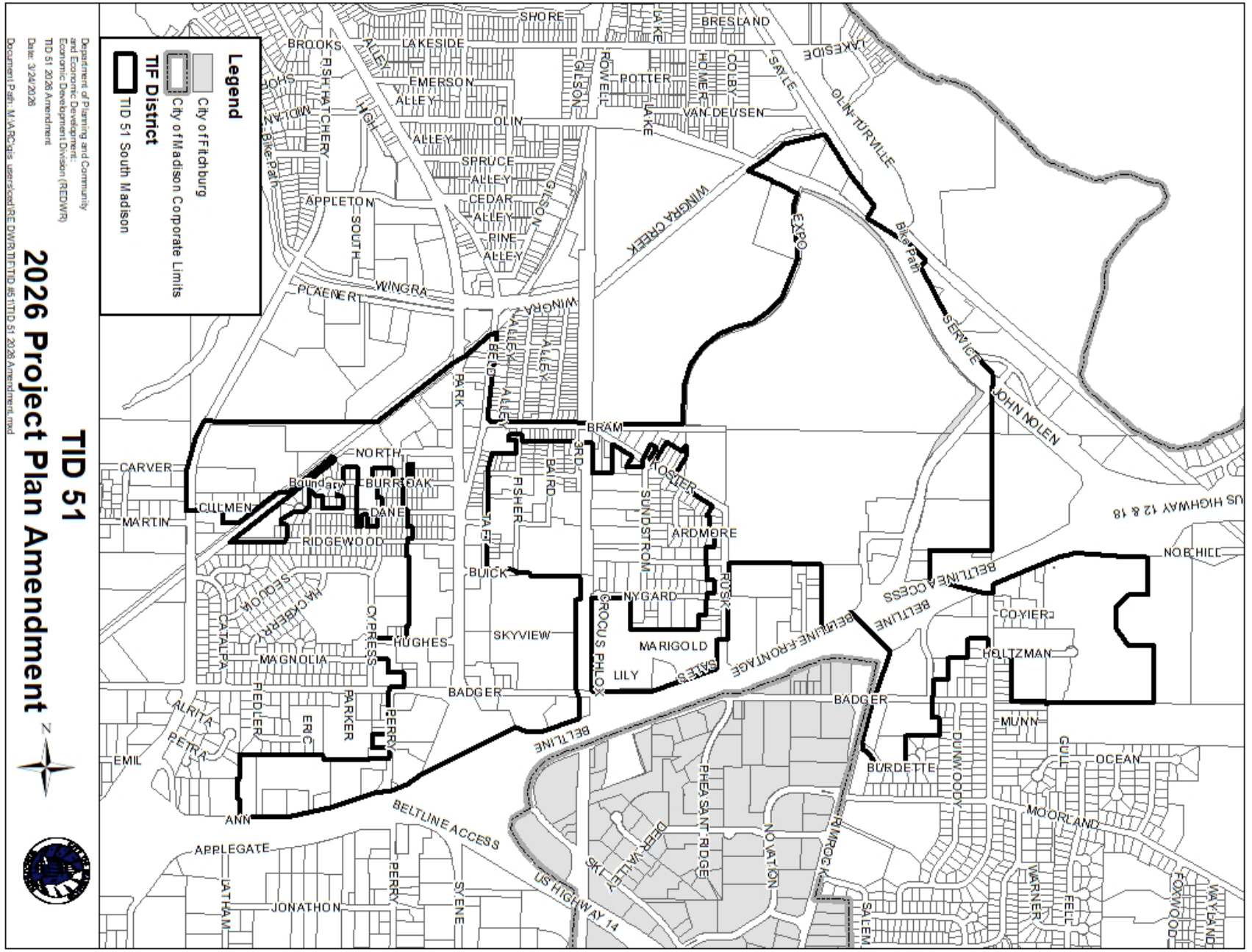
- **$285,000** – Dayton St Sanitary improvements
- **TOTAL CHANGE 2026 - $285,000**

- **Total TIF Funded Project Costs - $26,785,000**

TID 50 – Summary

- Projected to close: 2029
- TID estimated incremental value at closure: $342 million

TID 51


Legend
City of Fitchburg
City of Madison Corporate Limits
TIF District
TID 51 South Madison
TID 51
2026 Project Plan Amendment
Department of Planning and Community and Economic Development
Economic Development Division (REDWR)
TID 51 2026 Amendment
Date: 3/24/2026
Document Path: M:\ARC\gis_users\cloud\REDWR TIF\TID 45\1TID 51 2026 Amendment.mxd
N
BRESLAND
SHORE
LAKESIDE
BROOKS
ALLEY
LAKESIDE
EMERSON
ALLEY
POTTER
GILSON
ROWELL
LAKE
COLBY
HOMER
VAN DEUSEN
SAYLE
OLIN-TURVILLE
OLIN
ALLEY
SPRUCE
ALLEY
CEDAR
ALLEY
PINE
ALLEY
APPLETON
SOUTH
WINGRA
PLAENERT
WINGRA CREEK
Bike Path
SERVICE
JOHN NOLEN
BRAM
NORTH
CARVER
Boundary
BURR OAK
DANE
CULLMEN
MARTIN
RIDGEWOOD
PARK
BAIRD
3RD
FISHER
TAFT
FOSTER
SUNDSTROM
ARDMORE
BUICK
NYGARD
ROSK
CROCUS
PHLOX
SKYVIEW
MARIGOLD
LILY
SALES
BELTLINE FRONTAGE
BELTLINE ACCESS
BELTLINE
US HIGHWAY 12 & 18
NOEL HILL
COYIER
HOLTZMAN
MAGNOLIA
SEQUOIA
CATALPA
CYPRESS
HUGHES
BADGER
REDLER
PARKER
ERIC
BERRY
ALRITA
PETRA
EMIL
ANN
APPLEGATE
LATHAM
JONATHON
PERRY
SYENE
BELTLINE ACCESS
US HIGHWAY 14
SKY VALLEY
DEER VALLEY
PHEASANT RIDGE
NOVATION
RIMROCK
SALEM
BURDETTE
DUNWOODY
MUNN
GULL
OCEAN
MOORLAND
WARNER
FELL
FOXWOOD
WAYLAND

TID 51 – Key Reallocations & Changes

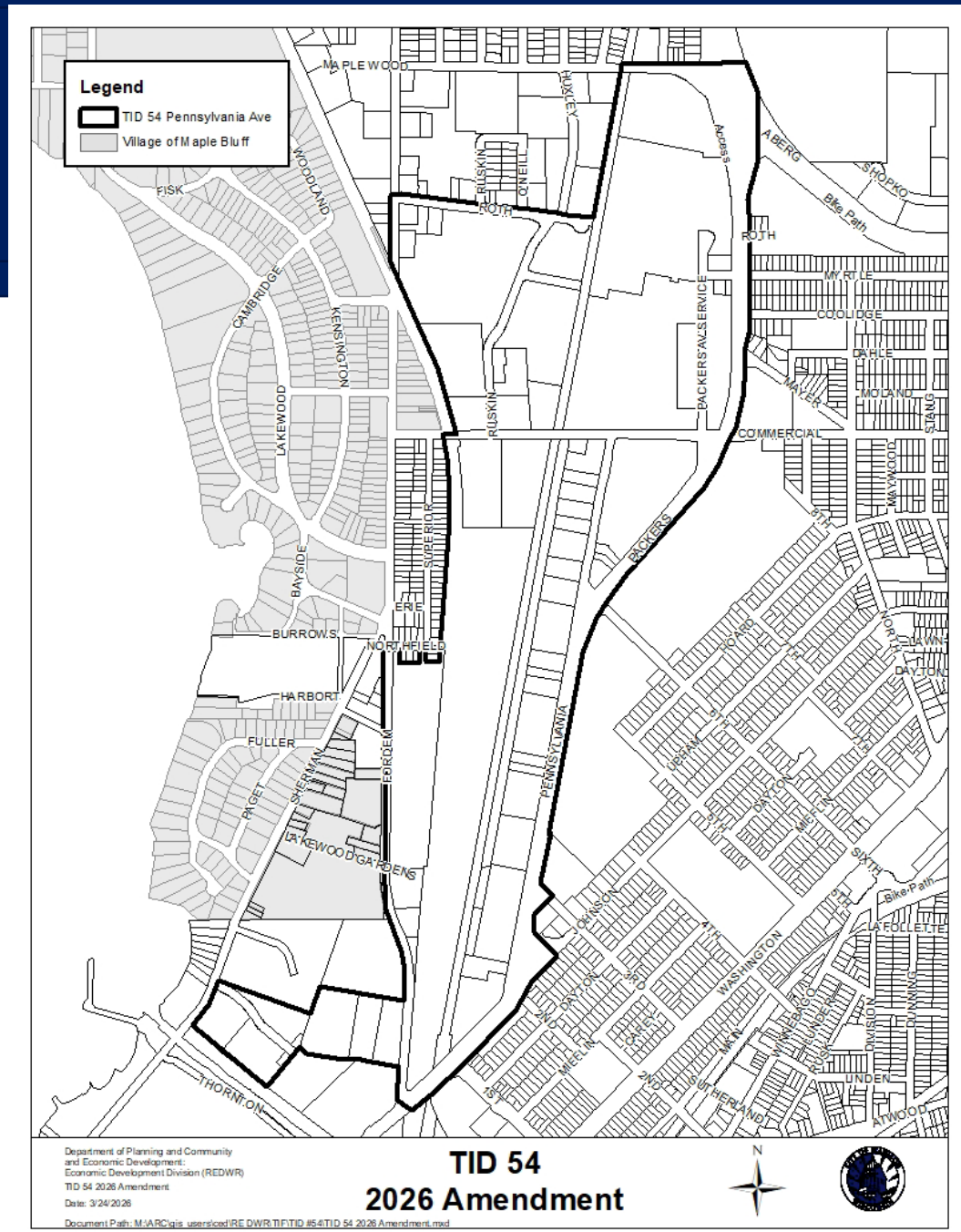
- **$25,000,000 – Housing Development in the South Park Street Corridor**
  - (This project category and cost are created in the 2026 project plan amendment, using re-allocated funds from previously approved projects);
- **(-$9,000,000) – Development Loans**
  - (South Transfer Point – This project cost and category are eliminated and the funds re-allocated to the “Housing Development in South Park Street Corridor” line item);
- **(-$6,000,000) – Development Loans**
  - (Village on Park Improvements - This project cost and category are eliminated and the funds re-allocated to the “Housing Development in South Park Street Corridor” line item);
- **(-$5,000,000) – Development Loans**
  - (Financial Assistance to Rental Housing - This project cost is reduced by $5,000,000 and those funds re-allocated to the “Housing Development in South Park Street Corridor” line item);
- **(-$5,000,000) – New Small Cap Homeownership Program / Development Loans (for owner occupied)**
  - This project cost is reduced by $5,000,000 and those funds re-allocated to the “Housing Development in South Park Street Corridor” line item);

- **TOTAL CHANGE 2026: $0** (There is no net change to the project plan as a result of the 2026 amendment)
- **Total TIF Funded Project Costs - $99,480,000**

TID 51 – Summary

- Projected to close: 2037*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $290 million

TID 54


Legend
TID 54 Pennsylvania Ave
Village of Maple Bluff
MAPLEWOOD
FISK
WOODLAND
CAMBRIDGE
KENSINGTON
LAKEWOOD
BAYSIDE
ERIE
SUPERIOR
BURROWS
NORTHFIELD
HARBORT
FULLER
EDGEWOOD
SHERMAN
PAGET
LAKEWOOD GARDENS
THORNTON
RUSKIN
O'NEILL
ROTH
HUXLEY
ABERG
SHOPKO
Bike Path
MYRTLE
COOLIDGE
DAHLE
MAYER
MOLAND
STANG
COMMERCIAL
PACKERS AV-SERVICE
PACKERS
MAYWOOD
9TH
PENNSYLVANIA
RICHARD
DAYTON
UPHAM
MIFFLIN
SIXTH
LAFOLLETTE
JOHNSON
WASHINGTON
DIVISION
DUNNING
UNDEN
ATWOOD
SUTHERLAND
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 54 2026 Amendment
Date: 3/24/2026
Document Path: M:\ARC\gis_users\cced\RE DWR\TIF\TID #54\TID 54 2026 Amendment.mxd
TID 54
2026 Amendment
N

TID 54 – Costs

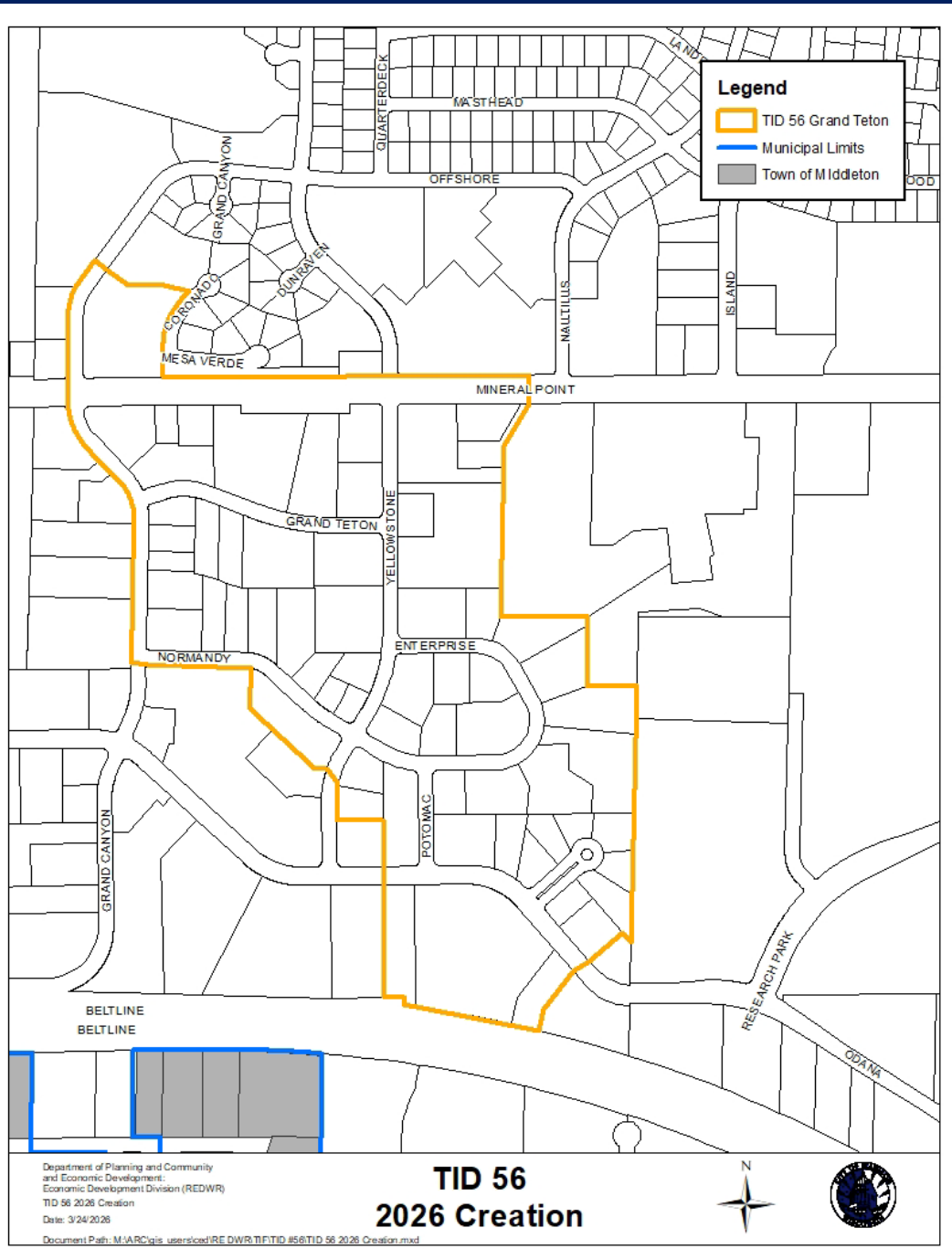
- **Development Loans (Realta Fusion Jobs TIF)** – $2,800,000

- **TOTAL CHANGE 2026: $2,800,000**
- **Total TIF Funded Project Costs - $21,747,000**

TID 54 – Summary

- Projected to close: 2034*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $215 million

TID 56


Legend
TID 56 Grand Teton
Municipal Limits
Town of Middleton
MASTHEAD
QUARTERDECK
OFFSHORE
GRAND CANYON
CORONADO
DUNRAVEN
MESA VERDE
NAUTILUS
ISLAND
MINERAL POINT
GRAND TETON
YELLOWSTONE
ENTERPRISE
NORMANDY
POTOMAC
GRAND CANYON
BELTLINE
BELTLINE
RESEARCH PARK
ODANA
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 56 2026 Creation
Date: 3/24/2026
Document Path: M:\ARC\gis_users\cod\RE DWR\TIF\TID #56\TID 56 2026 Creation.mxd
TID 56
2026 Creation
N

TID 56 – Costs

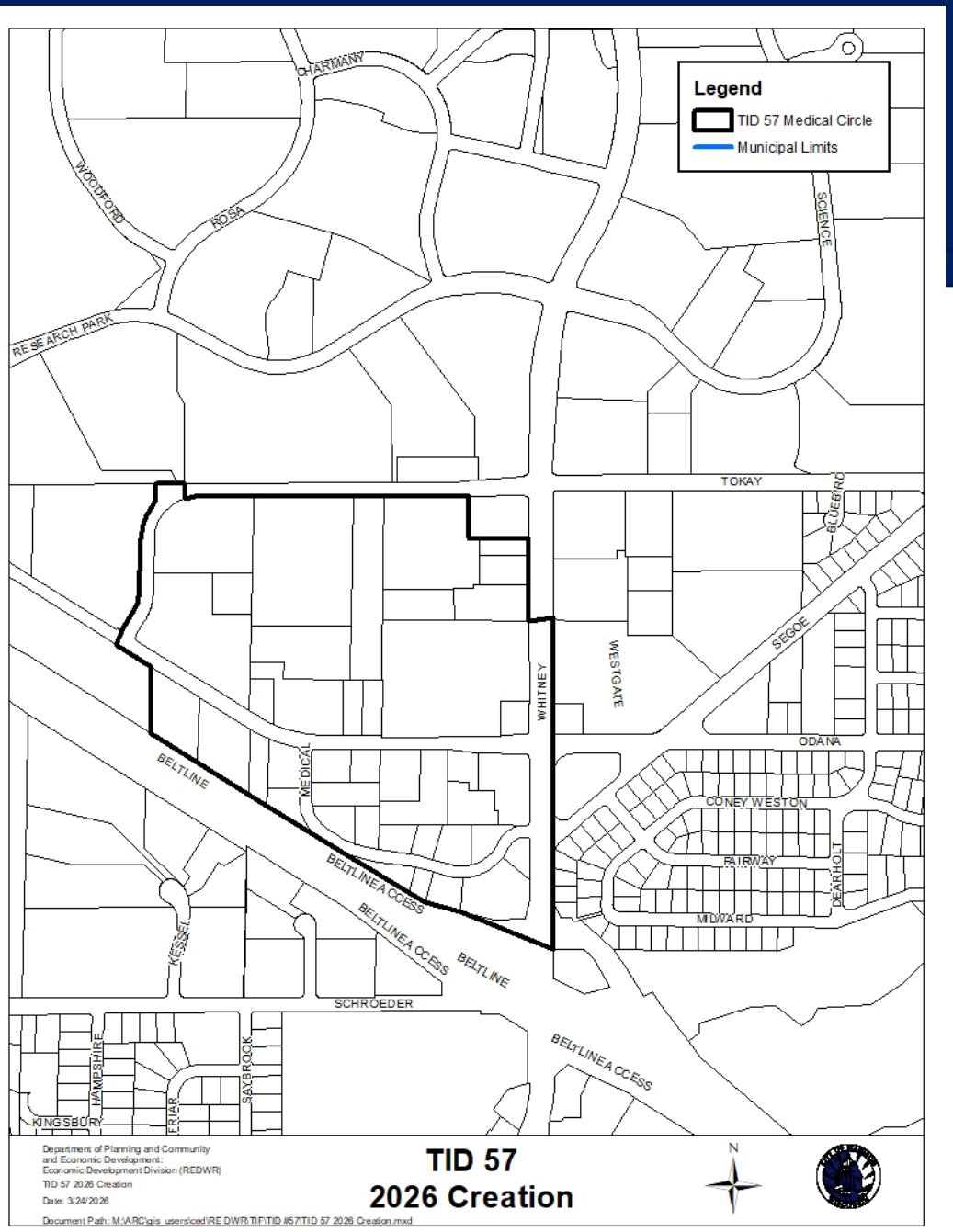
- **$10,100,000** – Public works / infrastructure projects in the Mineral Point Road, Grand Canyon Drive, Grand Teton Plaza, Yellowstone Drive, and Odana Road area;
- **$1,500,000** – Parks improvements in the West Towne area
- **$2,900,000** – Development Loans
- **$2,000,000** – Small Business Assistance, including grants
- **$500,000** – Administrative and professional costs.

- **TOTAL 2026: $17,000,000**
- **Total TIF Funded Project Costs - $17,000,000**

TID 56 – Summary

- Projected to close: 2045*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $104 million

TID 57


Legend
TID 57 Medical Circle
Municipal Limits
CHARMANY
WOODFORD
ROSA
RESEARCH PARK
SCIENCE
TOKAY
BLUEBIRD
SEGOE
WESTGATE
WHITNEY
ODANA
CONEY WESTON
FAIRWAY
DEARHOLT
MIDWARD
MEDICAL
BELTLINE
BELTLINE ACCESS
BELTLINE ACCESS
BELTLINE
KESSEL
SCHROEDER
BELTLINE ACCESS
HAMPSHIRE
SAYBROOK
FRIAR
KINGSBURY
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 57 2026 Creation
Date: 3/24/2026
Document Path: M:\ARC\gis_users\cod\RE DWR\TIF\TID #57\TID 57 2026 Creation.mxd
TID 57
2026 Creation
N

TID 57 – Costs

- **$8,500,000** – Public works / infrastructure projects in the Whitney Way, Odana Road, Tokay Blvd., and Medical Circle of the City of Madison
- **$2,000,000** – Development Loan to 5555 Odana Road / 5534 Medical Circle
- **$2,000,000** – Small Business Assistance, including grants
- **$500,000** – Administrative and professional costs.

- **Total TIF Funded Project Costs - $13,000,000**

TID 57 – Summary

- Projected to close: 2045*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $87 million

Questions?

Dan Rolfs (Real Estate Development Manager)

drolfs@cityofmadison.com

City of Madison

City of Madison
Madison, WI 53703
www.cityofmadison.com

Master

File Number: 93406

File ID:	93406	**File Type:**	Resolution	**Status:**	Items Referred
Version:	1	**Reference:**		**Controlling Body:**	FINANCE COMMITTEE
				File Created Date :	06/01/2026
File Name:	13319 TID 44 2026 Project Plan Amendment			**Final Action:**	

Title: Approving the Amendment to the Project Plan for Tax Incremental District (TID) #44 (Royster Clark), City of Madison. (District 3, District 15)

Notes:

Sponsors:	Dina Nina Martinez-Rutherford And Derek Field	**Effective Date:**	
Attachments:	13319 TID 44 2026 JRB Report.pdf, TID 44 2026 Project Plan Amendment.pdf, TID 44 Legal Description.pdf, TID 44, 46, 50, 51, 54, 56, 57 Plan Com Presentation 2026 6-15.pdf	**Enactment Number:**	
Author:	Dan Rolfs, Real Estate Development Manager	**Hearing Date:**	
Entered by:	cklawiter@cityofmadison.com	**Published Date:**	

History of Legislative File

Version:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Economic Development Division	06/01/2026	Referred for Introduction				
	Action Text: This Resolution was Referred for Introduction						
	Notes: Finance Committee (6/29/26), Plan Commission (6/15/26), Common Council (7/7/26)						
1	COMMON COUNCIL	06/09/2026	Refer	FINANCE COMMITTEE			Pass
	Action Text: A motion was made by Madison, seconded by Glenn, to Refer to the FINANCE COMMITTEE. The motion passed by voice vote/other.						
	Notes: Additional referral to Plan Commission.						
1	FINANCE COMMITTEE	06/09/2026	Referred	PLAN COMMISSION	06/15/2026		
	Action Text: This Resolution was Referred to the PLAN COMMISSION						
1	PLAN COMMISSION	06/15/2026	Return to Lead with the Recommendation for Approval	FINANCE COMMITTEE			Pass
	Action Text: A motion was made by Guequierre, seconded by Solheim, to Return to Lead with the Recommendation for Approval to the FINANCE COMMITTEE. The motion passed by voice vote/other.						
	Notes: On a motion by Ald. Guequierre, seconded by Solheim, the Plan Commission found the standards met and recommended approval of the amended tax incremental district to the Common Council. The motion passed by voice vote/ other.						

Text of Legislative File 93406

Fiscal Note

The proposed resolution authorizes a project plan amendment to TID 44 - Royster Clark. The plan amendment includes an additional $6.0 million in TIF support for two additional projects: land acquisition at the Royster Corners site and Cottage Grove Rd stormwater pond improvements. The plan amendment also includes an additional $500,000 for small business assistance within TID 44 and within 1/2 mile of TID 44.

RES-26-00146 (Leg file 92015) authorized an amendment to the Economic Development Division's (EDD) 2026 Capital Budget to add $4.0 million in TID-supported GO Borrowing for the the Royster Corners acquisitions. The 2027 Capital Budget Capital Improvement Program (CIP) requests include TID support for some of these projects. EDD's 2027 request includes $500,000 in 2027 for small business support (program #99007) and the Stormwater Utility's 2027 request included $2.0 million in 2029 for dredging of the Cottage Grove Rd retention pond within the CItywide Flood Mitigation program (program #11513). No additional City appropriation is required with adoption of this project plan amendment.

Title

Approving the Amendment to the Project Plan for Tax Incremental District (TID) #44 (Royster Clark), City of Madison. (District 3, District 15)

Body

WHEREAS Chapter 105 of the Laws of 1975 of the State of Wisconsin created the Tax Increment Law (the “TIF Law”), Section 66.1105, Wisconsin Statutes; and

WHEREAS TIF Law sets forth certain steps which must be followed to amend a Tax Incremental Project Plan; and

WHEREAS a Notice of Public Hearing by the Plan Commission to afford interested parties an opportunity to express their views on the amendment to the TID Project Plan for TID 44 was published in the Wisconsin State Journal on May 29 and June 5, 2026 as required by TIF Law; and

WHEREAS prior to publication of the Notice of Public Hearing a copy of the Notice was sent by first-class mail to each of the chief executive officers or administrators of all local governmental entities having the power to levy taxes on property within the boundary of TID 44; and

WHEREAS the Plan Commission of the City of Madison held a public hearing on June 15, 2026, at which interested parties were afforded an opportunity to express their views on the proposed amendment to the Project Plan for TID 44; and

WHEREAS the Plan Commission has made the following findings as indicated in the attached report:

1. No less than 50%, by area, of the real property within the TID is blighted within the meaning of 66.1105(2), Wisconsin Statutes.

2. The improvement of such area is likely to significantly enhance the value of substantially portion all of the other real property in the TID.

3. The aggregate value of equalized taxable property of the TID, plus all existing TIDs, does not exceed 12% of the total value of equalized taxable property within the City.

WHEREAS the Plan Commission has determined that the TID meets the basic requirements of City TIF Policy for tax incremental district proposals adopted by the Common Council on April 17, 2001, amended on March 31, 2009, and amended again on February 25, 2014 (insofar as they are applicable to the amendment of a project plan), conforms to the Comprehensive Plan for the City of Madison and is consistent with the review criteria adopted at the same time, specifically, that the TID supports economic development activities intended to stabilize and diversify the City's economic base.

NOW THEREFORE BE IT RESOLVED that the Common Council of the City of Madison hereby confirms and adopts the above recitals and finds that:

1. No less than 50%, by area, of the real property within the TID boundary is blighted within the meaning of Section 66.1105(2), Wisconsin Statutes.
2. The improvement of such area is likely to significantly enhance the value of substantially all of the other real property in the TID.
3. The aggregate value of equalized taxable property of the TID, plus all existing TIDs, does not exceed 12% of the total value of equalized taxable property within the City.
4. The project costs relate directly to eliminating blight.
5. TID 44 (Royster Clark) is hereby declared a blighted area district.
6. The percentage of territory that will be devoted to retail businesses within TID 44 (Royster Clark) at the end of the TID's expenditure period is estimated to be under thirty-five (35%) percent.
7. The boundaries of TID 44 (Royster Clark) are not changing.

BE IT STILL FURTHER RESOLVED that the attached amended Project Plan for TID 44 (Royster Clark), City of Madison, is hereby adopted as of January 1, 2026 as the Project Plan for said District and such plan is feasible and in conformity with the Comprehensive Plan for the City of Madison and will add to the sound growth of the City.

Executive Summary to the City of Madison Joint Review Board

Tax Incremental District (TID) No. 44 (Royster)
2026 Project Plan Amendment
City of Madison

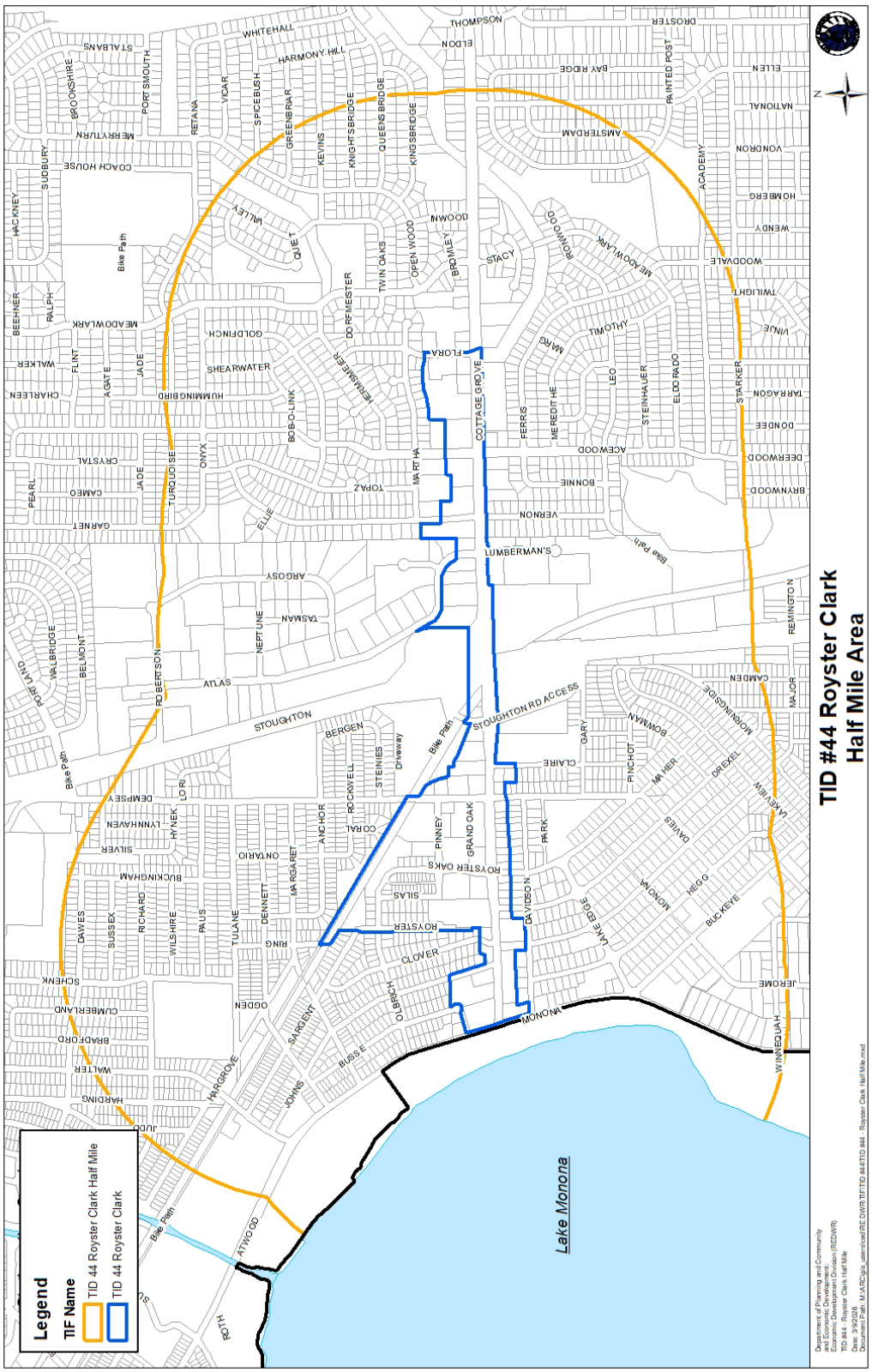
May 21, 2026

Background

By statute, a TIF Joint Review Board, comprised of one representative each from the Madison Metropolitan School District (MMSD), the City of Madison, Dane County, Madison College (MATC) and one public member, meets to review, and if acceptable, approve a proposed amendment to a Tax Incremental District (TID) Project Plan. The Joint Review Board will meet at a future date to take action upon the proposed amendment to the project plan to TID 44 (Royster).

Summary of the TID #44 Project Plan

The map on the next page depicts the boundaries of TID 44 in the Cottage Grove Road area of the City of Madison, along with the Half Mile boundary of TID 44:


TID #44 Royster Clark
Half Mile Area
Legend
TIF Name
TID 44 Royster Clark Half Mile
TID 44 Royster Clark
Lake Monona
STOUGHTON
STOUGHTON RD ACCESS
LUMBERMAN'S
Bike Path
Department of Planning and Community
and Economic Development
Economic Development Division (RED/WR)
TID #44 - Royster Clark Half Mile
Date: 3/9/2026
Document Path: M:\ARC\gis_users\cdce\RE DWR\TIF\TID #44\TID #44 - Royster Clark Half Mile.mxd

TIF Law Required Information for TID Amendment Approval

1) Estimates of project costs and tax increments, including:

a) Specific items that constitute project costs; (See Chart Below)

NOTE: Amendments, including additions and deletions, to the Project Plan from the First Amendment (2024) are highlighted in yellow.
NOTE: Amendments, including additions and deletions, to the Project Plan from the Second Amendment (2025) are highlighted in green.
NOTE: Amendments, including additions and deletions, to the Project Plan from the Third Amendment (2026) are highlighted in blue.

Street Reconstruction	Proposed, Non-Assessable Cost	Phase I (2014-16)	Phase II (2017-20)	Total	Time Frame
Cottage Grove Road					
Monona Dr to Drexel	445,500		445,500	445,500	2013-2035
Drexel to USH 51	1,776,500	1,776,500		1,776,500	2013-2035
Subtotal Cottage Grove Rd – Streets	2,222,000	1,776,500	445,500	2,222,000	2013-2035
Dempsey Rd					
Cottage Grove N. to Bike Path	92,700	-	92,700		2013-2035
Total Streets	**2,314,700**	**1,776,500**	538,200	2,314,700	2013-2035
Utility Undergrounding					
Cottage Grove Road					
Monona Dr to Dempsey	690,000		690,000	690,000	2013-2035
Drexel to Dempsey (MGE)	740,000	740,000		740,000	2013-2035
Drexel to Dempsey (Charter & TE)	370,000	370,000		370,000	2013-2035
Subtotal Cottage Grove Rd. - Underground	1,800,000	1,110,000	690,000	1,800,000	2013-2035
Dempsey Road					
Cottage Grove N. to Bike Path (MGE)	375,000	-	375,000	375,000	2013-2035
Cottage Grove N. to Bike Path (ATT, Charter)	375,000	-	375,000	375,000	2013-2035
Subtotal Dempsey Rd. - Underground	750,000	-	750,000	750,000	2013-2035
Total Undergrounding	**2,550,000**	**1,110,000**	**1,440,000**	**2,550,000**	2013-2035
TOTAL PUBLIC IMPROVEMENTS	**4,864,700**	**2,886,500**	**1,978,200**	**4,864,700**	2013-2035
Development Loans	1,300,000			1,300,000	2013-2035
Administrative and Professional Costs	**100,000**			**100,000**	2013-2035

TOTAL PROJECT COSTS	**6,264,700**			**6,264,700**	2013-2035
Finance Costs	683,000			683,000	2013-2035
First Project Plan Amendment (2024) Project Costs					
Railroad Quiet Zone	350,000			350,000	2024-2035
Donation to TID 42 (2024)	1,600,000			1,600,000	2024–2035
Total Project costs – First Project Plan Amendment (2024)	1,950,000			1,950,000	2024–2035
Total Project Costs (Original Project Plan and 1st (2024) Project Plan Amendment)	8,214,700			8,214,700	2024–2035
Second Project Plan Amendment (2025) Project Costs					
Lighting on Stoughton Road	155,000			155,000	2025–2035
Small Business Loan Program	500,000			500,000	2025-35
Total Project costs – Second Project Plan Amendment (2025)	655,000			655,000	2025–2035
Total Project Costs (Original Project Plan and 1st (2024) Project Plan Amendment and 2nd (2025) Project Plan Amendment)	8,869,700			8,869,700	2025–2035
Third Project Plan Amendment (2026) Project Costs					
Land Acquisition	$4,000,000	$0	$0	$4,000,000	2026–2035
Cottage Grove Road Stormwater Pond (Gary Street)	$2,000,000	$0	$0	$2,000,000	2026–2035
Small Business Assistance[1]	$500,000	$0	$0	$500,000	2026–2035
Total Project costs – Third Project Plan Amendment (2026)	6,500,000	$0	$0	6,500,000	2026–2035
Total Project Costs (Original Project Plan and 1st (2024) Project Plan Amendment, 2nd (2025) Project Plan Amendment), and 3rd (2026) Project Plan Amendment	15,369,700	$0	$0	15,369,700	2026–2035
2026 Financing Costs	$1,787,000			$1,787,000	2026 - 2035
Total Financing Costs	$2,470,000			$2,470,000	2026 - 2035

[1] Total Small Business Assistance, including second (2025) and third (2026) project plan amendments is $1,000,000.

b) The total dollar amount of these project costs to be paid with tax increments;

Per the above chart, tax increments will pay for a total of **$15,369,700** of project costs.

c) The amount of tax increments to be generated over the life of the tax incremental district.

Through the end of 2025, TID 44 generated an estimated $8.6 million of incremental revenues. Based upon the City's TIF run, TID 44 will generate an additional $30 million of incremental revenue through its expiration date of 2040. The net present value of these incremental revenues is $19.9 million. **This would lead to a total forecasted incremental revenue over the entire life of TID 44 of $38.6 million.**

2. The amount of value increment when the project costs are paid in full and the district is closed.

Based upon development projects that have occurred to date, the anticipated incremental value of property within the district at the end of its 27-year life is estimated at **$149,000,000**. This value will be returned to overlying tax jurisdictions for general tax levy purposes upon closure of the district at the end of its statutory life. Based upon conservative estimates, the district will generate sufficient incremental revenues to repay all anticipated project costs by 2029.

Without any additional projects generating new incremental value, the estimated incremental value in 2029 is $114 million. The 2025 incremental value is approximately $108 million. However, the City may propose future amendments to the TID 44 project plan to fund additional development or infrastructure projects.

3. The reasons why the project costs may not or should not be paid by the owners of property that benefit by improvements within the district.

The budget for the proposed project plan amendment is estimated at $15,369,700.

The total amount of assessable costs not to be paid for with TIF funds is $0.

The total amount of costs to be paid for with TIF funds is $15,369,700.

4. The share of the projected tax increments estimated to be paid by the owners of taxable property in each of the taxing jurisdictions overlying the district.

The certified base value of TID 44 is **$28,664,300**. Overlying jurisdictions will continue to collect their portion of the levy upon the base value over time. The box below indicates the share of the estimated first tax increment invested by overlying tax jurisdictions based upon the 2026 mill rate.

Tax Jurisdiction	2026 Mill Rate	Share of Tax Levy
City	7.00	35%
County	2.36	12%
MMSD	10.41	51%
MATC	0.64	3%
State of WI	0.0	0%
Totals*	20.38**	100%**

Source: City of Madison 2026 Adopted Operating Budget
**NOTE: Total Mill Rate is the Gross Mill, prior to any State Tax Credits being applied to this rate.*
***NOTE: Total may not add due to rounding*

5. The benefits that the owners of taxable property in the overlying taxing jurisdictions will receive to compensate them for their share of the projected tax increments.

A conservative estimate of the total incremental value resulting from potential development projects, and economic growth or value appreciation of the life of the TID is estimated to be $149 million. The benefits of these potential projects are: sharing new equalized value growth, blight elimination, infrastructure improvements, and job creation / retention to benefit those in the district and throughout the City of Madison.

TID 44's base value of $28,664,300 is anticipated to grow by $149 million at the end of the 27-year life of the TID. Assuming that the City incurs all of the $15 million of projected costs identified in the TID Project Plan, that there are no changes in tax increment estimates, no further project plan amendments and no changes to TIF Law, the City of Madison forecasts that TID 44 may close in 2029. The average life of a TID in the City of Madison is 12 years. The estimated incremental value of the TID in 2029 when the TID is forecasted to be closed is estimated to be $114 million *(Note: variations are due to rounding)*.

TID 44 is a "blighted area" TID, as defined by State Statute 66.1105.

Criteria for TID Approval

Per TIF Law, the Joint Review Board will cast a vote based upon the following three criteria:

1. **Whether the development expected in the tax incremental district would occur without the use of tax incremental financing.**

   None ($0) of the proposed $15,369,700 in project costs are assessable. Without tax increment revenue, such improvements are not likely to occur when compared to areas in the City where special assessment revenues may be more readily available to fund greater portions of project costs.

2. **Whether the economic benefits of the tax incremental district, as measured by increased employment, business and personal income and property value, is insufficient to compensate for the cost of improvements.**

   If the District closes in 2029 as projected, it is estimated that approximately $114 million of incremental value would return to the overlying taxing jurisdictions. At 27 years, the District would return approximately $149 million of incremental value to the overlying taxing jurisdictions. Without TIF, the infrastructure and other investments described in the project plan document in and adjacent to TID 44 would not occur. The infrastructure and other improvements will continue to boost values within and adjacent to TID 44.

3. **Whether the benefits of the proposal outweigh the anticipated tax increments to be paid by owners of property in the overlying tax districts.**

   Property and infrastructure improvements, blight elimination, tax base growth and job creation / retention are the most significant and quantifiable benefit to overlying tax jurisdictions from the investment of TIF funds.

   Without TIF, overlying tax jurisdictions would share approximately $584,000 of tax revenues for the tax parcels included in TID 44, based on the base value of $28,664,300. As stated earlier, the incremental value in 2029 at the end of the projected life of the TID is estimated at $114 million. Theoretically, if the City invested all $15 million of project costs in the district, which investment would leverage over $114 million; or $1 of TIF leverages approximately $7.70 of value growth. If the TID were to be closed at that time, this value growth would be returned to overlying tax jurisdictions that would now share in a levy of approximately $2.9 million, or a net gain of approximately $2.3 million as a result of TIF.

   In turn, the anticipated tax increments over the life of the district are estimated to support $14.8 million of public investment. This investment will further enhance the area, eliminate blight, increase values in and around the District, and help create new, family supporting jobs.

Date Adopted: September 17, 2013
Resolution Number: RES-13-00699
Expenditure Deadline: September 17, 2035
TID Expiration Date: September 17, 2040

2024 Project Plan Amendment
Date Adopted: April 16, 2024
Resolution #: RES-24-00263 (Legistar 82262)

2025 Project Plan Amendment
Date Adopted: March 14, 2025
Resolution #: RES-25-00168

2026 Project Plan Amendment
Date Adopted:
Resolution #: RES-

Project Plan for

TAX INCREMENTAL FINANCE DISTRICT #44 (ROYSTER CLARK)

City of Madison

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

2026

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TAX INCREMENTAL FINANCE DISTRICT #44
(ROYSTER CLARK)

NOTE: Amendments, including additions and deletions, to the Project Plan from the First Amendment (2024) are highlighted in yellow.

NOTE: Amendments, including additions and deletions, to the Project Plan from the Second Amendment (2025) are highlighted in bright green.

NOTE: Amendments, including additions and deletions, to the Project Plan from the Third Amendment (2026) are highlighted in bright blue.

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) #44–(Royster Clark) as a blighted area TID, for the purposes of:

1) Elimination of blighting conditions;
2) Providing revitalization loans to aid redevelopment projects;
3) Rebuild infrastructure to aid in the redevelopment of the area.

As part of the First Project Plan Amendment (2024) to TID 44, the City proposes to provide funding for additional public works and to the Community Development Authority (CDA) of Madison to:

1. Provide funding for railroad quiet zone crossings, and;
2. To aid in the construction of a parking structure at the Village on Park to assist with further redevelopment,

The City will request the Joint Review Board authorize the use of these funds within the half mile area surrounding TID 44.

As part of the Third Project Plan Amendment (2026) to TID 44, the City proposes to provide funding for land banking and public infrastructure purposes. It is the City's intent to purchase the remaining undeveloped lots at Royster Corners, and develop them in concert with the Community Development Authority (CDA) of Madison. Funding is also proposed to assist with the reconstruction of stormwater ponds. Specifically, these funds will be used for:

1. The purchase of 404 Cottage Grove Road; 514, 526 & 551 Pinney Street; 3752 Sargent Street; 3708 Olbrich Avenue; 702, 804, 808, 812, 816, 820, 824, 828 & 832 Royster Avenue, Madison, WI, and;
2. The Cottage Grove Road Stormwater retention pond at the southwest corner of Cottage Grove Road and Stoughton Road (Gary Street reconstruction).
3. Small Business Assistance in TID 44 and within a half mile of TID 44.

PROPOSED CHANGES IN ORDINANCES, CODES OR PLANS

The project elements proposed in this Project Plan conform to the objectives and conceptual recommendations contained in the Objectives and Policies, A Part of The Master 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 commercial or residential projects are proposed for the area, although none are proposed at this time. The Plan Commission reviews such proposals.

This TID is presently zoned, ~~CN, SR-C1,~~ CC-T, ~~SR-V2~~, CC, SE, IL, ~~SR-V1, A,~~ NMX, TR-U2, TR-C3, and TSS.

Consistency With the City of Madison Comprehensive Plan

The project elements in this amendment Project Plan conform to the objectives and recommendations contained in the City of Madison Comprehensive Plan which can be found at:

https://www.cityofmadison.com/dpced/planning/comprehensive-plan/1607

~~Volume II, Chapter 2 of the Comprehensive Plan, entitled "Objectives and Polices for Established Neighborhoods on pages 2-14 through 2-37, stipulates goals and objectives that are consistent with the activities planned for the proposed TID #44, including but not limited to the following:~~

~~Objective 7: Encourage the development of compact, mixed-use neighborhoods and districts.~~

~~Objective 10: Achieve an efficient, balanced urban growth pattern by guiding new development, infill and redevelopment projects to planned development areas through the City of Madison.~~

~~Objective 11: Seek to reduce the demand for vacant development land on the periphery of the City by encouraging urban infill, redevelopment, and higher development densities in areas recommended in City plans as appropriate locations for more intense development.~~

~~Objective 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.~~

~~Objective 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.~~

~~Objective 41: Maintain a balance between redevelopment and preservation in established neighborhoods that recognizes the general satisfaction of many residents with their neighborhoods as they currently are and focuses on redevelopment activity on selected areas and sites within the neighborhood where the objectives of increased density and a wider range of uses will be most supportive of objectives to maintain existing neighborhood character and quality.~~

~~Objective 43: Provide and upgrade as necessary essential neighborhood infrastructure and services including streets, utilities, transit service, sidewalks, parks, schools, police and fire, ambulance service and code enforcement.~~

~~Objective 44: Encourage private investment and property maintenance in existing developed areas to prevent property deterioration and promote renovation and rehabilitation.~~

~~Objective 59: Identify sites within the City and its planned expansion areas that are appropriate locations for mixed-use employment and commercial activity centers.~~

~~Objective 65: Transform, over time, existing conventional suburban-style commercial developments into more compact, mixed-use, pedestrian, bicycle and transit-oriented destinations that have a greater variety of activities, including retail, office, entertainment, civic, open space and residential uses.~~

Consistency with Royster Clark Special Area Plan

The City of Madison Common Council adopted the Royster Clark Special Area Plan on October 20, 2009 (Resolution No. 09-00894, File ID No. 15498). This plan was prepared to provide land use and development recommendations for the 60-acre area around the intersection of Cottage Grove Road and Dempsey Road. The activities and projects identified in the TID #44 Project Plan support the Planning Goals of the Royster Clark Special Area Plan, including but not limited to the following (page 18):

Goal 1: The Royster-Clark property will be developed as an integrated site, with a coordinated mix of mutually supporting land uses and common or compatible design elements.

Goal 3: The placement and design of new development and redevelopment along Cottage Grove Road will enhance neighborhood identity and create an attractive "gateway" to the Cottage Grove Road business district.
Goal 4: Redevelopment of the Royster-Clark Site will enhance the quality of life in adjacent residential neighborhoods.
Goal 5: Redevelopment will provide residential opportunities similar to surrounding housing as well as new opportunities for households seeking alternatives to single-family homes.
Goal 7: New multi-modal transportation connections will be provided between neighborhood residential areas, activity centers and amenities.
Goal 8: Transportation access, safety, and amenity for motor vehicles, pedestrians and bicycles will be maintained and enhanced.
Goal 9: The site will accommodate new local employment opportunities and small businesses, rather than regional-scale or highway-oriented retail businesses.
Goal 10: Employment buildings on the site will accommodate and encourage business innovation and entrepreneurship.
Goal 11: Redevelopment will support and enhance the vitality of existing businesses in the Planning Area.

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 on March 31, 2009. The Project Plan conforms to the following TIF Policy objectives:

Goal 2: Support Neighborhood Revitalization, Including Downtown

(5) **Urban Infill** – Urban in-fill projects that either increase or decrease density consistent with the City comprehensive plan.
(6) **Affordable or Workforce Housing (rental or owner occupied)**
(a) TIF Assistance for Affordable or Workforce Housing – Affordable or workforce housing projects may apply for conventional TIF assistance provided they demonstrate "but for" to the City's satisfaction.

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

Cottage Grove Road	**$2,222,000**
Dempsey Rd	**$92,700**
Utility Undergrounding	**$2,550,000**
Railroad Quiet Zone	**$350,000**
Lighting on Stoughton Road	**$155,000**
Cottage Grove Road Stormwater Pond (Gary Street)	**$2,000,000**

Public Works Improvements	~~**$4,864,700**~~ ~~**$5,214,700**~~ ~~**$5,369,700**~~ **$7,369,700**

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 $1,300,000

Small Business Assistance

In order to assist small businesses in and with a half mile of TID 44, the City may provide additional funding to the existing Commercial Ownership Assistance program, Building Improvement Grant Program, Façade Grant Program, as well as extend the existing Small Cap TIF program for small business. Should the City make any grants through these programs, the City will provide the Joint Review Board with copies of any applicable grant agreements as required under State of Wisconsin TIF Law.

Estimated Cost ~~$500,000~~ $1,000,000

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.

The Third Project Plan Amendment (2026) to TID 44 provides funding for the purchase, holding costs, and pre-development costs of multiple lots at the Royster Corners site. These lots include: 404 Cottage Grove Road; 514, 526 & 551 Pinney Street; 3752 Sargent Street; 3708 Olbrich Avenue; 702, 804, 808, 812, 816, 820, 824, 828 & 832 Royster Avenue, Madison, WI.

Estimated Cost: $4,000,000

DONATION TO TID 42

The City intends to donate excess TID 44 incremental revenue to TID 42. TID 42 is generally located between South Park Street, Fish Hatchery Road, and Wingra Creek. The City intends to continue to invest in the South Madison area in and adjacent to TID 42 following the dissolution of the Town of Madison on Oct 31, 2022. The donation of incremental revenue from TID 44 will be used to continue the City's investment in the South Madison area (See Exhibit G for more detail).The table below shows the timing and amount of the proposed donations from TID 44 to TID 42.

Cost: $1,600,000

Donor District	2024	2025	2026	2027	2028	Total
TID 4	$1,600,000	$0	$0	$0	$0	$1,600,000
Recipient TID						
TID 42	$1,600,000	$0	$0	$0	$0	$1,600,000

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 #44, 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:	$100,000
TOTAL COST	~~**$6,264,700**~~ **$15,369,700**

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 $6,264,700 of estimated project costs and an estimated $683,000 financing cost. Project costs for the 2025 amendment will be paid with tax increments. No additional general obligation borrowing is required. Project costs for the 2026 amendment will be paid through TIF supported borrowing. The finance costs associated with this borrowing is $1,787,000. This brings the total finance cost to be recovered by TID 44 to $2,470,000.

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 blighted area TID within 22 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.**

Street Reconstruction	Proposed, Non-Assessable Cost	Phase I (2014-16)	Phase II (2017-20)	Total	Time Frame
Cottage Grove Road					
Monona Dr to Drexel	445,500		445,500	445,500	2013-2035
Drexel to USH 51	1,776,500	1,776,500		1,776,500	2013-2035
Subtotal Cottage Grove Rd – Streets	2,222,000	1,776,500	445,500	2,222,000	2013-2035
Dempsey Rd					
Cottage Grove N. to Bike Path	92,700	-	92,700		2013-2035
Total Streets	**2,314,700**	**1,776,500**	538,200	2,314,700	2013-2035
Utility Undergrounding					
Cottage Grove Road					
Monona Dr to Dempsey	690,000		690,000	690,000	2013-2035
Drexel to Dempsey (MGE)	740,000	740,000		740,000	2013-2035
Drexel to Dempsey (Charter & TE)	370,000	370,000		370,000	2013-2035
Subtotal Cottage Grove Rd. - Underground	1,800,000	1,110,000	690,000	1,800,000	2013-2035
Dempsey Road					
Cottage Grove N. to Bike Path (MGE)	375,000	-	375,000	375,000	2013-2035
Cottage Grove N. to Bike Path (ATT, Charter)	375,000	-	375,000	375,000	2013-2035
Subtotal Dempsey Rd. - Underground	750,000	-	750,000	750,000	2013-2035
Total Undergrounding	**2,550,000**	**1,110,000**	**1,440,000**	**2,550,000**	2013-2035
TOTAL PUBLIC IMPROVEMENTS	**4,864,700**	**2,886,500**	**1,978,200**	**4,864,700**	2013-2035
Development Loans	1,300,000			1,300,000	2013-2035
Administrative and Professional Costs	**100,000**			**100,000**	2013-2035
TOTAL PROJECT COSTS	**6,264,700**			**6,264,700**	2013-2035
Finance Costs	683,000			683,000	2013-2035
First Project Plan Amendment (2024) Project Costs					
Railroad Quiet Zone	350,000			350,000	2024-2035
Donation to TID 42 (2024)	1,600,000			1,600,000	2024–2035
Total Project costs – First Project Plan Amendment (2024)	1,950,000			1,950,000	2024–2035
Total Project Costs (Original Project Plan and 1st (2024) Project Plan Amendment)	8,214,700			8,214,700	2024–2035

Second Project Plan Amendment (2025) Project Costs					
Lighting on Stoughton Road	155,000	$0	$0	155,000	2025–2035
Small Business Loan Program	500,000	$0	$0	500,000	2025-35
Total Project costs – Second Project Plan Amendment (2025)	655,000	$0	$0	655,000	2025–2035
Total Project Costs (Original Project Plan and 1st (2024) Project Plan Amendment and 2nd (2025) Project Plan Amendment)	8,869,700	$0	$0	8,869,700	2025–2035

Third Project Plan Amendment (2026) Project Costs					
Land Acquisition	$4,000,000	$0	$0	$4,000,000	2026–2035
Cottage Grove Road Stormwater Pond (Gary Street)	$2,000,000	$0	$0	$2,000,000	2026–2035
Small Business Assistance[1]	$500,000	$0	$0	$500,000	2026–2035
Total Project costs – Third Project Plan Amendment (2026)	6,500,000	$0	$0	6,500,000	2026–2035
Total Project Costs (Original Project Plan and 1st (2024) Project Plan Amendment, 2nd (2025) Project Plan Amendment), and 3rd (2026) Project Plan Amendment	15,369,700	$0	$0	15,369,700	2026–2035
2026 Financing Costs	$1,787,000			$1,787,000	2026 - 2035
Total Financing Costs	$2,470,000			$2,470,000	2026 - 2035

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 blighted area TID is 27 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, 2035. Tax increments may be received until project costs are recovered, at which time the TID must close.

[1] Total Small Business Assistance, including second (2025) and third (2026) project plan amendments is $1,000,000.

TIF-Eligible Capital Budget

The cost of public improvements and other project costs is approximately ~~$6,624,700~~ ~~$8,214,700~~ ~~$8,869,700~~ $15,369,700. It is anticipated that none ($0) of the project costs will be assessable to property owners. Assessments are determined in accordance with the City and Board of Public Works standard special assessment policies. The ~~$6,624,700~~ ~~$8,214,700~~ ~~$8,869,700~~ $15,369,700 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. The determination of economic feasibility herein, including such TIF generators, is based on anticipated, near-term development, as well as projected development through 2040. The anticipated development for TID #44 includes the redevelopment of the Royster Clark fertilizer plant site. Ruedebusch Development and Construction intends to redevelop this site into a mix of residential lots, employment uses, and mixed-use buildings.

Total Estimated Value of All TIF Generators (i.e. Ruedebusch Development and Construction redevelopment of Royster Clark site): $28,800,000

As demonstrated in the section entitled Expectations for Development, a conservative estimate of total incremental value resulting from these and other development projects, and economic growth or value appreciation over the life of the TID is estimated to be **$64,000,000.** 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, the anticipated economic growth of tax incremental revenues over the life (i.e. the total amount of tax increments over 27 years) of the TID should total approximately **$17,800,000.** The present value of the total incremental revenues that are anticipated to be generated is **$6,264,700.**

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 #44 may, therefore, be less than the amount shown in the Project Plan.

The First Project Plan Amendment (2024) anticipates an additional $1,600,000 in eligible costs that may be supported by TIF. The total eligible costs that will be supported by TIF, including the original project plan and first amendment are **$8,214,700.**

The Second Project Plan Amendment (2025) anticipates an additional $655,000 in eligible costs that may be supported by TIF. The total eligible costs that will be supported by TIF, including the original project plan, first, and second amendment are **$8,869,700.**

The Third Project Plan Amendment (2026) anticipates an additional $6,000,000 in eligible project costs that may be supported by TIF. The total eligible project costs that will be supported by TIF, including the original project plan, first, second, and third amendment are $15,369,700.

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 **$683,000**.

Project costs for the 2025 amendment will be paid with tax increments. No additional general obligation borrowing is required.

Staff estimates that TID increment could support interest payments on capital borrowing. The estimated interest and finance cost to borrow the entire estimated capital cost of $15,369,700 is $2,470,000. This includes the original $683,000 of finance costs, and the additional $1,787,000 of finance costs associated with the 2026 Project Plan Amendment.

PROMOTION OF ORDERLY LAND DEVELOPMENT

The City of Madison Comprehensive Plan and the Royster Clark Special Area Plan outline land use and design guidelines specific to the Royster Clark area. In particular, the Royster Clark Special Area Plan described the types of land uses and densities in the table below. Further description of these uses can be found at the Plan document link at: http://www.cityofmadison.com/planning/pdf/RCFinal%20Plan_020210.pdf

Land Use	Acres	Description
Low Density Residential	7-8	52-54 single-family homes
Medium Density Residential	3-4	27-30 townhomes & 2-3 multifamily buildings, 2 to 3 stories
Mixed Use	3-4	5 buildings, 2 to 3 stories
Employment	5-6	7-11 buildings, 2 to 3 stories
Stormwater Mgmt & Utilities	6-8	MG&E facilities and stormwater management areas
Open Space	1-3	Central open space and scattered smaller open spaces
Public Right of Way	4 -6	Streets, sidewalks, and public terrace

The City of Madison Comprehensive Plan identifies multiple uses for the area, including: Neighborhood Mixed-Use, Park and Open Space, Medium Density Residential, Low Density Residential, Community Mixed-Use, Employment, Special Institutional, and Industrial. Descriptions of these uses and their densities can be found in Volume II, Chapter 2 of the City's Comprehensive Plan, at this link:

http://www.cityofmadison.com/planning/ComprehensivePlan/dplan/v2/chapter2/v2c2.pdf

EXPECTATIONS FOR DEVELOPMENT

The expectations for development in TID #44 have been developed from and predicated on the Comprehensive Plan for the City of Madison and the Royster Clark Special Area Plan, as adopted by the Common Council.

Potential Areas for Development

The Potential Area for Development is the former Royster Clark Fertilizer Plant. This area is generally bounded by Cottage Grove Road, Dempsey Road, Royster St and the Union Pacific Railway. The development on this site 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 27-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 new development projects, the TIF generator projects indicated herein are expected to occur within the first 10 years of the district's life. It is the City's practice to anticipate development, repayment of costs and closure of the district within a shorter timeframe than the full 27-year period allowed by TIF Law. TID expenditures may be made for a period of 22 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 District depends upon variables that are unpredictable at this time. The estimated $28.8 million Royster Clark redevelopment is anticipated to be completed in 2024. This project is estimated to create 51 single-family homes, a 36-unit apartment project with 20,000 SF of first floor

commercial, 117 market rate apartments, 66 affordable units and approximately 48,000 SF of additional commercial structures. The total value increment (including estimated TIF generators and appreciation of property value within the district) generated over the 27-year life of the district is estimated at approximately $64,000,000. This growth is estimated to generate approximately $17,800,000 of tax increment over the life of the district.

2024 Project Plan Amendment
As of December 31, 2023, TID 44 had generated approximately $81,000,000 in incremental value, which is generating approximately $1,600,000 in incremental revenue on an annual basis. At the same time, TID 44 has $257,000 of unrecovered costs, which will be fully recovered in 2024. Based upon the outstanding balance of unrecovered costs, the amount of incremental revenue that TID 44 is generating, and the ongoing investment in South Madison, TID 44 will be able to make a modest donation to TID 42, and then close.

2025 Project Plan Amendment
As of December 31, 2024, TID 44 had generated approximately $94,545,000 in incremental value, which is generating approximately $1,871,000 in tax increment on an annual basis. TID 44 has unrecovered cost of $169,000 and posts a $1,601,000 surplus. Based upon the outstanding surplus balance and the amount of incremental revenue generated, TID 44 can pay for the additional $655,000 of project cost with tax increments and will be able to close in approximately 2026. No further TIF-supported general obligation borrowing is required.

2026 Project Plan Amendment
As of December 31, 2025, TID 44 had generated approximately $108,448,000 in incremental value, which is generating approximately $2,100,000 in tax increment on an annual basis. TID 44 has recovered all its outstanding debt, and posts a $1,759,000 surplus. Based upon the outstanding surplus balance and the amount of incremental revenue generated, TID 44 can pay for the additional $6,500,000 of project cost, along with the $1,787,000 of finance costs, with tax increments and will be able to close in approximately 2029.

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.

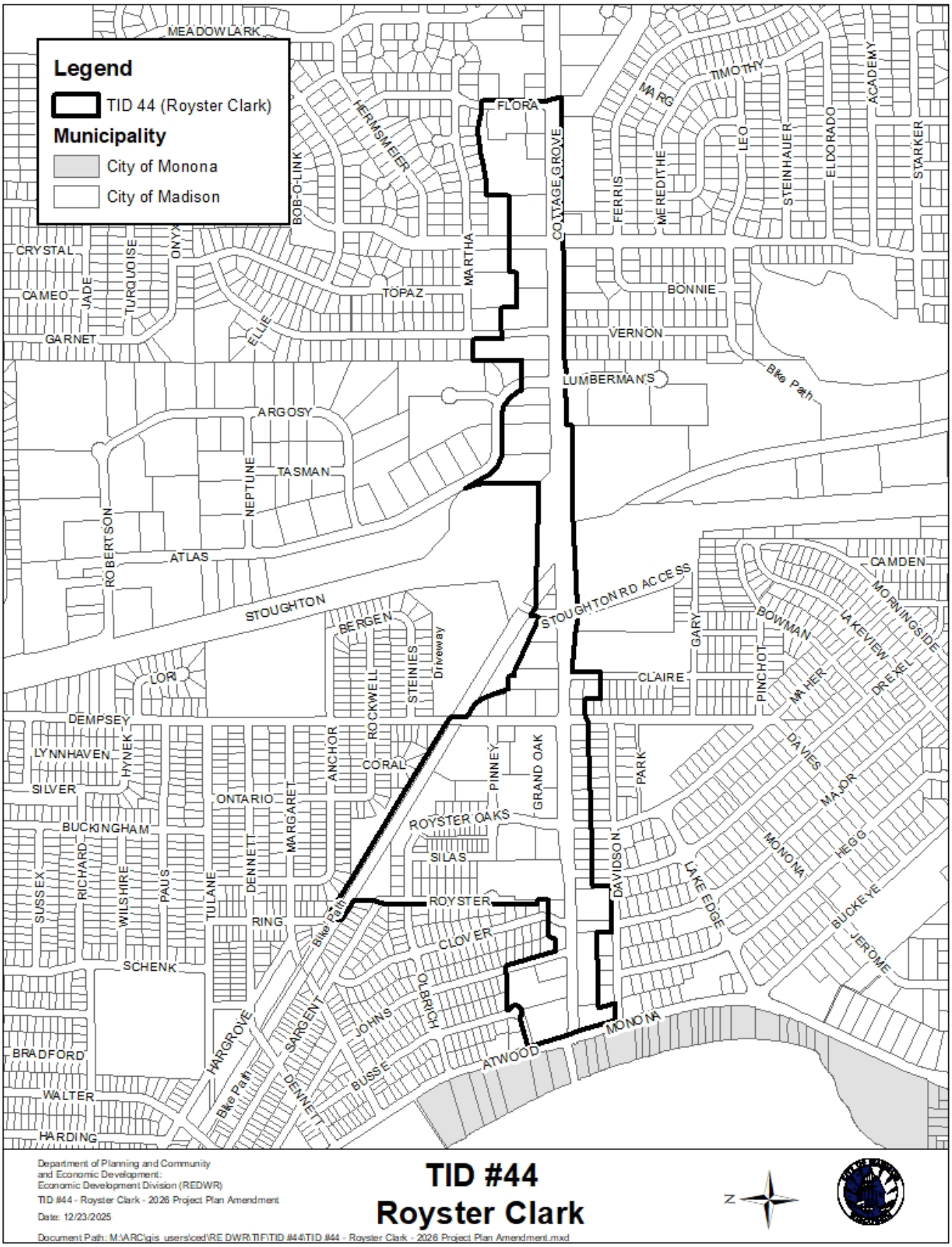
LEGAL DESCRIPTION

All platted and unplatted lands located in part of the West ½ of Section 10 and parts of the NE ¼, NW ¼, SW ¼ & SE ¼ of Section 9, all in Township 7 North, Range 10 East, City of Madison, Dane County, Wisconsin, more particularly described as follows:

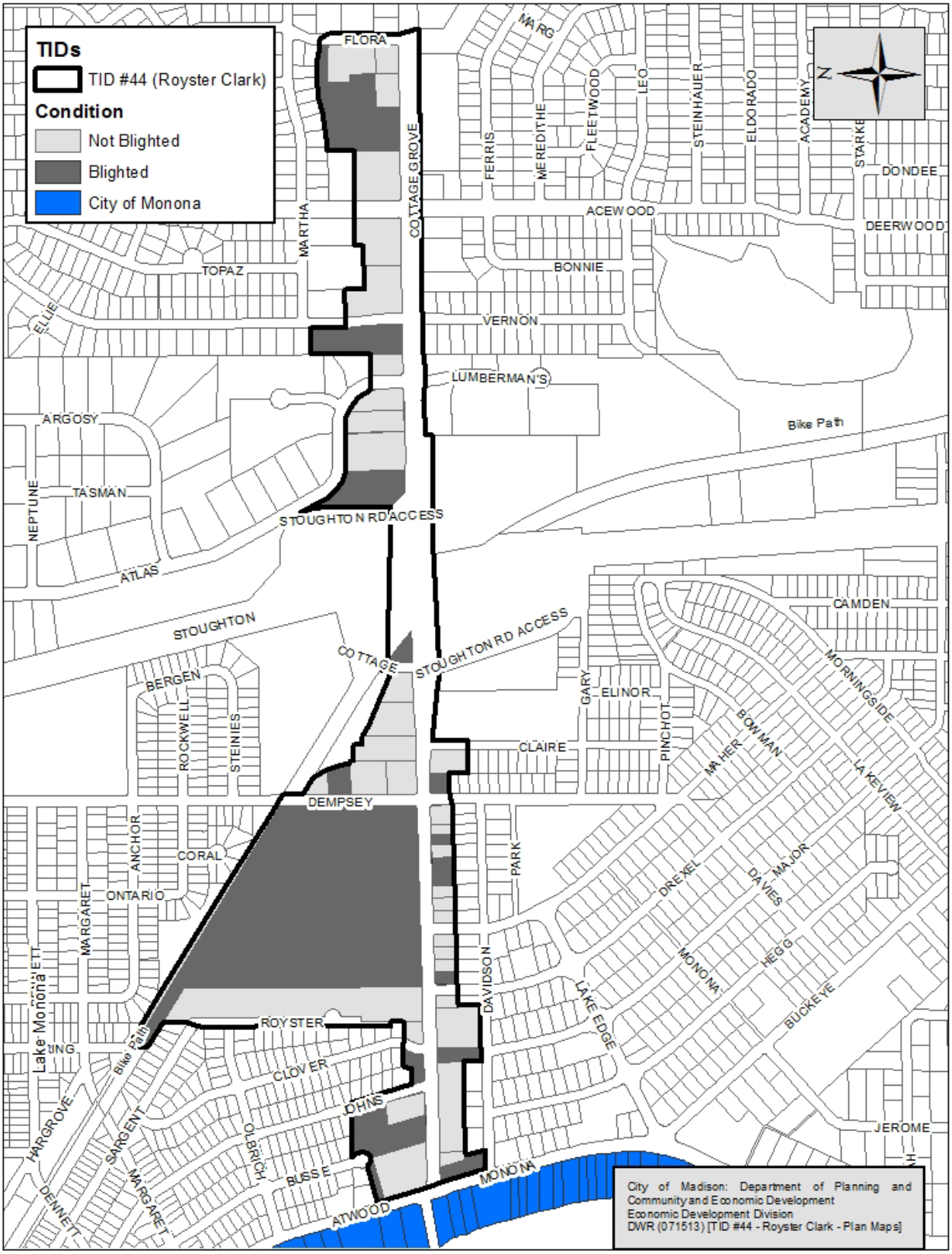
Beginning at the intersection of the Northeasterly right-of-way of Atwood Avenue, as presently located, with the Northwest Lot line of Lot 22, Blooming Grove Assessor's Plat No. 7, thence northeasterly, along the said Northwest Lot line, 223 feet, more or less, to the Southerly right-of-way of Busse Street, being the cul-de-sac thereof; thence easterly and northerly, along the curves of said Southerly right-of-way cul-de-sac, 198 feet, more or less, to the Northwest corner of Lot 20, Blooming Grove Assessor's Plat No. 7; thence easterly, along the North lines of said Lot 20, Lot 12, Blooming Grove Assessor's Plat No. 7, and its easterly prolongation, 331 feet, more or less, to the Northeasterly right-of-way of Johns Street; thence southeasterly, along the said Northeasterly right-of-way, 387 feet, more or less, to a line that is parallel to and 10 feet north of, as measured at right angles to, the North line of Lot 28, Blooming Grove Assessor's Plat No. 7, also being 76.7 feet distant from the Southwest corner, as measured along the Northeasterly right-of-way of Johns Street, of said Lot 28; thence easterly, along the said parallel line, 90.43 feet; thence N 19° 17' E, 57.15 feet; thence easterly, parallel to the North line of Lot 28, Blooming Grove Assessor's Plat No. 7, 104.6 feet, to the Westerly right-of-way of Clover Lane; thence southeasterly, 60 feet, more or less, to the Northwest corner of Lot 2, CSM 55; thence easterly, along the North line of said Lot 2, 99.30 feet, to the Northeast corner of said Lot 2, also being the Southeast corner of Lot 1, said CSM 55; thence northerly, along the East line of said Lot 1, 76 feet, to the Northeast corner of said Lot 1; thence westerly, along the North line of said Lot 1, 30 feet, more or less, to the Westerly right-of-way of Royster Avenue; thence northerly, along the said Westerly right-of-way, 1120 feet, more or less, to a point of curve; thence northeasterly, 93 feet, more or less, to the Southeast corner of Lot 10, First Addition to Olbrich Park Addition; thence northerly, along the East line of said Lot 10, 151.6 feet, to the Northeast corner of said Lot 10, also being a point on the Southwesterly right-of-way of the Union Pacific Railroad; thence northwesterly, along the said Southwesterly right-of-way, 172 feet, more or less, to the southerly prolongation of the centerline of Ring Street; thence northerly, along the said southerly prolongation, 118 feet, more or less, to a line that is parallel to and 100 feet northeasterly of, as measured at right angles to, the Southwesterly right-of-way of the Union Pacific Railroad; thence southeasterly, along said parallel line, 1761 feet, more or less, to the Easterly right-of-way of Dempsey Road; thence southerly, along the said Easterly right-of-way, 125 feet, more or less, to the Southwesterly right-of-way of the Union Pacific Railroad; thence southeasterly, along said Southwesterly right-of-way, 173 feet, more or less; thence S 19° 17' 50" W, 65.71 feet, to a point on a line that is parallel to and 9.5 southwesterly of, as measured radially to, the centerline of a spur track of a railroad line (I.C.C. #335, Chicago and Northwestern Railway Co.); thence southeasterly, along a curve of said parallel line, 140 feet, more or less, to the North line of Lot 1, CSM 2426; thence easterly, along the said North line, 18.65 feet, to the Northeast corner of said Lot 1, also being a point of intersection of a jog in a West line of Lot 1, CSM 5244; thence southerly, along a West line of Lot 1, CSM 5244, 25 feet, to a point on a line that is parallel to and 50 north of, as measured at right angles to, a South line of said Lot 1; thence easterly, along the said parallel line, 100 feet, to a point on a line that is parallel to and 100 feet east of, as measured at right angles to, a West line of said Lot 1; thence southerly, along the said parallel line, 50 feet, to a South line of said Lot1; thence easterly, along the said South line, 50 feet, to a point of intersection in said Lot 1; thence S 60° 20' 13" E, 70.46 feet, to the most westerly corner of Lot 4, CSM 5244; thence southeasterly, along the Northeast lines of Lots 1-3, CSM 5244, 320.00 feet, to a point of intersection in the Northeast line of said Lot 3; thence southeasterly, along the Northeast line of said Lot 3, 27.90 feet, to the Westerly right-of-way of Cottage Court; thence northeasterly, along a curve of the said Westerly right-of-way, 64.19 feet, to the Southwesterly right-of-way of the Union Pacific Railroad; thence southeasterly, 977 feet, more or less, to a point of intersection in the West line of Lot 3, Block 1, Madison Industrial Subdivision No. 1; thence northerly, along the West line of said Lot 3, 543 feet, more or less, to the Southwesterly right-of-way of Atlas Avenue; thence southeasterly, easterly, and southeasterly along the said Southwesterly right-of-way, 933 feet, more or less, to the westerly prolongation of the North line of Lot 1, Block 2, Madison Industrial Subdivision No. 1; thence easterly, along the said westerly prolongation and North line, 217 feet, more or less, to the East Plat line of Madison Industrial Subdivision No. 1, also being the West Plat line of First Addition to Meadowood - East; thence northerly, along the said West Plat line, 360 feet, more or less, to a point on a line that is parallel and 12 feet southerly of, as measured by right angles to, the North line of Lot 120, First Addition to Meadowood - East; thence easterly, along the said parallel line, 160 feet, more or less, to the Westerly right-of-way of Vernon Avenue; thence southerly, along the said Westerly right-of-way, 212 feet, more or less, to the westerly prolongation of the North line of Lot 3, East Meadowood Downs; thence easterly, along the said westerly prolongation and North line, 225 feet, more or less, to the Northeast corner of said Lot 3; thence southerly, along the East line of said Lot 3, 112.00 feet, to a point on the North line of Lot 4, East Meadowood Downs; thence easterly, along the said North line and the North line of Lot 5, East Meadowood Downs, 270.05 feet, to the Southwest corner of Lot 6, East Meadowood Downs; thence northerly,

along the Westerly line of said Lot 6, 50 feet, more or less, to a line that is parallel to and 50 feet north of, as measured by right angles to, the South line of said Lot 6; thence easterly, along the said parallel line, 165 feet, more or less, to the Westerly right-of-way of Acewood Boulevard; thence easterly, 102 feet, more or less, to the Southwest corner of Lot 1, CSM 312; thence easterly, along the South line of said Lot 1, 301.66 feet, to the Southeast corner of said Lot 1, also being a point of intersection of a jog in the West line Lot 1, CSM 2143; thence northerly, along the said West line, 160.00 feet, to the North line of said Lot 1; thence easterly, along the said North line, 18.34 feet, to a point of intersection in said North line; thence northeasterly, along said North line, 211.26 feet, to a point of intersection in said North line; thence northeasterly, along said North line and the North line of Lot 2, CSM 7617, 80 feet, more or less, to a point of intersection in the North line of said Lot 2; thence northeasterly, along the said North line, 200.75 feet, to a point of intersection in the said North line; thence southeasterly, along the said North line and its southeasterly prolongation, 191 feet, more or less, to the East right-of-way line of Flora Lane; thence southerly, along the said East right-of-way, 442 feet, more or less, a point of curve; thence southeasterly, 136 feet, more or less, to the Northwest corner of Lot 1, CSM 1449, also being a point on the South right-of-way of Cottage Grove Road; thence westerly, southerly, and westerly, along the said South right-of-way, 4283 feet, more or less, to the East right-of-way of Claire Street; thence southerly, along the said East right-of-way, 213 feet, more or less, to the easterly prolongation of the South line of Lot 41, Blooming Grove Assessor's Plat No. 7; thence westerly, along the said easterly prolongation and South line, 194 feet, more or less, to the Southwest corner of said Lot 41; thence northerly, along the West line of said Lot 41, 120.2 feet, to the Southeast corner of Lot 42, Blooming Grove Assessor's Plat No. 7; thence westerly, along the South lines of Lots 42 & 43 Blooming Grove Assessor's Plat No. 7, 120.0 feet, to the Southwest corner of said Lot 43; thence southwesterly, 64 feet, more or less, to the Southeast corner of Lot 38, Blooming Grove Assessor's Plat No. 7; thence westerly, along the South lines of Lots 38, 37 & 36, Blooming Grove Assessor's Plat No. 7, Lot 12, Block 16, Lake Edge Park Replat, Lots 1-3, CSM 857, Lots 8 & 7, Block 16, Lake Edge Park Replat, 713 feet, more or less, to the Southwest corner of said Lot 7, Block 16, also being a point on the East right-of-way of Maher Avenue; thence westerly, 60 feet, more or less, to the Southeast corner of Lot 8, Block 15, Lake Edge Park Replat; thence westerly, along the South lines of Lot 8-5, Block 15, Lake Edge Park Replat, 306 feet, more or less, to the Southwest corner of said Lot 5, Block 15, also being a point on the East right-of-way of Drexel Avenue; thence westerly, 60 feet, more or less, to the Southeast corner of Lot 3, Block 8, Lake Edge Park Replat; thence westerly, along the South line of said Lot 3, also being the North line of Lot 1, said Block 8, 62.75 feet, more or less, to the West line of the East 62.75 feet of said Lot 1; thence southerly, along the said West line of the East 62.75 feet, 131 feet, more or less, to the North right-of-way of Davidson Street; thence westerly, along the said North right-of-way, 336 feet, more or less, to the Southwest corner of Lot 1, CSM 2013; thence northerly, along the West line of said Lot 1, 111 feet, more or less, to the intersection with the South line of Warranty Deed recorded in Dane County Register of Deeds as Doc No. 4171952; thence westerly, along the said Warranty Deed South line and its westerly prolongation, 555 feet, more or less, to the intersection with a line parallel to and 130 feet easterly of, as measured along the North right-of-way of Davidson Street, the Northeasterly right-of-way of Monona Drive as platted in Blooming Grove Assessor's Plat No. 7; thence southeasterly, along said parallel line, 124 feet, more or less, to the North right-of-way of Davidson Street; thence westerly, along the said North right-of-way, 118 feet, more or less, to the Northeasterly right-of-way of Monona Drive as presently located; thence northwesterly, along the said Northeasterly right-of-way which turns into the Northeasterly right-of-way of Atwood Avenue north of Cottage Grove Road, 675 feet, more or less, to the **Point of Beginning.**

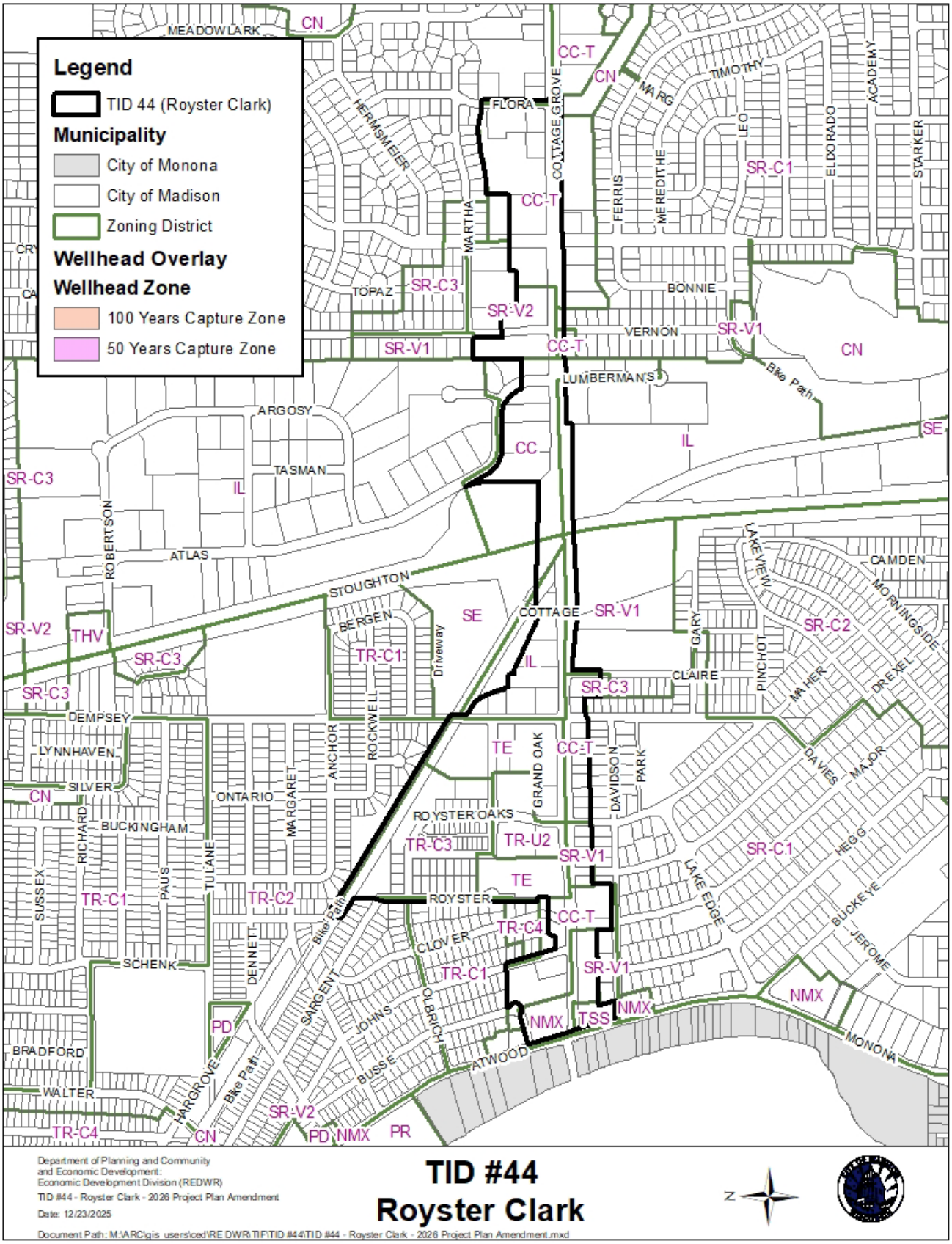
District Boundary



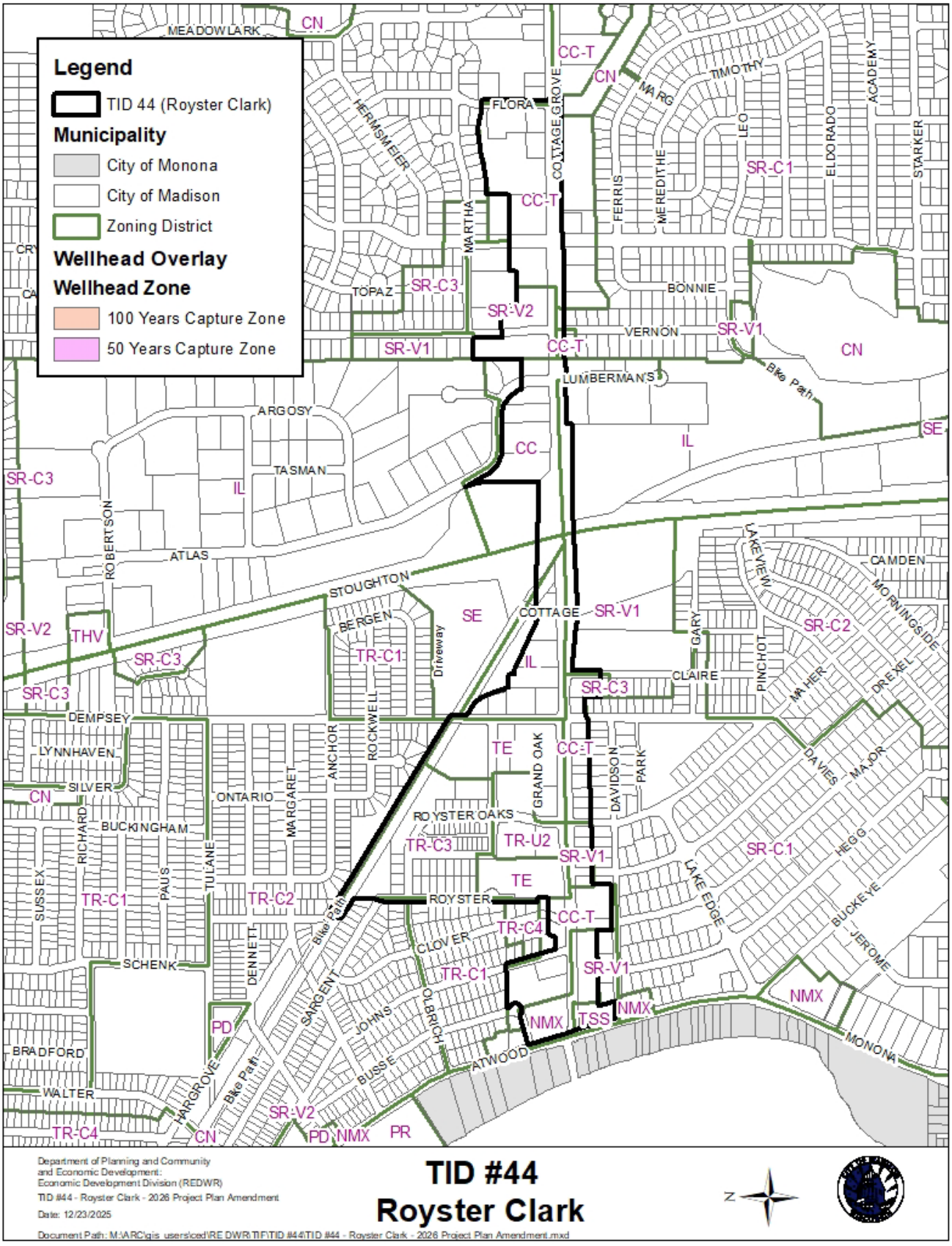
Existing Conditions (Blight Map)



Existing Zoning



Proposed Zoning



Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID #44 - Royster Clark - 2026 Project Plan Amendment
Date: 12/23/2025
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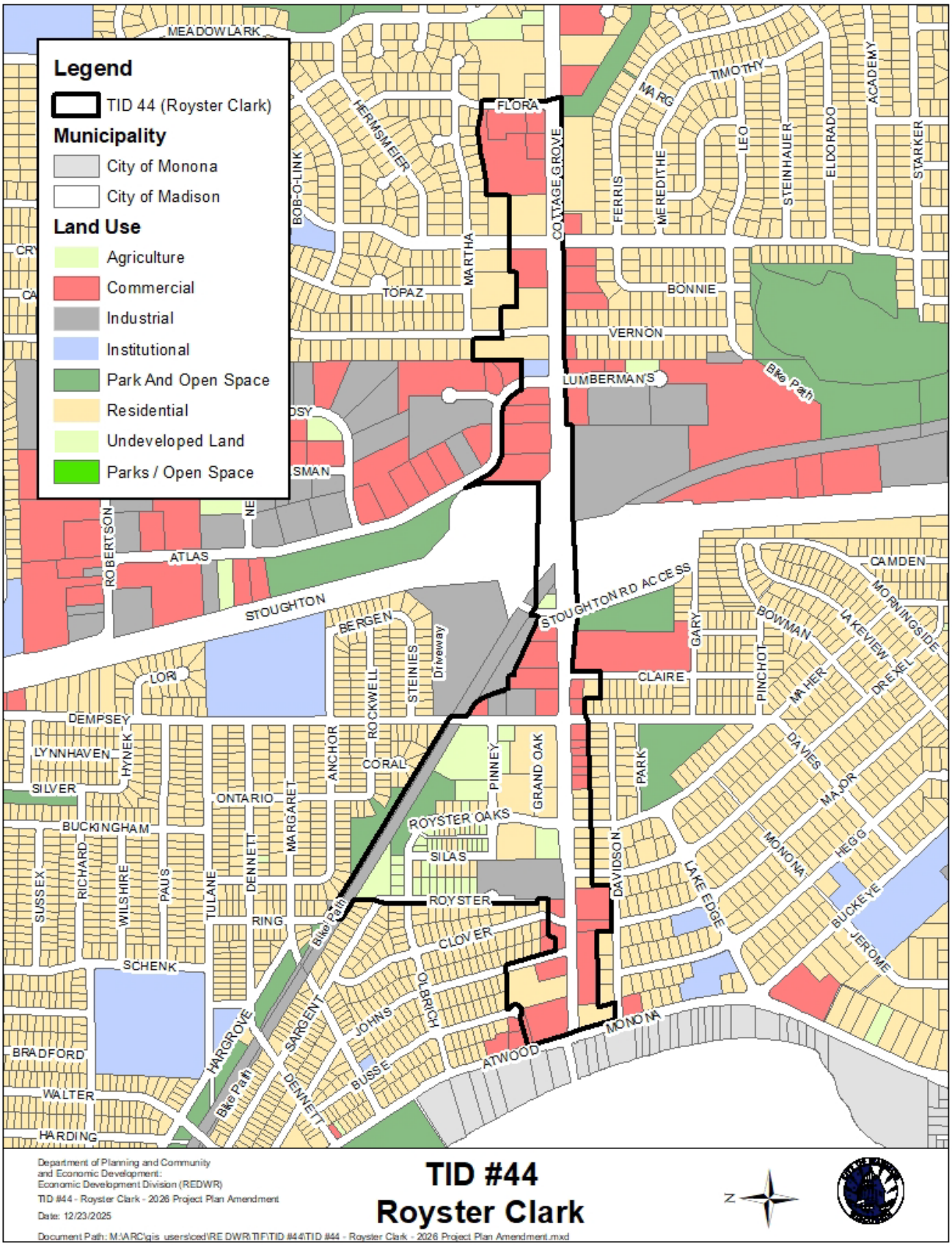
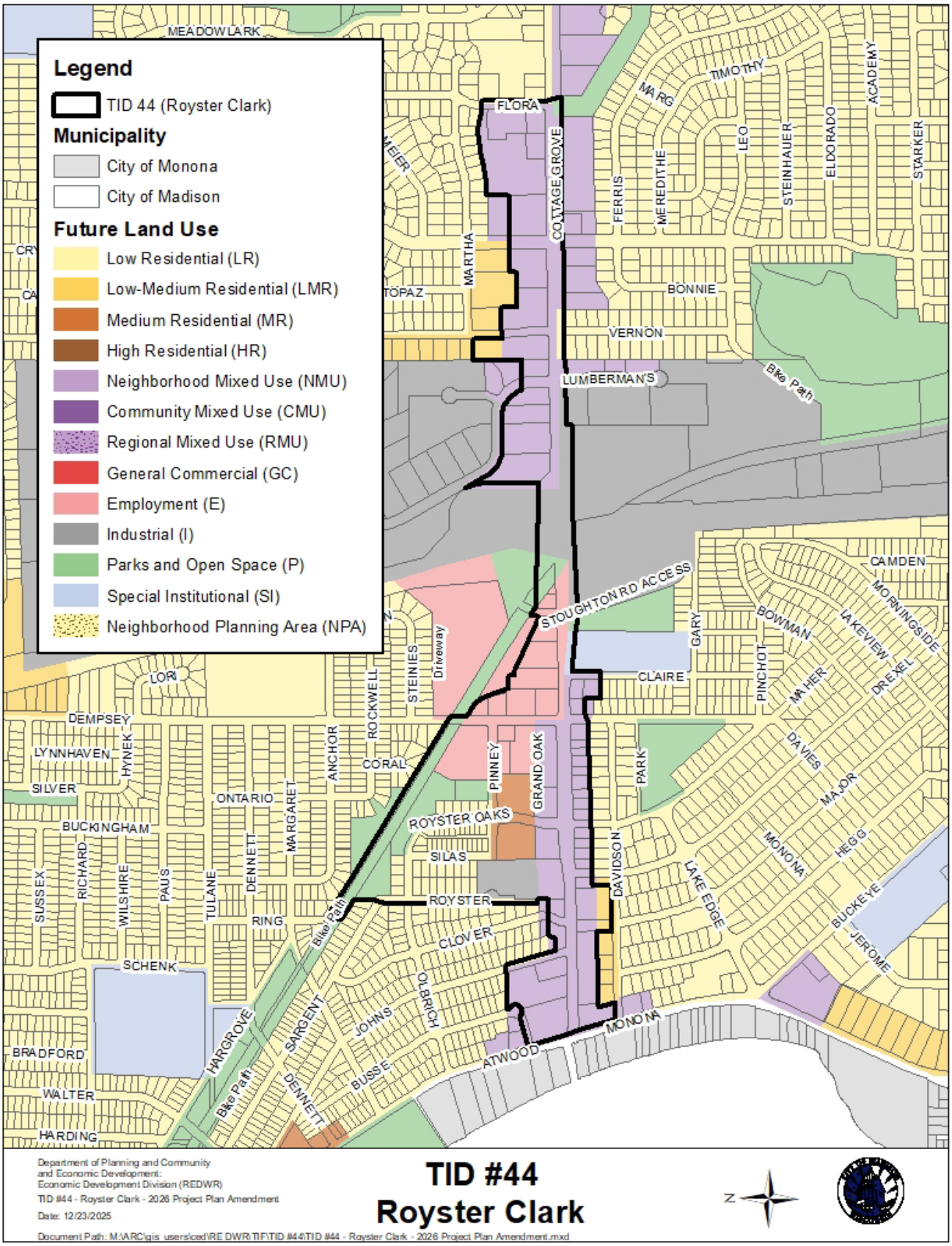
TID #44
Royster Clark

Existing Land Use

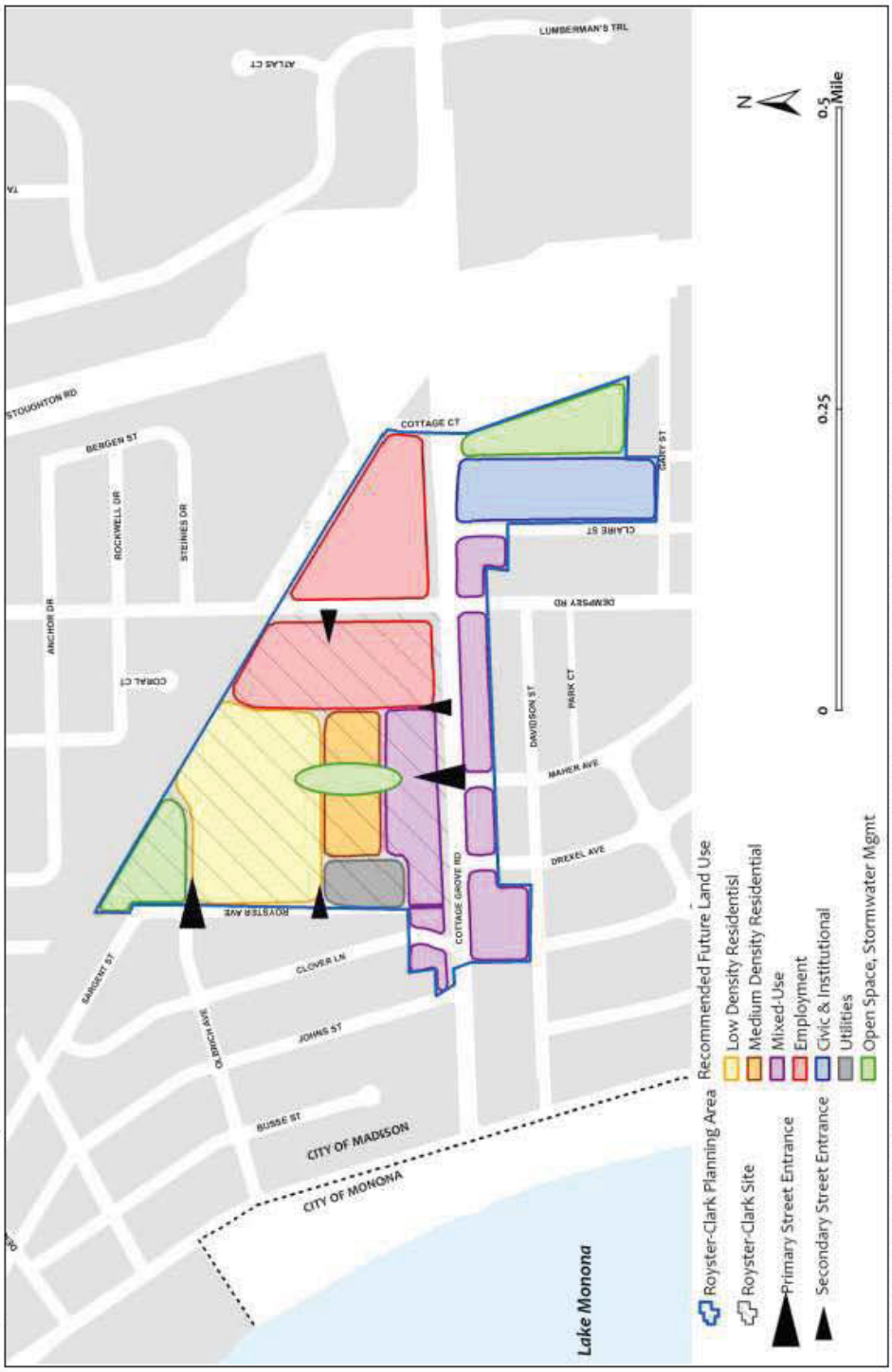


Proposed Land Use



RECOMMENDATIONS

Proposed Land Use Map



The Proposed Land Use Map provides framework for redevelopment of the Royster-Clark Planning Area. While the boundaries between land uses may have some flexibility, redevelopment proposal(s) should demonstrate consistency with this map and the recommendations accompanying it. Narrative in the following subsections describes expectations for each proposed land use.

City Attorney Opinion Letter

Office of the City Attorney

Michael R. Haas, City Attorney **Patricia A. Lauten, Deputy City Attorney**

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PARALEGAL
Ryan M. Riley

May 28, 2026

TO: Daniel Rolfs, Real Estate Development Manager
FROM: Matthew Robles, Assistant City Attorney
SUBJECT: Project Plan Amendment for TIF District No. 44 - City of Madison (Royster Clark)

Dear Mr. Rolfs:

In my capacity as Assistant City Attorney for the City of Madison, Wisconsin, I have examined the proposed 2026 Amendment to the Project Plan for Tax Incremental Finance District No. 44, City of Madison, Wisconsin (Royster Clark). Based on this examination, I am of the opinion that the amended Project Plan is complete and complies with the provisions of Secs. 66.1105(4)(f) and (h), 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 to the Plan.

Sincerely,

Matthew D. Robles
Assistant City Attorney

Exhibit G – Donation

Background

TIF Law allows excess tax increment funds to be transferred between certain TIF districts if the TIF Joint Review Board approves such allocations and if the TIDs have the same overlying taxing jurisdictions. TIF Law refers to this relationship as "donor-recipient." According to TIF Law, positive increments may be transferred from a "donor" TID to a recipient district as part of a "donor-recipient plan."

TIF Law requires that the project plans be amended for donor TIF districts and recipient districts in the event that new project expenditures are incurred that were not outlined in the original project plan.

The Common Council is considering adoption of a resolution approving an amendment to the Project Plan for TID 44 (Royster Clark). The resolution would establish TID 44 as a donor TID. The resolution and one-year donor-recipient allocation plan anticipate a transfer of positive increments to TID 42 (Wingra). Assuming this project plan amendment is completed for TID 44, a project plan amendment for TID 42 will be completed that would establish TID 42 as a recipient TID of these donated incremental revenues.

Current Status:

TID 44 (Royster Clark)
TID 44 was created on September 17, 2013. To date, the City has provided funding for infrastructure improvements in the TID and provided loans to private developers to assist projects in the TID. Through the end of 2023, the City had authorized approximately $5.2 million of expenditures in TID 44, with an additional $37,000 of expenditures authorized in the 2024 Capital Budget. Total capital costs identified in the project plan are $8,214,700 (with $0 non-TIF funded expenditures). The City estimates that TID 44 has an incremental value of $81 million in 2023. The City estimates that TID 44 will receive approximately $1.6 million in incremental revenue in 2024.

Given that TID 44 has $257,000 in outstanding debt, the level of incremental revenue that TID 44 is generating (estimated at $1,600,000 in 2024), the planned costs in TID 42, and the City's desire to invest in South Madison, TID 44 is a potential donor to TID 42.

TID 42 (Wingra)
TID 42 was created on July 3, 2012. The City has spent TID funds to assist with the Wingra Clinic development ($1.8 million), with the purchase of 1402 South Park Street from the Federal Government (the former Truman Olson Army Reserve Center), to purchase properties located at 1810 and 1901/1915 South Park Street, to redevelop the Village on Park mall, and to assist the Urban League of Greater Madison to develop a Black Business Hub. As of December 31, 2024, the City has spent approximately $11.1 million in TID 42, with an additional $10.8 million budgeted for expenditure in 2024 (total of $21.9 million). In 2023, TID 42 had an estimated incremental value of $151 million, which generates approximate $3 million of incremental revenue per year.

On Oct 31, 2022, the Town of Madison dissolved and the City of Madison is now faced with major infrastructure challenges, decades of neglect, a struggling local small business landscape, and the potential for large scale displacement due to redevelopment and rapid gentrification. To continue to address these issues, the City is separately proposing to amend the TID 42 project plan to expand the City's investments in infrastructure, provide assistance to small businesses, continue land-banking activities, invest in the City owned property at the Village on Park, and other investments designed specifically to support the residents of South Madison.

Recommendation

It is the City's general practice to create a TID, wait for it to generate incremental revenue, and then begin investing in public projects. Because of the combined factors facing South Madison, including, but not limited to:

- Historic neglect;
- Rapidly approaching redevelopment and gentrification;
- The potential for large scale displacement of existing residents;
- A diverse population with a high number of low-income residents;
- A need to assist local businesses;

The City proposes to take action in advance by amending the TID 42 project plan to:

- Continue to provide funding to support the redevelopment of the Village on Park, including supporting the Urban League's Black Business Hub;
- Expand infrastructure investments;
- Provide assistance to small businesses;
- Begin land-banking activities;
- Other actions that will directly address the challenges facing the residents of South Madison.

As TID 42 is not generating sufficient increment to pay for the proposed amended project costs in and adjacent to TID 42, the City proposes to amend TID 44 to donate excess incremental revenues to TID 42. It is the City's general practice to retire TIF districts within 10-12 years rather than extend their life to the full 20- or 27-year period (depending on their creation date) so that overlying taxing jurisdictions may receive the tax benefits of new growth sooner, rather than later. This practice also secures the City's flexibility to create future TIDs while complying with the 12% equalized value test required in TIF Law.

However, the requirements for investing in South Madison are such that the City is proposing a different approach. Previous TIDs in revitalization areas, such as TID 38 (Badger Ann Park) and TID 40 (Northside), borrowed funds to invest in infrastructure, awaiting value growth that did not occur. The City resorted to donor TIDs to repay the TID borrowing. If such donor TIDs were not available, the City would have had to repay such borrowing from its General Fund. Donor TIDs only exist for a brief period of time, in that they have recovered their cost and have excess tax increment available. By TIF Law, they must be used as donors or must close.

Given these previous experiences, and the fact that TID 44 is forecasted to generate excess tax increment in 2024, the City is proposing to preemptively donate excess incremental revenues from successful TIDs, such as TID 44, into an area of South Madison located in and adjacent to TID 42 in the City of Madison corporate limit to complete efforts that have already been started.

Donation Schedule

Donor District	**2024**	**2025**	**2026**	**2027**	**2027**	**Total**
TID 44 (2024 Amendment Donation Schedule)	1,600,000	0	0	0	0	1,600,000
				Total		**1,600,000**
Recipient TID						
TID 42 (2024 Recipient Schedule)	1,600,000	0	0	0	0	1,600,000
				TID 42 Subtotal		**$1,600,000**

LEGAL DESCRIPTION

All platted and unplatted lands located in part of the West ½ of Section 10 and parts of the NE ¼, NW ¼, SW ¼ & SE ¼ of Section 9, all in Township 7 North, Range 10 East, City of Madison, Dane County, Wisconsin, more particularly described as follows:

Beginning at the intersection of the Northeasterly right-of-way of Atwood Avenue, as presently located, with the Northwest Lot line of Lot 22, Blooming Grove Assessor's Plat No. 7, thence northeasterly, along the said Northwest Lot line, 223 feet, more or less, to the Southerly right-of-way of Busse Street, being the cul-de-sac thereof; thence easterly and northerly, along the curves of said Southerly right-of-way cul-de-sac, 198 feet, more or less, to the Northwest corner of Lot 20, Blooming Grove Assessor's Plat No. 7; thence easterly, along the North lines of said Lot 20, Lot 12, Blooming Grove Assessor's Plat No. 7, and its easterly prolongation, 331 feet, more or less, to the Northeasterly right-of-way of Johns Street; thence southeasterly, along the said Northeasterly right-of-way, 387 feet, more or less, to a line that is parallel to and 10 feet north of, as measured at right angles to, the North line of Lot 28, Blooming Grove Assessor's Plat No. 7, also being 76.7 feet distant from the Southwest corner, as measured along the Northeasterly right-of-way of Johns Street, of said Lot 28; thence easterly, along the said parallel line, 90.43 feet; thence N 19° 17' E, 57.15 feet; thence easterly, parallel to the North line of Lot 28, Blooming Grove Assessor's Plat No. 7, 104.6 feet, to the Westerly right-of-way of Clover Lane; thence southeasterly, 60 feet, more or less, to the Northwest corner of Lot 2, CSM 55; thence easterly, along the North line of said Lot 2, 99.30 feet, to the Northeast corner of said Lot 2, also being the Southeast corner of Lot 1, said CSM 55; thence northerly, along the East line of said Lot 1, 76 feet, to the Northeast corner of said Lot 1; thence westerly, along the North line of said Lot 1, 30 feet, more or less, to the Westerly right-of-way of Royster Avenue; thence northerly, along the said Westerly right-of-way, 1120 feet, more or less, to a point of curve; thence northeasterly, 93 feet, more or less, to the Southeast corner of Lot 10, First Addition to Olbrich Park Addition; thence northerly, along the East line of said Lot 10, 151.6 feet, to the Northeast corner of said Lot 10, also being a point on the Southwesterly right-of-way of the Union Pacific Railroad; thence northwesterly, along the said Southwesterly right-of-way, 172 feet, more or less, to the southerly prolongation of the centerline of Ring Street; thence northerly, along the said southerly prolongation, 118 feet, more or less, to a line that is parallel to and 100 feet northeasterly of, as measured at right angles to, the Southwesterly right-of-way of the Union Pacific Railroad; thence southeasterly, along said parallel line, 1761 feet, more or less, to the Easterly right-of-way of Dempsey Road; thence southerly, along the said Easterly right-of-way, 125 feet, more or less, to the Southwesterly right-of-way of the Union Pacific Railroad; thence southeasterly, along said Southwesterly right-of-way, 173 feet, more or less; thence S 19° 17' 50" W, 65.71 feet, to a point on a line that is parallel to and 9.5 southwesterly of, as measured radially to, the centerline of a spur track of a railroad line (I.C.C. #335, Chicago and Northwestern Railway Co.); thence southeasterly, along a curve of said parallel line, 140 feet, more or less, to the North line of Lot 1, CSM 2426; thence easterly, along the said North line, 18.65 feet, to the Northeast corner of said Lot 1, also being a point of intersection of a jog in a West line of Lot 1, CSM 5244; thence southerly, along a West line of Lot 1, CSM 5244, 25 feet, to a point on a line that is parallel to and 50 north of, as measured at right angles to, a South line of said Lot 1; thence easterly, along the said parallel line, 100 feet, to a point on a line that is parallel to and 100 feet east of, as measured at right angles to, a West line of said Lot 1; thence southerly, along the said parallel line, 50 feet, to a South line of said Lot1; thence easterly, along the said South line, 50 feet, to a point of intersection in said Lot 1; thence S 60° 20' 13" E, 70.46 feet, to the most westerly corner of Lot 4, CSM 5244; thence southeasterly, along the Northeast lines of Lots 1-3, CSM 5244, 320.00 feet, to a point of intersection in the Northeast line of said Lot 3; thence southeasterly, along the Northeast line of said Lot 3, 27.90 feet, to the Westerly right-of-way of Cottage Court; thence northeasterly, along a curve of the said Westerly right-of-way, 64.19 feet, to the Southwesterly right-of-way of the Union Pacific Railroad; thence

southeasterly, 977 feet, more or less, to a point of intersection in the West line of Lot 3, Block 1, Madison Industrial Subdivision No. 1; thence northerly, along the West line of said Lot 3, 543 feet, more or less, to the Southwesterly right-of-way of Atlas Avenue; thence southeasterly, easterly, and southeasterly along the said Southwesterly right-of-way, 933 feet, more or less, to the westerly prolongation of the North line of Lot 1, Block 2, Madison Industrial Subdivision No. 1; thence easterly, along the said westerly prolongation and North line, 217 feet, more or less, to the East Plat line of Madison Industrial Subdivision No. 1, also being the West Plat line of First Addition to Meadowood - East; thence northerly, along the said West Plat line, 360 feet, more or less, to a point on a line that is parallel and 12 feet southerly of, as measured by right angles to, the North line of Lot 120, First Addition to Meadowood - East; thence easterly, along the said parallel line, 160 feet, more or less, to the Westerly right-of-way of Vernon Avenue; thence southerly, along the said Westerly right-of-way, 212 feet, more or less, to the westerly prolongation of the North line of Lot 3, East Meadowood Downs; thence easterly, along the said westerly prolongation and North line, 225 feet, more or less, to the Northeast corner of said Lot 3; thence southerly, along the East line of said Lot 3, 112.00 feet, to a point on the North line of Lot 4, East Meadowood Downs; thence easterly, along the said North line and the North line of Lot 5, East Meadowood Downs, 270.05 feet, to the Southwest corner of Lot 6, East Meadowood Downs; thence northerly, along the Westerly line of said Lot 6, 50 feet, more or less, to a line that is parallel to and 50 feet north of, as measured by right angles to, the South line of said Lot 6; thence easterly, along the said parallel line, 165 feet, more or less, to the Westerly right-of-way of Acewood Boulevard; thence easterly, 102 feet, more or less, to the Southwest corner of Lot 1, CSM 312; thence easterly, along the South line of said Lot 1, 301.66 feet, to the Southeast corner of said Lot 1, also being a point of intersection of a jog in the West line Lot 1, CSM 2143; thence northerly, along the said West line, 160.00 feet, to the North line of said Lot 1; thence easterly, along the said North line, 18.34 feet, to a point of intersection in said North line; thence northeasterly, along said North line, 211.26 feet, to a point of intersection in said North line; thence northeasterly, along said North line and the North line of Lot 2, CSM 7617, 80 feet, more or less, to a point of intersection in the North line of said Lot 2; thence northeasterly, along the said North line, 200.75 feet, to a point of intersection in the said North line; thence southeasterly, along the said North line and its southeasterly prolongation, 191 feet, more or less, to the East right-of-way line of Flora Lane; thence southerly, along the said East right-of-way, 442 feet, more or less, a point of curve; thence southeasterly, 136 feet, more or less, to the Northwest corner of Lot 1, CSM 1449, also being a point on the South right-of-way of Cottage Grove Road; thence westerly, southerly, and westerly, along the said South right-of-way, 4283 feet, more or less, to the East right-of-way of Claire Street; thence southerly, along the said East right-of-way, 213 feet, more or less, to the easterly prolongation of the South line of Lot 41, Blooming Grove Assessor's Plat No. 7; thence westerly, along the said easterly prolongation and South line, 194 feet, more or less, to the Southwest corner of said Lot 41; thence northerly, along the West line of said Lot 41, 120.2 feet, to the Southeast corner of Lot 42, Blooming Grove Assessor's Plat No. 7; thence westerly, along the South lines of Lots 42 & 43 Blooming Grove Assessor's Plat No. 7, 120.0 feet, to the Southwest corner of said Lot 43; thence southwesterly, 64 feet, more or less, to the Southeast corner of Lot 38, Blooming Grove Assessor's Plat No. 7; thence westerly, along the South lines of Lots 38, 37 & 36, Blooming Grove Assessor's Plat No. 7, Lot 12, Block 16, Lake Edge Park Replat, Lots 1-3, CSM 857, Lots 8 & 7, Block 16, Lake Edge Park Replat, 713 feet, more or less, to the Southwest corner of said Lot 7, Block 16, also being a point on the East right-of-way of Maher Avenue; thence westerly, 60 feet, more or less, to the Southeast corner of Lot 8, Block 15, Lake Edge Park Replat; thence westerly, along the South lines of Lot 8-5, Block 15, Lake Edge Park Replat, 306 feet, more or less, to the Southwest corner of said Lot 5, Block 15, also being a point on the East right-of-way of Drexel Avenue; thence westerly, 60 feet, more or less, to the Southeast corner of Lot 3, Block 8, Lake Edge Park Replat; thence westerly, along the South line of said Lot 3, also being the North line of Lot 1, said Block 8, 62.75 feet, more or less, to the West line of the East 62.75 feet of said Lot 1; thence southerly, along the said West line of the East 62.75 feet, 131 feet, more or less, to the North right-of-way of Davidson Street; thence westerly, along the said North right-of-way, 336 feet, more or less, to the Southwest corner of Lot 1, CSM 2013; thence northerly, along the West line of said Lot 1, 111 feet, more or less, to the intersection with the South line of Warranty Deed recorded in Dane County Register of Deeds as Doc No. 4171952; thence westerly, along the said Warranty Deed South line and its westerly prolongation, 555 feet, more or less, to the intersection

with a line parallel to and 130 feet easterly of, as measured along the North right-of-way of Davidson Street, the Northeasterly right-of-way of Monona Drive as platted in Blooming Grove Assessor's Plat No. 7; thence southeasterly, along said parallel line, 124 feet, more or less, to the North right-of-way of Davidson Street; thence westerly, along the said North right-of-way, 118 feet, more or less, to the Northeasterly right-of-way of Monona Drive as presently located; thence northwesterly, along the said Northeasterly right-of-way which turns into the Northeasterly right-of-way of Atwood Avenue north of Cottage Grove Road, 675 feet, more or less, to the **Point of Beginning.**

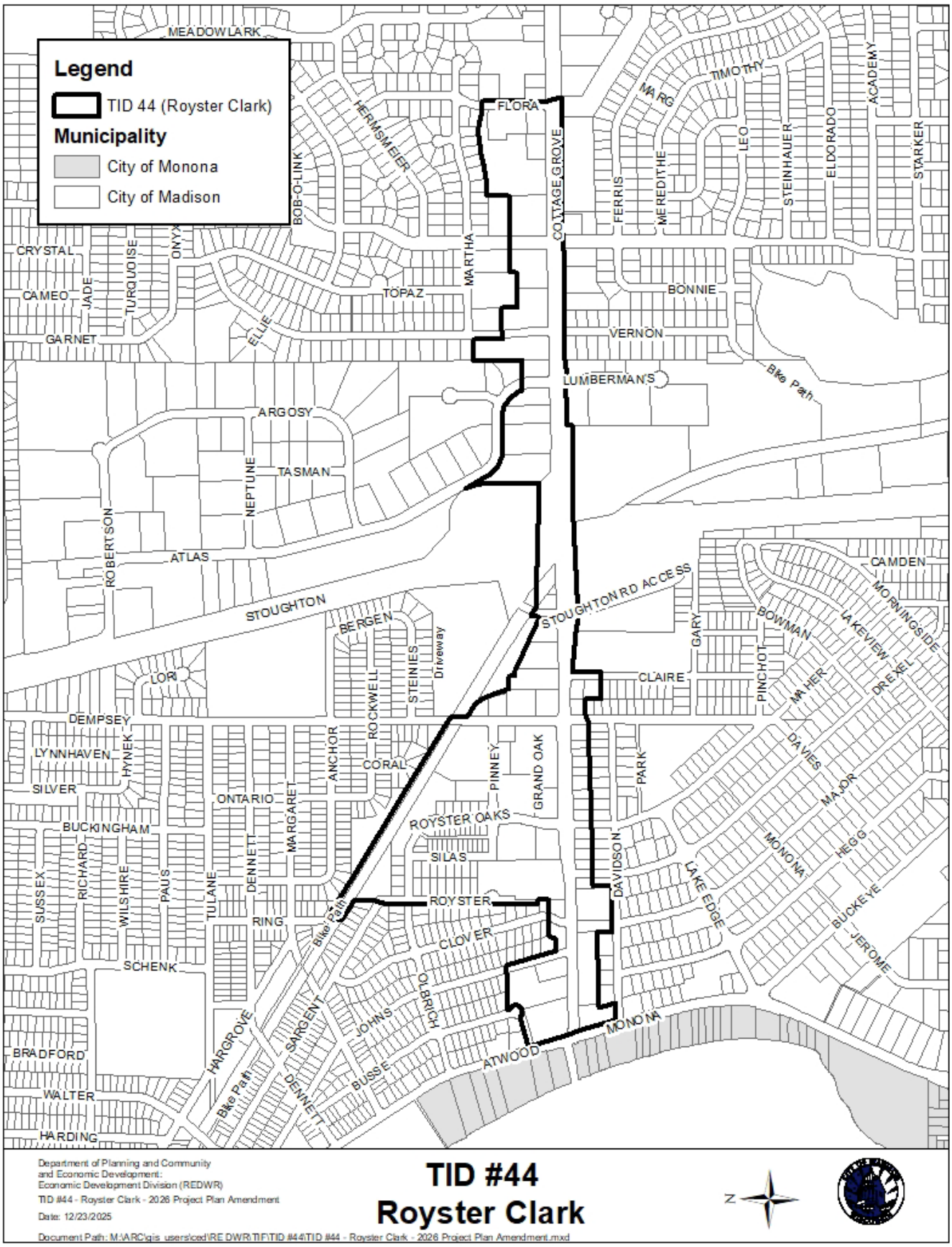
TID Project Plan Amendments & Creations

TIDs 44, 46, 50, 51, & 54 (Amendments)
TIDs 56 & 57 (Creation)

Plan Commission meeting
June 15, 2026

Plan Commission Role

- Per State of WI TIF Law, the Plan Commission's role in reviewing TID amendments and creations is:
  - That the plan conforms to, and is consistent with, the Comprehensive Plan of the City of Madison;
  - Not less than 50%, by area, of the TID is suitable and zoned for mixed-use or industrial use (as applicable by TID) or blighted (within the meaning of SS 66.1105(2) Wisconsin Statutes);
  - That the improvement of the area in the TID is likely to significantly enhance the value of substantially all the other real property in the TID, and;
  - The aggregate value of equalized taxable property in the TID, plus existing TIDs, does not exceed 12% of the total equalized assessed taxable property within the City of Madison.



Department of Planning and Community and Economic Development:
Economic Development Division (REDWR)
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Date: 12/23/2025
Document Path: M:\ARC\gis_users\ced\REDWR\TIF\TID #44\TID #44 - Royster Clark - 2026 Project Plan Amendment.mxd

TID #44
Royster Clark

N

TID 44

TID 44 – Key Changes

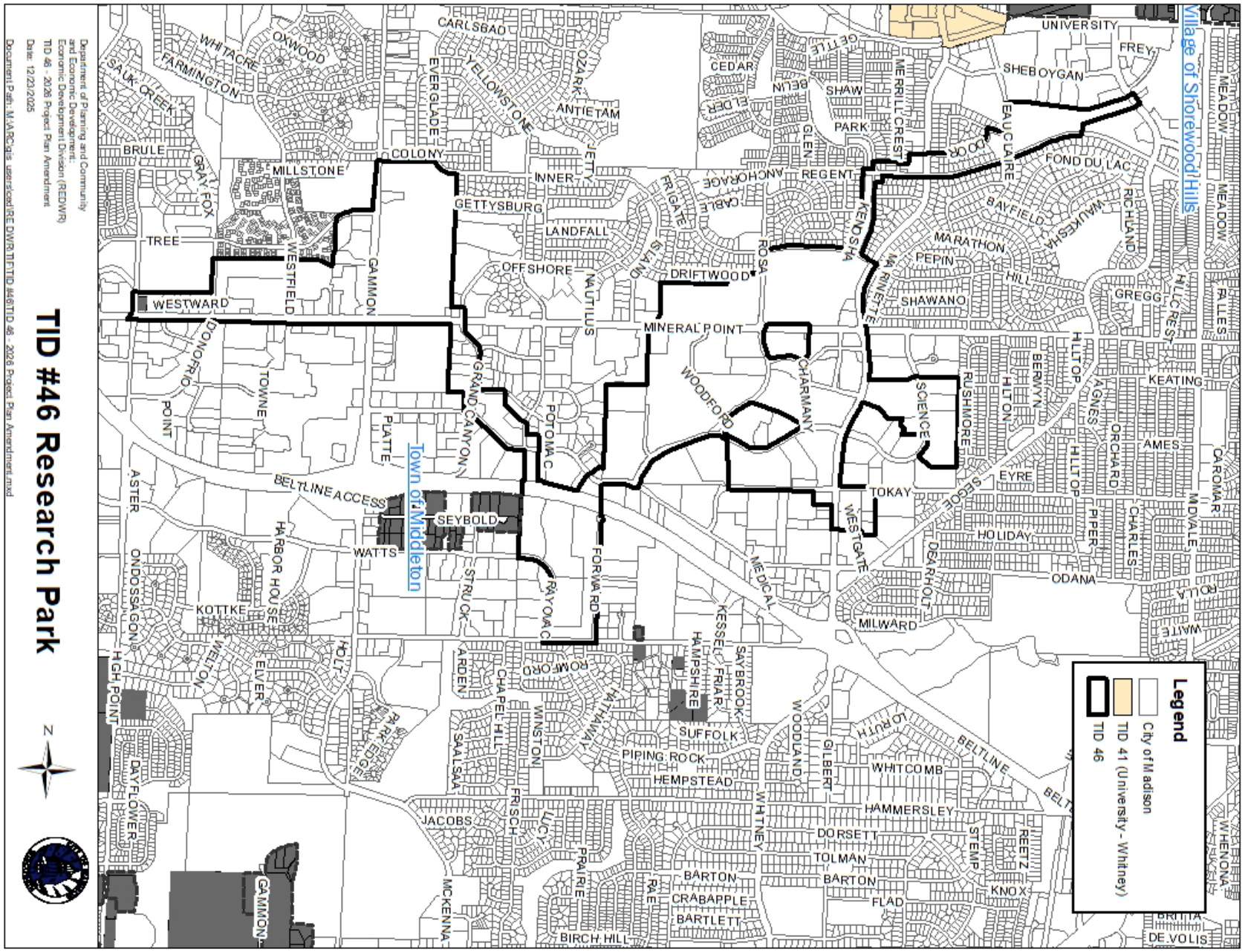
- **$4,000,000 -** Land Acquisition (Royster Corners)
- **$2,000,000 –** Cottage Grove Road stormwater retention pond
- **$500,000 –** Small Business Assistance
- **Total Change 2026 - $6,500,000**

- **Total TIF Funded Project Costs - $15,369,700**

TID 44 – Summary

- Projected to close: 2029*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $114 million

TID 46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Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 46 - 2026 Project Plan Amendment
Date: 12/23/2025
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Legend
City of Madison
TID 41 (University - Whitney)
TID 46
Village of Shorewood Hills
Town of Middleton
UNIVERSITY
SHEBOYGAN
FREY
EAU CLAIRE
FOND DU LAC
MARATHON
PEPIN
BAYFIELD
MAUKESHA
RICHLAND
KEATING
AMES
EYRE
ODANA
MILWARD
TOKAY
WESTGATE
SCIENCE
MINERAL POINT
WOODFORD
CHARMANY
DRIFTWOOD
SHAWANO
KENOSHA
REGENT
GLEN
SHAW
PARK
CEDAR
CARLSBAD
OZARK
ANTIETAM
YELLOWSTONE
EVERGLADE
COLONY
INNER
GETTYSBURG
LANDFALL
OFFSHORE
NAUTILUS
MILLSTONE
TREE
WESTWARD
GRAY FOX
BRULE
WHITACRE
FARMINGTON
OAKWOOD
SAUK CREEK
GAMMON
WESTFIELD
TOWNE
POINT
CONIFER
GRAND CANYON
POTOMAC
PLATTE
BELTLINE ACCESS
SEYBOLD
WATTS
HARBOR HOUSE
ASTER
ONDOSSAGON
KOTTKE
HIGH POINT
DAYFLOWER
WELTON
ELVER
HOLT
STRUCK
FORWARD
RAYOVAC
MEDICAL
KESSEL
HAMPSHIRE
FRIAR
SAYBROOK
SUFFOLK
PIPING ROCK
HEMPSTEAD
WOODLAND
GILBERT
WHITCOMB
HAMMERSLEY
DORSETT
TOLMAN
BARTON
CRABAPPLE
BARTLETT
FLAD
WHITNEY
STEMP
REETZ
KNOX
BELTLINE
JACOBS
FRISCH
LUCY
PRAIRIE
RAE
MCKENNA
BIRCH HILL
CHAPEL HILL
WINSTON
ARDEN
SAALSAA
HOLIDAY
HILLTOP
BERWYN
RUSHMORE
HILTON
CAROMAR
MDALE
CHARLES
PIPER
ORCHARD
AGNES
DEARHOLT
WHITNEY
DE VOLIS

TID 46 – Key Changes

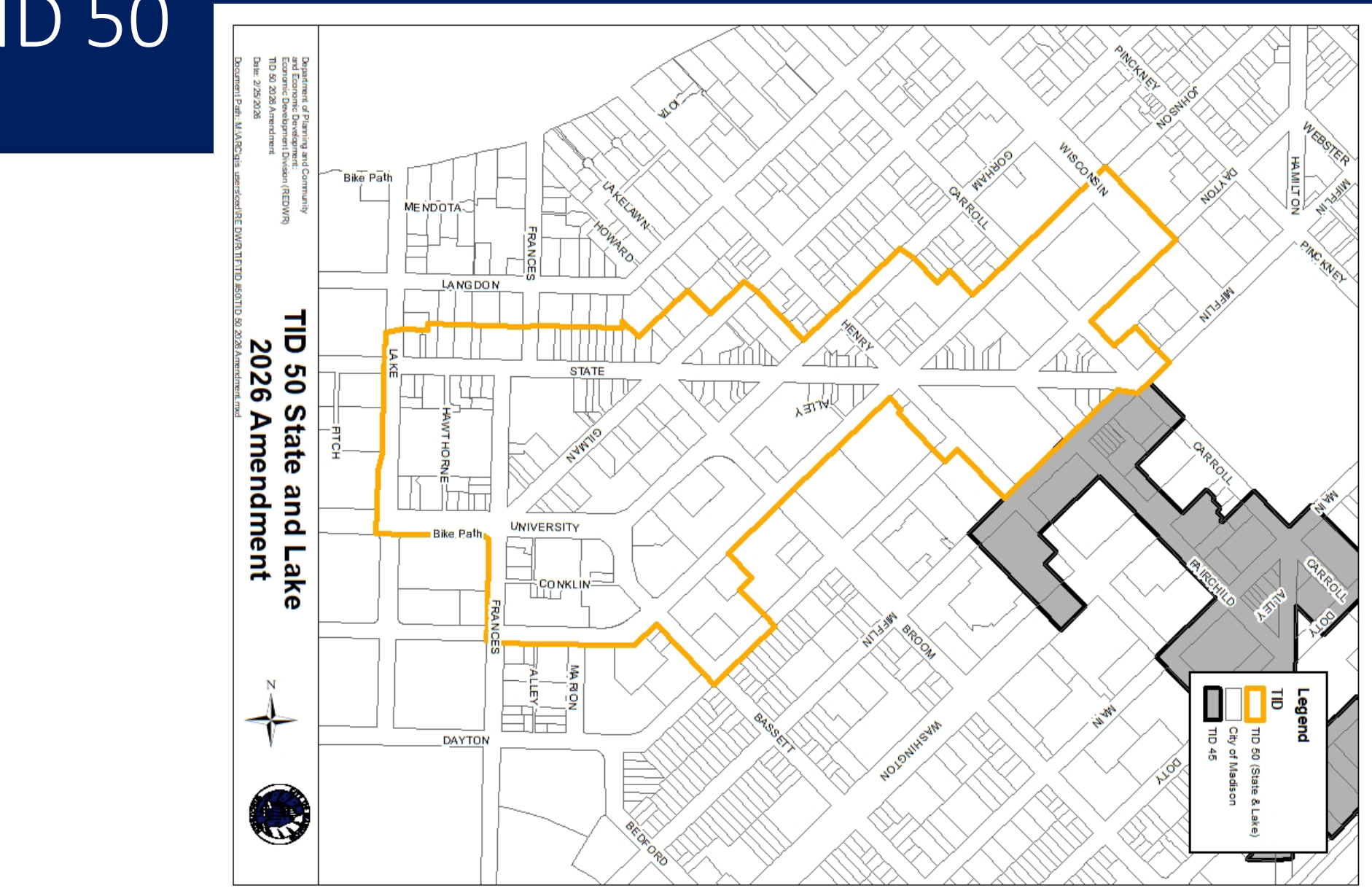
- **$1,000,000** – Yellowstone Drive sanitary sewer improvements
- **$3,000,000 –** West Towne area park improvements
- **$400,000 –** Research Park stormwater improvements
- **$1,000,000 –** Science Drive improvements
- **$1,000,000 –** Small Business Assistance
- **TOTAL CHANGE 2026 - $6,400,000**

- **Total TIF Funded Project Costs - $60,158,000**

TID 46 – Summary

- Projected to close: 2028
- TID estimated incremental value at closure: $540 million

TID 50


TID 50 State and Lake
2026 Amendment
Department of Planning and Community and Economic Development
Economic Development Division (REDWR)
TID 50 2026 Amendment
Date: 2/25/2026
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N
Legend
TID
TID 50 (State & Lake)
City of Madison
TID 45
Bike Path
MENDOTA
LANGDON
FRANCES
LAKELAWN
HOWARD
LAKE
FITCH
HAWTHORNE
STATE
GILMAN
HENRY
ALLEY
UNIVERSITY
CONKLIN
MARION
DAYTON
BASSETT
BROOM
WASHINGTON
BEDFORD
MIFFLIN
CARROLL
GORHAM
WISCONSIN
PINCKNEY
JOHNSON
DAYTON
HAMILTON
WEBSTER
MAIN
DOTY
FAIRCHILD

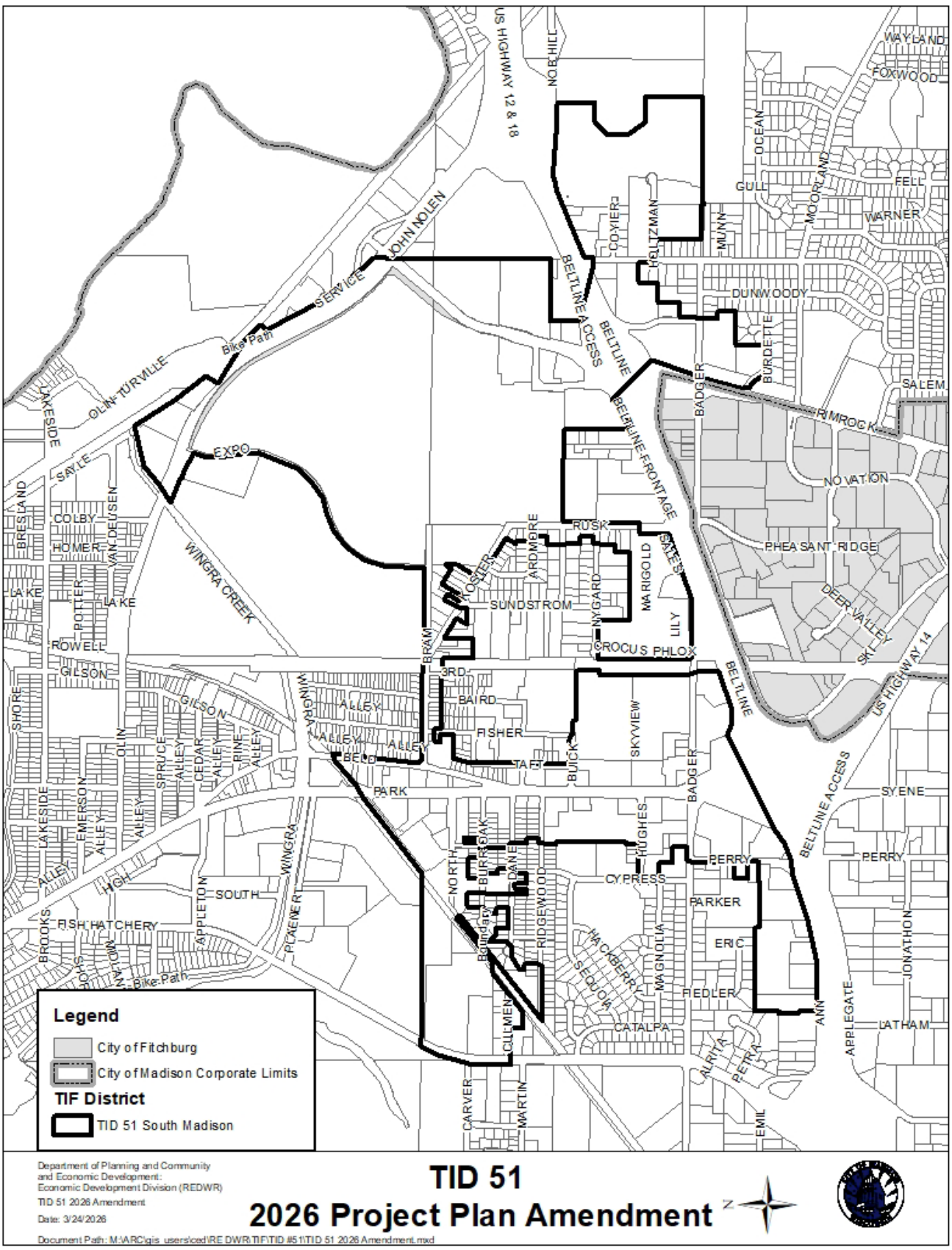
TID 50

- **$285,000** – Dayton St Sanitary improvements
- **TOTAL CHANGE 2026 - $285,000**

- **Total TIF Funded Project Costs - $26,785,000**

TID 50 – Summary

- Projected to close: 2029
- TID estimated incremental value at closure: $342 million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City of Fitchburg
City of Madison Corporate Limits
TIF District
TID 51 South Madison
Department of Planning and Community and Economic Development:
Economic Development Division (REDWR)
TID 51 2026 Amendment
Date: 3/24/2026
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TID 51
2026 Project Plan Amendment
N
US HIGHWAY 12 & 18
JOHN NOLEN
SERVICE
Bike Path
BELTLINE ACCESS
BELTLINE
BELTLINE FRONTAGE
EXPO
OLIN-TURVILLE
SAYLE
LAKESIDE
BRESLAND
COLBY
HOMER
VAN DEUSEN
LAKE
POTTER
ROWELL
GILSON
SHORE
WINGRA CREEK
ALLEY
SPRUCE
CEDAR
PINE
EMERSON
HIGH
SOUTH
APPLETON
FISH HATCHERY
BROOKS
WINGRA
PLEASANT VIEW
N. Bike Path
RUSK
ARDMORE
KOSTER
SUNDSTROM
WYGARD
MARIGOLD
SAXES
LILY
CROCUS
PHLOX
BRAM
3RD
BAIRD
FISHER
BECD
TAFT
BUICK
SKYVIEW
PARK
WINONA
NORTH
BURR OAK
DANE
RIDGEWOOD
HUGHES
CYPRESS
PERRY
PARKER
ERIC
FIEDLER
MACKBERRY
SEQUOIA
MAGNOLIA
CATALPA
CULLMEN
CARVER
MARTIN
ALRITA
PETRA
EMIL
ANN
APPLEGATE
LATHAM
JONATHON
SYENE
BADGER
BURDETTE
DUNWOODY
NOB HILL
COLVIER
HELTZMAN
MUNN
OCEAN
GULL
MOORLAND
FELL
WARNER
WAYLAND
FOXWOOD
SALEM
RIMROCK
NOVATION
PHEASANT RIDGE
DEER VALLEY
SKI
US HIGHWAY 14

TID 51

TID 51 – Key Reallocations & Changes

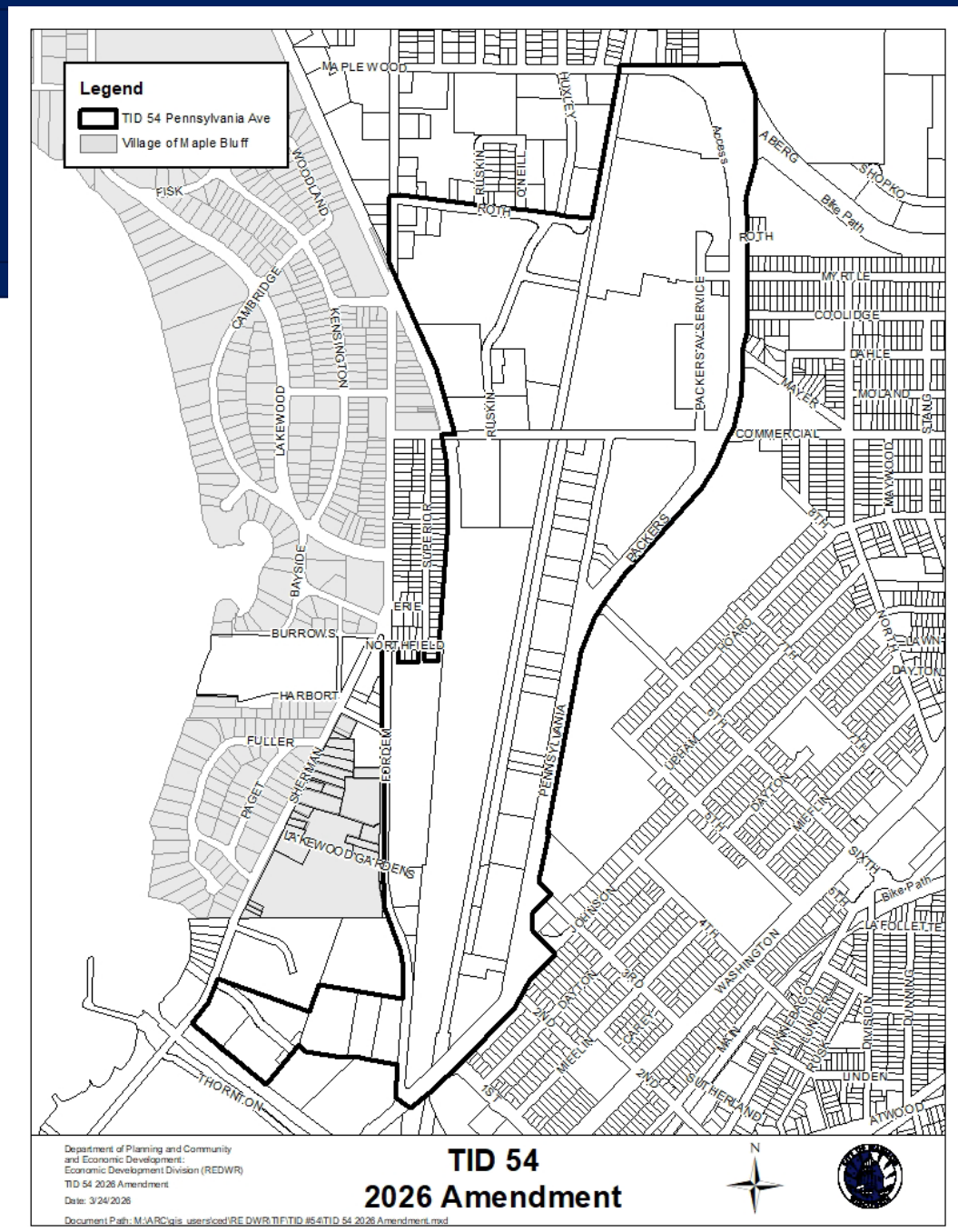
- **$25,000,000 – Housing Development in the South Park Street Corridor**
  - (This project category and cost are created in the 2026 project plan amendment, using re-allocated funds from previously approved projects);
- **(-$9,000,000) – Development Loans**
  - (South Transfer Point – This project cost and category are eliminated and the funds re-allocated to the “Housing Development in South Park Street Corridor” line item);
- **(-$6,000,000) – Development Loans**
  - (Village on Park Improvements - This project cost and category are eliminated and the funds re-allocated to the “Housing Development in South Park Street Corridor” line item);
- **(-$5,000,000) – Development Loans**
  - (Financial Assistance to Rental Housing - This project cost is reduced by $5,000,000 and those funds re-allocated to the “Housing Development in South Park Street Corridor” line item);
- **(-$5,000,000) – New Small Cap Homeownership Program / Development Loans (for owner occupied)**
  - This project cost is reduced by $5,000,000 and those funds re-allocated to the “Housing Development in South Park Street Corridor” line item);

- **TOTAL CHANGE 2026: $0** (There is no net change to the project plan as a result of the 2026 amendment)
- **Total TIF Funded Project Costs - $99,480,000**

TID 51 – Summary

- Projected to close: 2037*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $290 million

TID 54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TID 54 Pennsylvania Ave
Village of Maple Bluff
MAPLEWOOD
HUXLEY
ABERG
SHOPKO
Bike Path
FISK
WOODLAND
RUSKIN
O'NEILL
ROTH
CAMBRIDGE
KENSINGTON
LAKEWOOD
BAYSIDE
ERIE
SUPERIOR
BURROWS
NORTHFIELD
HARBORT
FULLER
EDGEWOOD
SHERMAN
PAGET
LAKEWOOD GARDENS
THORNTON
PACKERS AV-SERVICE
MYRTLE
COOLIDGE
DAHLE
MAYER
MOLAND
STANG
COMMERCIAL
MAYWOOD
PACKERS
PENNSYLVANIA
HOWARD
DAYTON
LAWN
UPHAM
MIFFLIN
SIXTH
Bike Path
LAFOLLETTE
JOHNSON
41ST
WASHINGTON
MAIN
WINNEBAGO
DIVISION
DUNNING
UNDEN
ATWOOD
SUTHERLAND
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
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Date: 3/24/2026
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TID 54
2026 Amendment
N

TID 54 – Costs

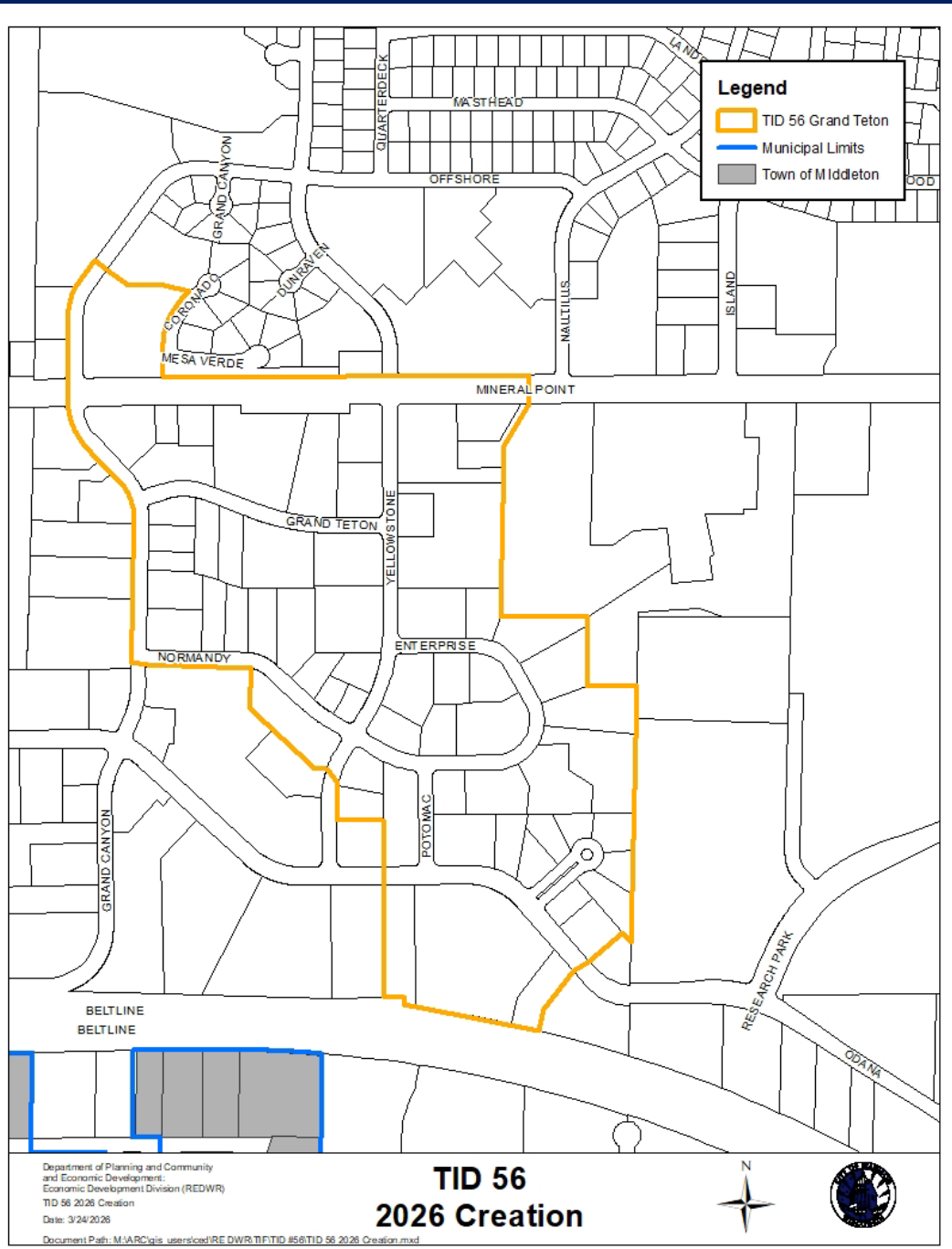
- **Development Loans (Realta Fusion Jobs TIF)** – $2,800,000

- **TOTAL CHANGE 2026: $2,800,000**
- **Total TIF Funded Project Costs - $21,747,000**

TID 54 – Summary

- Projected to close: 2034*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $215 million

TID 56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TID 56 Grand Teton
Municipal Limits
Town of Middleton
MASTHEAD
OFFSHORE
QUARTERDECK
GRAND CANYON
CORONADO
DUNRAVEN
MESA VERDE
NAUTILUS
ISLAND
MINERAL POINT
GRAND TETON
YELLOWSTONE
ENTERPRISE
NORMANDY
POTOMAC
GRAND CANYON
RESEARCH PARK
ODANA
BELTLINE
BELTLINE
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 56 2026 Creation
Date: 3/24/2026
Document Path: M:\ARC\gis_users\cod\RE DWR\TIF\TID #56\TID 56 2026 Creation.mxd
TID 56
2026 Creation
N

TID 56 – Costs

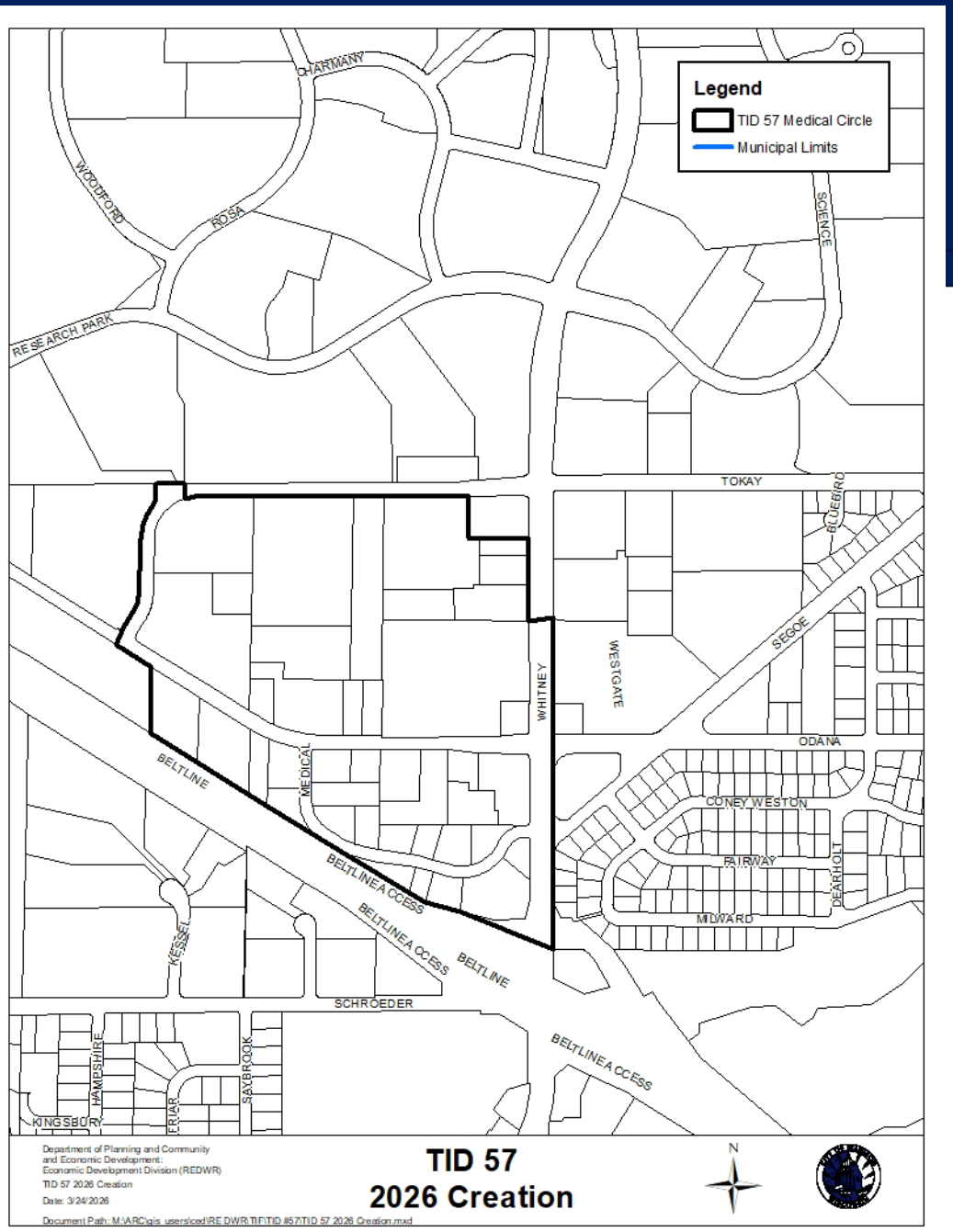
- **$10,100,000** – Public works / infrastructure projects in the Mineral Point Road, Grand Canyon Drive, Grand Teton Plaza, Yellowstone Drive, and Odana Road area;
- **$1,500,000** – Parks improvements in the West Towne area
- **$2,900,000** – Development Loans
- **$2,000,000** – Small Business Assistance, including grants
- **$500,000** – Administrative and professional costs.

- **TOTAL 2026: $17,000,000**
- **Total TIF Funded Project Costs - $17,000,000**

TID 56 – Summary

- Projected to close: 2045*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $104 million

TID 57


Legend
TID 57 Medical Circle
Municipal Limits
CHARMANY
WOODFORD
ROSA
RESEARCH PARK
SCIENCE
TOKAY
BLUEBIRD
SEGOE
WESTGATE
WHITNEY
ODANA
CONEY WESTON
FAIRWAY
DEARHOLT
MIDWARD
MEDICAL
BELTLINE
BELTLINE ACCESS
BELTLINE ACCESS
BELTLINE
KESSEL
SCHROEDER
BELTLINE ACCESS
HAMPSHIRE
SAYBROOK
FRIAR
KINGSBURY
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 57 2026 Creation
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TID 57
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TID 57 – Costs

- **$8,500,000** – Public works / infrastructure projects in the Whitney Way, Odana Road, Tokay Blvd., and Medical Circle of the City of Madison
- **$2,000,000** – Development Loan to 5555 Odana Road / 5534 Medical Circle
- **$2,000,000** – Small Business Assistance, including grants
- **$500,000** – Administrative and professional costs.

- **Total TIF Funded Project Costs - $13,000,000**

TID 57 – Summary

- Projected to close: 2045*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $87 million

Questions?

Dan Rolfs (Real Estate Development Manager)

drolfs@cityofmadison.com

City of Madison

City of Madison
Madison, WI 53703
www.cityofmadison.com

Master

File Number: 93412

File ID:	93412	**File Type:**	Resolution	**Status:**	Items Referred
Version:	1	**Reference:**		**Controlling Body:**	FINANCE COMMITTEE
				File Created Date :	06/01/2026
File Name:	13320 TID 46 2026 Project Plan Amendment			**Final Action:**	

Title: Approving the Amendment to the Project Plan for Tax Incremental District (TID) #46 (Research Park), City of Madison. (District 9, District 11, District 19)

Notes:

Sponsors:	John P. Guequierre, Bill Tishler And Joann Pritchett	**Effective Date:**	
Attachments:	13320 TID 46 2026 Project Plan Amendment .pdf, TID 46 Legal Description.pdf, TID 44, 46, 50, 51, 54, 56, 57 Plan Com Presentation 2026 6-15.pdf, 13320 TID 46 2026 JRB Report.pdf	**Enactment Number:**	
Author:	Dan Rolfs, Real Estate Development Manager	**Hearing Date:**	
Entered by:	cklawiter@cityofmadison.com	**Published Date:**	

History of Legislative File

Version:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Economic Development Division	06/01/2026	Referred for Introduction				
	Action Text: This Resolution was Referred for Introduction						
	Notes: Finance Committee (6/29/26), Plan Commission (6/15/26), Common Council (7/7/26)						
1	COMMON COUNCIL	06/09/2026	Refer	FINANCE COMMITTEE			Pass
	Action Text: A motion was made by Madison, seconded by Glenn, to Refer to the FINANCE COMMITTEE. The motion passed by voice vote/other.						
	Notes: Additional referral to Plan Commission.						
1	FINANCE COMMITTEE	06/09/2026	Referred	PLAN COMMISSION	06/15/2026		
	Action Text: This Resolution was Referred to the PLAN COMMISSION						
1	PLAN COMMISSION	06/15/2026	Return to Lead with the Recommendation for Approval	FINANCE COMMITTEE			Pass
	Action Text: A motion was made by Guequierre, seconded by Solheim, to Return to Lead with the Recommendation for Approval to the FINANCE COMMITTEE. The motion passed by voice vote/other.						
	Notes: On a motion by Ald. Guequierre, seconded by Solheim, the Plan Commission found the standards met and recommended approval of the amended tax incremental district to the Common Council. The motion passed by voice vote/ other.						

Text of Legislative File 93412

Fiscal Note

The proposed resolution authorizes a project plan amendment to TID 46 - Research Park. The plan amendment includes an additional $5.4 million in TIF support for four additional projects: Yellowstone Dr sanitary sewer improvements, West Towne area park improvements, Research Park stormwater improvements, and Science Dr improvements. The plan amendment also includes an additional $1.0 million for small business assistance in TID 46 and within 1/2 of the TID 46 boundary.

The 2027 Capital Budget Capital Improvement Program (CIP) requests include TID support for some of these projects. The Economic Development Division's 2027 request includes $1.0 million in 2027-2028 for small business support (program #99009); the Parks Division 2027 request includes $3.0 million in 2028-2029 for park land improvements (program #17421); the Engineering - Major Streets 2027 request includes $1.0 million in 2027 for Science Dr pavement management (program #10540); and, the Sewer Utility's 2027 request included $860,000 in 2027 for Yellowstone Dr sewer upsizing (program #10267). Requests may be updated before publication of the 2027 Executive Capital Budget and adoption of the 2027 Capital Budget by the Common Council, or agencies may request the remaining funding in future CIPs based on project timelines. No additional City appropriation is required with adoption of this project plan amendment.

Title

Approving the Amendment to the Project Plan for Tax Incremental District (TID) #46 (Research Park), City of Madison. (District 9, District 11, District 19)

Body

WHEREAS Chapter 105 of the Laws of 1975 of the State of Wisconsin created the Tax Increment Law (the “TIF Law”), Section 66.1105, Wisconsin Statutes; and

WHEREAS TIF Law sets forth certain steps which must be followed to amend a Tax Incremental Project Plan; and

WHEREAS a Notice of Public Hearing by the Plan Commission to afford interested parties an opportunity to express their views on the amendment to the TID Project Plan for TID 46 was published in the Wisconsin State Journal on May 29 and June 5, 2026 as required by TIF Law; and

WHEREAS prior to publication of the Notice of Public Hearing a copy of the Notice was sent by first-class mail to each of the chief executive officers or administrators of all local governmental entities having the power to levy taxes on property within the boundary of TID 46; and

WHEREAS the Plan Commission of the City of Madison held a public hearing on June 15, 2026, at which interested parties were afforded an opportunity to express their views on the proposed amendment to the Project Plan for TID 46; and

WHEREAS the Plan Commission has made the following findings as indicated in the attached report:

1. No less than 50%, by area, of the real property within the TID is suitable and zoned for mixed-use within the meaning of 66.1105(2), Wisconsin Statutes.

2. The improvement of such area is likely to significantly enhance the value of substantially all of the other real property in the TID.

3. The aggregate value of equalized taxable property of the TID, plus all existing TIDs, does not exceed 12% of the total value of equalized taxable property within the City.

WHEREAS the Plan Commission has determined that the TID meets the basic requirements of City TIF Policy for tax incremental district proposals adopted by the Common Council on April 17, 2001, amended on March 31, 2009, and amended again on February 25, 2014 (insofar as they are applicable to the amendment of a project plan), conforms to the Comprehensive Plan for the City of Madison and is consistent with the review criteria adopted at the same time, specifically, that the TID supports economic development activities intended to stabilize and diversify the City's economic base.

NOW THEREFORE BE IT RESOLVED that the Common Council of the City of Madison hereby confirms and adopts the above recitals and finds that:

1. No less than 50%, by area, of the real property within the TID boundary is suitable and zoned for mixed-use within the meaning of Section 66.1105(2), Wisconsin Statutes.
2. The improvement of such area is likely to significantly enhance the value of a substantially all of the other real property in the TID.
3. The aggregate value of equalized taxable property of the TID, plus all existing TIDs, does not exceed 12% of the total value of equalized taxable property within the City.
4. The project costs relate directly to promoting mixed-use development.
5. TID 46 (Research Park) is hereby declared a mixed-use district.
6. The percentage of territory that will be devoted to retail businesses within TID 46 (Research Park) at the end of the TID's expenditure period is estimated to be under thirty-five (35%) percent.
7. Less than 35% of the TID is land that is proposed for newly platted residential development.
8. As required by Wis. Stat. s. 66.1105(2)(f)3., the density of residential housing is at least three units per acre.
9. The boundaries of TID 46 (Research Park) are not changing.

BE IT STILL FURTHER RESOLVED that the attached amended Project Plan for TID 46 (Research Park), City of Madison, is hereby adopted as of January 1, 2026 as the Project Plan for said District and such plan is feasible and in conformity with the Comprehensive Plan for the City of Madison and will add to the sound growth of the City.

Date Adopted: Sept 1, 2015
Resolution Number: RES-15-00676
Expenditure Deadline: Sept 1, 2030
TID Expiration Date: Sept 1, 2035
Boundary Amendment #1 Date: September 19, 2017
Boundary Amendment #1 Reso #: RES-17-00763
2018 Project Plan Amendment Date: Oct 30, 2018
2018 Plan Amendment Reso#: RES-18-00772

2021 Project Plan and Boundary Amendment Date: July 20, 2021
Legistar #: 65846 (RES-20-00510)

2025 Project Plan and Boundary Amendment Date: March 14, 2025
2025 Reso #: RES-25-00169

2026 Amendment Date:
Resolution Number: RES-

Amended Project Plan and Boundary for

TAX INCREMENTAL FINANCE DISTRICT #46 (RESEARCH PARK)

City of Madison

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

2026

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TAX INCREMENTAL FINANCE DISTRICT # 46
(RESEARCH PARK)

NOTE: Items highlighted in yellow are additions or changes for the First Amendment.

NOTE: Items highlighted in gray are additions or changes for the Second Project Plan Amendment proposed in 2018.

NOTE: Items highlighted in green are additions or changes for this Third Project Plan Amendment and Second Boundary Amendment in 2021.

NOTE: Items highlighted in blue are additions or changes for this Fourth Project Plan Amendment and Third Boundary Amendment in 2025.

NOTE: Items highlighted in pink are additions or changes for this Fifth Project Plan Amendment Amendment in 2026.

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) #46–(Research Park) as a mixed-use TID, for the purposes of providing revitalization loans to aid redevelopment projects.

The first Project Plan and Boundary Amendment to TID #46 is proposed to include additional parcels to facilitate the development of the Illumina, Inc project, further described within this first project plan and boundary amendment. Aside from the addition of the Illumina parcel, this project plan and boundary amendment adds parcels where the City anticipates redevelopment.

The Second Project Plan Amendment is proposed to authorize the expenditure of $2,086,000 of Jobs TIF assistance to the Exact Sciences Phase 3 Project, as described in this plan.

The Third Project Plan Amendment and Second Boundary Amendment is proposed to authorize the expenditure of $28,105,000 to assist development in Research Park and the redevelopment of Westgate Mall, to help implement the City's Bus Rapid Transit (BRT) system, and to implement bike and pedestrian infrastructure improvements within TID 46 and within ½ Mile of TID 46 using the so called "Half Mile Rule".

The Fourth Project Plan and Third Boundary Amendment (2025) is proposed to authorize expenditures of $16,521,000 both within TID 46, and within ½ Mile of TID 46 using the so called "Half Mile Rule". The expenditures are proposed to assist with infrastructure improvements related to the West Towne Stormwater ponds, Mineral Point Road, and bike infrastructure. There is also development loans proposed to assist in the development of residential housing. Additionally, the amendment proposes to provide a grant to the CDA, while also providing funds for potential small business assistance, that may also take the form of grants.

The Fifth Project Plan Amendment (2026) is proposed to authorize expenditures of $6,400,000 both within TID 46, and within the ½ Mile Area of TID 46, using the so called "Half Mile Rule". The expenditures include funding upgrades to the Yellowstone Drive sanitary sewer, building out a new West Towne Area Park, making improvements to the stormwater system in the Research Park, and additional funds for small business assistance.

PROPOSED CHANGES IN ORDINANCES, CODES OR PLANS

The project elements proposed in this Project Plan conform to the objectives and recommendations contained ~~in the Objectives and Policies, A Part of The Master Plan~~ 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 SE and MXC and is suitable for mixed-use development.

The 2021 Project Plan and Boundary Amendment is zoned SE, CN, CI, CC, PR, SR-C2, SR-C1, CC-T, and PD.

Consistency with the City of Madison Comprehensive Plan

~~Volume II, Chapter 2 of the Comprehensive Plan, entitled "Objectives and Policies for Established Neighborhoods", stipulates goals and objectives that are consistent with the activities planned for the proposed TID #46, including but not limited to the following:~~

~~**Chapter 2: Land Use**~~

~~Objective 10: Achieve an efficient, balanced urban growth pattern by guiding new development, infill and redevelopment projects to planned development areas through the City of Madison.~~

~~Objective 61: Develop and implement strategies to strengthen and diversify the local economy, expand the local tax base, cultivate an entrepreneurial culture, and stimulate job creation, while preserving and enhancing the high quality of life currently enjoyed by City residents and businesses.~~

~~Objective 62: Retain and expand Madison's existing base of offices, research and development businesses and industrial facilities.~~

~~**Chapter 5: Economic Development**~~

~~Objective 1: Grow the City's role as a leader of economic prosperity in the region and the predominant urban economic center.~~

~~Objective 2: Develop partnerships and strategies with other communities, area research, education and health care institutions, utilities and other organizations to promote industries identified in the economic development plan and implementation strategies as key opportunities for growing the Madison economy.~~

~~Objective 6: Nurture and cultivate the innovation potential of the region by leveraging the community's institutional assets and competencies.~~

~~Objective 15: Strengthen the economic viability of the City's major employment / commercial centers.~~

~~Objective 19: Maintain long-term confidence in the economy and commitment to the community by building innovative public-private partnerships.~~

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 #46, including but 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:

- Concentrate the highest intensity development along transit corridors, downtown and at Activity Centers.
- Reduce the demand for development of farmland on the periphery of the city.

Economy and Opportunity

Goal: Madison will have a growing, diversified economy that offers opportunity for businesses and resident to prosper.

Strategies:

- Retain existing employers and attract new employers to ensure residents have access to jobs.
- Ensure an adequate supply of sites for a wide variety of employers to operate and grow.
- Support more jobs that pay a family-supporting living wage.
- Support small businesses and cultivate entrepreneurship, especially businesses owned by underrepresented groups.

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.
B. Fostering the creation and retention of family-supporting jobs.
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.

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.

The First Project Plan and Boundary Amendment authorize the expenditure of $1,890,000 of assistance to the Illumina project, described later in this plan. It also allocates the balance of the funds from this project and the funds from the original project plan for Development Loans, also described later in this plan. It also authorizes expenditure of up to $500,000 of Organizational, Professional, and Administrative costs.

Between the adoption of the First Project Plan and Boundary Amendment and this second Project Plan Amendment to TID #46, the Common Council of the City of Madison approved two loans to aid Exact Sciences. The first was a $2,500,000 Jobs TIF Loan for Exact Sciences Phase 1, located at the former Ray-O-Vac site. The second loan was a $2,600,000 TIF Loan made to University Research Park in connection with the construction of the Exact Sciences headquarters building (Exact Sciences Loan Phase 2).

This Second Project Plan Amendment is being proposed to provide additional assistance to the Exact Sciences Phase 3 project. This project includes constructing 109,000 SF of office space, constructing a 970 stall parking ramp* and renovating 66,000 SF of the former Ray-O-Vac building. Exact Sciences also proposes to create an additional 250 jobs over five years (50 jobs / year), with wages ranging from $31,200 - $200,000 per year. The City is providing $2,086,000 to the Exact Sciences Phase 3 project in the form of a Jobs TIF loan.

**(NOTE: only 823 parking stalls are included in the value estimate for this project, as the remaining stalls are associated with the construction of new laboratory space that is not receiving TIF assistance)*,

The Third Project Plan Amendment and Second Boundary Amendment (2021) are being proposed to provide TIF assistance for the creation of affordable housing at the former Westgate property, provide additional assistance to developments in the University Research Park, to complete bike and pedestrian improvements in and around TID 46, and to assist with the City's investment into creating a Bus Rapid Transit (BRT) system.

The Fourth Project Plan Amendment (2025) are being proposed to provide TIF assistance for the creation of affordable housing at the former Westgate property, provide additional assistance to residential developments in and adjacent to the University Research Park, to complete bike and pedestrian improvements in and around TID 46, to complete stormwater

improvements at West Towne Mall, to rebuild Mineral Point Road, and to provide small business assistance in TID 46 and within a half mile of TID 46.

The Fifth Project Plan Amendment (2026) is being proposed to provide TIF funding to complete sanitary sewer upgrades in Yellowstone Drive, fund improvements to a new West Towne area park, fund stormwater improvements in the Research Park, fund improvements to Science Drive, and provide additional funding for small business assistance.

Public Works Improvements

~~There are no public works projects planned for the TID at this time. However, as plans change, 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.~~

The City of Madison intends to fund the part of the creation of a Bus Rapid Transit System (BRT) through expenditures within TID 46, and within a ½ Mile of the TID 46 boundary, as amended in 2021. The estimated cost for the BRT improvements is $20,000,000.

The City of Madison also intends to fund bike and pedestrian improvements within TID 46 and within a ½ Mile of the TID 46 boundary (as amended in 2021). The estimated cost of these expenditures is $605,000.

The City of Madison also intends to fund $4,000,000 West Towne stormwater ponds, $5,000,000 Mineral Point Rd / Tree Ln reconstruction, and $132,000 for West Towne bike path Phase II. The estimated cost of these expenditures is $9,132,000.

The City of Madison intends to fund improvements to the Yellowstone Drive sanitary sewer, build out a West Towne area park, and make improvements to the Research Park stormwater system as a part of the 2026 Project Plan Amendment. The estimated costs of these expenditures is $4,400,000. Some of these costs may be incurred within a half mile of TID 46.

Yellowstone Drive Sanitary:	$ 1,000,000
West Towne Area Park improvements	$ 3,000,000
Research Park Stormwater improvements	$400,000
Science Drive improvements	$1,000,000

~~Estimated Cost: $0 $20,605,000~~

Estimated Cost: ~~$0 $20,605,000~~ ~~$29,737,000~~ $35,137,000

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.

As a part of the Mandel Element Collective project, the CDA will invest $4,365,000 into this project. These TIF funds are provided as a grant to the CDA. The CDA will invest these $4,365,000 of funds granted to it into the Mandel Element Collective project. The City of Madison will provide the grant agreement between the City and the CDA to the Joint Review Board, as required by State of Wisconsin TIF Law.

Estimated Cost: $ 4,365,000

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.

The 2017 Project Plan and Boundary Amendment is proposed to provide $1,890,000 of assistance to the Illumina project. The 2017 Project Plan and Boundary Amendment is proposed to also provide up to $3,400,000 of assistance to Exact Sciences. The remaining $1,737,000 of funds generated by the Illumina project, shown below, are available for future development loans.

~~Estimated Cost – Exact Sciences:~~	~~$3,400,000~~
Estimated Cost - Illumina:	$1,890,000
~~Estimated Cost (remaining funds available for Development Loans):~~	~~$2,300,000~~ 1,737,000

Following the approval of the First Project Plan and Boundary Amendment to TID #46, but prior to this second Project Plan Amendment, the City made two additional loans to assist Exact Sciences. They were:

Exact Sciences (Phase 1):	$2,500,000
University Research Park (Exact Sciences Phase 2):	$2,600,000

The 2018 Project Plan Amendment is proposed to provide an additional $2,086,000 of Jobs TIF assistance to Exact Sciences (Phase 3).

Estimated Cost – Exact Sciences (Phase 3):	$2,086,000

The 2021 Project Plan and boundary Amendment proposes to provide $7,000,000 of assistance to several projects. These include a loan of $2,556,000 to Westgate with the remaining $4,444,000 available for future development loans.

Estimated Cost – Westgate – Affordable Housing:	$2,556,000
~~Estimated Cost (remaining funds available for Development Loans):~~	~~$4,444,000~~[1]

The 2025 Project Plan Amendment proposes to provide $930,000 of TIF assistance to the Mandel (Element Collective) project, $344,000 of assistance to Westgate Phase 2, and up to $1,000,000 of assistance to a development project at 6101 Mineral Point Road (Stonehouse).

Mandel (Element Collective) TIF Loan:	$930,000
Westgate Affordable Housing (Phase 2) Funding	$344,000
6101 Mineral Point Road (Stone House)	$1,000,000

Total Estimated Cost:	~~$7,027,000~~ ~~$9,076,000~~ ~~$16,076,000~~ $18,350,000

Small Business Assistance

In order to assist small businesses in TID 46, and within a half mile of TID 46, the City may provide additional funding to the existing Commercial Ownership Assistance program, Building Improvement Grant Program, Façade Grant Program, as well as extend the existing Small Cap TIF program for small business. Should the City make any grants through these programs, the City will provide the Joint Review Board with copies of any applicable grant agreements as required under State of Wisconsin TIF Law.

Total Estimated Cost:	~~$750,000~~ $1,750,000

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

[1] $4,444,000 eliminated as part of the 2025 Project Plan and Boundary Amendment. Funds were re-allocated to other projects.

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 #46 pays off all of its aggregate costs, as provided for in State Statute the City may extend the life of TID #46 for one year to benefit affordable housing and to improve housing stock.

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 #46, 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 $2,800,000** **7,527,000**~~

~~**Total Cost** **$9,576,000**~~
~~**Total Cost** **$33,237,000**~~
Total Cost **$39,637,000**

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 ~~$2,800,000 7,527,000~~ $9,576,000 of estimated project costs and an estimated ~~$785,000 $2,069,000~~ $2,633,000 $10,391,000 of financing costs. For the Third Project Plan Amendment and Second Boundary Amendment (2021), this includes $7,728,000 of new financing costs and $2,663,000 of previously approved financing costs. The 2025 Project Plan and Boundary Amendment do not contemplate any additional borrowing costs. Tax increments will be used to pay for additional project costs.

The 2026 Project Plan Amendment does not contemplate any additional borrowing costs. Tax increments will be used to pay for additional project costs.

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.**

-	Proposed TIF Funded Non-Assessable Cost	Assessable Costs	Total	Time Frame
Total Public Improvements	$-	$-	$-	2015 - 2030
-	-	-	-	-
Development Loans	$2,300,000	-	$2,300,000	2015 - 2030
-	-	-	-	-
Administrative and Professional Costs	$500,000	-	$500,000	2015 - 2030
TOTAL PROJECT COSTS	**$2,800,000**	**$-**	**$2,800,000**	2015 - 2030
Finance Costs	$785,000	-	-	2015 - 2030

First Amendment to the Project Plan Budget (2017 Project Plan and Boundary Amendment)

TID #46 - First Amendment (2017)	Proposed TIF Funded Non-Assessable Cost	Assessable/ Non-Project Costs	Total	Time Frame
Total Public Improvements	$-	$-	$-	2017 - 2030
-	-	-	-	-
Development Loans *	$1,737,000	-	$1,737,000	2017 - 2030
Illumina Loan	$1,890,000	-	$1,890,000	2017 - 2030
Exact Sciences Loan	$3,400,000		$3,400,000	2017 - 2030
Administrative and Professional Costs	$500,000	-	$500,000	2017 - 2030
TOTAL PROJECT COSTS	**$7,527,000**	**$-**	**$7,527,000**	2017 - 2030
Finance Costs (Financing costs for entire project plan)	$2,069,000	-	$2,069,000	2017 - 2030

*Development Loans reflects the Development Loans from the original Project Plan of $2,300,000 plus the balance of the funds generated by the Illumina project, less those funds allocated for the loans to Illumina and Exact Sciences and Administrative Costs.

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

Second Amendment to the Project Plan Budget (2018 Project Plan Amendment)
Revised and restated TID #46 Project Plan Budget

TID #46 – Second Project Plan Amendment (2018)	Proposed TIF Funded Non-Assessable Cost	Assessable/ Non-Project Costs	Total	Time Frame
Total Public Improvements	$0	$0	$0	2018- 2030
				2018- 2030
Illumina Loan	$1,890,000	$0	$1,890,000	2018- 2030
Exact Sciences Loan (Phase 1)	$2,500,000*	$0	$2,500,000	2018- 2030
University Research Park (Exact Sciences Loan Phase 2)	$2,600,000*	$0	$2,600,000	2018- 2030
Exact Sciences Loan (Phase 3)	$2,086,000	$0	$2,086,000	2018- 2030
Administrative and Professional Costs	$500,000	$0	$500,000	2018- 2030
TOTAL PROJECT COSTS	**$9,576,000**	**$ -**	**$9,576,000**	2018- 2030
Finance Costs (Financing costs for entire project plan)	$2,633,000		$2,633,000	2018- 2030

***NOTE:** The Exact Sciences Phase 1 and Phase 2 loans were made under the previously authorized expenditure limit of the TID #46 project plan. They are stated in this Second Project Plan Amendment to TID #46 to ensure all expenditures in TID #46 are accurately reported and authorized.*

Third Amendment to the Project Plan Budget (2021 Project Plan and Boundary Amendment)
Revised and restated TID #46 Project Plan Budget

TID #46 – Third Project Plan Amendment and Second Boundary Amendment	Proposed TIF Funded Non-Assessable Cost	Assessable/ Non-Project Costs	Total	Time Frame
Total Public Improvements	$20,605,000	$ -	$20,605,000	2021 - 2030
2021 Development Loans	~~$7,000,000~~[2] 2,556,000	$0	~~$7,000,000~~ 2,556,000	2021 - 2030
Administrative and Professional Costs	$500,000	$0	$500,000	2021 - 2030
Subtotal Second Project Plan and Boundary Amendment (2021)	**~~$28,105,000~~ 23, 661,000**	**$0**	**~~$28,105,000~~ 23, 661,000**	**2021 - 2030**
ORIGINAL PROJECT PLAN, FIRST AND SECOND PROJECT PLAN AMENDMENT COSTS	**~~$37,681,000~~ 33,237,000**	**$ 0**	**~~$37,681,000~~ 33,237,000**	2021 - 2030
Finance Costs (Financing costs for entire project plan)*	$10,391,000	$0	$10,391,000	2021 - 2030

[2] $4,444,000 eliminated as part of 2025 Project Plan and Boundary Amendment. Funds re-allocated to other projects.

**The 2021 Third Project Plan and Second Boundary Amendment includes an additional $7,728,000 of financing costs, in addition to the previously included $2,663,000 financing costs.*

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

Fourth Amendment to the Project Plan Budget (2025 Project Plan Amendment)
Revised and restated TID #46 Project Plan Budget

TID #46 – Fourth Project Plan Amendment	Proposed TIF Funded Non-Assessable Cost	Assessable/ Non-Project Costs	Total	Time Frame
Total Public Improvements	$9,132,000	$ -	$9,132,000	2025 - 2030
2025 Development Loans				–
Mandel (Element Collective)	$930,000	$0	$930,000	2025 - 2030
Westgate Phase 2	$344,000	$0	$344,000	2025 - 2030
6101 Mineral Point Road (Stone House)	$1,000,000	$0	$1,000,000	2025 - 2030
Grant to CDA (to invest in Mandel / Element Collective project)	$4,365,000	$0	$4,365,000	2025 - 2030
Small Business Assistance	$750,000	$0	$750,000	2025 - 2030
Subtotal Fourth Project Plan (2025)	**$16,521,000**	**$0**	**$16,521,000**	2025 - 2030
ORIGINAL PROJECT PLAN, FIRST, SECOND, THIRD, AND FOURTH PROJECT PLAN AMENDMENT COSTS	**$49,758,000**	**$ 0**	**$49,758,000**	2025 - 2030
Finance Costs (Financing costs for entire project plan)*	$10,391,000	$0	$10,391,000	2021 - 2030

TID #46 – Fifth Project Plan Amendment	Proposed TIF Funded Non-Assessable Cost	Assessable/ Non-Project Costs	Total	Time Frame
Yellowstone Drive Sanitary	$1,000,000	$0	$1,000,000	2026 - 2030
West Towne Area Park Improvements	$3,000,000	$0	$3,000,000	2026 - 2030
Research Park stormwater improvements	$400,000	$0	$400,000	2026 - 2030
Science Drive improvements	$1,000,000	$0	$1,000,000	2026 - 2030
Total Public Improvements	$5,400,000	$ -	$5,400,000	2026 - 2030
Small Business Assistance	$1,000,000	$0	$1,000,000	2026 - 2030
Subtotal Fifth Project Plan Amendment (2026)	**$6,400,000**	**$0**	**$6,400,000**	2026 - 2030
ORIGINAL PROJECT PLAN, FIRST, SECOND, THIRD, FOURTH, AND FIFTH PROJECT PLAN AMENDMENT COSTS	**$60,158,000**	**$ 0**	**$60,158,000**	2026 - 2030
Finance Costs (Financing costs for entire project plan)*	$10,391,000	$0	$10,391,000	2021 - 2030

*NOTE: As stated above, there are no additional financing cost associated with the Fifth Project Plan amendment.
NOTE: These project costs and non-project costs conform with State Statute 66.1105(4)(GM).

ARY 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, 2030. 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 ~~$7,527,000~~ ~~$9,576,000~~ ~~$37,681,000~~ ~~$49,758,000~~ $60,158,000. There are no 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 no costs that are assessable to property owners, the ~~$7,527,000~~ ~~$9,576,000~~ ~~$37,681,000~~ ~~$49,758,000~~ $60,158,000 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 #46 is proposed as a speculative TID, as defined in the "City of Madison TIF Goals, Objectives, and Process", Section 3.2 (2) (a-g). The determination of economic feasibility herein, including such TIF generators, is based on potential development through 2025, as described in the "City of Madison TIF Goals, Objectives, and Process", Section 3.2 (2) (g).~~

As of 2018, TID #46 has multiple "generators", as described above, and is no longer considered a "speculative TID".

~~There are no currently anticipated projects for TID #46. However,~~ As demonstrated in the section entitled Expectations for Development, a conservative estimate of total incremental value resulting from ~~potential~~ approved development projects, and economic growth or value appreciation over the life of the TID is estimated to be ~~**$36,300,000**~~ ~~**$179,000,000**~~ **$444,000,000.** 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 **$6,900,000** **16,400,000** **$40,316,000**. The present value of the total incremental revenues that are anticipated to be generated is $2,800,000 $7,527,000 **$19,857,000.** This total includes $500,000 for Administration costs, $1,890,000 of TIF assistance provided to Illumina, and $7,186,000 of TIF assistance provided to the three Exact Sciences / Research Park projects described herein.~~

Based on the current tax rates and conservative financial market assumptions and the first and second amendments to the Project Plan, and the Third Project Plan Amendment and Second Boundary Amendment (2021), the anticipated growth of tax incremental revenues over the remaining life (i.e. the total amount of tax increments over the TIDs remaining fourteen (14) years) should total approximately $92,000,000. The present value of these total incremental revenues that are anticipated to be generated is $47,000,000. These tax increments are sufficient to pay for the $28,105,000 of new project costs proposed in the Third Project Plan Amendment and Second Boundary Amendment (2021).

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 #46 may, therefore, be less than the amount shown in the Project Plan.

The First Project Plan and Boundary Amendment to TID #46 includes the Illumina, Inc development project. This project includes the development of a building that will contain 132,000 SF of office, laboratory research, development and warehouse space on 17 acres of land previously owned by CUNA Mutual. General Capital, Inc is developing the building, and Ilumina will execute a 20 year lease with General Capital. This project will generate approximately $31 million of new value and retain 100 jobs over a five year period. The City is providing $1,890,000 to Illumina in the form of a Jobs TIF loan.

In the time since the First Project Plan and Boundary Amendment was authorized, the City approved a $2,500,000 Jobs TIF Loan to Exact Sciences (Phase 1) and a $2,600,000 TIF Loan to University Research Park (Exact Sciences Phase 2)

The Second Project Plan Amendment authorizes the expenditure of an additional $2,086,000 of Jobs TIF assistance to the Exact Sciences Phase 3 Project, described above.

The Third Project Plan Amendment and Second Boundary Amendment (2021) is proposed to authorize $20,605,000 of public improvements to support the City's implementation of a BRT system and to make bike and pedestrian improvements, $7,000,000 of development loans to support continued development in Research Park and the development of affordable housing at the former Westgate Mall, and $500,000 of additional administrative costs.

The Fourth Project Plan Amendment (2025) is proposed to authorize $4,000,000 West Towne stormwater ponds, $5,000,000 Mineral Point Rd / Tree Ln reconstruction, $132,000 for Westgate bike path phase II, development loans to the Mandel (Element Collective) project of $930,000, a development loan to the Westgate Phase 2 project of $344,000, and a development loan to the Stone House project at 6101 Mineral Point Road of up to $1,000,000. This Project Plan Amendment also authorizes a grant of $4,365,000 to the CDA, which will use these grant funds to invest in the Mandel (Element Collective) project, as well as $500,000 of funding for small business assistance which may take the form of grants to property owners, lessees or other entities.

The Fifth Project Plan Amendment (2026) is proposed to authorize $1,000,000 for the Yellowstone Drive sanitary improvements, $3,000,000 for the future West Towne Area Park improvements, $400,000 for stormwater improvements in the Research Park area, $1,000,000 for Science Drive improvements, and $1,000,000 in additional small business assistance.

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 **$1,299,000 $2,069,000**. $2,633,000~~ $10,391,000. This includes $2,633,000 of previously authorized financing costs and an additional $7,728,000 of financing costs to support the projects authorized in the Third Project Plan Amendment and Second Boundary Amendment (2021).

The 2025 Project Plan and Boundary Amendment do not contemplate any additional borrowing costs. Tax increments will be used to pay for additional project costs.

The 2026 Project Plan Amendment does not include any additional borrowing costs. Tax increments will be used to pay for the additional project costs.

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 ~~Volume II, Chapter 2 of the City's Comprehensive Plan,~~ at this link:

https://imaginemadisonwi.com/sites/imaginemadisonwi.com/files/document/pdf/180501%20Comprehensive%20Plan%20-%20Full.pdf

~~http://www.cityofmadison.com/planning/ComprehensivePlan/dplan/v2/chapter2/v2c2.pdf~~

TID #46 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 #46 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. The City estimates that if the remaining undeveloped sites in the UW Research Park are developed, they would be valued at approximately $15,000,000. This is based upon the estimated remaining land, the floor area ratios (FAR) allowed under the City of Madison's zoning code, the amount of new construction that would have taxable value (versus those parcels that are exempt), and existing average values in the already developed portions of the Research Park.~~

~~The total value of increment (including estimated TIF generators and appreciation of property value within the district) generated over the 20-year life of the district is estimated at approximately $36,300,000. This growth is estimated to generate approximately $6,900,000 of tax increment over the life of the district.~~

The Illumina project will generate an estimated $27 million of new incremental value in TID #46. Including the Illumina development, the total value increment generated from the amendment area over the remaining life of TID #46 is estimated to be $38 million. This growth is estimated to generate approximately $9.5 million of tax increments over the remaining life of the TID. ~~The combined total estimated incremental value from the original project plan and the first amendment to TID #46 at the end of the TID's 20 year life is estimated to be $74 million, which will generate a total of $16.4 million of tax increments~~.

The Exact Sciences Phase 1 project that was approved following the First Project Plan and Boundary Amendment to TID #46 will generate approximately $27 million of new incremental value in TID #46. This growth is estimated to generate approximately $8.9 million of tax increments over the remaining life of the TID. The University Research Park (Exact Sciences Phase 2) project is estimated to generate approximately $40.7 million of new incremental value in TID #46. This growth is estimated to generate $11.1 million of tax increments over the remaining life of the TID.

The Exact Sciences Phase 3 project will generate an estimated $39.4 million of new incremental value in TID #46. This growth is estimated to generate approximately $10.7 million of tax increments over the remaining life of TID #46. The combined total estimated incremental value that will be generated from these four projects, and the estimated appreciation of these projects over time, described in this Second Project Plan Amendment to TID #46 at the end of the TID's 20-year life is estimated to be $179 million, which will generate a total of $40 million of tax increments.

The Third Project Plan Amendment and Second Boundary Amendment (2021) anticipates several new developments. Since the previously adopted project plan and boundary amendments have been approved, multiple new projects have been either constructed and come onto the tax rolls, developed, or been approved for development in the near future. Specifically:

- The proposed redevelopment of the former Westgate Mall into a mix of affordable and market rate housing is estimated to generate $30 million of additional incremental value in TID 46. The Third Project Plan Amendment and Second Boundary Amendment (2021) are proposed in part to incorporate the Westgate project into TID 46, and to provide TIF assistance to this project.

- As of Jan 1, 2021, TID 46 has generated $240 million of incremental value. Based upon conservative market assumptions, TID 46 is estimated to generate $444 million of incremental value by its closure in 2035.

The Fourth Project Plan Amendment and Third Boundary Amendment anticipates a new project, a 110-unit market rate apartment project proposed at 6101 W. Mineral Point Road, roughly estimated to generate an additional $22 million of incremental value in the first phase, and a second phase of 110 units of potential 4% LIHTC affordable housing estimated to generate an additional $13,200,000 of incremental value.

As of January 1, 2024, TID 46 has approximately $7.1 million of excess tax increment. The Fourth Project Plan Amendment proposes to add an additional $16.5 million of new project costs.

The current assessed value of TID 46 is approximately $827 million. Reducing this figure by the TID 46's $320,906,300 base value yields an incremental value of $506 million. Adding the estimated $35.2 million of incremental value created by new TIF generators noted above, the total estimated incremental value is approximately $541 million.

Using the current 2025 TIF mill rate, the district is projected to generate approximately $9.8 million per year. Based upon conservative market assumptions, TID 46 would recover the proposed $16.5 million of unrecovered project costs in approximately 3 years. **If TID 46 closes in 2028, the district will also return an incremental value of approximately $582 million to overlying tax jurisdictions.**

Therefore, the forecasted tax increment generation is sufficient to pay for the $16.5 million of additional cost.

The Fifth Project Plan Amendment does not anticipate any new projects. TID 46 currently has an estimated incremental value of $518,909,300. TID 46 is generating more than $10,000,000 of incremental revenue per year, based upon the 2026 mill rate. Based upon conservative market assumptions, TID 46 would recover the proposed $6,400,000 of additional expenditures in approximately two years. This would align with the 2025 project plan amendment, which estimated TID 46 would close in 2028.

The forecasted tax increment generation is sufficient to pay for the $6,400,000 of additional costs.

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

~~Located in the Northeast, Northwest, Southwest and Southeast Quarters of the Northwest Quarter of Section 30 and in the Northeast, Northwest, Southwest and Southeast Quarters of the Northeast Quarter of Section 30, Township 07 North, Range 09 East, City of Madison, Dane County, Wisconsin, more fully described as follows:~~

~~Beginning at the northwest corner of Lot 1, Certified Survey Map Number 13757[3], also being the east right of way line of South Whitney Way;~~
~~thence easterly along the north line of said Lot 1, 611 feet, more or less, to a bend in said north line;~~
~~thence northeasterly along said north line, 170 feet, more or less, to the northeast corner of said Lot 1, also being the westerly right of way of Science Drive;~~
~~thence easterly 84 feet, more or less, to the easterly right of way of said Science Drive, also being the northwest corner of Lot 4, University Research Park University of Wisconsin Madison[4];~~

[3] Certified Survey Map Number 13757, recorded in Volume 91 of Certified Survey Maps, on pages 17-23, as Document Number 5083996, Dane County Registry.
[4] University Research Park University of Wisconsin Madison, recorded in Volume 55 of Plats, on page 8, as Document Number 1859477, Dane County Registry.

thence southerly along said easterly right of way, 984 feet, more or less, to the easterly extension of the south line of Warranty Deed[5], also being the easterly extension of the north line of Warranty Deed[6];
thence westerly along said easterly extensions, also along said south line, also along said north line, 442 feet, more or less, to the southwest corner of said Warranty Deed[3], also to the northwest corner of said Warranty Deed[4], also to the east line of Warranty Deed[7];
thence northeasterly along said east line and along the west line of said Warranty Deed[3] for the next (2) courses, 109 feet, more or less;
(1) thence northwesterly, 118 feet, more or less;
(2) thence northeasterly, 144 feet, more or less, to the northwest corner of said Warranty Deed[3], to the northeast corner of said Warranty Deed[5], and to the south line of aforementioned Lot 1;
thence southwesterly along said south line, 256 feet, more or less, to the southern most corner of said Lot 1;
thence northwesterly along said south line, 211 feet, more or less, to a bend in said south line;
thence northwesterly along said south line, 310 feet, more or less, to the southwest corner of said Lot 1 and to the aforementioned east right of way of South Whitney Way;
thence southerly along said east right of way, 1575 feet, more or less, to the south right of way of Tokay Boulevard;
thence westerly along said south right of way, 1871 feet, more or less, to the southerly extension of the west line of Warranty Deed[8], also to the southerly extension of the east line of Warranty Deed[9];
thence northerly along said southerly extensions, and along said east and west lines for the next (2) courses, 485 feet, more or less;
(1) thence northwesterly, 68 feet, more or less;
(2) thence northerly, 300 feet, more or less, to the south right of way of Research Park Boulevard;
thence continuing along the northerly extension of the west line of said Warranty Deed, 78 feet, more or less, to the north right of way of said Research Park Boulevard;
thence easterly and northeasterly along said north right of way, 1459 feet, more or less, to the west right of way of Charmany Drive;
thence northerly along said west right of way, 755 feet, more or less, to the northeast corner of Warranty Deed[10];
thence westerly along the north line of said Warranty Deed[8], 195.6 feet, more or less;
thence northwesterly along said north line, 93.7 feet, more or less to the northwest corner of said Warranty Deed[8], also to the east line of Warranty Deed[11];
thence northerly along said east line, 44.1 feet, more or less, to the northeast corner of said Warranty Deed;
thence northwesterly along the north line of said Warranty Deed, 119.8 feet, more or less to a bend point in said line;
thence northwesterly along said north line, 163.3 feet, more or less, to a bend point in said line;
thence westerly along said north line, 78.2 feet, more or less, to the east right of way of South Rosa Road;
thence southerly and southwesterly along said east right of way, 1160 feet, more or less to the southeasterly extension of the southwesterly right of way of Woodford Drive;
thence northwesterly along said southeasterly extension, along said southwesterly right of way, and along the westerly right of way of said Woodford Drive, 1869 feet, more or less, to the south right of way of Mineral Point Road;
thence northerly at perpendicular measure to the northerly right of way of said Mineral Point Road, 120 feet, more or less, to said north right of way;
thence easterly along said north right of way, 1038 feet, more or less;
thence southerly at perpendicular measure to the aforementioned south right of way of Mineral Point Road, 120 feet, more or less, to the intersection of the east right of way of aforementioned South Rosa Road with said south right of way of Mineral Point Road;
thence southerly along said east right of way, 465 feet, more or less, to the north right of way of aforementioned Charmany Drive;
thence easterly along said north right of way line, 612 feet, more or less, to the southwest corner of Lot 1, Certified Survey Map Number 10343[12];
thence northeasterly along the west line of said Lot 1,135.5 feet, more or less, to a bend in said west line;
thence northerly along said west line, 357.6 feet to the northwest corner of said Lot 1;

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[5] Warranty Deed, Document Number 3236339, Dane County Registry.
[6] Warranty Deed, Document Number 3236340, Dane County Registry.
[7] Warranty Deed, Document Number 2560242, Dane County Registry.
[8] Warranty Deed, Document Number 3343552, Dane County Registry.
[9] Warranty Deed, Document Number 2719623, Dane County Registry.
[10] Warranty Deed, Document Number 3236341, Dane County Registry.
[11] Warranty Deed, Document Number 3005615, Dane County Registry.
[12] Certified Survey Map Number 10343, recorded in Volume 61 of Certified Survey Maps, on pages 32-35, as Document Number 3461981, Dane County Registry.

thence continuing northerly along the northerly extension of said west line, 140 feet, more or less, to the aforementioned north right of way of Mineral Point Road;
thence easterly along said north right of way, 943 feet, more or less, to the easterly right of way of aforementioned South Whitney Way;
thence southeasterly along said easterly right of way, 892 feet, more or less, to the point of beginning.

LEGAL DESCRIPTION (First Amendment – 2017)

A parcel of land located in the Northwest and Southwest Quarters of the Northwest Quarter of Section 30, Township 07 North, Range 09 East and in the Northeast, Southwest and Southeast Quarters of the Northeast Quarter and in the Northeast, Northwest and Southwest Quarters of the Southeast Quarter of Section 25, Township 07 North, Range 08 East, all in the City of Madison, Dane County, Wisconsin, more particularly described as follows:

Beginning at the intersection of the east right of way of South Rosa Road and the southeasterly extension of the southwesterly right of way of Woodford Drive;
thence northwesterly, along said southeasterly extension, along said southwesterly right of way, and along the westerly right of way of said Woodford Drive, 1869 feet, more or less, to the south right of way of Mineral Point Road;
thence northerly, at perpendicular measure to the northerly right of way of said Mineral Point Road, 120 feet, more or less, to said north right of way;
thence westerly, along said north right of way, 565 feet, more or less, to the intersection with the northerly extension of the westerly line of CSM 14488;
thence southerly, along the said northerly extension, 120 feet, more or less, to the aforementioned south right of way of Mineral Point Road;
thence southerly, along the westerly line of CSM 14488, 399.91 feet, to a bend point in said westerly line;
thence westerly, along said westerly line, 321.77 feet, to a bend point in said westerly line;
thence southerly, along said westerly line, 529.95 feet, to a bend point in said westerly line;
thence westerly, along said westerly line, 660.10 feet, to a bend point in said westerly line;
thence southerly, along said westerly line, 851.33 feet, to a bend point in said westerly line;
thence southerly, along said westerly line, 560 feet, more or less, to the northeasterly line of Lot 11, 6300 Odana Office Park;
thence northwesterly, along said northeasterly line, 55.77 feet, to the northerly corner thereof;
thence southwesterly, along the northwesterly line of said Lot 11, 190 feet, to the northeasterly right of way of Odana Road;
thence southwesterly, 80 feet, more or less, to the southerly right of way of Odana Road, at the north corner of Lot 1, CSM 13737;
thence southwesterly, along the westerly line of said Lot, 212.07 feet, to a bend point in said westerly line;
thence southwesterly, along said westerly line, 91.45 feet, to the northerly right of way of the W. Beltline Highway;
thence westerly, along said northerly right of way, 980 feet, more or less, to the west line of the Southeast Quarter of said Section 25;
thence southerly, along said west line, 1300 feet, more or less, to the southwesterly right of way of Rayovac Drive;
thence easterly, southeasterly and southerly, along said southwesterly right of way and its southerly extension, 1790 feet, more or less, to the southerly right of way of Schroeder Road;
thence easterly, along said southerly right of way, 885 feet, more or less, to the southerly extension of the easterly right of way of Forward Drive;
thence northerly, along said southerly extension and easterly right of way and northerly extension of its centerline and the west line of Lot 1, CSM 2777, 2700 feet, more or less, to the southerly right of way of Odana Road;
thence easterly, along said southerly right of way, 600 feet, more or less, to the southwesterly extension of the southeasterly right of way of Research Park Boulevard;
thence northeasterly, along said southwesterly extension and southeasterly right of way, 1860 feet, more or less, to the intersection with the west line of Warranty Deed[13];
thence northerly, along the northerly extension of the west line of said Warranty Deed, 78 feet, more or less, to the north right of way of Research Park Boulevard;
thence northwesterly, along said north right of way, 55 feet, more or less, to the east right of way of South Rosa Road;
thence northerly, along said east right of way, 225 feet, more or less, to the **Point of Beginning**.

[13] Warranty Deed, Document Number 3343552, Dane County Registry.

Also,

Lots 43-44, and part of Lot 42, University Research Park, University of Wisconsin-Madison, Second Addition, more particularly described as follows:

Beginning at the intersection of the north right of way of Research Park Boulevard and the west right of way of Charmany Drive;
thence northerly, along said west right of way, 755 feet, more or less, to the northeast corner of Warranty Deed[14];
thence westerly, along the north line of said Warranty Deed, 195.6 feet, more or less;
thence northwesterly, along said north line, 93.7 feet, more or less to the northwest corner of said Warranty Deed, also to the east line of Warranty Deed[15];
thence northerly, along said east line, 44.1 feet, more or less, to the northeast corner of said Warranty Deed;
thence northwesterly, along the north line of said Warranty Deed, 119.8 feet, more or less to a bend point in said line;
thence northwesterly, along said north line, 163.3 feet, more or less, to a bend point in said line;
thence westerly, along said north line, 78.2 feet, more or less, to the east right of way of South Rosa Road;
thence southerly, along said east right of way, 685 feet, more or less, to the south line of said Lot 44;
thence southeasterly, along the said south line, 540.00 feet, to a bend point in said south line;
thence southeasterly, along said south line, 442.32 feet, to the west right of way of Charmany Drive and the **Point of Beginning**.

Also,

Lots 4-5, University Research Park, University of Wisconsin-Madison; Lot 30, University Research Park, University of Wisconsin-Madison, First Addition; Lot 1, CSM 5417; and that part of the Southeast Quarter (SE 1/4) of the Northeast Quarter (NE 1/4) of Section 30, Township 07 North, Range 09 East, City of Madison, Dane County, Wisconsin, more particularly described as follows:

Commencing at the southeast corner of Lot 1, CSM 5417, thence S 89 14' 52" West 313.5 ft. along the south line of said Lot 1 to the **Point of Beginning**; thence S 44° 16' 04" W, 46.66 feet; thence N 45° 43' 56" W, 46.63 feet to the south line of said Lot 1; thence N 89 14' 52" E, along the south line of said Lot 1, 65.97 ft. to the **Point of Beginning**.

A parcel of land located in the Southeast ¼ and the Southwest ¼ of the Northeast ¼; and the Northeast ¼, the Northwest ¼, the Southeast ¼, and the Southwest ¼ of the Southeast ¼; and the Southeast ¼ and the Southwest ¼ of the Southwest ¼ of Section 19; and the Northeast ¼, the Southeast ¼, and the Southwest ¼ of the Northwest ¼ of Section 20; and the Northwest ¼, the Northeast ¼, the Southeast ¼ and the Southwest ¼ of the Northeast ¼; and the Northwest ¼ of the Southeast ¼; and the Northeast ¼ and the Northwest ¼ of the Southwest ¼; and the Northwest ¼, the Northeast ¼, the Southeast ¼, and the Southwest ¼ of the Northwest ¼ of Section 30 all in Township 7 North, Range 8 East in the City of Madison, Dane County, Wisconsin and the Northeast ¼, the Southeast ¼, and the Southwest ¼ of the Southeast ¼; and the Southeast ¼ of the Southwest ¼ of Section 23; and the Northwest ¼, the Southeast ¼, and the Southwest ¼ of the Southwest ¼ of Section 24; and the Northeast ¼, the Southeast ¼ and the Southwest ¼ of the Northeast ¼; and the Northeast ¼, the Northwest ¼, the Southeast ¼, and the Southwest ¼ of the Southeast ¼; and the Northwest ¼, the Northeast ¼, and Southeast ¼ of the Northwest ¼ of Section 25; and the Northwest ¼ and the Northeast ¼ of the Northeast ¼; and the Northeast ¼ of the Northwest ¼ of Section 26 all in Township 7 North, Range 9 East in the City of Madison, Dane County, Wisconsin, more particularly described as follows:
Beginning at the intersection of west right of way of South High Point Road and the north right of way of Mineral Point Road, being the southernmost point of the east line of Lot 1 CSM No. 7406 recorded as Document No. 2587424, in Volume 38, Page 95;
Thence northerly along the west line of South High Point Road and the east line of said Lot 1 approximately 357 feet to westerly extension of the north line of Lot 1 of Westward Woods Replat, recorded as Document No. 1928272, in Volume 56-A1, Page 1;
Thence easterly along the north line of said Westward Woods Replat and westerly extension thereof and the north line of Westward Village, recorded as Document No. 1325321, in Volume 38, Page 38, approximately 1293 feet to the northeast corner of said Westward Village and Randolph Drive;

[14] Warranty Deed, Document Number 3236341, Dane County Registry.
[15] Warranty Deed, Document Number 3005615, Dane County Registry.

Thence northerly along the west right-of-way of Randolph Drive approximately 585 feet to the westerly extension of the north line of Lot 2 of Mineral Point Road Commercial Plat recorded as Document No. 1792278, in Volume 54 Plats, Page 13;
Thence easterly along the north line of said Lot 2 and the westerly extension thereof approximately 1293 feet to the northeast corner of said Lot 2;
Thence easterly approximately 80 feet to the northwest corner of Lot 3 of CSM No. 4263 recorded as Document No. 1814862, in Volume 18, Page 116;
Thence easterly along the north line of said Lot 3 approximately 405.98 feet to an angle point in the north line of said Lot 3;
Thence southeasterly along the north line of said Lot 3 approximately 239.69 feet to the northeast corner of said Lot 3;
Thence northerly along the west line of Lot 3 CSM No. 14705 recorded as Document No. 5386955 in Volume 102, Page 181 approximately 42.57 feet to the northwest corner of said Lot 3;
Thence northerly along the west line of Lot 4 of CSM No. 15378 recorded as Document No. 5575222 in Volume 110, Page 130, approximately 149.88 feet to a northwest corner of said Lot 4;
Thence northerly along the west line of Lot 1 CSM No. 15378 recorded as Document No. 5575222 V110 P130 approximately 14.22 feet to an angle point in the west line of said Lot 1;
Thence northerly along the west line of said Lot 1 approximately 45.12 feet to an angle point in the west line of said Lot 1;
Thence northerly along the west line of said Lot 1 approximately 473.57 feet to the northwest corner of said Lot 1 and the southerly right of way of Tree Lane;
Thence northerly along the extension of the west line of said Lot 1 approximately 87 feet to the north right of way of Tree Lane and the south line of Phase III Tamarack Trails recorded as Document No. 1489603 in Volume 45, Page 5;
Thence northeasterly along the north right of way of Tree Lane, the south line of Phase III Tamarack Trails and the south line of CSM No. 1585, recorded in Volume 6, Page 324 approximately 675 feet to
North Gammon Road;
Thence northerly along the west right-of-way of said North Gammon Road approximately 100 feet;
Thence northerly approximately 52.5 feet along a curve to the right being the west right-of-way of said North Gammon Road;
Thence northerly approximately 45 feet along a curve to the left being the west right-of-way of said North Gammon Rd.;
Thence northerly along the west right-of-way of said North Gammon Rd. approximately 589.96 feet to the northeast corner of said Lot 1 CSM No. 1585;
Thence easterly approximately 80 feet to the southwest corner of Lot 438 of Everglade Addition to Parkwood Hills recorded as Document No. 1395494 in Volume 41, Page 26
Thence easterly along the south line of Lots 438-431 of Everglade Addition to Parkwood Hills approximately 898.70 feet to the southeast corner of said Lot 431;
Thence southeasterly along the southwest right of way of Inner Drive approximately 454 feet to the northwest corner of Lot 58 of Shenandoah Addition to Parkwood Hills recorded as Document No. 1158359 in Volume 31, Page 29;
Thence southerly along the west line of Lots 58-55 Shenandoah Addition to Parkwood Hills approximately 377.45 feet to the southwest corner of said Lot 55;
Thence southerly along the west line of Lot 14, Lot 2 and Lot 1 of Parkwood Hills recorded as document No. 1138382in Volume 30, Page 20, approximately 760.52 feet to the southwest corner of said Lot 1;
Thence southerly along the west line of Parkwood West recorded as Document No. 1249407 in Volume 35, Page 46 approximately 1075.92 feet to the southwest corner of said Lot 2;
Thence easterly along the south line of said Lot 2 and the easterly extension thereof approximately 211 feet to the east right-of-way of Grand Canyon Drive;
Thence southerly along the east right-of-way of said Grand Canyon Drive approximately 150 feet;
Thence southerly approximately 165 feet to a point on the east right-of-way of Grand Canyon Drive and the west line of Lot 19 of First Addition to Park Towne recorded as Document No. 1258522 in Volume 36, Page 15;
Thence southeasterly along the east right-of-way of Grand Canyon Drive along a 184-foot radius curve to the left approximately 109.18 feet;
Thence southeasterly along the northeasterly right-of-way of said Grand Canyon Drive approximately 204.90 feet;
Thence easterly and southerly along the east right-of-way of Grand Canyon Drive as shown on Fourth Addition to Park Towne recorded as Document No. 1324360 in Volume 38, Page 31 being a 316-foot radius curve to the right approximately 251 feet;
Thence southerly along the east right-of-way of said Grand Canyon Drive approximately 539.55 feet;
Thence southerly and easterly approximately 23.5 feet along the east right-of-way of Grand Canyon Drive and the north right-of-way of Normandy Lane as shown on said Fourth Addition to Park Towne being a 15-foot radius curve to the left;
Thence easterly along the north right-of-way of said Normandy Lane approximately 225 feet to the southwest corner of Lot 115 Tenth Addition to Park Towne recorded as Document No. 1649154 in Volume 52, Page 11;
Thence easterly along the north right of way of Normandy Lane approximately 187.00 feet to a point of curvature of the right of way of Normandy Lane;

Thence southerly approximately 66.00 feet to a point of curvature of the south right of way of Normandy Lane;
Thence easterly approximately 33.00 along the south right of way of Normandy Lane being a 150-foot radius curve to the right to the northeast corner of Lot 2 of CSM No. 12279 recorded as Document No. 4364993 in Volume 76, Page 85;
Thence southerly along the east line of said Lot 2 approximately 172.56 feet to an angle point in the east line of said Lot 2;
Thence southeasterly along the northeast line of Lot 2 AND Lot 3 of said CSM No. 12279 approximately 390.10 feet to an angle point in the northeast line of said Lot 3;
Thence easterly along the northeast line of said Lot 3 approximately 48.50 feet to the southeast corner of said Lot 3 and the west right of way of South Yellowstone Drive;
Thence southeasterly approximately 90 feet to the northwest corner of Lot 144 Tenth Addition to Park Towne recorded as Document No. 1649154 in Volume 52, Page 11, being on the east right of way of South Yellowstone Drive;
Thence southerly along the east right-of-way of said South Yellowstone Drive being a 367-foot radius curve to the left approximately 69.30 feet;
Thence southerly along the east right-of-way of said South Yellowstone Drive approximately 78.04 feet to the southwest corner of said Lot 144;
Thence easterly along the south line of said Lot 144 approximately 200.00 feet to the southeast corner of said Lot 144;
Thence southerly along the east line of Lot 77 Seventh Addition to Park Towne recorded as Document No. 1539701 in Volume 47, Page 25, approximately 200.00 feet to the southeast corner of said Lot 77;
Thence southerly approximately 80 feet to the northeast corner of Lot 1 CSM No. 1232 recorded as Document No. 1374368 in Volume 5, Page 142;
Thence southerly along the east line of said Lot 1 approximately 492.36 feet to the southeast corner of said Lot 1 being on the north right-of-way of USH 12 & 14;
Thence easterly along the north right-of-way of USH 12 & 14 approximately 86.44 feet to an angle point in the north right-of-way of USH 12 & 14;
Thence southerly along the north right-of-way of USH 12 & 14 approximately 28.28 to an angle point in the north right-of-way of USH 12 & 14;
Thence southeasterly approximately 475.54 feet along the north right-of-way of USH 12 & 14 being a 5854.58-foot radius curve to the right to the southwest corner of Lot 1 CSM No. 1578 recorded as Document No. 1414996in Volume 6, Page 317;
Thence continuing southeasterly along the north right-of-way of USH 12 & 14 being a 5854.58-foot radius curve to the right being a 5854.58-foot radius curve to the right approximately 125.00 feet to the southeast corner of said Lot 1;
Thence northeasterly along the east line of said Lot 1 approximately 91.52 feet to an angle point in the east line of said Lot 1;
Thence northeasterly along the east line of said Lot 1 approximately 212.19 feet to the northeast corner of said Lot 1 and the southwest right of way of Odana Road;
Thence northeasterly approximately 80 feet to the southeast corner of Lot 10 6300 Odana Office Park recorded as Document No. 1324361 in Volume 38, Page 32;
Thence northeasterly along the southeast line of said Lot 10 approximately 190 feet to the northeast corner of said Lot 10;
Thence southeasterly along the northeast line of Lot 11 of 6300 Odana Office Park approximately 55.77 feet to the east corner of said Lot 11;
Thence northerly along the east line of said 6300 Odana Office Park approximately 560.87 feet to southeast corner of Lot 130 of Tenth Addition to Park Towne recorded as Document No. 1649154 in Volume 52, Page 11;
Thence northerly along the east line of said Tenth Addition to Park Towne approximately 551.64 feet to northeast corner of Lot 129 of said Tenth Addition to Park Towne and the southeast corner of Lot 2 of CSM No. 1616 recorded as Document No. 1420305 in Volume 6, Page 372;
Thence northerly along the easterly line of said Lot 2 approximately 300.00 feet;
Thence easterly along the southerly line of said Lot 2 approximately 660.09 feet;
Thence northerly along the easterly line of said Lot 2 approximately 529.97 feet to the southwest corner of Lot 1 of CSM No. 4896 recorded as Document No. 1926526 in Volume 21, Page 342;
Thence easterly along the south line of said Lot 1 approximately 320.00 feet;
Thence northerly along the east line of said Lot 1 and the northerly extension thereof approximately 520.00 feet to the north right of way of Mineral Point Road and the south line of Lot 1 of CSM No. 15510 recorded as Document No. 5644925 in Volume 112, Page 31;
Thence westerly along the south line of said Lot 1 approximately 202 feet to the southwest corner of said Lot 1;
Thence northerly along the west line of said Lot 1 approximately 37.00 feet to an angle point in the west line of said Lot 1;
Thence northeasterly along the west line of said Lot 1 approximately 72.52 feet to an angle point in the west line of said Lot 1;
Thence northeasterly along the west line of said Lot 1 approximately 31.41 feet to an angle point in the west line of said Lot 1;
Thence northerly along the west line of said Lot 1 approximately 51.28 feet to an angle point in the west line of said Lot 1;
Thence northerly along the west line of said Lot 1 approximately 486.83 feet to the northwest corner of said Lot 1;

Thence easterly along the north line of said Lot 1 approximately 500.88 feet to an angle point in the north line of said Lot 1;
Thence easterly along the north line of said Lot 1 approximately 581.36 feet to an angle point in the north line of said Lot 1;
Thence northerly along the north line of said Lot 1 approximately 140.00 feet to the south right of way of Driftwood Avenue;
Thence northwesterly approximately 61 feet to the southwest corner of Lot 42 First Addition to Faircrest recorded as Document No. 981872 in Volume 22, Page 38 lying on the north right-of-way of Driftwood Avenue;
Thence easterly along the north right-of-way of said Driftwood Avenue approximately 580.00 feet;
Thence easterly and northerly approximately 24 feet along the north right-of-way of said Driftwood Avenue and the west right-of-way of Rosa Road being a 15.11-foot radius curve to the left to a point on the west right-of-way of said Rosa Road;
Thence northerly along the west right-of-way of said Rosa Road approximately 294.13 feet;
Thence northerly approximately 73 feet to a point on the north right-of-way of South Hill Drive;
Thence northeasterly approximately 104 feet to a point on the north right-of-way of South Hill Drive and the south line of Lot 57 of Keith Anderson Third Addition To The University Highlands recorded as Document No. 1189045 in Volume 33, Page 17;
Thence northeasterly along the north right-of-way of said South Hill Drive approximately 325 feet;
Thence easterly along the north right-of-way of said South Hill Drive approximately 260.00 feet to the east line of said Keith Anderson Third Addition To The University Highlands;
Thence continuing easterly along the north right-of-way of South Hill Drive as shown on Keith Anderson First Addition To The University Highlands recorded as Document No. 1128059 in Volume 29, Page 27 approximately 527 feet;
Thence southeasterly along the north right-of-way of said South Hill Drive being a 298.28-foot radius curve to the right approximately 82.70 feet;
Thence southeasterly along the north right-of-way of said South Hill Drive approximately 29.60 feet;
Thence easterly along the north right-of-way of said South Hill Drive being a 266.88 feet curve to the left approximately 74.28 feet to the southwest corner of Lot 9, Block 38 of University Hill Farms Parkway Addition Recorded as Document No. 968407 in Volume 21, Page 56;
Thence southeasterly along the north right-of-way of South Hill Drive and the south line of said Lot 9 being a 544.69-foot radius curve to the right approximately 106.23 feet;
Thence southeasterly and northeasterly approximately 22 feet along the north right-of-way of said South Hill Drive and the west right-of-way of S. Kenosha Dr. (platted as W. Kenosha Dr. being a 15-foot radius curve to the left;
Thence northeasterly along the northwest right-of-way of said S. Kenosha Dr. (platted as W. Kenosha Dr.) approximately 477.58 feet;
Thence northerly along the northwest right-of-way of said S. Kenosha Dr. (platted as W. Kenosha Dr. being a 980-foot radius curve to the left approximately 269.96 feet;
Thence northerly along the west right-of-way of said S. Kenosha Dr. (platted as W. Kenosha Dr) approximately 508.21 feet to the south right of way of Regent Street;
Thence northerly approximately 94 feet to the southeast corner of Lot 8, Block 2, Washington Building Company's Replat Of Lots 8-9-10 & 11 Block 1. Merrill Crest recorded as Document No. 478164, Volume 6, Page 26 lying on the north right-of-way of Regent Street;
Thence easterly along the north right-of-way of said Regent St. approximately 197 feet to the southeast corner of a PARK as shown on said Washington Building Company's Replat Of Lots 8-9-10 & 11 Block 1. Merrill Crest;
Thence northerly along the east line of said PARK approximately 132 feet to the intersection of the east line of said PARK and the westerly extension of Lot 12, Block 1, Washington Building Company's Replat Of Lots 8-9-10 & 11 Block 1. Merrill Crest;
Thence easterly along the north line of Lot 12 and its said westerly extension and Lot 9 Block 1 Washington Building Company's Replat Of Lots 8-9-10 & 11 Block 1. Merrill Crest approximately 397 feet to the northeast corner of said Lot 9;
Thence southeasterly approximately 68 feet to a northwest corner of Lot 2 CSM No. 6768 recorded as Document No. 2364964, Volume 33, Page 328 lying on the east right of way of Merrill Crest Dr;
Thence northeasterly along a north line of said Lot 2 approximately 135.29 feet to an angle point in the northerly line of said Lot 2;
Thence northerly along the west line of said Lot 2 approximately 145.83 feet to the north line of said Lot 2;
Thence easterly along the north line of said Lot 2 approximately 256.78 feet to the northeast corner of said Lot 2 and the westerly right of way Whitney Way;
Thence northeasterly approximately 140 feet to a point on the north right-of-way of Door Drive as shown on University Hill Farms-North Hill Addition recorded as Document No. 979616, Volume 22, Page 27;
Thence easterly along the north right-of-way of said Door Drive approximately 230.0 feet;
Thence northeasterly approximately 141 feet to a point on the northwest right-of-way of said Door Drive;
Thence northeasterly along the northwest right-of-way of said Door Drive approximately 453.15 feet;

Thence northeasterly and northerly along the northwest right-of-way of said Door Drive being a 180-foot radius curve to the left approximately 237 feet;
Thence northerly along the west right-of-way of said Door Drive approximately 69.15 feet;
Thence northerly and northwesterly along the west right-of-way of said Door Dr. and the southwest right-of-way of Buffalo Trail as shown on said University Hill Farms-North Hill Addition being a 15-foot radius curve to the left approximately 16 feet to a point on the southwest right-of-way of said Buffalo Trail;
Thence northwesterly approximately 80 feet to the west corner of Lot 12 University Hill Farms-Seed Farm Addition recorded as Document No. 1793720, Volume 54, Page 14 lying on the northeast right-of-way of Buffalo Trail as shown on said University Hill Farms-Seed Farm Addition;
Thence southeasterly along the north right-of-way of said Buffalo Trail approximately 181.14 feet to the southwest corner of Lot 14 University Hill Farms-Seed Farm Addition;
Thence southeasterly and easterly along the north right-of-way of said Buffalo Trail being a 340-foot radius curve to the left approximately 166.06 feet;
Thence easterly along the north right-of-way of said Buffalo Trail approximately 21.33 feet;
Thence easterly and northerly along the north right-of-way of said Buffalo Trail and the west right-of-way of Eau Claire Avenue as shown on said University Hill Farms-Seed Farm Addition being a 15-foot radius curve to the left approximately 23.56 feet;
Thence northerly along the west right-of-way of said Eau Claire Avenue approximately 267.72 feet;
Thence northerly along the west right-of-way of said Eau Claire Avenue being a 1920-foot radius curve to the left approximately 182 feet to the intersection of the west right-of-way of said Eau Claire Avenue and the westerly extension of the north line of Lot 1, Block 29 of University Hill Farms-Park Addition recorded as Document No. 952723, Volume 21, Page 3;
Thence northeasterly along the north line of said Lot 1 and the westerly extension thereof approximately 290 feet to an angle point in the north line of said Lot 1;

Thence southeasterly along the north line of Lots 1 and 2, block 29 of University Hill Farms-Park Addition approximately 1111.65 feet to an angle point in the north line of said Lot 2;
Thence northeasterly along the north line of said Lot 2 approximately 700.00 feet to the northeast corner of said Lot 2 lying on the southwest right-of-way of Segoe Road;
Thence northeasterly on the extension of the north line of said Lot 2 approximately 120 feet to a point on the northeast right-of-way of said Segoe Road;
Thence southeasterly along the northeast right-of-way of said Segoe Road approximately 213 feet;
Thence southwesterly along the extension of the south line of said Lot 2 approximately 120 feet to the southeast corner of said Lot 2 and the southwest right-of-way of Segoe Road;
Thence southwesterly along the south line of said Lot 2 approximately 929.4 feet to an angle point in the south line said Lot 2;
Thence southerly along an east line of said Lot 2 and the southerly extension thereof approximately 185 feet to the northeast corner of Lot 18, Block 21 of University Hill Farms-Regent Addition recorded as Document No. 942051, Volume 20, Page 22 lying on the south right-of-way of Regent Street;
Thence southeasterly along the south right-of-way of said Regent St. being a 1200 feet-radius curve to the left approximately 517.2 feet;
Thence southeasterly along the south right-of-way of said Regent St. approximately 615.5 feet to the northwest corner of Lot 20, Block 17 of University Hill Farms-Regent Addition;
Thence continuing southwesterly along the south right-of-way of Regent Street as shown on University Hill Farms – West Hill Addition recorded in Volume 20, Page 16 approximately 236.65 feet to an angle point in the north line of Lot 24, Block 18 of University Hill Farms – West Hill Addition;
Thence southwesterly along the south right-of-way of said Regent St. approximately 85.00 feet to the northwest corner of said Lot 24;
Thence southwesterly along the south right-of-way of Regent Street as shown on University Hill Farms Parkway Addition recorded as Document No. 968407 V21 P50-51 approximately 584.62 feet to an angle point in the north line of Lot 31, Block 18 of University Hill Farms Parkway Addition;
Thence southwesterly and westerly along the south right-of-way of said Regent St. being a 1480-foot radius curve to the right approximately 467.5 feet to an angle point in the north line of Lot 36, Block 18 of University Hill Farms Parkway Addition;
Thence westerly along the south right-of-way of said Regent St. approximately 653.00 feet to an angle point in the north line of Lot 5, Block 40 of University Hill Farms Parkway Addition;
Thence westerly along the south right-of-way of said Regent St. approximately 284.30 feet to the northeast corner of Lot 1, Block 40 of University Hill Farms Parkway Addition;
Thence southerly along the east line of said Lot 1 approximately 109.00 feet to the southeast corner of said Lot 1;

Thence westerly along the south line of said Lot 1 approximately 132.6 feet to the southwest corner of said Lot 1 lying on the east right-of-way of S. Kenosha Dr. (platted as E. Kenosha Drive);
Thence southerly along the east right-of-way of said S. Kenosha Dr. (platted as E. Kenosha Drive) approximately 525 feet to an angle point in the west line of Lot 29, Block 39 of University Hill Farms Parkway Addition;
Thence southwesterly approximately 369 feet along the east right-of-way of said S. Kenosha Dr. (platted as E. Kenosha Drive) being a 1000-foot radius curve to the right to an angle point in the west line of Lot 23, Block 39 of University Hill Farms Parkway Addition;
Thence southwesterly along the east right-of-way of S. Kenosha Dr. (platted as E. Kenosha Drive) approximately 336.06 feet to a southwest corner of Lot 20, Block 39 of University Hill Farms Parkway;
Thence southeasterly along the east right-of-way of E. Kenosha Drive and the northeast right-of-way of South Hill Drive as shown on said University Hill Farms Parkway Addition being a 15-foot radius curve to the left approximately 21 feet to a south corner of said Lot 20;
Thence southeasterly along the northeast right-of-way of said South Hill Dr. approximately 300 feet to a south corner of Lot 12, Block 19 of University Hill Farms Parkway Addition;
Thence southwesterly perpendicular to the northeast right-of-way of said South Hill Dr. approximately 60 feet to a north corner of Outlot 1 University Hill Farms Gugel Addition recorded as Document No. 1425222 in Volume 42, Page 26 lying on the south right-of-way of South Hill Drive;
Thence southwesterly along the southwest right-of-way of said South Hill Drive and the southeast right-of-way of Whitney Way being a 15-foot radius curve to the left approximately 23.5 feet to a north corner of said Outlot 1;
Thence southwesterly along the southeast right-of-way of said Whitney Way approximately 142.67 feet to an angle point in the northwest line of said Outlot 1;
Thence southerly along the southeast right-of-way of said Whitney Way being a 790-foot radius curve to the left approximately 532.35 feet to an angle point in the west line of said Outlot 1;
Thence southerly along the east right-of-way of said Whitney Way approximately 329.11 feet to a southwest corner of said Outlot 1;
Thence southerly along an extension of the east right-of-way of said Whitney Way approximately 167 feet to a northwest corner of Lot 8 of University Research Park University Of Wisconsin-Madison First Addition recorded in Volume 56-54A Plats, Page 153;
Thence southerly along the east right-of-way of Whitney Way approximately 312.52 feet to a point of curvature of the west line of said Lot 8;
Thence southerly approximately 430.12 feet along the east right-of-way of said Whitney Way being a 1560-foot radius curve to the right to the southwest corner of Lot 11 University Research Park University Of Wisconsin-Madison First Addition;
Thence easterly along the south line of Lots 11 AND 10 University Research Park University Of Wisconsin-Madison First Addition approximately 611.18 feet to an angle point in south line of said Lot 10;
Thence northeasterly along the south line of said Lot 10 approximately 170.00 feet to the southeast corner of said Lot 10;
Thence easterly approximately 83 feet to the northwest corner of Lot 4 University Research Park University Of Wisconsin Madison recorded in Volume 55 Plats, Page 8;
Thence easterly along the north line of said Lot 4 approximately 642.90 feet to the northeast corner of said Lot 4;
Thence southerly along the east line of Lots 3-5 University Research Park University of Wisconsin Madison approximately 564.00 feet to the southeast corner of said Lot 4;
Thence continuing southerly along the east line of Lot 1 of CSM No. 14651 recorded as Document No. 5370453 in Volume 101, Page 295 approximately 945.53 feet to the southeast corner of said Lot 1;
Thence westerly along the south line of said Lot 1 approximately 428.38 feet to an angle point in the south line of said Lot 1;
Thence northwesterly along the south line of said Lot 1 approximately 255.46 feet to the southwest corner of said Lot 1 lying on the east right-of-way of Science Drive;
Thence northeasterly approximately 298.92 feet along the west line of said Lot 1 being a 458.20-foot radius curve to the left to an angle point in the west line of said Lot 1;
Thence easterly along the west line of said Lot 1 approximately 6.03 feet to an angle point in the west line of said Lot 1;
Thence northerly approximately 106.84 feet along the west line of said Lot 1 being a 890.00-foot radius curve to the left to a west corner of said Lot 1;
Thence westerly approximately 82 feet to the southeast corner of a parcel described in Warranty Deeds recorded as Document No. 3236339;
Thence westerly along the south line of said parcel approximately 361.63 feet to the southwest corner of said parcel;
Thence northeasterly along the west line of said parcel approximately 108.75 feet to an angle point in the west line of said parcel;
Thence northwesterly along the west line of said parcel approximately 118.00 feet to an angle point in the west line of said parcel;
Thence northeasterly along the west line of said parcel approximately 145.00 feet to the northwest corner of said parcel;

Thence southwesterly along the south line of Lot 1 CSM No. 13757 recorded as Document No. 5083996 in Volume 91, Page 17 approximately 256 feet to an angle point in the south line of said Lot 1;
Thence northwesterly along the south line of said Lot 1 approximately 103.45 feet to an angle point in the south line of said Lot 1;
Thence northwesterly along the south line of said Lot 1 approximately 107.44 feet to an angle point in the south line of said Lot 1;
Thence northwesterly along the south line of said Lot 1 approximately 309.94 feet to the southwest corner of said Lot 1 lying on the east right-of-way of South Whitney Way;
Thence southerly along the east right-of-way of South Whitney Way as shown on University Research Park University of Wisconsin-Madison First Addition recorded in Volume 56-54A Plats, Page 153 being a 1560.00-foot radius curve to the right approximately 290.98 feet to an angle point in the west line of said Lot 20 University Research Park University of Wisconsin-Madison First Addition;
Thence southwesterly along the east right-of-way of said Whitney Way approximately 4.80 feet to an angle point in the west line of said Lot 20;
Thence southwesterly along the east right-of-way of said Whitney Way being a 1195.63-foot radius curve to the left approximately 579.68 feet to an angle point in the west line of Lot 21 University Research Park University of Wisconsin-Madison First Addition;
Thence southerly along the east right-of-way of said Whitney Way approximately 574.68 feet to a southwest corner of Lot 22 University Research Park University Of Wisconsin-Madison First Addition;
Thence southeasterly along the east right-of-way of said Whitney Way and the north right-of-way of Tokay Boulevard as shown on said University Research Park University Of Wisconsin-Madison First Addition being a 25-foot radius curve to the left approximately 41.02 feet to a southwest corner of said Lot 22;
Thence easterly along the north right-of-way of said Tokay Blvd. approximately 590 feet to the intersection of the north right-of-way of said Tokay Blvd. and the northerly extension of the east line of Lot 4 Westgate Redevelopment Plat recorded as Document No. 5699823 in Volume 61-042A of PLATS, Page 236;
Thence southerly along the east line of Lots 4-6 Westgate Redevelopment Plat and the northerly extension thereof approximately 815 feet to the southeast corner of said Lot 6;
Thence westerly along the south line of said Lot 6 approximately 226.00 feet to the southwest corner of said Lot 6;
Thence northerly along the west line of said Lot 6 approximately 70.00 feet to the southeast corner of Lot 2 of Westgate Redevelopment Plat;
Thence westerly along the south line of said Lot 2 approximately 282.38 feet to an angle point in the south line of said Lot 2;
Thence westerly along the south line of said Lot 2 approximately 73.82 feet to an angle point in the south line of said Lot 2;
Thence northwesterly along the south line of said Lot 2 approximately 28.50 feet to an angle point in the south line of said Lot 2;
Thence southwesterly approximately 121 feet to the southeast corner of Lot 3 Tokay Place recorded as Document No. 2413099 in Volume 56-143B Plats, Page 424 lying on the west right-of-way of South Whitney Way;
Thence northerly along the west right-of-way of said South Whitney Way approximately 429.08 feet to the southeast corner of Lot 6 of Tokay Place;
Thence westerly along the south line of said Lot 6 approximately 305.00 feet to the southwest corner of said Lot 6;
Thence northerly along the west line of said Lot 6 approximately 215.00 feet to the northwest corner of said Lot 6 lying on the south right-of-way of Tokay Boulevard as shown on said Tokay Place;
Thence westerly along the south right-of-way of Tokay Boulevard approximately 1377 feet to a northwest corner of Lot 1 CSM No. 11184 recorded as Document No. 3971262 in Volume 67, Page 219;
Thence northwesterly approximately 94 feet to the southwest corner of the parcel described in Warranty Deed recorded as Document No. 3343552;
Thence northerly along the west line of said parcel approximately 403.83 feet to an angle point in the west line of said parcel;
Thence northwesterly along the west line of said parcel approximately 68.48 feet to an angle point in the west line of said parcel and the west line of Lot 49 University Research Park University of Wisconsin-Madison Second Addition recorded in Volume 57-039B Plats, Page 148;
Thence northerly along the west line of said Lot 49 approximately 300.00 feet to the northwest corner of said Lot 49 lying on the south right-of-way of Research Park Boulevard as shown on said University Research Park University of Wisconsin-Madison Second Addition;
Thence southwesterly approximately 374.91 feet along the south right-of-way of said Research Park Boulevard being a 440.04-foot radius curve to the left to an angle point in the north line of Lot 48 University Research Park University of Wisconsin-Madison Second Addition;
Thence southwesterly along the south right-of-way of said Research Park Blvd. approximately 121.99 feet;

Thence southwesterly approximately 339.32 feet along the south right-of-way of said Research Park Boulevard being a 3000.00-foot radius curve to the left;
Thence southwesterly along the south right-of-way of said Research Park Blvd. approximately 252.08 feet to a point of curvature on the north line of Lot 1 CSM No. 5551 recorded as Document No. 2084410 in Volume 25, Page 205;
Thence southwesterly approximately 515 feet along the south right-of-way of Research Park Boulevard as shown on said CSM No. 5551 being a 740-foot radius curve to the left to a west corner of said Lot 1;
Thence southwesterly along the southeast right-of-way of said Research Park Blvd. approximately 157.77 feet to a point of curvature of said Lot 1;
Thence southeasterly along the east right-of-way of said Research Park Boulevard and the northerly right-of-way of Odana Road as shown on said CSM No. 5551 being a 25-foot radius curve to the left approximately 39.01 feet to an angle point in the south line of said Lot 1;
Thence southeasterly approximately 22.78 feet along the northerly right-of-way of Odana Road as shown on said CSM No. 5551 being a 761.20-foot radius curve to the left to an angle point in the south line of said Lot 1;
Thence southerly approximately 94 feet to the northeast corner of Lot 3 CSM No. 2777 recorded as Document No. 1566060 in Volume 11, Page 83 lying on the south right-of-way of Odana Road as shown on said CSM No. 2777 recorded as Document No. 1566060 in Volume 11, Page 83;
Thence northeasterly along the south right-of-way of Odana Road being a 683.20-foot curve to the left approximately 353.48 feet to an angle point on the north line of Lot 1 of CSM No. 2777;
Thence westerly along the south right-of-way of said Odana Rd. approximately 324.33 feet to the northwest corner of said Lot 1;
Thence southerly along the west line of said Lot 1 and the southerly extension thereof approximately 512 feet to the northerly right-of-way of Forward Drive;
Thence easterly and southerly along the easterly right-of-way of Forward Drive being a 60-foot radius curve to the right approximately 147 feet;
Thence westerly and southerly along the easterly right-of-way of Forward Drive being a 15-foot radius curve to the left approximately 13 feet;
Thence southerly along the east right-of-way of Forward Drive approximately 2025 feet to the south right-of-way of Schroeder Road as shown on said 2ND Add. To Green Tree Hills;
Thence westerly along the south right-of-way of said Schroeder Road approximately 880 feet to the southerly extension of the west right-of-way of Rayovac Drive as shown in said CSM No. 14642;
Thence northerly along the west right-of-way of said Rayovac Drive and southerly extension thereof approximately 358.5 feet to a point of curvature in the east line of said CSM No. 14642;
Thence northeasterly approximately 278.69 feet along the west right-of-way of said Rayovac Drive being a 701.78-foot radius curve to the right to an angle point in the east line of said CSM No. 14642;
Thence northeasterly along the west right-of-way of said Rayovac Drive approximately 56.97 feet to the northeast corner of Lot 2 of said CSM No. 14642;
Thence northeasterly along the west right-of-way of Rayovac Drive as shown on CSM No. 10804 recorded as Document No. 3754517 in Volume 64, Page 211 approximately 42.44 feet to a point of curvature in the east line of said CSM No. 10804;
Thence northerly and westerly along the west and south right-of-way of said Rayovac Drive being a 461.83-foot radius curve to the left approximately 912.75 feet to a north corner of said CSM No. 10804;
Thence westerly along the south right-of-way of said Rayovac Drive approximately 113.42 feet to the northwest corner of said CSM No. 10804;
Thence northerly along the west line of the SE 1/4 of Section 25 Town 7 North Range 8 East Dane County, Wisconsin also being along the east line of CSM No. 11515 and CSM No. 1613 approximately 1310 feet to the intersection of the said west line of the SE 1/4 and the south line of Lot 21 of the plat of the Second Addition to Park Towne recorded as Document No. 1288623 in Volume 37, Page 15;
Thence easterly along the south line of said Lot 21 approximately 36 feet to the southeast corner of said Lot 21;
Thence northerly along the east line of said Lot 21 of the Second Addition to Park Towne approximately 490.70 feet to the northeast corner of said Lot 21 lying on the south right-of-way of Odana Road;
Thence westerly along the south right-of-way of Odana Road being on the north line of said Lot 21 of the Second Addition to Park Towne approximately 122 feet to a point of curvature along the north line of said Lot 21;
Thence northwesterly along the south right-of-way of Odana Road being a 380-foot radius curve to the right approximately 287.4 feet to a point on the northeasterly line of Lot 1 CSM No. 2919 recorded as Document No. 1585041;
Thence northwesterly along the south right-of-way of Odana Road approximately 616 feet to a point of curvature on the northeasterly line of Lot 84 of the Ninth Addition to Park Towne recorded as Document No. 1599638 in Volume 50, Page 24;
Thence westerly along the south right-of-way of Odana Road being a 300-foot radius curve to the left approximately 227 feet to a point of tangency on the north line of Lot 89 of the said plat of Ninth Addition to Park Towne;

Thence northwesterly approximately 95 feet to the southwest corner of Lot 82 of the plat of Eighth Addition to Park Towne recorded as Document No. 1592831 in Volume 50, Page 7;
Thence northerly along the west line of said Lot 82 approximately 262.53 feet to the northwest corner of said Lot 82 lying on the south line of Lot 23 of the plat of Fourth Addition to Park Towne recorded as Document No. 1324360 in Volume 38, Page 31;
Thence westerly along the south line of said Lot 23 approximately 268.93 feet to the southwest corner of said Lot 23;
Thence northerly along the west line of Lots 23-27 of the said plat of the Fourth Addition to Park Towne approximately 646.54 feet to the southwest corner of CSM No. 13141 recorded as Document No. 4779111 in Volume 84, Page 191;
Thence northerly along the west line of said CSM No. 13141 approximately 493.26 feet to the northwest corner of Lot 1 of said CSM No. 13141 lying on the south right-of-way of Mineral Point Road;
Thence westerly along the south right-of-way of Mineral Point Road approximately 3160 feet to an angle point in the north line of Lot 1 of CSM No. 13705 recorded as Document No. 5066938;
Thence northerly along the said south right-of-way of Mineral Point Road also being along the said north line of Lot 1 of CSM No. 13705 approximately 12.93 feet to an angle point in the said north line of Lot 1;
Thence westerly along the south right-of-way of Mineral Point Road approximately 2059 feet to a northwest corner of Lot 5 Highpoint Commercial recorded as Document No. 1698014 in Volume 53, Page 22;
Thence westerly along the south right-of-way of Mineral Point Road extended approximately 179 feet to the most easterly corner on the north line of Lot 2 of CSM No. 7773 recorded as Document No. 2664823;
Thence northeasterly approximately 135 feet to a point on the southerly line of Lot 2 of CSM No. 7773 being on the north right-of-way of Mineral Point Road also being the **Point of Beginning.**

EXCEPTING THEREFROM

Lots 45, 46, and 47 of the plat of University Research Park University of Wisconsin-Madison Second Addition recorded as Document No. 2718052 V57-039B of Plats on Pages 146-150.

ALSO EXCEPTING THEREFROM

Lot 37 and a part of Lot 38 of the plat of University Research Park University of Wisconsin-Madison Second Addition recorded as Document No. 2718052 V57-039B of Plats on Pages 146-150 and adjacent right-of-way of Mineral Point Road described more particularly as follows:
Beginning at the southernmost point of the west line of Lot 37 of the said plat of University Research Park University Of Wisconsin-Madison Second Addition lying on the east right-of-way of Rosa Road;
Thence northwesterly along the east right-of-way of Rosa Road being a 635-foot radius curve to the left approximately 34.64 feet to a point of tangency on the said west line of Lot 37;
Thence northwesterly along the east right-of-way of Rosa Road approximately 141.78 feet to a point of curvature on the said west line of Lot 37;
Thence northerly along the east right-of-way of Rosa Road being a 448.04-foot radius curve to the right approximately 172.22 feet to a point of tangency on the said west line of Lot 37;
Thence northerly along the east right-of-way of Rosa Road approximately 74.41 feet to a point of curvature along the said west line of Lot 37;
Thence northeasterly along the east right-of-way of Rosa Road being a 25-foot radius curve to the right approximately 39.27 feet to a point of tangency on the north line of said Lot 37 also being on the south right-of-way of Mineral Point Road;
Thence northerly approximately 126 feet to a point of intersection of the north right-of-way of Mineral Point Road and the east right-of-way of Rosa Road;
Thence easterly along the north right-of-way of Mineral Point Road approximately 710 feet to the point of intersection of the northerly right-of-way line of Mineral Point Road and the northerly extension of the east line of said Lot 37;
Thence southerly along the east line of said Lot 37 and the southerly extension thereof approximately 357.56 feet to an angle point in the east line;
Thence southwesterly along the southeast line of property approximately 135.45 feet to a point on the northerly right-of-way of Charmany Drive;
Thence westerly along the northerly right-of-way of Charmany Drive being a 410-foot radius curve to the left approximately 385.69 feet to a point of tangency on the south line of said Lot 37;
Thence southwesterly along the said northerly right-of-way of Charmany Drive approximately 191.78 feet to a point of curvature on the said south line of said Lot 37;
Thence northwesterly along the north right-of-way of Charmany Drive being a 25-foot radius curve to the right approximately 36.99 feet to the **Point of Beginning**.

NOTE: All maps attached to this plan have been updated to reflect data as of 2021.

LEGAL DESCRIPTION (2025 Amendment highlighted in green)

A parcel of land located in the Southeast ¼ and the Southwest ¼ of the Northeast ¼; and the Northeast ¼, the Northwest ¼, the Southeast ¼, and the Southwest ¼ of the Southeast ¼; and the Southeast ¼ and the Southwest ¼ of the Southwest ¼ of Section 19; and the Northeast ¼, the Southeast ¼, and the Southwest ¼ of the Northwest ¼ of Section 20; and the Northwest ¼, the Northeast ¼, the Southeast ¼ and the Southwest ¼ of the Northeast ¼; and the Northwest ¼ of the Southeast ¼; and the Northeast ¼ and the Northwest ¼ of the Southwest ¼; and the Northwest ¼, the Northeast ¼, the Southeast ¼, and the Southwest ¼ of the Northwest ¼ of Section 30 all in Township 7 North, Range 8 East in the City of Madison, Dane County, Wisconsin and the Northeast ¼, the Southeast ¼, and the Southwest ¼ of the Southeast ¼; and the Southeast ¼ of the Southwest ¼ of Section 23; and the Northwest ¼, the Southeast ¼, and the Southwest ¼ of the Southwest ¼ of Section 24; and the Northeast ¼, the Southeast ¼ and the Southwest ¼ of the Northeast ¼; and the Northeast ¼, the Northwest ¼, the Southeast ¼, and the Southwest ¼ of the Southeast ¼; and the Northwest ¼, the Northeast ¼, and Southeast ¼ of the Northwest ¼ of Section 25; and the Northwest ¼ and the Northeast ¼ of the Northeast ¼; and the Northeast ¼ of the Northwest ¼ of Section 26 all in Township 7 North, Range 9 East in the City of Madison, Dane County, Wisconsin, more particularly described as follows:
Beginning at the intersection of west right of way of South High Point Road and the north right of way of Mineral Point Road, being the southernmost point of the east line of Lot 1 CSM No. 7406 recorded as Document No. 2587424, in Volume 38, Page 95;
Thence northerly along the west line of South High Point Road and the east line of said Lot 1 approximately 357 feet to westerly extension of the north line of Lot 1 of Westward Woods Replat, recorded as Document No. 1928272, in Volume 56-A1, Page 1;
Thence easterly along the north line of said Westward Woods Replat and westerly extension thereof and the north line of Westward Village, recorded as Document No. 1325321, in Volume 38, Page 38, approximately 1293 feet to the northeast corner of said Westward Village and Randolph Drive;
Thence northerly along the west right-of-way of Randolph Drive approximately 585 feet to the westerly extension of the north line of Lot 2 of Mineral Point Road Commercial Plat recorded as Document No. 1792278, in Volume 54 Plats, Page 13;
Thence easterly along the north line of said Lot 2 and the westerly extension thereof approximately 1293 feet to the northeast corner of said Lot 2;
Thence easterly approximately 80 feet to the northwest corner of Lot 3 of CSM No. 4263 recorded as Document No. 1814862, in Volume 18, Page 116;
Thence easterly along the north line of said Lot 3 approximately 405.98 feet to an angle point in the north line of said Lot 3;
Thence southeasterly along the north line of said Lot 3 approximately 239.69 feet to the northeast corner of said Lot 3;
Thence northerly along the west line of Lot 3 CSM No. 14705 recorded as Document No. 5386955 in Volume 102, Page 181 approximately 42.57 feet to the northwest corner of said Lot 3;
Thence northerly along the west line of Lot 4 of CSM No. 15378 recorded as Document No. 5575222 in Volume 110, Page 130, approximately 149.88 feet to a northwest corner of said Lot 4;
Thence northerly along the west line of Lot 1 CSM No. 15378 recorded as Document No. 5575222 V110 P130 approximately 14.22 feet to an angle point in the west line of said Lot 1;
Thence northerly along the west line of said Lot 1 approximately 45.12 feet to an angle point in the west line of said Lot 1;
Thence northerly along the west line of said Lot 1 approximately 473.57 feet to the northwest corner of said Lot 1 and the southerly right of way of Tree Lane;
Thence northerly along the extension of the west line of said Lot 1 approximately 87 feet to the north right of way of Tree Lane and the south line of Phase-III Tamarack Trails recorded as Document No. 1489603 in Volume 45, Page 5;
Thence northeasterly along the north right of way of Tree Lane, the south line of Phase-III Tamarack Trails and the south line of CSM No. 1585, recorded in Volume 6, Page 324 approximately 675 feet to
North Gammon Road;
Thence northerly along the west right-of-way of said North Gammon Road approximately 100 feet;
Thence northerly approximately 52.5 feet along a curve to the right being the west right-of-way of said North Gammon Road;
Thence northerly approximately 45 feet along a curve to the left being the west right-of-way of said North Gammon Rd.;
Thence northerly along the west right-of-way of said North Gammon Rd. approximately 589.96 feet to the northeast corner of said Lot 1 CSM No. 1585;
Thence easterly approximately 80 feet to the southwest corner of Lot 438 of Everglade Addition to Parkwood Hills recorded as Document No. 1395494 in Volume 41, Page 26
Thence easterly along the south line of Lots 438-431 of Everglade Addition to Parkwood Hills approximately 898.70 feet to the southeast corner of said Lot 431;

Thence southeasterly along the southwest right of way of Inner Drive approximately 454 feet to the northwest corner of Lot 58 of Shenandoah Addition to Parkwood Hills recorded as Document No. 1158359 in Volume 31, Page 29;
Thence southerly along the west line of Lots 58-55 Shenandoah Addition to Parkwood Hills approximately 377.45 feet to the southwest corner of said Lot 55;
Thence southerly along the west line of Lot 14, Lot 2 and Lot 1 of Parkwood Hills recorded as document No. 1138382in Volume 30, Page 20, approximately 760.52 feet to the southwest corner of said Lot 1;
Thence southerly along the west line of Parkwood West recorded as Document No. 1249407 in Volume 35, Page 46 approximately 1075.92 feet to the southwest corner of said Lot 2;
Thence easterly along the south line of said Lot 2 and the easterly extension thereof approximately 211 feet to the east right-of-way of Grand Canyon Drive;
Thence southerly along the east right-of-way of said Grand Canyon Drive approximately 150 feet;
Thence southerly approximately 165 feet to a point on the east right-of-way of Grand Canyon Drive and the west line of Lot 19 of First Addition to Park Towne recorded as Document No. 1258522 in Volume 36, Page 15;
Thence southeasterly along the east right-of-way of Grand Canyon Drive along a 184-foot radius curve to the left approximately 109.18 feet;
Thence southeasterly along the northeasterly right-of-way of said Grand Canyon Drive approximately 204.90 feet;
Thence easterly and southerly along the east right-of-way of Grand Canyon Drive as shown on Fourth Addition to Park Towne recorded as Document No. 1324360 in Volume 38, Page 31 being a 316-foot radius curve to the right approximately 251 feet;
Thence southerly along the east right-of-way of said Grand Canyon Drive approximately 539.55 feet;
Thence southerly and easterly approximately 23.5 feet along the east right-of-way of Grand Canyon Drive and the north right-of-way of Normandy Lane as shown on said Fourth Addition to Park Towne being a 15-foot radius curve to the left;
Thence easterly along the north right-of-way of said Normandy Lane approximately 225 feet to the southwest corner of Lot 115 Tenth Addition to Park Towne recorded as Document No. 1649154 in Volume 52, Page 11;
Thence easterly along the north right of way of Normandy Lane approximately 187.00 feet to a point of curvature of the right of way of Normandy Lane;
Thence southerly approximately 66.00 feet to a point of curvature of the south right of way of Normandy Lane;
Thence easterly approximately 33.00 along the south right of way of Normandy Lane being a 150-foot radius curve to the right to the northeast corner of Lot 2 of CSM No. 12279 recorded as Document No. 4364993 in Volume 76, Page 85;
Thence southerly along the east line of said Lot 2 approximately 172.56 feet to an angle point in the east line of said Lot 2;
Thence southeasterly along the northeast line of Lot 2 AND Lot 3 of said CSM No. 12279 approximately 390.10 feet to an angle point in the northeast line of said Lot 3;
Thence easterly along the northeast line of said Lot 3 approximately 48.50 feet to the southeast corner of said Lot 3 and the west right of way of South Yellowstone Drive;
Thence southeasterly approximately 90 feet to the northwest corner of Lot 144 Tenth Addition to Park Towne recorded as Document No. 1649154 in Volume 52, Page 11, being on the east right of way of South Yellowstone Drive;
Thence southerly along the east right-of-way of said South Yellowstone Drive being a 367-foot radius curve to the left approximately 69.30 feet;
Thence southerly along the east right-of-way of said South Yellowstone Drive approximately 78.04 feet to the southwest corner of said Lot 144;
Thence easterly along the south line of said Lot 144 approximately 200.00 feet to the southeast corner of said Lot 144;
Thence southerly along the east line of Lot 77 Seventh Addition to Park Towne recorded as Document No. 1539701 in Volume 47, Page 25, approximately 200.00 feet to the southeast corner of said Lot 77;
Thence southerly approximately 80 feet to the northwest corner of Lot 1 CSM No. 1232 recorded as Document No. 1374368 in Volume 5, Page 142;
Thence southerly along the east line of said Lot 1 approximately 492.36 feet to the southeast corner of said Lot 1 being on the north right-of-way of USH 12 & 14;
Thence easterly along the north right-of-way of USH 12 & 14 approximately 86.44 feet to an angle point in the north right-of-way of USH 12 & 14;
Thence southerly along the north right-of-way of USH 12 & 14 approximately 28.28 to an angle point in the north right-of-way of USH 12 & 14;
Thence southeasterly approximately 475.54 feet along the north right-of-way of USH 12 & 14 being a 5854.58-foot radius curve to the right to the southwest corner of Lot 1 CSM No. 1578 recorded as Document No. 1414996in Volume 6, Page 317;
Thence continuing southeasterly along the north right-of-way of USH 12 & 14 being a 5854.58-foot radius curve to the right being a 5854.58-foot radius curve to the right approximately 125.00 feet to the southeast corner of said Lot 1;
Thence northeasterly along the east line of said Lot 1 approximately 91.52 feet to an angle point in the east line of said Lot 1;
Thence northeasterly along the east line of said Lot 1 approximately 212.19 feet to the northeast corner of said Lot 1 and the southwest right of way of Odana Road;

Thence northeasterly approximately 80 feet to the southeast corner of Lot 10 6300 Odana Office Park recorded as Document No. 1324361 in Volume 38, Page 32;
Thence northeasterly along the southeast line of said Lot 10 approximately 190 feet to the northeast corner of said Lot 10;
Thence southeasterly along the northeast line of Lot 11 of 6300 Odana Office Park approximately 55.77 feet to the east corner of said Lot 11;
Thence northerly along the east line of said 6300 Odana Office Park approximately 560.87 feet to southeast corner of Lot 130 of Tenth Addition to Park Towne recorded as Document No. 1649154 in Volume 52, Page 11;
Thence northerly along the east line of said Tenth Addition to Park Towne approximately 551.64 feet to northeast corner of Lot 129 of said Tenth Addition to Park Towne and the southeast corner of Lot 2 of CSM No. 1616 recorded as Document No. 1420305 in Volume 6, Page 372;
Thence northerly along the easterly line of said Lot 2 approximately 300.00 feet;
Thence easterly along the southerly line of said Lot 2 approximately 660.09 feet;
Thence northerly along the easterly line of said Lot 2 and westerly line of CSM No. 4896 recorded as Document No. 1926526 in Volume 21, Page 342 approximately 930.00 feet to the northwest corner of Lot 1 of CSM No. 4896;
Thence northerly along the extension of the westerly line of said Lot 1 of CSM No. 4896 approximately 120 feet to the north right of way of Mineral Point Road;
Thence easterly along the north right of way of Mineral Point Road approximately 115 feet to the Southwest corner of Lot 1 of CSM No. 15510 recorded as Document No. 5644925 in Volume 112, Page 31;
Thence northerly along the west line of said Lot 1 approximately 37.00 feet to an angle point in the west line of said Lot 1;
Thence northeasterly along the west line of said Lot 1 approximately 72.52 feet to an angle point in the west line of said Lot 1;
Thence northeasterly along the west line of said Lot 1 approximately 31.41 feet to an angle point in the west line of said Lot 1;
Thence northerly along the west line of said Lot 1 approximately 51.28 feet to an angle point in the west line of said Lot 1;
Thence northerly along the west line of said Lot 1 approximately 486.83 feet to the northwest corner of said Lot 1;
Thence easterly along the north line of said Lot 1 approximately 500.88 feet to an angle point in the north line of said Lot 1;
Thence easterly along the north line of said Lot 1 approximately 581.36 feet to an angle point in the north line of said Lot 1;
Thence northerly along the north line of said Lot 1 approximately 140.00 feet to the south right of way of Driftwood Avenue;
Thence northwesterly approximately 61 feet to the southwest corner of Lot 42 First Addition to Faircrest recorded as Document No. 981872 in Volume 22, Page 38 lying on the north right-of-way of Driftwood Avenue;
Thence easterly along the north right-of-way of said Driftwood Avenue approximately 580.00 feet;
Thence easterly and northerly approximately 24 feet along the north right-of-way of said Driftwood Avenue and the west right-of-way of Rosa Road being a 15.11-foot radius curve to the left to a point on the west right-of-way of said Rosa Road;
Thence northerly along the west right-of-way of said Rosa Road approximately 294.13 feet;
Thence northerly approximately 73 feet to a point on the north right-of-way of South Hill Drive;
Thence northeasterly approximately 104 feet to a point on the north right-of-way of South Hill Drive and the south line of Lot 57 of Keith Anderson Third Addition To The University Highlands recorded as Document No. 1189045 in Volume 33, Page 17;
Thence northeasterly along the north right-of-way of said South Hill Drive approximately 325 feet;
Thence easterly along the north right-of-way of said South Hill Drive approximately 260.00 feet to the east line of said Keith Anderson Third Addition To The University Highlands;
Thence continuing easterly along the north right-of-way of South Hill Drive as shown on Keith Anderson First Addition To The University Highlands recorded as Document No. 1128059 in Volume 29, Page 27 approximately 527 feet;
Thence southeasterly along the north right-of-way of said South Hill Drive being a 298.28-foot radius curve to the right approximately 82.70 feet;
Thence southeasterly along the north right-of-way of said South Hill Drive approximately 29.60 feet;
Thence easterly along the north right-of-way of said South Hill Drive being a 266.88 feet curve to the left approximately 74.28 feet to the southwest corner of Lot 9, Block 38 of University Hill Farms Parkway Addition Recorded as Document No. 968407 in Volume 21, Page 56;
Thence southeasterly along the north right-of-way of South Hill Drive and the south line of said Lot 9 being a 544.69-foot radius curve to the right approximately 106.23 feet;
Thence southeasterly and northeasterly approximately 22 feet along the north right-of-way of said South Hill Drive and the west right-of-way of S. Kenosha Dr. (platted as W. Kenosha Dr. being a 15-foot radius curve to the left;
Thence northeasterly along the northwest right-of-way of said S. Kenosha Dr. (platted as W. Kenosha Dr.) approximately 477.58 feet;

Thence northerly along the northwest right-of-way of said S. Kenosha Dr. (platted as W. Kenosha Dr. being a 980-foot radius curve to the left approximately 269.96 feet;
Thence northerly along the west right-of-way of said S. Kenosha Dr. (platted as W. Kenosha Dr) approximately 508.21 feet to the south right of way of Regent Street;
Thence northerly approximately 94 feet to the southeast corner of Lot 8, Block 2, Washington Building Company's Replat Of Lots 8 9 10 & 11 Block 1. Merrill Crest recorded as Document No. 478164, Volume 6, Page 26 lying on the north right-of-way of Regent Street;
Thence easterly along the north right-of-way of said Regent St. approximately 197 feet to the southeast corner of a PARK as shown on said Washington Building Company's Replat Of Lots 8 9 10 & 11 Block 1. Merrill Crest;
Thence northerly along the east line of said PARK approximately 132 feet to the intersection of the east line of said PARK and the westerly extension of Lot 12, Block 1, Washington Building Company's Replat Of Lots 8 9 10 & 11 Block 1. Merrill Crest;
Thence easterly along the north line of Lot 12 and its said westerly extension and Lot 9 Block 1 Washington Building Company's Replat Of Lots 8 9 10 & 11 Block 1. Merrill Crest approximately 397 feet to the northeast corner of said Lot 9;
Thence southeasterly approximately 68 feet to a northwest corner of Lot 2 CSM No. 6768 recorded as Document No. 2364964, Volume 33, Page 328 lying on the east right of way of Merrill Crest Dr;
Thence northeasterly along a north line of said Lot 2 approximately 135.29 feet to an angle point in the northerly line of said Lot 2;
Thence northerly along the west line of said Lot 2 approximately 145.83 feet to the north line of said Lot 2;
Thence easterly along the north line of said Lot 2 approximately 256.78 feet to the northeast corner of said Lot 2 and the westerly right of way Whitney Way;
Thence northeasterly approximately 140 feet to a point on the north right-of-way of Door Drive as shown on University Hill Farms-North Hill Addition recorded as Document No. 979616, Volume 22, Page 27;
Thence easterly along the north right-of-way of said Door Drive approximately 230.0 feet;
Thence northeasterly approximately 141 feet to a point on the northwest right-of-way of said Door Drive;
Thence northeasterly along the northwest right-of-way of said Door Drive approximately 453.15 feet;
Thence northeasterly and northerly along the northwest right-of-way of said Door Drive being a 180-foot radius curve to the left approximately 237 feet;
Thence northerly along the west right-of-way of said Door Drive approximately 69.15 feet;
Thence northerly and northwesterly along the west right-of-way of said Door Dr. and the southwest right-of-way of Buffalo Trail as shown on said University Hill Farms-North Hill Addition being a 15-foot radius curve to the left approximately 16 feet to a point on the southwest right-of-way of said Buffalo Trail;
Thence northwesterly approximately 80 feet to the west corner of Lot 12 University Hill Farms-Seed Farm Addition recorded as Document No. 1793720, Volume 54, Page 14 lying on the northeast right-of-way of Buffalo Trail as shown on said University Hill Farms-Seed Farm Addition;
Thence southeasterly along the north right-of-way of said Buffalo Trail approximately 181.14 feet to the southwest corner of Lot 14 University Hill Farms-Seed Farm Addition;
Thence southeasterly and easterly along the north right-of-way of said Buffalo Trail being a 340-foot radius curve to the left approximately 166.06 feet;
Thence easterly along the north right-of-way of said Buffalo Trail approximately 21.33 feet;
Thence easterly and northerly along the north right-of-way of said Buffalo Trail and the west right-of-way of Eau Claire Avenue as shown on said University Hill Farms-Seed Farm Addition being a 15-foot radius curve to the left approximately 23.56 feet;
Thence northerly along the west right-of-way of said Eau Claire Avenue approximately 267.72 feet;
Thence northerly along the west right-of-way of said Eau Claire Avenue being a 1920-foot radius curve to the left approximately 182 feet to the intersection of the west right-of-way of said Eau Claire Avenue and the westerly extension of the north line of Lot 1, Block 29 of University Hill Farms-Park Addition recorded as Document No. 952723, Volume 21, Page 3;
Thence northeasterly along the north line of said Lot 1 and the westerly extension thereof approximately 290 feet to an angle point in the north line of said Lot 1;

Thence southeasterly along the north line of Lots 1 and 2, block 29 of University Hill Farms-Park Addition approximately 1111.65 feet to an angle point in the north line of said Lot 2;
Thence northeasterly along the north line of said Lot 2 approximately 700.00 feet to the northeast corner of said Lot 2 lying on the southwest right-of-way of Segoe Road;
Thence northeasterly on the extension of the north line of said Lot 2 approximately 120 feet to a point on the northeast right-of-way of said Segoe Road;
Thence southeasterly along the northeast right-of-way of said Segoe Road approximately 213 feet;
Thence southwesterly along the extension of the south line of said Lot 2 approximately 120 feet to the southeast corner of said Lot 2 and the southwest right of way of Segoe Road;

Thence southwesterly along the south line of said Lot 2 approximately 929.4 feet to an angle point in the south line said Lot 2;
Thence southerly along an east line of said Lot 2 and the southerly extension thereof approximately 185 feet to the northeast corner of Lot 18, Block 21 of University Hill Farms-Regent Addition recorded as Document No. 942051, Volume 20, Page 22 lying on the south right-of-way of Regent Street;
Thence southeasterly along the south right-of-way of said Regent St. being a 1200 feet-radius curve to the left approximately 517.2 feet;
Thence southeasterly along the south right-of-way of said Regent St. approximately 615.5 feet to the northwest corner of Lot 20, Block 17 of University Hill Farms-Regent Addition;
Thence continuing southwesterly along the south right-of-way of Regent Street as shown on University Hill Farms – West Hill Addition recorded in Volume 20, Page 16 approximately 236.65 feet to an angle point in the north line of Lot 24, Block 18 of University Hill Farms – West Hill Addition;
Thence southwesterly along the south right-of-way of said Regent St. approximately 85.00 feet to the northwest corner of said Lot 24;
Thence southwesterly along the south right-of-way of Regent Street as shown on University Hill Farms Parkway Addition recorded as Document No. 968407 V21 P50-51 approximately 584.62 feet to an angle point in the north line of Lot 31, Block 18 of University Hill Farms Parkway Addition;
Thence southwesterly and westerly along the south right-of-way of said Regent St. being a 1480-foot radius curve to the right approximately 467.5 feet to an angle point in the north line of Lot 36, Block 18 of University Hill Farms Parkway Addition;
Thence westerly along the south right-of-way of said Regent St. approximately 653.00 feet to an angle point in the north line of Lot 5, Block 40 of University Hill Farms Parkway Addition;
Thence westerly along the south right-of-way of said Regent St. approximately 284.30 feet to the northeast corner of Lot 1, Block 40 of University Hill Farms Parkway Addition;
Thence southerly along the east line of said Lot 1 approximately 109.00 feet to the southeast corner of said Lot 1;
Thence westerly along the south line of said Lot 1 approximately 132.6 feet to the southwest corner of said Lot 1 lying on the east right-of-way of S. Kenosha Dr. (platted as E. Kenosha Drive);
Thence southerly along the east right-of-way of said S. Kenosha Dr. (platted as E. Kenosha Drive) approximately 525 feet to an angle point in the west line of Lot 29, Block 39 of University Hill Farms Parkway Addition;
Thence southwesterly approximately 369 feet along the east right-of-way of said S. Kenosha Dr. (platted as E. Kenosha Drive) being a 1000-foot radius curve to the right to an angle point in the west line of Lot 23, Block 39 of University Hill Farms Parkway Addition;
Thence southwesterly along the east right-of-way of S. Kenosha Dr. (platted as E. Kenosha Drive) approximately 336.06 feet to a southwest corner of Lot 20, Block 39 of University Hill Farms Parkway;
Thence southeasterly along the east right-of-way of E. Kenosha Drive and the northeast right-of-way of South Hill Drive as shown on said University Hill Farms Parkway Addition being a 15-foot radius curve to the left approximately 21 feet to a south corner of said Lot 20;
Thence southeasterly along the northeast right-of-way of said South Hill Dr. approximately 300 feet to a south corner of Lot 12, Block 19 of University Hill Farms Parkway Addition;
Thence southwesterly perpendicular to the northeast right-of-way of said South Hill Dr. approximately 60 feet to a north corner of Outlot 1 University Hill Farms Gugel Addition recorded as Document No. 1425222 in Volume 42, Page 26 lying on the south right-of-way of South Hill Drive;
Thence southwesterly along the southwest right-of-way of said South Hill Drive and the southeast right-of-way of Whitney Way being a 15-foot radius curve to the left approximately 23.5 feet to a north corner of said Outlot 1;
Thence southwesterly along the southeast right-of-way of said Whitney Way approximately 142.67 feet to an angle point in the northwest line of said Outlot 1;
Thence southerly along the southeast right-of-way of said Whitney Way being a 790-foot radius curve to the left approximately 532.35 feet to an angle point in the west line of said Outlot 1;
Thence southerly along the east right-of-way of said Whitney Way approximately 329.11 feet to a southwest corner of said Outlot 1;
Thence southerly along an extension of the east right-of-way of said Whitney Way approximately 167 feet to a northwest corner of Lot 8 of University Research Park University Of Wisconsin-Madison First Addition recorded in Volume 56-54A Plats, Page 153;
Thence southerly along the east right-of-way of Whitney Way approximately 312.52 feet to a point of curvature of the west line of said Lot 8;
Thence southerly approximately 430.12 feet along the east right-of-way of said Whitney Way being a 1560-foot radius curve to the right to the southwest corner of Lot 11 University Research Park University Of Wisconsin-Madison First Addition;
Thence easterly along the south line of Lots 11 AND 10 University Research Park University Of Wisconsin-Madison First Addition approximately 611.18 feet to an angle point in south line of said Lot 10;

Thence northeasterly along the south line of said Lot 10 approximately 170.00 feet to the southeast corner of said Lot 10;
Thence easterly approximately 83 feet to the northwest corner of Lot 4 University Research Park University Of Wisconsin Madison recorded in Volume 55 Plats, Page 8;
Thence easterly along the north line of said Lot 4 approximately 642.90 feet to the northeast corner of said Lot 4;
Thence southerly along the east line of Lots 3-5 University Research Park University of Wisconsin Madison approximately 564.00 feet to the southeast corner of said Lot 4;
Thence continuing southerly along the east line of Lot 1 of CSM No. 14651 recorded as Document No. 5370453 in Volume 101, Page 295 approximately 945.53 feet to the southeast corner of said Lot 1;
Thence westerly along the south line of said Lot 1 approximately 428.38 feet to an angle point in the south line of said Lot 1;
Thence northwesterly along the south line of said Lot 1 approximately 255.46 feet to the southwest corner of said Lot 1 lying on the east right of way of Science Drive;
Thence northeasterly approximately 298.92 feet along the west line of said Lot 1 being a 458.20-foot radius curve to the left to an angle point in the west line of said Lot 1;
Thence easterly along the west line of said Lot 1 approximately 6.03 feet to an angle point in the west line of said Lot 1;
Thence northerly approximately 106.84 feet along the west line of said Lot 1 being a 890.00-foot radius curve to the left to a west corner of said Lot 1;
Thence westerly approximately 82 feet to the southeast corner of a parcel described in Warranty Deeds recorded as Document No. 3236339;
Thence westerly along the south line of said parcel approximately 361.63 feet to the southwest corner of said parcel;
Thence northeasterly along the west line of said parcel approximately 108.75 feet to an angle point in the west line of said parcel;
Thence northwesterly along the west line of said parcel approximately 118.00 feet to an angle point in the west line of said parcel;
Thence northeasterly along the west line of said parcel approximately 145.00 feet to the northwest corner of said parcel;
Thence southwesterly along the south line of Lot 1 CSM No. 13757 recorded as Document No. 5083996 in Volume 91, Page 17 approximately 256 feet to an angle point in the south line of said Lot 1;
Thence northwesterly along the south line of said Lot 1 approximately 103.45 feet to an angle point in the south line of said Lot 1;
Thence northwesterly along the south line of said Lot 1 approximately 107.44 feet to an angle point in the south line of said Lot 1;
Thence northwesterly along the south line of said Lot 1 approximately 309.94 feet to the southwest corner of said Lot 1 lying on the east right-of-way of South Whitney Way;
Thence southerly along the east right-of-way of South Whitney Way as shown on University Research Park University of Wisconsin-Madison First Addition recorded in Volume 56-54A Plats, Page 153 being a 1560.00-foot radius curve to the right approximately 290.98 feet to an angle point in the west line of said Lot 20 University Research Park University of Wisconsin-Madison First Addition;
Thence southwesterly along the east right-of-way of said Whitney Way approximately 4.80 feet to an angle point in the west line of said Lot 20;
Thence southwesterly along the east right-of-way of said Whitney Way being a 1195.63-foot radius curve to the left approximately 579.68 feet to an angle point in the west line of Lot 21 University Research Park University of Wisconsin-Madison First Addition;
Thence southerly along the east right-of-way of said Whitney Way approximately 574.68 feet to a southwest corner of Lot 22 University Research Park University Of Wisconsin-Madison First Addition;
Thence southeasterly along the east right-of-way of said Whitney Way and the north right-of-way of Tokay Boulevard as shown on said University Research Park University Of Wisconsin-Madison First Addition being a 25-foot radius curve to the left approximately 41.02 feet to a southwest corner of said Lot 22;
Thence easterly along the north right-of-way of said Tokay Blvd. approximately 590 feet to the intersection of the north right-of-way of said Tokay Blvd. and the northerly extension of the east line of Lot 4 Westgate Redevelopment Plat recorded as Document No. 5699823 in Volume 61-042A of PLATS, Page 236;
Thence southerly along the east line of Lots 4-6 Westgate Redevelopment Plat and the northerly extension thereof approximately 815 feet to the southeast corner of said Lot 6;
Thence westerly along the south line of said Lot 6 approximately 226.00 feet to the southwest corner of said Lot 6;
Thence northerly along the west line of said Lot 6 approximately 70.00 feet to the southeast corner of Lot 2 of Westgate Redevelopment Plat;
Thence westerly along the south line of said Lot 2 approximately 282.38 feet to an angle point in the south line of said Lot 2;
Thence westerly along the south line of said Lot 2 approximately 73.82 feet to an angle point in the south line of said Lot 2;

Thence northwesterly along the south line of said Lot 2 approximately 28.50 feet to an angle point in the south line of said Lot 2;
Thence southwesterly approximately 121 feet to the southeast corner of Lot 3 Tokay Place recorded as Document No. 2413099 in Volume 56-143B Plats, Page 424 lying on the west right-of-way of South Whitney Way;
Thence northerly along the west right-of-way of said South Whitney Way approximately 429.08 feet to the southeast corner of Lot 6 of Tokay Place;
Thence westerly along the south line of said Lot 6 approximately 305.00 feet to the southwest corner of said Lot 6;
Thence northerly along the west line of said Lot 6 approximately 215.00 feet to the northwest corner of said Lot 6 lying on the south right-of-way of Tokay Boulevard as shown on said Tokay Place;
Thence westerly along the south right-of-way of Tokay Boulevard approximately 1377 feet to a northwest corner of Lot 1 CSM No. 11184 recorded as Document No. 3971262 in Volume 67, Page 219;
Thence northwesterly approximately 94 feet to the southwest corner of the parcel described in Warranty Deed recorded as Document No. 3343552;
Thence northerly along the west line of said parcel approximately 403.83 feet to an angle point in the west line of said parcel;
Thence northwesterly along the west line of said parcel approximately 68.48 feet to an angle point in the west line of said parcel and the west line of Lot 49 University Research Park University of Wisconsin-Madison Second Addition recorded in Volume 57-039B Plats, Page 148;
Thence northerly along the west line of said Lot 49 approximately 300.00 feet to the northwest corner of said Lot 49 lying on the south right-of-way of Research Park Boulevard as shown on said University Research Park University of Wisconsin-Madison Second Addition;
Thence southwesterly approximately 374.91 feet along the south right-of-way of said Research Park Boulevard being a 440.04-foot radius curve to the left to an angle point in the north line of Lot 48 University Research Park University of Wisconsin-Madison Second Addition;
Thence southwesterly along the south right-of-way of said Research Park Blvd. approximately 121.99 feet;
Thence southwesterly approximately 339.32 feet along the south right-of-way of said Research Park Boulevard being a 3000.00-foot radius curve to the left;
Thence southwesterly along the south right-of-way of said Research Park Blvd. approximately 252.08 feet to a point of curvature on the north line of Lot 1 CSM No. 5551 recorded as Document No. 2084410 in Volume 25, Page 205;
Thence southwesterly approximately 515 feet along the south right-of-way of Research Park Boulevard as shown on said CSM No. 5551 being a 740-foot radius curve to the left to a west corner of said Lot 1;
Thence southwesterly along the southeast right-of-way of said Research Park Blvd. approximately 157.77 feet to a point of curvature of said Lot 1;
Thence southeasterly along the east right-of-way of said Research Park Boulevard and the northerly right-of-way of Odana Road as shown on said CSM No. 5551 being a 25-foot radius curve to the left approximately 39.01 feet to an angle point in the south line of said Lot 1;
Thence southeasterly approximately 22.78 feet along the northerly right-of-way of Odana Road as shown on said CSM No. 5551 being a 761.20-foot radius curve to the left to an angle point in the south line of said Lot 1;
Thence southerly approximately 94 feet to the northeast corner of Lot 3 CSM No. 2777 recorded as Document No. 1566060 in Volume 11, Page 83 lying on the south right-of-way of Odana Road as shown on said CSM No. 2777 recorded as Document No. 1566060 in Volume 11, Page 83;
Thence northeasterly along the south right-of-way of Odana Road being a 683.20-foot curve to the left approximately 353.48 feet to an angle point on the north line of Lot 1 of CSM No. 2777;
Thence westerly along the south right-of-way of said Odana Rd. approximately 324.33 feet to the northwest corner of said Lot 1;
Thence southerly along the west line of said Lot 1 and the southerly extension thereof approximately 512 feet to the northerly right-of-way of Forward Drive;
Thence easterly and southerly along the easterly right-of-way of Forward Drive being a 60-foot radius curve to the right approximately 147 feet;
Thence westerly and southerly along the easterly right-of-way of Forward Drive being a 15-foot radius curve to the left approximately 13 feet;
Thence southerly along the east right-of-way of Forward Drive approximately 2025 feet to the south right-of-way of Schroeder Road as shown on said 2ND Add. To Green Tree Hills;
Thence westerly along the south right-of-way of said Schroeder Road approximately 880 feet to the southerly extension of the west right-of-way of Rayovac Drive as shown in said CSM No. 14642;
Thence northerly along the west right-of-way of said Rayovac Drive and southerly extension thereof approximately 358.5 feet to a point of curvature in the east line of said CSM No. 14642;
Thence northeasterly approximately 278.69 feet along the west right-of-way of said Rayovac Drive being a 701.78-foot radius curve to the right to an angle point in the east line of said CSM No. 14642;

Thence northeasterly along the west right-of-way of said Rayovac Drive approximately 56.97 feet to the northeast corner of Lot 2 of said CSM No. 14642;
Thence northeasterly along the west right-of-way of Rayovac Drive as shown on CSM No. 10804 recorded as Document No. 3754517 in Volume 64, Page 211 approximately 42.44 feet to a point of curvature in the east line of said CSM No. 10804;
Thence northerly and westerly along the west and south right-of-way of said Rayovac Drive being a 461.83-foot radius curve to the left approximately 912.75 feet to a north corner of said CSM No. 10804;
Thence westerly along the south right-of-way of said Rayovac Drive approximately 113.42 feet to the northwest corner of said CSM No. 10804;
Thence northerly along the west line of the SE 1/4 of Section 25 Town 7 North Range 8 East Dane County, Wisconsin also being along the east line of CSM No. 11515 and CSM No. 1613 approximately 1310 feet to the intersection of the said west line of the SE 1/4 and the south line of Lot 21 of the plat of the Second Addition to Park Towne recorded as Document No. 1288623 in Volume 37, Page 15;
Thence easterly along the south line of said Lot 21 approximately 36 feet to the southeast corner of said Lot 21;
Thence northerly along the east line of said Lot 21 of the Second Addition to Park Towne approximately 490.70 feet to the northeast corner of said Lot 21 lying on the south right-of-way of Odana Road;
Thence westerly along the south right-of-way of Odana Road being on the north line of said Lot 21 of the Second Addition to Park Towne approximately 122 feet to a point of curvature along the north line of said Lot 21;
Thence northwesterly along the south right-of-way of Odana Road being a 380-foot radius curve to the right approximately 287.4 feet to a point on the northeasterly line of Lot 1 CSM No. 2919 recorded as Document No. 1585041;
Thence northwesterly along the south right-of-way of Odana Road approximately 616 feet to a point of curvature on the northeasterly line of Lot 84 of the Ninth Addition to Park Towne recorded as Document No. 1599638 in Volume 50, Page 24;
Thence westerly along the south right-of-way of Odana Road being a 300-foot radius curve to the left approximately 227 feet to a point of tangency on the north line of Lot 89 of the said plat of Ninth Addition to Park Towne;
Thence northwesterly approximately 95 feet to the southwest corner of Lot 82 of the plat of Eighth Addition to Park Towne recorded as Document No. 1592831 in Volume 50, Page 7;
Thence northerly along the west line of said Lot 82 approximately 262.53 feet to the northwest corner of said Lot 82 lying on the south line of Lot 23 of the plat of Fourth Addition to Park Towne recorded as Document No. 1324360 in Volume 38, Page 31;
Thence westerly along the south line of said Lot 23 approximately 268.93 feet to the southwest corner of said Lot 23;
Thence northerly along the west line of Lots 23-27 of the said plat of the Fourth Addition to Park Towne approximately 646.54 feet to the southwest corner of CSM No. 13141 recorded as Document No. 4779111 in Volume 84, Page 191;
Thence northerly along the west line of said CSM No. 13141 approximately 493.26 feet to the northwest corner of Lot 1 of said CSM No. 13141 lying on the south right-of-way of Mineral Point Road;
Thence westerly along the south right-of-way of Mineral Point Road approximately 3160 feet to an angle point in the north line of Lot 1 of CSM No. 13705 recorded as Document No. 5066938;
Thence northerly along the said south right-of-way of Mineral Point Road also being along the said north line of Lot 1 of CSM No. 13705 approximately 12.93 feet to an angle point in the said north line of Lot 1;
Thence westerly along the south right-of-way of Mineral Point Road approximately 2059 feet to a northwest corner of Lot 5 Highpoint Commercial recorded as Document No. 1698014 in Volume 53, Page 22;
Thence westerly along the south right-of-way of Mineral Point Road extended approximately 179 feet to the most easterly corner on the north line of Lot 2 of CSM No. 7773 recorded as Document No. 2664823;
Thence northeasterly approximately 135 feet to a point on the southerly line of Lot 2 of CSM No. 7773 being on the north right-of-way of Mineral Point Road also being the **Point of Beginning.**

EXCEPTING THEREFROM

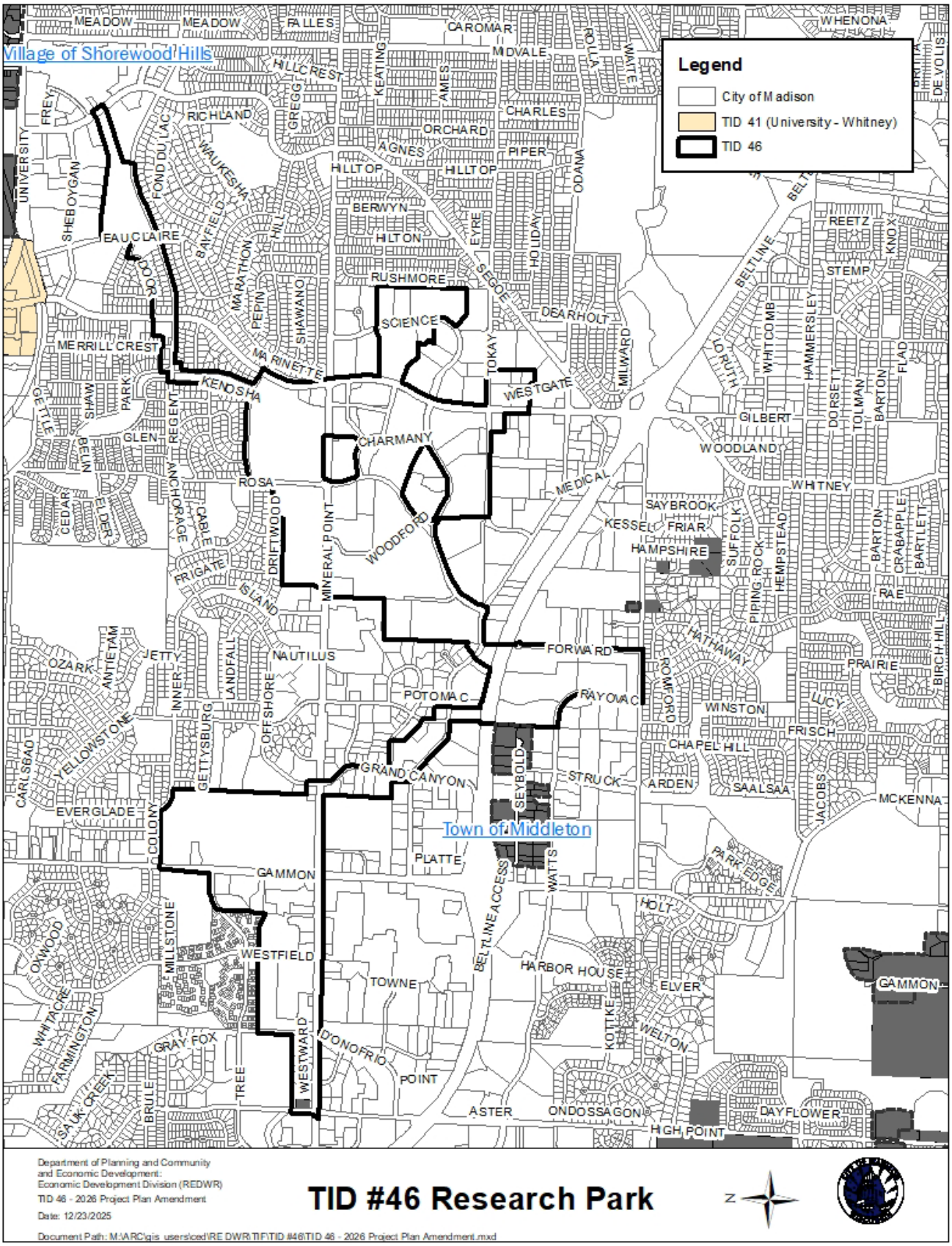
Lots 45, 46, and 47 of the plat of University Research Park University of Wisconsin-Madison Second Addition recorded as Document No. 2718052 V57-039B of Plats on Pages 146-150.

ALSO EXCEPTING THEREFROM

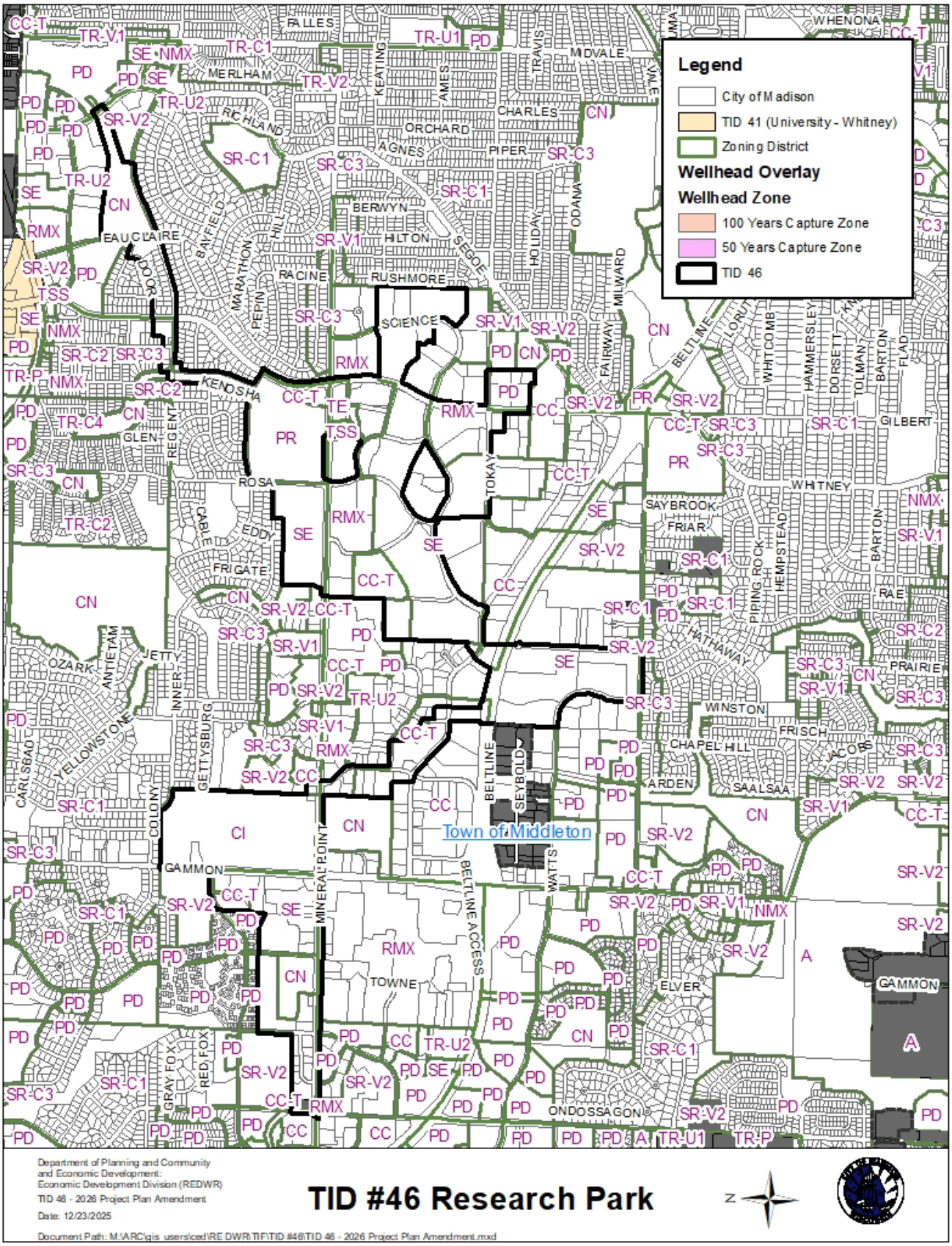
Lot 37 and a part of Lot 38 of the plat of University Research Park University of Wisconsin-Madison Second Addition recorded as Document No. 2718052 V57-039B of Plats on Pages 146-150 and adjacent right-of-way of Mineral Point Road described more particularly as follows:
Beginning at the southernmost point of the west line of Lot 37 of the said plat of University Research Park University Of Wisconsin-Madison Second Addition lying on the east right-of-way of Rosa Road;
Thence northwesterly along the east right-of-way of Rosa Road being a 635-foot radius curve to the left approximately 34.64 feet to a point of tangency on the said west line of Lot 37;
Thence northwesterly along the east right-of-way of Rosa Road approximately 141.78 feet to a point of curvature on the said west line of Lot 37;
Thence northerly along the east right-of-way of Rosa Road being a 448.04-foot radius curve to the right approximately 172.22 feet to a point of tangency on the said west line of Lot 37;

Thence northerly along the east right-of-way of Rosa Road approximately 74.41 feet to a point of curvature along the said west line of Lot 37;
Thence northeasterly along the east right-of-way of Rosa Road being a 25-foot radius curve to the right approximately 39.27 feet to a point of tangency on the north line of said Lot 37 also being on the south right-of-way of Mineral Point Road;
Thence northerly approximately 126 feet to a point of intersection of the north right-of-way of Mineral Point Road and the east right-of-way of Rosa Road;
Thence easterly along the north right-of-way of Mineral Point Road approximately 710 feet to the point of intersection of the northerly right-of-way line of Mineral Point Road and the northerly extension of the east line of said Lot 37;
Thence southerly along the east line of said Lot 37 and the southerly extension thereof approximately 357.56 feet to an angle point in the east line;
Thence southwesterly along the southeast line of property approximately 135.45 feet to a point on the northerly right-of-way of Charmany Drive;
Thence westerly along the northerly right-of-way of Charmany Drive being a 410-foot radius curve to the left approximately 385.69 feet to a point of tangency on the south line of said Lot 37;
Thence southwesterly along the said northerly right-of-way of Charmany Drive approximately 191.78 feet to a point of curvature on the said south line of said Lot 37;
Thence northwesterly along the north right-of-way of Charmany Drive being a 25-foot radius curve to the right approximately 36.99 feet to the **Point of Beginning**.

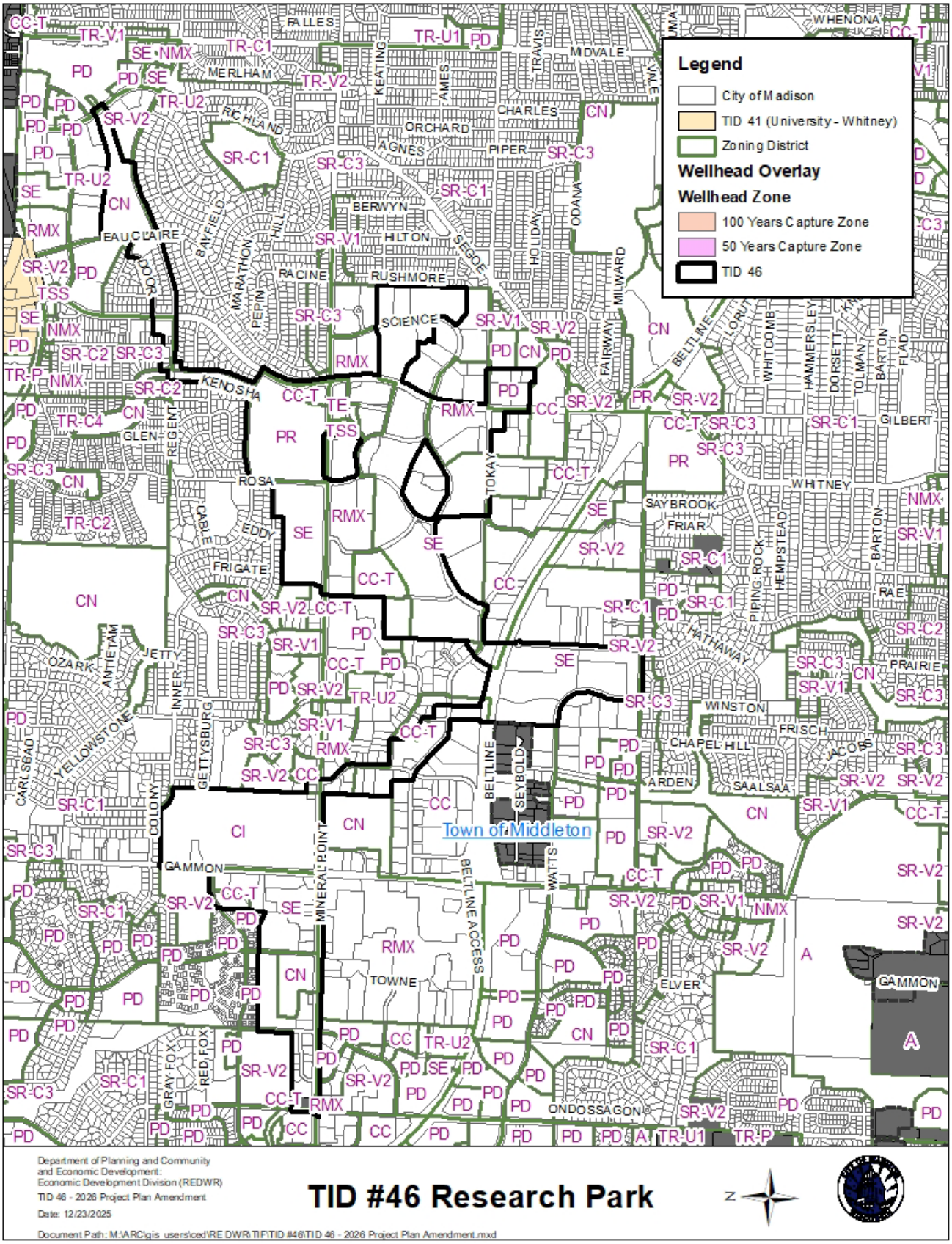
District Boundary – 2026



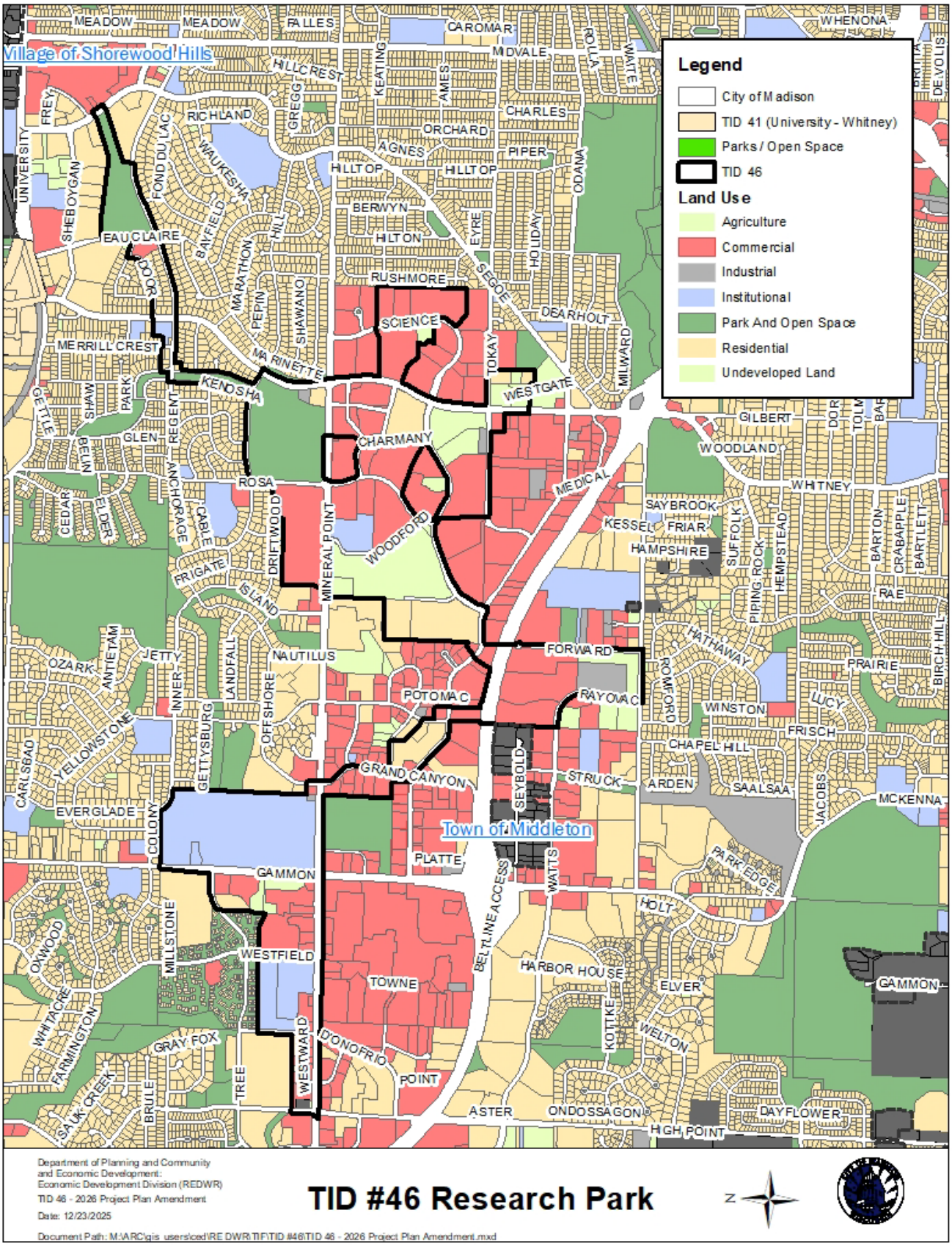
Existing Zoning – 2026



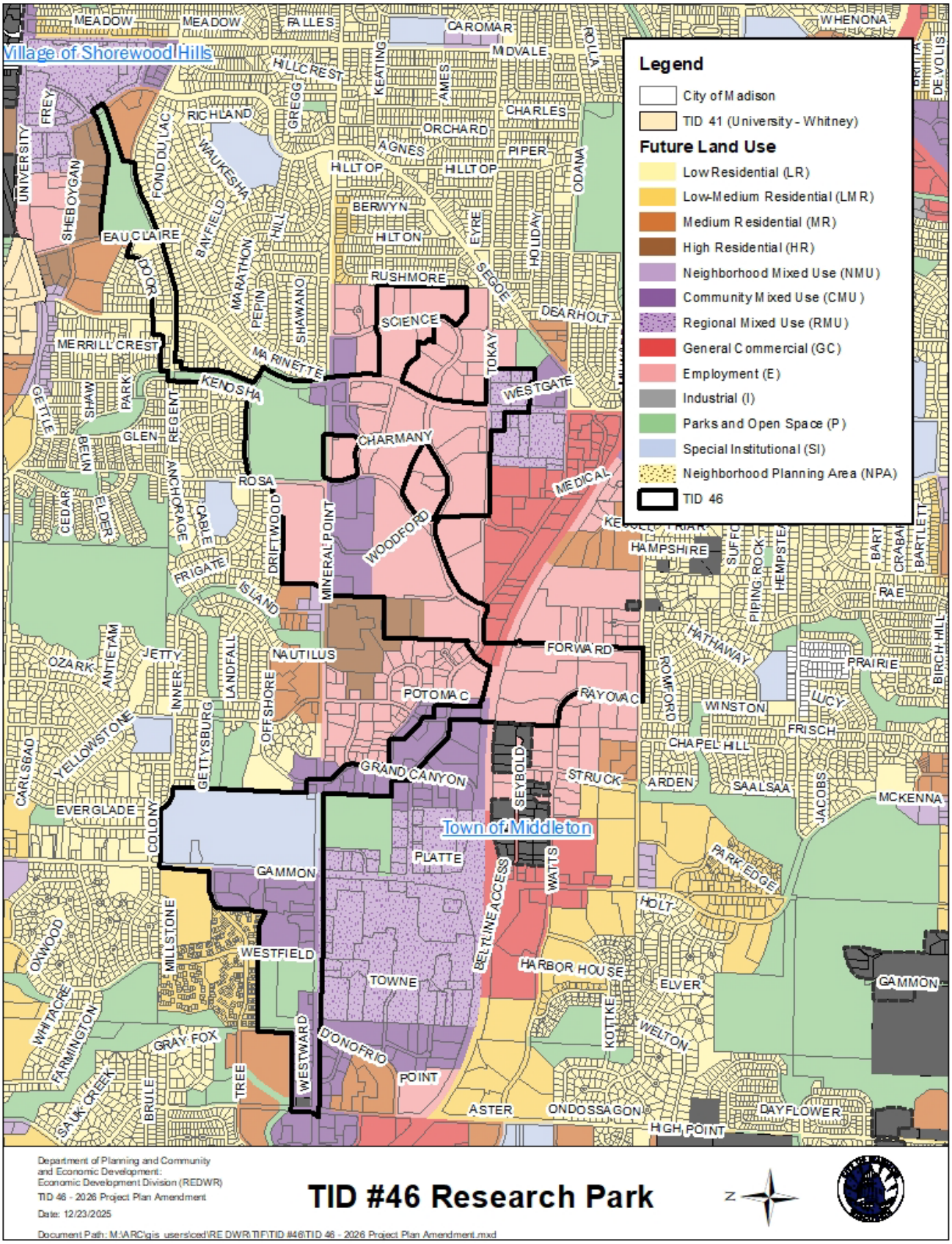
Proposed Zoning – 2026



Existing Land Use – 2026



Proposed Land Use – 2026



Office of the City Attorney

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May 28, 2026

TO: Daniel Rolfs, Real Estate Development Manager
FROM: Matthew Robles, Assistant City Attorney
SUBJECT: Project Plan Amendment for TIF District No. 46 - City of Madison (Research Park)

Dear Mr. Rolfs:

In my capacity as Assistant City Attorney for the City of Madison, Wisconsin, I have examined the proposed 2026 Amendment to the Project Plan for Tax Incremental Finance District No. 46, City of Madison, Wisconsin (Research Park. Based on this examination, I am of the opinion that the amended Project Plan is complete and complies with the provisions of Secs. 66.1105(4)(f) and (h), 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 to the Plan.

Sincerely,

Matthew D. Robles
Assistant City Attorney

LEGAL DESCRIPTION

A parcel of land located in the Southeast ¼ and the Southwest ¼ of the Northeast ¼; and the Northeast ¼, the Northwest ¼, the Southeast ¼, and the Southwest ¼ of the Southeast ¼; and the Southeast ¼ and the Southwest ¼ of the Southwest ¼ of Section 19; and the Northeast ¼, the Southeast ¼, and the Southwest ¼ of the Northwest ¼ of Section 20; and the Northwest ¼, the Northeast ¼, the Southeast ¼ and the Southwest ¼ of the Northeast ¼; and the Northwest ¼ of the Southeast ¼; and the Northeast ¼ and the Northwest ¼ of the Southwest ¼; and the Northwest ¼, the Northeast ¼, the Southeast ¼, and the Southwest ¼ of the Northwest ¼ of Section 30 all in Township 7 North, Range 8 East in the City of Madison, Dane County, Wisconsin and the Northeast ¼, the Southeast ¼, and the Southwest ¼ of the Southeast ¼; and the Southeast ¼ of the Southwest ¼ of Section 23; and the Northwest ¼, the Southeast ¼, and the Southwest ¼ of the Southwest ¼ of Section 24; and the Northeast ¼, the Southeast ¼ and the Southwest ¼ of the Northeast ¼; and the Northeast ¼, the Northwest ¼, the Southeast ¼, and the Southwest ¼ of the Southeast ¼; and the Northwest ¼, the Northeast ¼, and Southeast ¼ of the Northwest ¼ of Section 25; and the Northwest ¼ and the Northeast ¼ of the Northeast ¼; and the Northeast ¼ of the Northwest ¼ of Section 26 all in Township 7 North, Range 9 East in the City of Madison, Dane County, Wisconsin, more particularly described as follows:

Beginning at the intersection of west right of way of South High Point Road and the north right of way of Mineral Point Road, being the southernmost point of the east line of Lot 1 CSM No. 7406 recorded as Document No. 2587424, in Volume 38, Page 95;

Thence northerly along the west line of South High Point Road and the east line of said Lot 1 approximately 357 feet to westerly extension of the north line of Lot 1 of Westward Woods Replat, recorded as Document No. 1928272, in Volume 56-A1, Page 1;

Thence easterly along the north line of said Westward Woods Replat and westerly extension thereof and the north line of Westward Village, recorded as Document No. 1325321, in Volume 38, Page 38, approximately 1293 feet to the northeast corner of said Westward Village and Randolph Drive;

Thence northerly along the west right-of-way of Randolph Drive approximately 585 feet to the westerly extension of the north line of Lot 2 of Mineral Point Road Commercial Plat recorded as Document No. 1792278, in Volume 54 Plats, Page 13;

Thence easterly along the north line of said Lot 2 and the westerly extension thereof approximately 1293 feet to the northeast corner of said Lot 2;

Thence easterly approximately 80 feet to the northwest corner of Lot 3 of CSM No. 4263 recorded as Document No. 1814862, in Volume 18, Page 116;

Thence easterly along the north line of said Lot 3 approximately 405.98 feet to an angle point in the north line of said Lot 3;

Thence southeasterly along the north line of said Lot 3 approximately 239.69 feet to the northeast corner of said Lot 3;

Thence northerly along the west line of Lot 3 CSM No. 14705 recorded as Document No. 5386955 in Volume 102, Page 181 approximately 42.57 feet to the northwest corner of said Lot 3;

Thence northerly along the west line of Lot 4 of CSM No. 15378 recorded as Document No. 5575222 in Volume 110, Page 130, approximately 149.88 feet to a northwest corner of said Lot 4;

Thence northerly along the west line of Lot 1 CSM No. 15378 recorded as Document No. 5575222 V110 P130 approximately 14.22 feet to an angle point in the west line of said Lot 1;

Thence northerly along the west line of said Lot 1 approximately 45.12 feet to an angle point in the west line of said Lot 1;

Thence northerly along the west line of said Lot 1 approximately 473.57 feet to the northwest corner of said Lot 1 and the southerly right of way of Tree Lane;

Thence northerly along the extension of the west line of said Lot 1 approximately 87 feet to the north right of way of Tree Lane and the south line of Phase-III Tamarack Trails recorded as Document No. 1489603 in Volume 45, Page 5;

Thence northeasterly along the north right of way of Tree Lane, the south line of Phase-III Tamarack Trails and the south line of CSM No. 1585, recorded in Volume 6, Page 324 approximately 675 feet to

North Gammon Road;

Thence northerly along the west right-of-way of said North Gammon Road approximately 100 feet;

Thence northerly approximately 52.5 feet along a curve to the right being the west right-of-way of said North Gammon Road;

Thence northerly approximately 45 feet along a curve to the left being the west right-of-way of said North Gammon Rd.;

Thence northerly along the west right-of-way of said North Gammon Rd. approximately 589.96 feet to the northeast corner of said Lot 1 CSM No. 1585;

Thence easterly approximately 80 feet to the southwest corner of Lot 438 of Everglade Addition to Parkwood Hills recorded as Document No. 1395494 in Volume 41, Page 26

Thence easterly along the south line of Lots 438-431 of Everglade Addition to Parkwood Hills approximately 898.70 feet to the southeast corner of said Lot 431;

Thence southeasterly along the southwest right of way of Inner Drive approximately 454 feet to the northwest corner of Lot 58 of Shenandoah Addition to Parkwood Hills recorded as Document No. 1158359 in Volume 31, Page 29;

Thence southerly along the west line of Lots 58-55 Shenandoah Addition to Parkwood Hills approximately 377.45 feet to the southwest corner of said Lot 55;

Thence southerly along the west line of Lot 14, Lot 2 and Lot 1 of Parkwood Hills recorded as document No. 1138382in Volume 30, Page 20, approximately 760.52 feet to the southwest corner of said Lot 1;

Thence southerly along the west line of Parkwood West recorded as Document No. 1249407 in Volume 35, Page 46 approximately 1075.92 feet to the southwest corner of said Lot 2;

Thence easterly along the south line of said Lot 2 and the easterly extension thereof approximately 211 feet to the east right-of-way of Grand Canyon Drive;

Thence southerly along the east right-of-way of said Grand Canyon Drive approximately 150 feet;

Thence southerly approximately 165 feet to a point on the east right-of-way of Grand Canyon Drive and the west line of Lot 19 of First Addition to Park Towne recorded as Document No. 1258522 in Volume 36, Page 15;

Thence southeasterly along the east right-of-way of Grand Canyon Drive along a 184-foot radius curve to the left approximately 109.18 feet;

Thence southeasterly along the northeasterly right-of-way of said Grand Canyon Drive approximately 204.90 feet;

Thence easterly and southerly along the east right-of-way of Grand Canyon Drive as shown on Fourth Addition to Park Towne recorded as Document No. 1324360 in Volume 38, Page 31 being a 316-foot radius curve to the right approximately 251 feet;

Thence southerly along the east right-of-way of said Grand Canyon Drive approximately 539.55 feet;

Thence southerly and easterly approximately 23.5 feet along the east right-of-way of Grand Canyon Drive and the north right-of-way of Normandy Lane as shown on said Fourth Addition to Park Towne being a 15-foot radius curve to the left;

Thence easterly along the north right-of-way of said Normandy Lane approximately 225 feet to the southwest corner of Lot 115 Tenth Addition to Park Towne recorded as Document No. 1649154 in Volume 52, Page 11;

Thence easterly along the north right of way of Normandy Lane approximately 187.00 feet to a point of curvature of the right of way of Normandy Lane;

Thence southerly approximately 66.00 feet to a point of curvature of the south right of way of Normandy Lane;

Thence easterly approximately 33.00 along the south right of way of Normandy Lane being a 150-foot radius curve to the right to the northeast corner of Lot 2 of CSM No. 12279 recorded as Document No. 4364993 in Volume 76, Page 85;

Thence southerly along the east line of said Lot 2 approximately 172.56 feet to an angle point in the east line of said Lot 2;

Thence southeasterly along the northeast line of Lot 2 AND Lot 3 of said CSM No. 12279 approximately 390.10 feet to an angle point in the northeast line of said Lot 3;

Thence easterly along the northeast line of said Lot 3 approximately 48.50 feet to the southeast corner of said Lot 3 and the west right of way of South Yellowstone Drive;

Thence southeasterly approximately 90 feet to the northwest corner of Lot 144 Tenth Addition to Park Towne recorded as Document No. 1649154 in Volume 52, Page 11, being on the east right of way of South Yellowstone Drive;

Thence southerly along the east right-of-way of said South Yellowstone Drive being a 367-foot radius curve to the left approximately 69.30 feet;

Thence southerly along the east right-of-way of said South Yellowstone Drive approximately 78.04 feet to the southwest corner of said Lot 144;

Thence easterly along the south line of said Lot 144 approximately 200.00 feet to the southeast corner of said Lot 144;

Thence southerly along the east line of Lot 77 Seventh Addition to Park Towne recorded as Document No. 1539701 in Volume 47, Page 25, approximately 200.00 feet to the southeast corner of said Lot 77;

Thence southerly approximately 80 feet to the northwest corner of Lot 1 CSM No. 1232 recorded as Document No. 1374368 in Volume 5, Page 142;

Thence southerly along the east line of said Lot 1 approximately 492.36 feet to the southeast corner of said Lot 1 being on the north right-of-way of USH 12 & 14;

Thence easterly along the north right-of-way of USH 12 & 14 approximately 86.44 feet to an angle point in the north right-of-way of USH 12 & 14;

Thence southerly along the north right-of-way of USH 12 & 14 approximately 28.28 to an angle point in the north right-of-way of USH 12 & 14;

Thence southeasterly approximately 475.54 feet along the north right-of-way of USH 12 & 14 being a 5854.58-foot radius curve to the right to the southwest corner of Lot 1 CSM No. 1578 recorded as Document No. 1414996in Volume 6, Page 317;

Thence continuing southeasterly along the north right-of-way of USH 12 & 14 being a 5854.58-foot radius curve to the right being a 5854.58-foot radius curve to the right approximately 125.00 feet to the southeast corner of said Lot 1;

Thence northeasterly along the east line of said Lot 1 approximately 91.52 feet to an angle point in the east line of said Lot 1;

Thence northeasterly along the east line of said Lot 1 approximately 212.19 feet to the northeast corner of said Lot 1 and the southwest right of way of Odana Road;

Thence northeasterly approximately 80 feet to the southeast corner of Lot 10 6300 Odana Office Park recorded as Document No. 1324361 in Volume 38, Page 32;

Thence northeasterly along the southeast line of said Lot 10 approximately 190 feet to the northeast corner of said Lot 10;

Thence southeasterly along the northeast line of Lot 11 of 6300 Odana Office Park approximately 55.77 feet to the east corner of said Lot 11;

Thence northerly along the east line of said 6300 Odana Office Park approximately 560.87 feet to southeast corner of Lot 130 of Tenth Addition to Park Towne recorded as Document No. 1649154 in Volume 52, Page 11;

Thence northerly along the east line of said Tenth Addition to Park Towne approximately 551.64 feet to northeast corner of Lot 129 of said Tenth Addition to Park Towne and the southeast corner of Lot 2 of CSM No. 1616 recorded as Document No. 1420305 in Volume 6, Page 372;

Thence northerly along the easterly line of said Lot 2 approximately 300.00 feet;

Thence easterly along the southerly line of said Lot 2 approximately 660.09 feet;

Thence northerly along the easterly line of said Lot 2 and westerly line of CSM No. 4896 recorded as Document No. 1926526 in Volume 21, Page 342 approximately 930.00 feet to the northwest corner of Lot 1 of CSM No. 4896;

Thence northerly along the extension of the westerly line of said Lot 1 of CSM No. 4896 approximately 120 feet to the north right of way of Mineral Point Road;

Thence easterly along the north right of way of Mineral Point Road approximately 115 feet to the Southwest corner of Lot 1 of CSM No. 15510 recorded as Document No. 5644925 in Volume 112, Page 31;

Thence northerly along the west line of said Lot 1 approximately 37.00 feet to an angle point in the west line of said Lot 1;

Thence northeasterly along the west line of said Lot 1 approximately 72.52 feet to an angle point in the west line of said Lot 1;

Thence northeasterly along the west line of said Lot 1 approximately 31.41 feet to an angle point in the west line of said Lot 1;

Thence northerly along the west line of said Lot 1 approximately 51.28 feet to an angle point in the west line of said Lot 1;

Thence northerly along the west line of said Lot 1 approximately 486.83 feet to the northwest corner of said Lot 1;

Thence easterly along the north line of said Lot 1 approximately 500.88 feet to an angle point in the north line of said Lot 1;

Thence easterly along the north line of said Lot 1 approximately 581.36 feet to an angle point in the north line of said Lot 1;

Thence northerly along the north line of said Lot 1 approximately 140.00 feet to the south right of way of Driftwood Avenue;

Thence northwesterly approximately 61 feet to the southwest corner of Lot 42 First Addition to Faircrest recorded as Document No. 981872 in Volume 22, Page 38 lying on the north right-of-way of Driftwood Avenue;

Thence easterly along the north right-of-way of said Driftwood Avenue approximately 580.00 feet;

Thence easterly and northerly approximately 24 feet along the north right-of-way of said Driftwood Avenue and the west right-of-way of Rosa Road being a 15.11-foot radius curve to the left to a point on the west right-of-way of said Rosa Road;

Thence northerly along the west right-of-way of said Rosa Road approximately 294.13 feet;

Thence northerly approximately 73 feet to a point on the north right-of-way of South Hill Drive;

Thence northeasterly approximately 104 feet to a point on the north right-of-way of South Hill Drive and the south line of Lot 57 of Keith Anderson Third Addition To The University Highlands recorded as Document No. 1189045 in Volume 33, Page 17;

Thence northeasterly along the north right-of-way of said South Hill Drive approximately 325 feet;

Thence easterly along the north right-of-way of said South Hill Drive approximately 260.00 feet to the east line of said Keith Anderson Third Addition To The University Highlands;

Thence continuing easterly along the north right-of-way of South Hill Drive as shown on Keith Anderson First Addition To The University Highlands recorded as Document No. 1128059 in Volume 29, Page 27 approximately 527 feet;

Thence southeasterly along the north right-of-way of said South Hill Drive being a 298.28-foot radius curve to the right approximately 82.70 feet;

Thence southeasterly along the north right-of-way of said South Hill Drive approximately 29.60 feet;

Thence easterly along the north right-of-way of said South Hill Drive being a 266.88 feet curve to the left approximately 74.28 feet to the southwest corner of Lot 9, Block 38 of University Hill Farms Parkway Addition Recorded as Document No. 968407 in Volume 21, Page 56;

Thence southeasterly along the north right-of-way of South Hill Drive and the south line of said Lot 9 being a 544.69-foot radius curve to the right approximately 106.23 feet;

Thence southeasterly and northeasterly approximately 22 feet along the north right-of-way of said South Hill Drive and the west right-of-way of S. Kenosha Dr. (platted as W. Kenosha Dr. being a 15-foot radius curve to the left;

Thence northeasterly along the northwest right-of-way of said S. Kenosha Dr. (platted as W. Kenosha Dr.) approximately 477.58 feet;

Thence northerly along the northwest right-of-way of said S. Kenosha Dr. (platted as W. Kenosha Dr. being a 980-foot radius curve to the left approximately 269.96 feet;

Thence northerly along the west right-of-way of said S. Kenosha Dr. (platted as W. Kenosha Dr) approximately 508.21 feet to the south right of way of Regent Street;

Thence northerly approximately 94 feet to the southeast corner of Lot 8, Block 2, Washington Building Company's Replat Of Lots 8 9 10 & 11 Block 1. Merrill Crest recorded as Document No. 478164, Volume 6, Page 26 lying on the north right-of-way of Regent Street;

Thence easterly along the north right-of-way of said Regent St. approximately 197 feet to the southeast corner of a PARK as shown on said Washington Building Company's Replat Of Lots 8 9 10 & 11 Block 1. Merrill Crest;

Thence northerly along the east line of said PARK approximately 132 feet to the intersection of the east line of said PARK and the westerly extension of Lot 12, Block 1, Washington Building Company's Replat Of Lots 8 9 10 & 11 Block 1. Merrill Crest;

Thence easterly along the north line of Lot 12 and its said westerly extension and Lot 9 Block 1 Washington Building Company's Replat Of Lots 8 9 10 & 11 Block 1. Merrill Crest approximately 397 feet to the northeast corner of said Lot 9;

Thence southeasterly approximately 68 feet to a northwest corner of Lot 2 CSM No. 6768 recorded as Document No. 2364964, Volume 33, Page 328 lying on the east right of way of Merrill Crest Dr;

Thence northeasterly along a north line of said Lot 2 approximately 135.29 feet to an angle point in the northerly line of said Lot 2;

Thence northerly along the west line of said Lot 2 approximately 145.83 feet to the north line of said Lot 2;

Thence easterly along the north line of said Lot 2 approximately 256.78 feet to the northeast corner of said Lot 2 and the westerly right of way Whitney Way;

Thence northeasterly approximately 140 feet to a point on the north right-of-way of Door Drive as shown on University Hill Farms-North Hill Addition recorded as Document No. 979616, Volume 22, Page 27;

Thence easterly along the north right-of-way of said Door Drive approximately 230.0 feet;

Thence northeasterly approximately 141 feet to a point on the northwest right-of-way of said Door Drive;

Thence northeasterly along the northwest right-of-way of said Door Drive approximately 453.15 feet;

Thence northeasterly and northerly along the northwest right-of-way of said Door Drive being a 180-foot radius curve to the left approximately 237 feet;

Thence northerly along the west right-of-way of said Door Drive approximately 69.15 feet;

Thence northerly and northwesterly along the west right-of-way of said Door Dr. and the southwest right-of-way of Buffalo Trail as shown on said University Hill Farms-North Hill Addition being a 15-foot radius curve to the left approximately 16 feet to a point on the southwest right-of-way of said Buffalo Trail;

Thence northwesterly approximately 80 feet to the west corner of Lot 12 University Hill Farms-Seed Farm Addition recorded as Document No. 1793720, Volume 54, Page 14 lying on the northeast right-of-way of Buffalo Trail as shown on said University Hill Farms-Seed Farm Addition;

Thence southeasterly along the north right-of-way of said Buffalo Trail approximately 181.14 feet to the southwest corner of Lot 14 University Hill Farms-Seed Farm Addition;

Thence southeasterly and easterly along the north right-of-way of said Buffalo Trail being a 340-foot radius curve to the left approximately 166.06 feet;

Thence easterly along the north right-of-way of said Buffalo Trail approximately 21.33 feet;

Thence easterly and northerly along the north right-of-way of said Buffalo Trail and the west right-of-way of Eau Claire Avenue as shown on said University Hill Farms-Seed Farm Addition being a 15-foot radius curve to the left approximately 23.56 feet;

Thence northerly along the west right-of-way of said Eau Claire Avenue approximately 267.72 feet;

Thence northerly along the west right-of-way of said Eau Claire Avenue being a 1920-foot radius curve to the left approximately 182 feet to the intersection of the west right-of-way of said Eau Claire Avenue and the westerly extension of the north line of Lot 1, Block 29 of University Hill Farms-Park Addition recorded as Document No. 952723, Volume 21, Page 3;

Thence northeasterly along the north line of said Lot 1 and the westerly extension thereof approximately 290 feet to an angle point in the north line of said Lot 1;

Thence southeasterly along the north line of Lots 1 and 2, block 29 of University Hill Farms-Park Addition approximately 1111.65 feet to an angle point in the north line of said Lot 2;

Thence northeasterly along the north line of said Lot 2 approximately 700.00 feet to the northeast corner of said Lot 2 lying on the southwest right-of-way of Segoe Road;

Thence northeasterly on the extension of the north line of said Lot 2 approximately 120 feet to a point on the northeast right-of-way of said Segoe Road;

Thence southeasterly along the northeast right-of-way of said Segoe Road approximately 213 feet;

Thence southwesterly along the extension of the south line of said Lot 2 approximately 120 feet to the southeast corner of said Lot 2 and the southwest right of way of Segoe Road;

Thence southwesterly along the south line of said Lot 2 approximately 929.4 feet to an angle point in the south line said Lot 2;

Thence southerly along an east line of said Lot 2 and the southerly extension thereof approximately 185 feet to the northeast corner of Lot 18, Block 21 of University Hill Farms-Regent Addition recorded as Document No. 942051, Volume 20, Page 22 lying on the south right-of-way of Regent Street;

Thence southeasterly along the south right-of-way of said Regent St. being a 1200 feet-radius curve to the left approximately 517.2 feet;

Thence southeasterly along the south right-of-way of said Regent St. approximately 615.5 feet to the northwest corner of Lot 20, Block 17 of University Hill Farms-Regent Addition;

Thence continuing southwesterly along the south right-of-way of Regent Street as shown on University Hill Farms – West Hill Addition recorded in Volume 20, Page 16 approximately 236.65 feet to an angle point in the north line of Lot 24, Block 18 of University Hill Farms – West Hill Addition;

Thence southwesterly along the south right-of-way of said Regent St. approximately 85.00 feet to the northwest corner of said Lot 24;

Thence southwesterly along the south right-of-way of Regent Street as shown on University Hill Farms Parkway Addition recorded as Document No. 968407 V21 P50-51 approximately 584.62 feet to an angle point in the north line of Lot 31, Block 18 of University Hill Farms Parkway Addition;

Thence southwesterly and westerly along the south right-of-way of said Regent St. being a 1480-foot radius curve to the right approximately 467.5 feet to an angle point in the north line of Lot 36, Block 18 of University Hill Farms Parkway Addition;

Thence westerly along the south right-of-way of said Regent St. approximately 653.00 feet to an angle point in the north line of Lot 5, Block 40 of University Hill Farms Parkway Addition;

Thence westerly along the south right-of-way of said Regent St. approximately 284.30 feet to the northeast corner of Lot 1, Block 40 of University Hill Farms Parkway Addition;

Thence southerly along the east line of said Lot 1 approximately 109.00 feet to the southeast corner of said Lot 1;

Thence westerly along the south line of said Lot 1 approximately 132.6 feet to the southwest corner of said Lot 1 lying on the east right-of-way of S. Kenosha Dr. (platted as E. Kenosha Drive);

Thence southerly along the east right-of-way of said S. Kenosha Dr. (platted as E. Kenosha Drive) approximately 525 feet to an angle point in the west line of Lot 29, Block 39 of University Hill Farms Parkway Addition;

Thence southwesterly approximately 369 feet along the east right-of-way of said S. Kenosha Dr. (platted as E. Kenosha Drive) being a 1000-foot radius curve to the right to an angle point in the west line of Lot 23, Block 39 of University Hill Farms Parkway Addition;

Thence southwesterly along the east right-of-way of S. Kenosha Dr. (platted as E. Kenosha Drive) approximately 336.06 feet to a southwest corner of Lot 20, Block 39 of University Hill Farms Parkway;

Thence southeasterly along the east right-of-way of E. Kenosha Drive and the northeast right-of-way of South Hill Drive as shown on said University Hill Farms Parkway Addition being a 15-foot radius curve to the left approximately 21 feet to a south corner of said Lot 20;

Thence southeasterly along the northeast right-of-way of said South Hill Dr. approximately 300 feet to a south corner of Lot 12, Block 19 of University Hill Farms Parkway Addition;

Thence southwesterly perpendicular to the northeast right-of-way of said South Hill Dr. approximately 60 feet to a north corner of Outlot 1 University Hill Farms Gugel Addition recorded as Document No. 1425222 in Volume 42, Page 26 lying on the south right-of-way of South Hill Drive;

Thence southwesterly along the southwest right-of-way of said South Hill Drive and the southeast right-of-way of Whitney Way being a 15-foot radius curve to the left approximately 23.5 feet to a north corner of said Outlot 1;

Thence southwesterly along the southeast right-of-way of said Whitney Way approximately 142.67 feet to an angle point in the northwest line of said Outlot 1;

Thence southerly along the southeast right-of-way of said Whitney Way being a 790-foot radius curve to the left approximately 532.35 feet to an angle point in the west line of said Outlot 1;

Thence southerly along the east right-of-way of said Whitney Way approximately 329.11 feet to a southwest corner of said Outlot 1;

Thence southerly along an extension of the east right-of-way of said Whitney Way approximately 167 feet to a northwest corner of Lot 8 of University Research Park University Of Wisconsin-Madison First Addition recorded in Volume 56-54A Plats, Page 153;

Thence southerly along the east right-of-way of Whitney Way approximately 312.52 feet to a point of curvature of the west line of said Lot 8;

Thence southerly approximately 430.12 feet along the east right-of-way of said Whitney Way being a 1560-foot radius curve to the right to the southwest corner of Lot 11 University Research Park University Of Wisconsin-Madison First Addition;

Thence easterly along the south line of Lots 11 AND 10 University Research Park University Of Wisconsin-Madison First Addition approximately 611.18 feet to an angle point in south line of said Lot 10;

Thence northeasterly along the south line of said Lot 10 approximately 170.00 feet to the southeast corner of said Lot 10;

Thence easterly approximately 83 feet to the northwest corner of Lot 4 University Research Park University Of Wisconsin Madison recorded in Volume 55 Plats, Page 8;

Thence easterly along the north line of said Lot 4 approximately 642.90 feet to the northeast corner of said Lot 4;

Thence southerly along the east line of Lots 3-5 University Research Park University of Wisconsin Madison approximately 564.00 feet to the southeast corner of said Lot 4;

Thence continuing southerly along the east line of Lot 1 of CSM No. 14651 recorded as Document No. 5370453 in Volume 101, Page 295 approximately 945.53 feet to the southeast corner of said Lot 1;

Thence westerly along the south line of said Lot 1 approximately 428.38 feet to an angle point in the south line of said Lot 1;

Thence northwesterly along the south line of said Lot 1 approximately 255.46 feet to the southwest corner of said Lot 1 lying on the east right of way of Science Drive;

Thence northeasterly approximately 298.92 feet along the west line of said Lot 1 being a 458.20-foot radius curve to the left to an angle point in the west line of said Lot 1;

Thence easterly along the west line of said Lot 1 approximately 6.03 feet to an angle point in the west line of said Lot 1;

Thence northerly approximately 106.84 feet along the west line of said Lot 1 being a 890.00-foot radius curve to the left to a west corner of said Lot 1;

Thence westerly approximately 82 feet to the southeast corner of a parcel described in Warranty Deeds recorded as Document No. 3236339;

Thence westerly along the south line of said parcel approximately 361.63 feet to the southwest corner of said parcel;

Thence northeasterly along the west line of said parcel approximately 108.75 feet to an angle point in the west line of said parcel;

Thence northwesterly along the west line of said parcel approximately 118.00 feet to an angle point in the west line of said parcel;

Thence northeasterly along the west line of said parcel approximately 145.00 feet to the northwest corner of said parcel;

Thence southwesterly along the south line of Lot 1 CSM No. 13757 recorded as Document No. 5083996 in Volume 91, Page 17 approximately 256 feet to an angle point in the south line of said Lot 1;

Thence northwesterly along the south line of said Lot 1 approximately 103.45 feet to an angle point in the south line of said Lot 1;

Thence northwesterly along the south line of said Lot 1 approximately 107.44 feet to an angle point in the south line of said Lot 1;

Thence northwesterly along the south line of said Lot 1 approximately 309.94 feet to the southwest corner of said Lot 1 lying on the east right-of-way of South Whitney Way;

Thence southerly along the east right-of-way of South Whitney Way as shown on University Research Park University of Wisconsin-Madison First Addition recorded in Volume 56-54A Plats, Page 153 being a 1560.00-foot radius curve to the right approximately 290.98 feet to an angle point in the west line of said Lot 20 University Research Park University of Wisconsin-Madison First Addition;

Thence southwesterly along the east right-of-way of said Whitney Way approximately 4.80 feet to an angle point in the west line of said Lot 20;

Thence southwesterly along the east right-of-way of said Whitney Way being a 1195.63-foot radius curve to the left approximately 579.68 feet to an angle point in the west line of Lot 21 University Research Park University of Wisconsin-Madison First Addition;

Thence southerly along the east right-of-way of said Whitney Way approximately 574.68 feet to a southwest corner of Lot 22 University Research Park University Of Wisconsin-Madison First Addition;

Thence southeasterly along the east right-of-way of said Whitney Way and the north right-of-way of Tokay Boulevard as shown on said University Research Park University Of Wisconsin-Madison First Addition being a 25-foot radius curve to the left approximately 41.02 feet to a southwest corner of said Lot 22;

Thence easterly along the north right-of-way of said Tokay Blvd. approximately 590 feet to the intersection of the north right-of-way of said Tokay Blvd. and the northerly extension of the east line of Lot 4 Westgate Redevelopment Plat recorded as Document No. 5699823 in Volume 61-042A of PLATS, Page 236;

Thence southerly along the east line of Lots 4-6 Westgate Redevelopment Plat and the northerly extension thereof approximately 815 feet to the southeast corner of said Lot 6;

Thence westerly along the south line of said Lot 6 approximately 226.00 feet to the southwest corner of said Lot 6;

Thence northerly along the west line of said Lot 6 approximately 70.00 feet to the southeast corner of Lot 2 of Westgate Redevelopment Plat;

Thence westerly along the south line of said Lot 2 approximately 282.38 feet to an angle point in the south line of said Lot 2;

Thence westerly along the south line of said Lot 2 approximately 73.82 feet to an angle point in the south line of said Lot 2;

Thence northwesterly along the south line of said Lot 2 approximately 28.50 feet to an angle point in the south line of said Lot 2;

Thence southwesterly approximately 121 feet to the southeast corner of Lot 3 Tokay Place recorded as Document No. 2413099 in Volume 56-143B Plats, Page 424 lying on the west right-of-way of South Whitney Way;

Thence northerly along the west right-of-way of said South Whitney Way approximately 429.08 feet to the southeast corner of Lot 6 of Tokay Place;

Thence westerly along the south line of said Lot 6 approximately 305.00 feet to the southwest corner of said Lot 6;

Thence northerly along the west line of said Lot 6 approximately 215.00 feet to the northwest corner of said Lot 6 lying on the south right-of-way of Tokay Boulevard as shown on said Tokay Place;

Thence westerly along the south right-of-way of Tokay Boulevard approximately 1377 feet to a northwest corner of Lot 1 CSM No. 11184 recorded as Document No. 3971262 in Volume 67, Page 219;

Thence northwesterly approximately 94 feet to the southwest corner of the parcel described in Warranty Deed recorded as Document No. 3343552;

Thence northerly along the west line of said parcel approximately 403.83 feet to an angle point in the west line of said parcel;

Thence northwesterly along the west line of said parcel approximately 68.48 feet to an angle point in the west line of said parcel and the west line of Lot 49 University Research Park University of Wisconsin-Madison Second Addition recorded in Volume 57-039B Plats, Page 148;

Thence northerly along the west line of said Lot 49 approximately 300.00 feet to the northwest corner of said Lot 49 lying on the south right-of-way of Research Park Boulevard as shown on said University Research Park University of Wisconsin-Madison Second Addition;

Thence southwesterly approximately 374.91 feet along the south right-of-way of said Research Park Boulevard being a 440.04-foot radius curve to the left to an angle point in the north line of Lot 48 University Research Park University of Wisconsin-Madison Second Addition;

Thence southwesterly along the south right-of-way of said Research Park Blvd. approximately 121.99 feet;

Thence southwesterly approximately 339.32 feet along the south right-of-way of said Research Park Boulevard being a 3000.00-foot radius curve to the left;

Thence southwesterly along the south right-of-way of said Research Park Blvd. approximately 252.08 feet to a point of curvature on the north line of Lot 1 CSM No. 5551 recorded as Document No. 2084410 in Volume 25, Page 205;

Thence southwesterly approximately 515 feet along the south right-of-way of Research Park Boulevard as shown on said CSM No. 5551 being a 740-foot radius curve to the left to a west corner of said Lot 1;

Thence southwesterly along the southeast right-of-way of said Research Park Blvd. approximately 157.77 feet to a point of curvature of said Lot 1;

Thence southeasterly along the east right-of-way of said Research Park Boulevard and the northerly right-of-way of Odana Road as shown on said CSM No. 5551 being a 25-foot radius curve to the left approximately 39.01 feet to an angle point in the south line of said Lot 1;

Thence southeasterly approximately 22.78 feet along the northerly right-of-way of Odana Road as shown on said CSM No. 5551 being a 761.20-foot radius curve to the left to an angle point in the south line of said Lot 1;

Thence southerly approximately 94 feet to the northeast corner of Lot 3 CSM No. 2777 recorded as Document No. 1566060 in Volume 11, Page 83 lying on the south right-of-way of Odana Road as shown on said CSM No. 2777 recorded as Document No. 1566060 in Volume 11, Page 83;

Thence northeasterly along the south right-of-way of Odana Road being a 683.20-foot curve to the left approximately 353.48 feet to an angle point on the north line of Lot 1 of CSM No. 2777;

Thence westerly along the south right-of-way of said Odana Rd. approximately 324.33 feet to the northwest corner of said Lot 1;

Thence southerly along the west line of said Lot 1 and the southerly extension thereof approximately 512 feet to the northerly right-of-way of Forward Drive;

Thence easterly and southerly along the easterly right-of-way of Forward Drive being a 60-foot radius curve to the right approximately 147 feet;

Thence westerly and southerly along the easterly right-of-way of Forward Drive being a 15-foot radius curve to the left approximately 13 feet;

Thence southerly along the east right-of-way of Forward Drive approximately 2025 feet to the south right-of-way of Schroeder Road as shown on said 2ND Add. To Green Tree Hills;

Thence westerly along the south right-of-way of said Schroeder Road approximately 880 feet to the southerly extension of the west right-of-way of Rayovac Drive as shown in said CSM No. 14642;

Thence northerly along the west right-of-way of said Rayovac Drive and southerly extension thereof approximately 358.5 feet to a point of curvature in the east line of said CSM No. 14642;

Thence northeasterly approximately 278.69 feet along the west right-of-way of said Rayovac Drive being a 701.78-foot radius curve to the right to an angle point in the east line of said CSM No. 14642;

Thence northeasterly along the west right-of-way of said Rayovac Drive approximately 56.97 feet to the northeast corner of Lot 2 of said CSM No. 14642;

Thence northeasterly along the west right-of-way of Rayovac Drive as shown on CSM No. 10804 recorded as Document No. 3754517 in Volume 64, Page 211 approximately 42.44 feet to a point of curvature in the east line of said CSM No. 10804;

Thence northerly and westerly along the west and south right-of-way of said Rayovac Drive being a 461.83-foot radius curve to the left approximately 912.75 feet to a north corner of said CSM No. 10804;

Thence westerly along the south right-of-way of said Rayovac Drive approximately 113.42 feet to the northwest corner of said CSM No. 10804;

Thence northerly along the west line of the SE 1/4 of Section 25 Town 7 North Range 8 East Dane County, Wisconsin also being along the east line of CSM No. 11515 and CSM No. 1613 approximately 1310 feet to the intersection of the said west line of the SE 1/4 and the south line of Lot 21 of the plat of the Second Addition to Park Towne recorded as Document No. 1288623 in Volume 37, Page 15;

Thence easterly along the south line of said Lot 21 approximately 36 feet to the southeast corner of said Lot 21;

Thence northerly along the east line of said Lot 21 of the Second Addition to Park Towne approximately 490.70 feet to the northeast corner of said Lot 21 lying on the south right-of-way of Odana Road;

Thence westerly along the south right-of-way of Odana Road being on the north line of said Lot 21 of the Second Addition to Park Towne approximately 122 feet to a point of curvature along the north line of said Lot 21;

Thence northwesterly along the south right-of-way of Odana Road being a 380-foot radius curve to the right approximately 287.4 feet to a point on the northeasterly line of Lot 1 CSM No. 2919 recorded as Document No. 1585041;

Thence northwesterly along the south right-of-way of Odana Road approximately 616 feet to a point of curvature on the northeasterly line of Lot 84 of the Ninth Addition to Park Towne recorded as Document No. 1599638 in Volume 50, Page 24;

Thence westerly along the south right-of-way of Odana Road being a 300-foot radius curve to the left approximately 227 feet to a point of tangency on the north line of Lot 89 of the said plat of Ninth Addition to Park Towne;

Thence northwesterly approximately 95 feet to the southwest corner of Lot 82 of the plat of Eighth Addition to Park Towne recorded as Document No. 1592831 in Volume 50, Page 7;

Thence northerly along the west line of said Lot 82 approximately 262.53 feet to the northwest corner of said Lot 82 lying on the south line of Lot 23 of the plat of Fourth Addition to Park Towne recorded as Document No. 1324360 in Volume 38, Page 31;

Thence westerly along the south line of said Lot 23 approximately 268.93 feet to the southwest corner of said Lot 23;

Thence northerly along the west line of Lots 23-27 of the said plat of the Fourth Addition to Park Towne approximately 646.54 feet to the southwest corner of CSM No. 13141 recorded as Document No. 4779111 in Volume 84, Page 191;

Thence northerly along the west line of said CSM No. 13141 approximately 493.26 feet to the northwest corner of Lot 1 of said CSM No. 13141 lying on the south right-of-way of Mineral Point Road;

Thence westerly along the south right-of-way of Mineral Point Road approximately 3160 feet to an angle point in the north line of Lot 1 of CSM No. 13705 recorded as Document No. 5066938;

Thence northerly along the said south right-of-way of Mineral Point Road also being along the said north line of Lot 1 of CSM No. 13705 approximately 12.93 feet to an angle point in the said north line of Lot 1;

Thence westerly along the south right-of-way of Mineral Point Road approximately 2059 feet to a northwest corner of Lot 5 Highpoint Commercial recorded as Document No. 1698014 in Volume 53, Page 22;

Thence westerly along the south right-of-way of Mineral Point Road extended approximately 179 feet to the most easterly corner on the north line of Lot 2 of CSM No. 7773 recorded as Document No. 2664823;

Thence northeasterly approximately 135 feet to a point on the southerly line of Lot 2 of CSM No. 7773 being on the north right-of-way of Mineral Point Road also being the **Point of Beginning.**

EXCEPTING THEREFROM

Lots 45, 46, and 47 of the plat of University Research Park University of Wisconsin-Madison Second Addition recorded as Document No. 2718052 V57-039B of Plats on Pages 146-150.

ALSO EXCEPTING THEREFROM

Lot 37 and a part of Lot 38 of the plat of University Research Park University of Wisconsin-Madison Second Addition recorded as Document No. 2718052 V57-039B of Plats on Pages 146-150 and adjacent right-of-way of Mineral Point Road described more particularly as follows:

Beginning at the southernmost point of the west line of Lot 37 of the said plat of University Research Park University Of Wisconsin-Madison Second Addition lying on the east right-of-way of Rosa Road;

Thence northwesterly along the east right-of-way of Rosa Road being a 635-foot radius curve to the left approximately 34.64 feet to a point of tangency on the said west line of Lot 37;

Thence northwesterly along the east right-of-way of Rosa Road approximately 141.78 feet to a point of curvature on the said west line of Lot 37;

Thence northerly along the east right-of-way of Rosa Road being a 448.04-foot radius curve to the right approximately 172.22 feet to a point of tangency on the said west line of Lot 37;

Thence northerly along the east right-of-way of Rosa Road approximately 74.41 feet to a point of curvature along the said west line of Lot 37;

Thence northeasterly along the east right-of-way of Rosa Road being a 25-foot radius curve to the right approximately 39.27 feet to a point of tangency on the north line of said Lot 37 also being on the south right-of-way of Mineral Point Road;

Thence northerly approximately 126 feet to a point of intersection of the north right-of-way of Mineral Point Road and the east right-of-way of Rosa Road;

Thence easterly along the north right-of-way of Mineral Point Road approximately 710 feet to the point of intersection of the northerly right-of-way line of Mineral Point Road and the northerly extension of the east line of said Lot 37;

Thence southerly along the east line of said Lot 37 and the southerly extension thereof approximately 357.56 feet to an angle point in the east line;

Thence southwesterly along the southeast line of property approximately 135.45 feet to a point on the northerly right-of-way of Charmany Drive;

Thence westerly along the northerly right-of-way of Charmany Drive being a 410-foot radius curve to the left approximately 385.69 feet to a point of tangency on the south line of said Lot 37;

Thence southwesterly along the said northerly right-of-way of Charmany Drive approximately 191.78 feet to a point of curvature on the said south line of said Lot 37;

Thence northwesterly along the north right-of-way of Charmany Drive being a 25-foot radius curve to the right approximately 36.99 feet to the **Point of Beginning**.

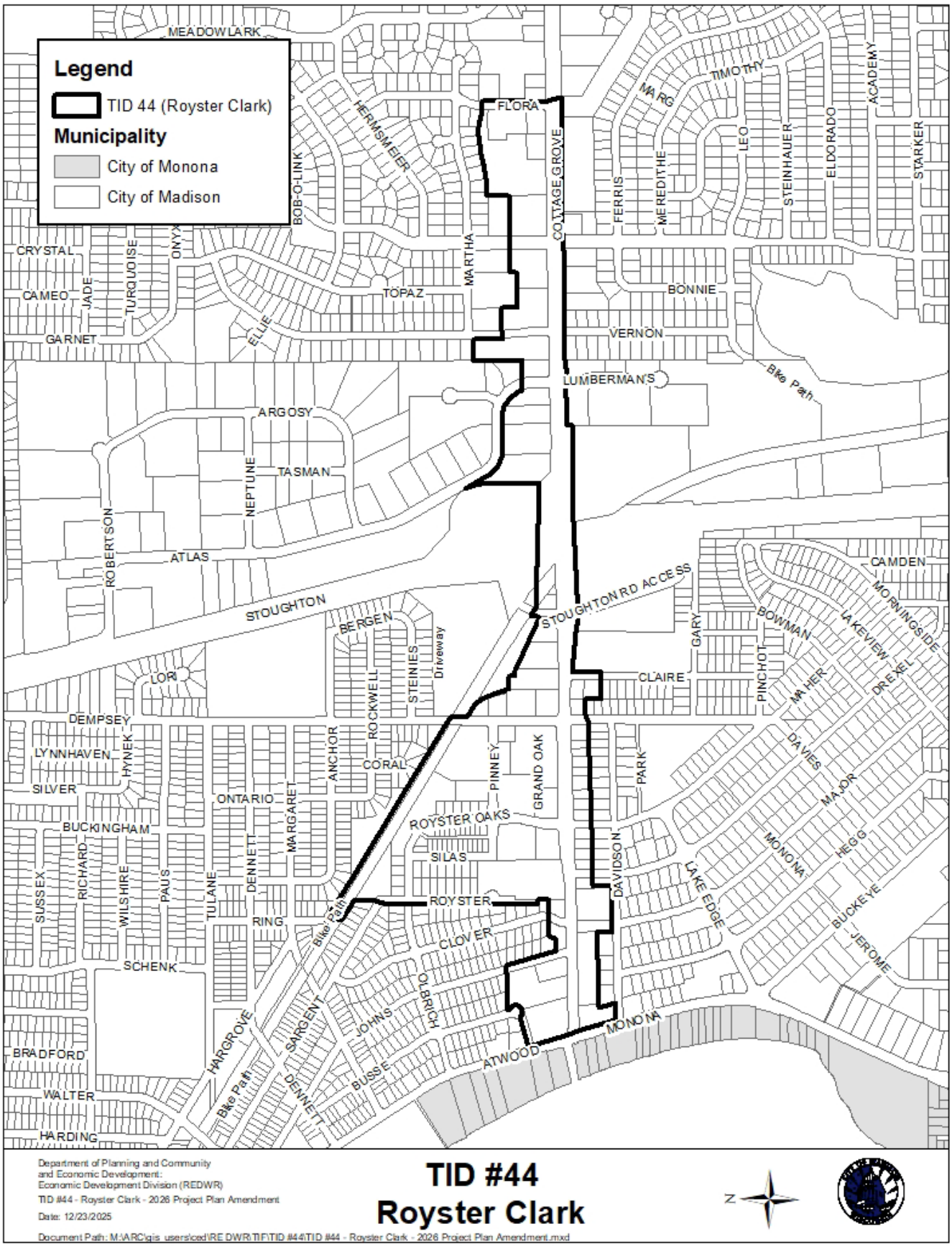
TID Project Plan Amendments & Creations

TIDs 44, 46, 50, 51, & 54 (Amendments)
TIDs 56 & 57 (Creation)

Plan Commission meeting
June 15, 2026

Plan Commission Role

- Per State of WI TIF Law, the Plan Commission's role in reviewing TID amendments and creations is:
  - That the plan conforms to, and is consistent with, the Comprehensive Plan of the City of Madison;
  - Not less than 50%, by area, of the TID is suitable and zoned for mixed-use or industrial use (as applicable by TID) or blighted (within the meaning of SS 66.1105(2) Wisconsin Statutes);
  - That the improvement of the area in the TID is likely to significantly enhance the value of substantially all the other real property in the TID, and;
  - The aggregate value of equalized taxable property in the TID, plus existing TIDs, does not exceed 12% of the total equalized assessed taxable property within the City of Madison.



Department of Planning and Community and Economic Development:
Economic Development Division (REDWR)
TID #44 - Royster Clark - 2026 Project Plan Amendment
Date: 12/23/2025
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TID #44
Royster Clark

N

TID 44

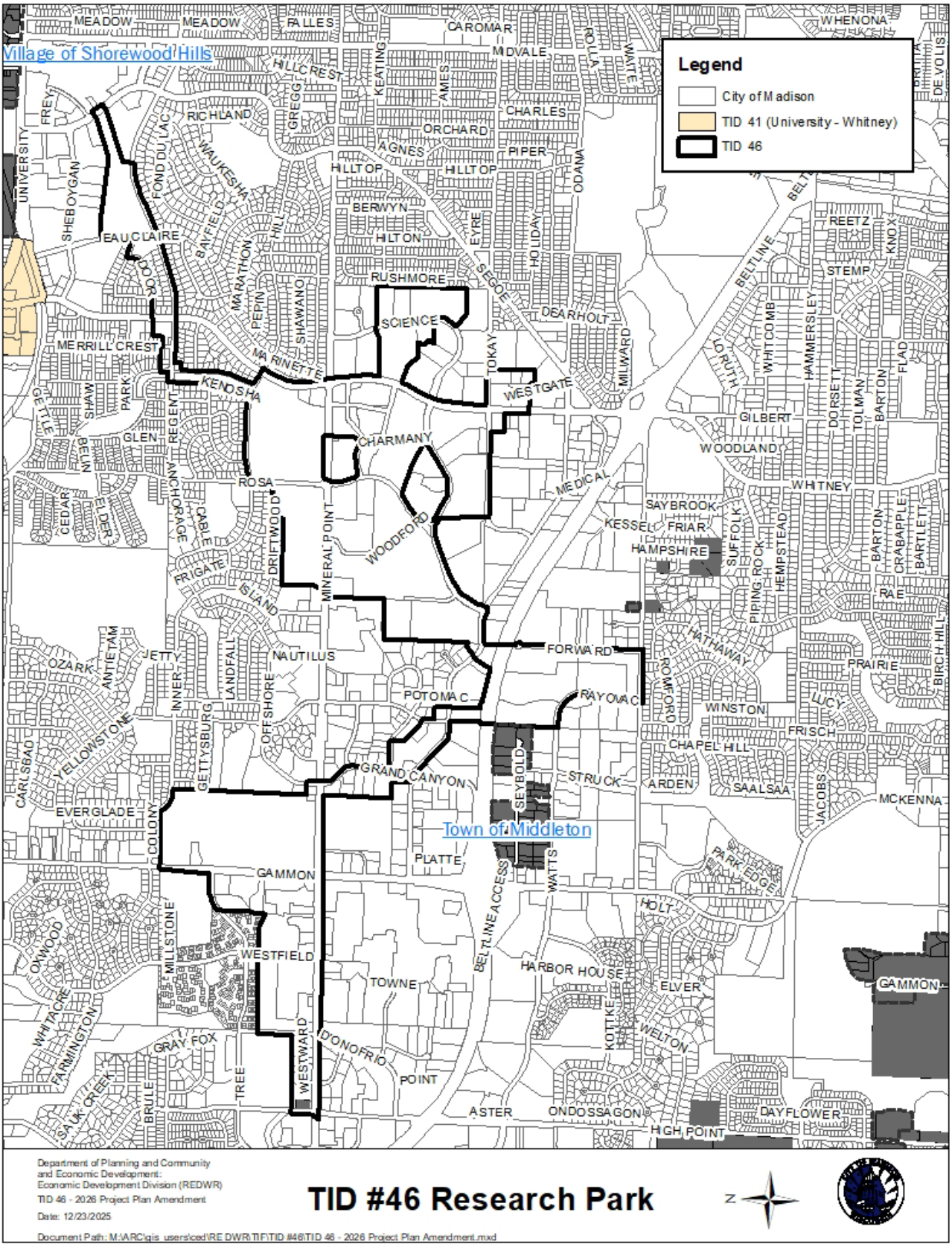
TID 44 – Key Changes

- **$4,000,000 -** Land Acquisition (Royster Corners)
- **$2,000,000 –** Cottage Grove Road stormwater retention pond
- **$500,000 –** Small Business Assistance
- **Total Change 2026 - $6,500,000**

- **Total TIF Funded Project Costs - $15,369,700**

TID 44 – Summary

- Projected to close: 2029*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $114 million


Legend
City of Madison
TID 41 (University - Whitney)
TID 46
Village of Shorewood Hills
Town of Middleton
MEADOW
FALLES
CAROMAR
MIDVALE
WHENONA
HILLCREST
KEATING
AMES
CHARLES
ORCHARD
AGNES
PIPER
HILLTOP
BERWYN
HILTON
RUSHMORE
SCIENCE
DEARHOLT
TOKAY
WESTGATE
MILWARD
MERRILL CREST
MARINETTE
KENDSHA
CHARMANY
ROSA
MEDICAL
WOODFORD
MINERAL POINT
FORWARD
NAUTILUS
POTOMAC
RAYOVAC
GRAND CANYON
SEYBOLD
STRUCK
ARDEN
SAALSAA
CHAPEL HILL
WINSTON
FRISCH
MCKENNA
PLATTE
WATTS
PARK EDGE
HOLT
GAMMON
WESTFIELD
TOWNE
HARBOR HOUSE
ELVER
WELTON
KOTTKE
BELTLINE ACCESS
WESTWARD
DONOFRIO
POINT
ASTER
ONDOSSAGON
DAYFLOWER
HIGH POINT
SAYBROOK
FRIAR
KESSEL
HAMPSHIRE
SUFFOLK
HEMPSTEAD
PIPING ROCK
WHITNEY
WOODLAND
GILBERT
REETZ
STEMP
HAMMERSLEY
WHITCOMB
DORSETT
TOLMAN
BARTON
FLAD
CRABAPPLE
BARTLETT
BIRCH HILL
RAE
PRAIRIE
HATHAWAY
LUCY
JACOBS
SAUK CREEK
GRAY FOX
TREE
BRULE
WHITACRE
FARMINGTON
MILLSTONE
OXWOOD
EVERGLADE
COLONY
CARLSBAD
YELLOWSTONE
GETTYSBURG
INNER
JETTY
ANTIETAM
OZARK
LANDFALL
OFFSHORE
FRIGATE
ISLAND
DRIFTWOOD
CABLE
ANCHORAGE
CEDAR
ELDER
GLEN
REGENT
SHAW
PARK
CLEVELAND
BELLIN
EAU CLAIRE
COOLIDGE
FOND DU LAC
WAUKESHA
BAYFIELD
MARATHON
PEPIN
SHAWANO
UNIVERSITY
SHEBOYGAN
FREY
RICHLAND
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 46 - 2026 Project Plan Amendment
Date: 12/23/2025
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TID #46 Research Park
N

TID 46

TID 46 – Key Changes

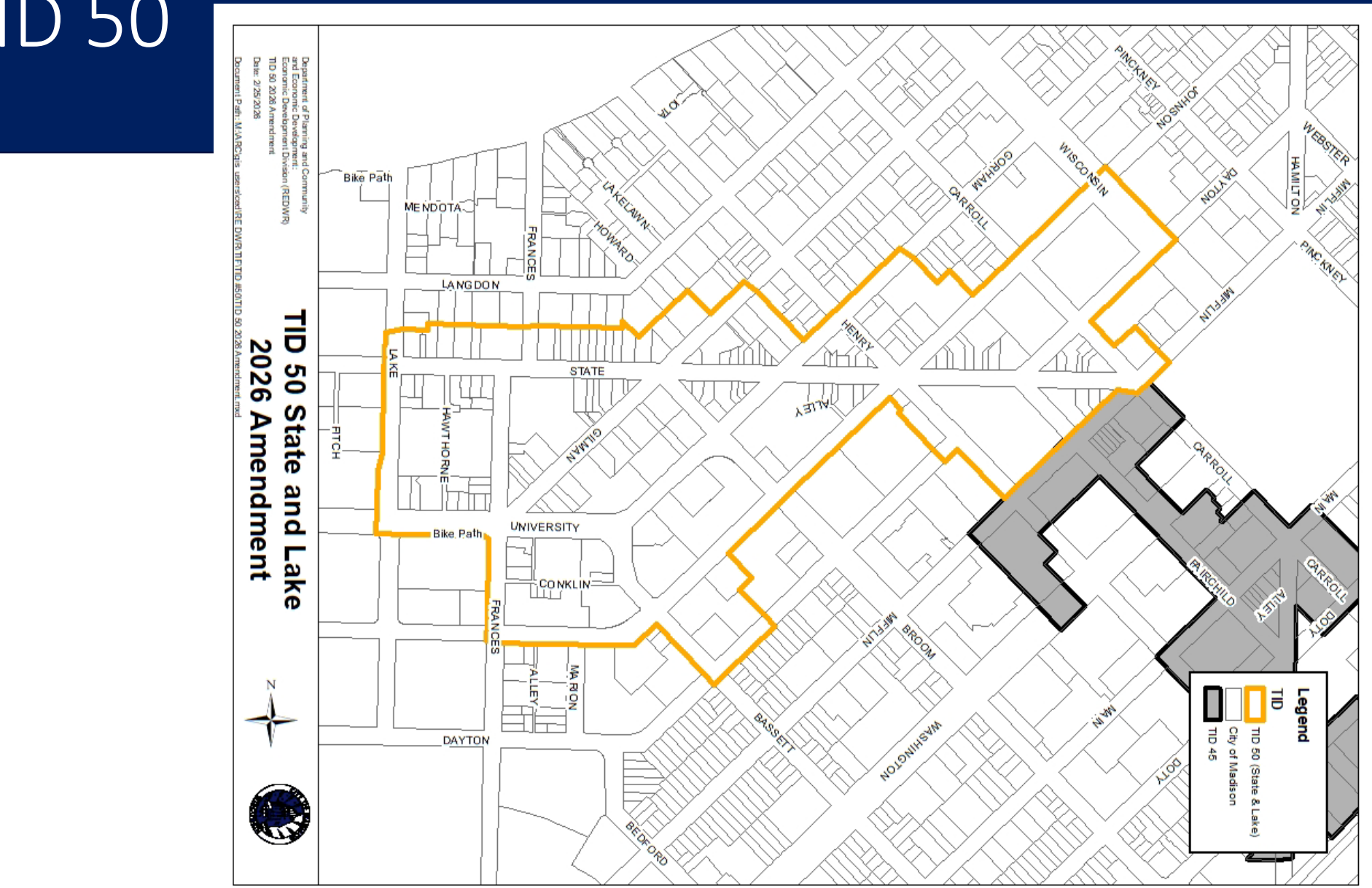
- **$1,000,000** – Yellowstone Drive sanitary sewer improvements
- **$3,000,000 –** West Towne area park improvements
- **$400,000 –** Research Park stormwater improvements
- **$1,000,000 –** Science Drive improvements
- **$1,000,000 –** Small Business Assistance
- **TOTAL CHANGE 2026 - $6,400,000**

- **Total TIF Funded Project Costs - $60,158,000**

TID 46 – Summary

- Projected to close: 2028
- TID estimated incremental value at closure: $540 million

TID 50


TID 50 State and Lake
2026 Amendment
Department of Planning and Community and Economic Development
Economic Development Division (REDWR)
TID 50 2026 Amendment
Date: 2/25/2026
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N
Legend
TID
TID 50 (State & Lake)
City of Madison
TID 45
Bike Path
MENDOTA
LANGDON
LAKE
FITCH
HAWTHORNE
STATE
UNIVERSITY
CONKLIN
FRANCES
GILMAN
HENRY
ALLEY
LAKELAWN
HOWARD
CARROLL
GORHAM
WISCONSIN
PINCKNEY
JOHNSON
DAYTON
HAMILTON
WEBSTER
MIFFLIN
MARION
BROOM
BASSETT
WASHINGTON
BEDFORD
MAIN
DOTY
FAIRCHILD

TID 50

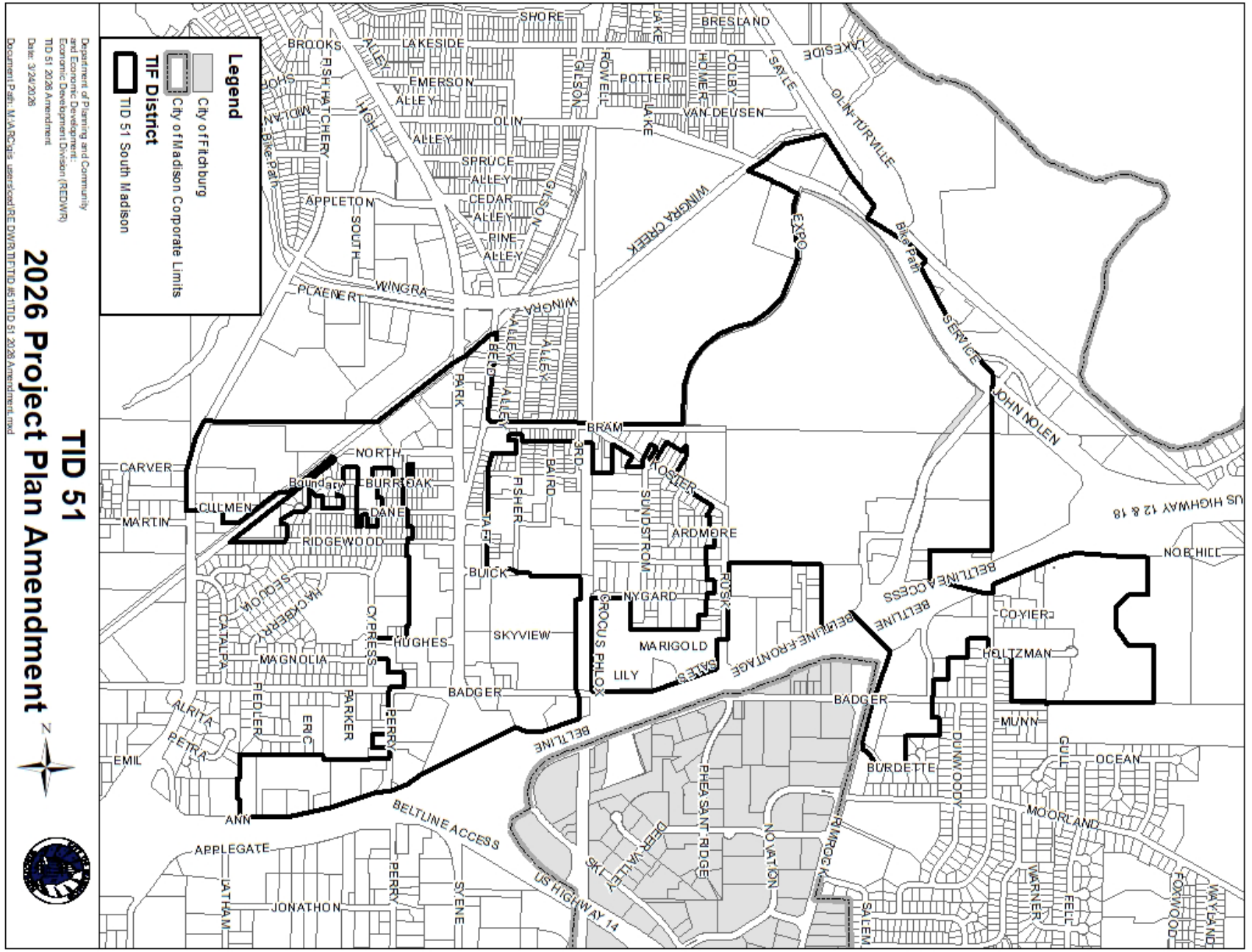
- **$285,000** – Dayton St Sanitary improvements
- **TOTAL CHANGE 2026 - $285,000**

- **Total TIF Funded Project Costs - $26,785,000**

TID 50 – Summary

- Projected to close: 2029
- TID estimated incremental value at closure: $342 million

TID 51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City of Fitchburg
City of Madison Corporate Limits
TIF District
TID 51 South Madison
TID 51
2026 Project Plan Amendment
Department of Planning and Community and Economic Development
Economic Development Division (REDWR)
TID 51 2026 Amendment
Date: 3/24/2026
Document Path: M:\ARC\gis_user\cloud\REDWR TIF\TID 45\1TID 51 2026 Amendment.mxd
Boundary
BRESLAND
SHORE
LAKESIDE
BROOKS
LAKESIDE
EMERSON
ALLEY
POTTER
ROWELL
GILSON
HOMER
COLBY
VAN DEUSEN
SAXE
OLIN-TURVILLE
OLIN
ALLEY
SPRUCE
ALLEY
CEDAR
ALLEY
PINE
ALLEY
APPLETON
SOUTH
WINGRA
PLAENERT
WINGRA CREEK
Bike Path
SERVICE
JOHN NOLEN
US HIGHWAY 12 & 18
NORTH
CARVER
BURR OAK
DANE
CULLMEN
MARTIN
RIDGEWOOD
PARK
BRAM
3RD
BAIRD
FISHER
TAFT
FOSTER
SUNDSTROM
ARDMORE
BUICK
NYGARD
ROSK
CROCUS
PHLOX
LILY
SALES
MARIGOLD
SKYVIEW
BELTLINE FRONTAGE
BELTLINE ACCESS
BELTLINE
NOB HILL
COYIER
HOLTZMAN
SEQUOIA
MAGNOLIA
CATALPA
CYPRESS
HUGHES
BADGER
REDLER
PARKER
ERIC
BERRY
ALRITA
PETRA
EMIL
ANN
APPLEGATE
LATHAM
JONATHON
PERRY
SYENE
BELTLINE ACCESS
US HIGHWAY 14
SKY VALLEY
DEER VALLEY
PHEASANT RIDGE
NOVATION
RIMROCK
SALEM
BURDETTE
DUNWOODY
MUNN
GULL
OCEAN
MOORLAND
FELL
WARNER
FOXWOOD
WAYLAND

TID 51 – Key Reallocations & Changes

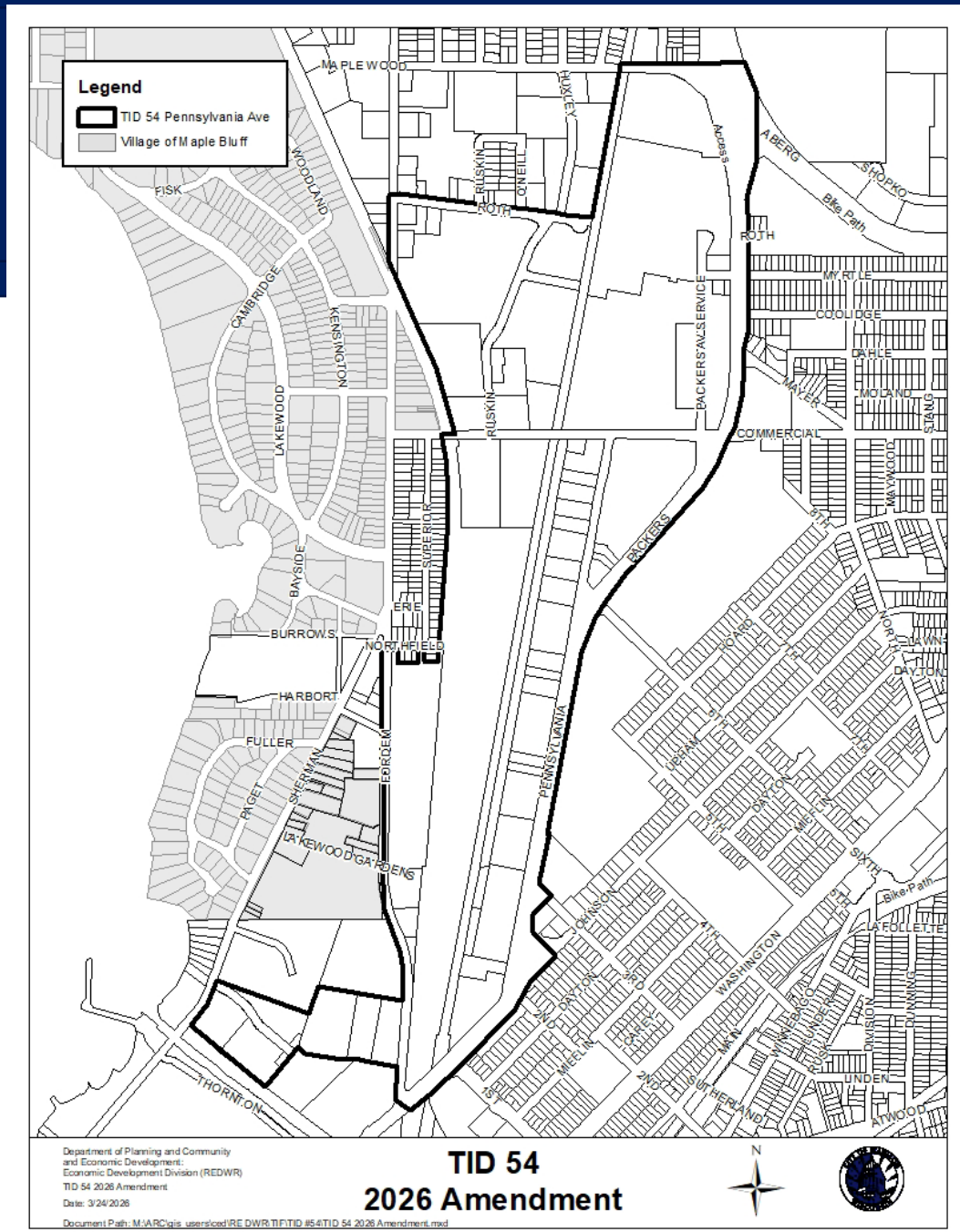
- **$25,000,000 – Housing Development in the South Park Street Corridor**
  - (This project category and cost are created in the 2026 project plan amendment, using re-allocated funds from previously approved projects);
- **(-$9,000,000) – Development Loans**
  - (South Transfer Point – This project cost and category are eliminated and the funds re-allocated to the “Housing Development in South Park Street Corridor” line item);
- **(-$6,000,000) – Development Loans**
  - (Village on Park Improvements - This project cost and category are eliminated and the funds re-allocated to the “Housing Development in South Park Street Corridor” line item);
- **(-$5,000,000) – Development Loans**
  - (Financial Assistance to Rental Housing - This project cost is reduced by $5,000,000 and those funds re-allocated to the “Housing Development in South Park Street Corridor” line item);
- **(-$5,000,000) – New Small Cap Homeownership Program / Development Loans (for owner occupied)**
  - This project cost is reduced by $5,000,000 and those funds re-allocated to the “Housing Development in South Park Street Corridor” line item);

- **TOTAL CHANGE 2026: $0** (There is no net change to the project plan as a result of the 2026 amendment)
- **Total TIF Funded Project Costs - $99,480,000**

TID 51 – Summary

- Projected to close: 2037*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $290 million

TID 54


Legend
TID 54 Pennsylvania Ave
Village of Maple Bluff
MAPLEWOOD
HUXLEY
ABERG
SHOPKO
Bike Path
FISK
WOODLAND
RUSKIN
O'NEILL
ROTH
CAMBRIDGE
KENSINGTON
LAKEWOOD
BAYSIDE
SUPERIOR
ERIE
BURROWS
NORTHFIELD
HARBORT
FULLER
SHERMAN
EDGEWOOD
PAGET
LAKEWOOD GARDENS
THORNTON
PACKERS AV-SERVICE
MYRTLE
COOLIDGE
DAHLE
MAYER
MOLAND
STANG
COMMERCIAL
MAYWOOD
PACKERS
PENNSYLVANIA
RICHARD
DAYTON
MIFFLIN
SIXTH
Bike Path
LAFOLLETTE
JOHNSON
WASHINGTON
UNDEN
ATWOOD
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 54 2026 Amendment
Date: 3/24/2026
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TID 54
2026 Amendment
N

TID 54 – Costs

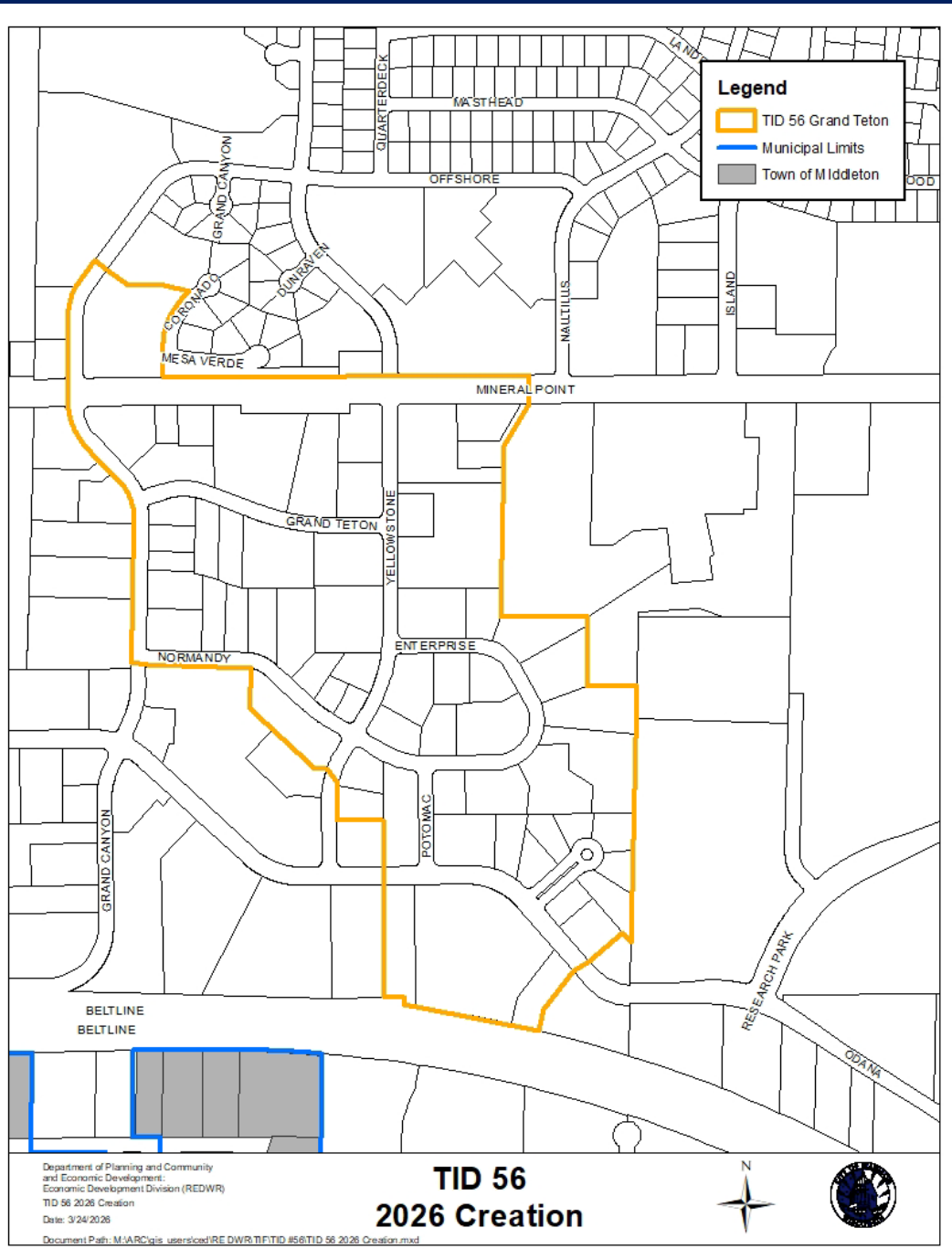
- **Development Loans (Realta Fusion Jobs TIF)** – $2,800,000

- **TOTAL CHANGE 2026: $2,800,000**
- **Total TIF Funded Project Costs - $21,747,000**

TID 54 – Summary

- Projected to close: 2034*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $215 million

TID 56


Legend
TID 56 Grand Teton
Municipal Limits
Town of Middleton
MASTHEAD
QUARTERDECK
OFFSHORE
GRAND CANYON
CORONADO
DUNRAVEN
MESA VERDE
NAUTILUS
ISLAND
MINERAL POINT
GRAND TETON
YELLOWSTONE
ENTERPRISE
NORMANDY
POTOMAC
GRAND CANYON
RESEARCH PARK
ODANA
BELTLINE
BELTLINE
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 56 2026 Creation
Date: 3/24/2026
Document Path: M:\ARC\gis_users\cod\RE DWR\TIF\TID #56\TID 56 2026 Creation.mxd
TID 56
2026 Creation
N

TID 56 – Costs

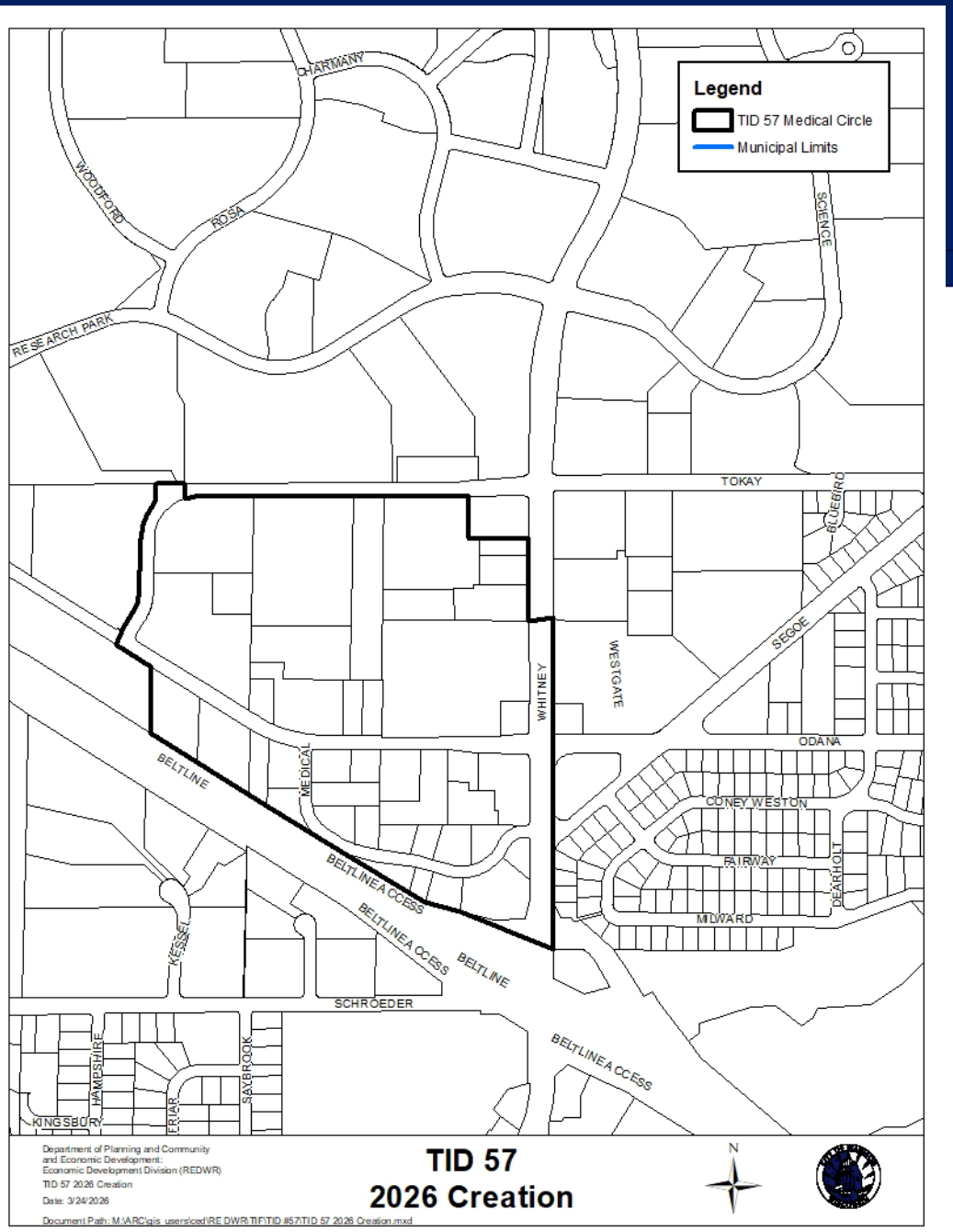
- **$10,100,000** – Public works / infrastructure projects in the Mineral Point Road, Grand Canyon Drive, Grand Teton Plaza, Yellowstone Drive, and Odana Road area;
- **$1,500,000** – Parks improvements in the West Towne area
- **$2,900,000** – Development Loans
- **$2,000,000** – Small Business Assistance, including grants
- **$500,000** – Administrative and professional costs.

- **TOTAL 2026: $17,000,000**
- **Total TIF Funded Project Costs - $17,000,000**

TID 56 – Summary

- Projected to close: 2045*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $104 million

TID 57


Legend
TID 57 Medical Circle
Municipal Limits
CHARMANY
WOODFORD
ROSA
RESEARCH PARK
SCIENCE
TOKAY
BLUEBIRD
SEGOE
WESTGATE
WHITNEY
ODANA
MEDICAL
BELTLINE
CONEY WESTON
FAIRWAY
DEARHOLT
MIDWARD
BELTLINE ACCESS
BELTLINE ACCESS
BELTLINE
KESSEL
SCHROEDER
BELTLINE ACCESS
HAMPSHIRE
SAYBROOK
FRIAR
KINGSBURY
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 57 2026 Creation
Date: 3/24/2026
Document Path: M:\ARC\gis_users\cod\RE DWR\TIF\TID #57\TID 57 2026 Creation.mxd
TID 57
2026 Creation
N

TID 57 – Costs

- **$8,500,000** – Public works / infrastructure projects in the Whitney Way, Odana Road, Tokay Blvd., and Medical Circle of the City of Madison
- **$2,000,000** – Development Loan to 5555 Odana Road / 5534 Medical Circle
- **$2,000,000** – Small Business Assistance, including grants
- **$500,000** – Administrative and professional costs.

- **Total TIF Funded Project Costs - $13,000,000**

TID 57 – Summary

- Projected to close: 2045*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $87 million

Questions?

Dan Rolfs (Real Estate Development Manager)

drolfs@cityofmadison.com

Executive Summary to the City of Madison Joint Review Board

Tax Incremental District (TID) No. 46 (Research Park)
2026 Project Plan Amendment
City of Madison

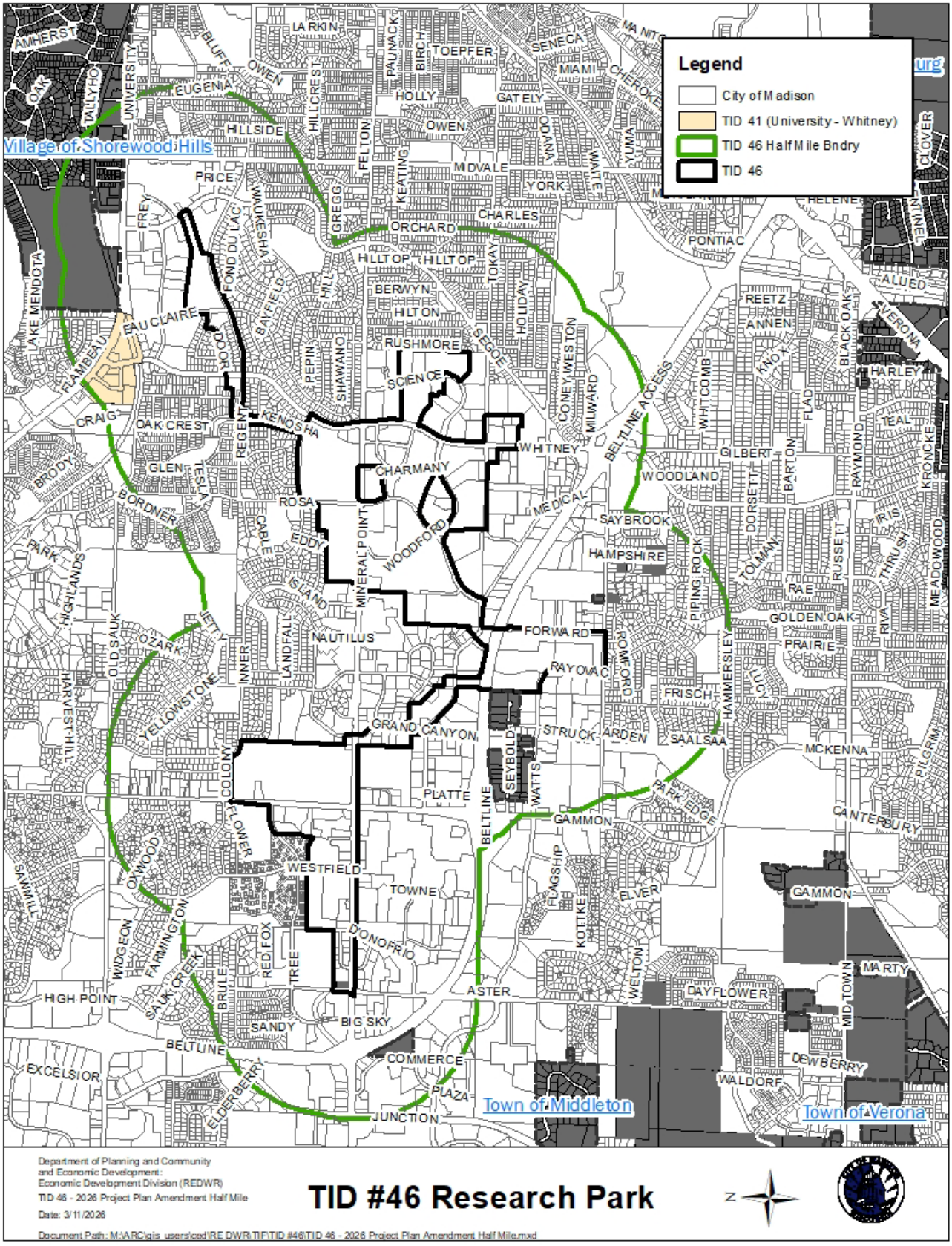
May 22, 2026

Background

By statute, a TIF Joint Review Board, comprised of one representative each from the Madison Metropolitan School District (MMSD), the City of Madison, Dane County, Madison College (MATC) and one public member, meets to review, and if acceptable, approve a proposed amendment to a Tax Incremental District (TID) Project Plan. The Joint Review Board will meet at a future date to take action upon the proposed amendment to the project plan to TID 46 (Research Park).

Summary of the TID #46 Project Plan

The map on the next page depicts the boundaries of TID 46 in the University Research Park area of the City of Madison, along with the Half Mile boundary of TID 46:


Legend
City of Madison
TID 41 (University - Whitney)
TID 46 Half Mile Bndry
TID 46
Village of Shorewood Hills
Town of Middleton
Town of Verona
TID #46 Research Park
Department of Planning and Community and Economic Development:
Economic Development Division (REDWR)
TID 46 - 2026 Project Plan Amendment Half Mile
Date: 3/11/2026
Document Path: M:\ARC\gis_users\ced\REDWR\TIF\TID #46\TID 46 - 2026 Project Plan Amendment Half Mile.mxd

TIF Law Required Information for TID Amendment Approval

1) Estimates of project costs and tax increments, including:

a) Specific items that constitute project costs; (See Chart Below)

NOTE: Items highlighted in yellow are additions or changes for the First Amendment.

NOTE: Items highlighted in gray are additions or changes for the Second Project Plan Amendment proposed in 2018.

NOTE: Items highlighted in green are additions or changes for this Third Project Plan Amendment and Second Boundary Amendment in 2021.

NOTE: Items highlighted in blue are additions or changes for this Fourth Project Plan Amendment and Third Boundary Amendment in 2025.

NOTE: Items highlighted in pink are additions or changes for this Fifth Project Plan Amendment and Third Boundary Amendment in 2026.

-	~~Proposed TIF Funded Non-Assessable Cost~~	~~Assessable Costs~~	~~Total~~	~~Time Frame~~
~~Total Public Improvements~~	~~$ -~~	~~$ -~~	~~$ -~~	~~2015 - 2030~~
-	-	-	-	-
~~Development Loans~~	~~$2,300,000~~	-	~~$2,300,000~~	~~2015 - 2030~~
-	-	-	-	-
~~Administrative and Professional Costs~~	~~$500,000~~	-	~~$500,000~~	~~2015 - 2030~~
~~TOTAL PROJECT COSTS~~	~~$2,800,000~~	~~$ -~~	~~$2,800,000~~	~~2015 - 2030~~
~~Finance Costs~~	~~$785,000~~	-	-	~~2015 - 2030~~

~~**First Amendment to the Project Plan Budget (2017 Project Plan and Boundary Amendment)**~~

~~**TID #46 - First Amendment (2017)**~~	~~**Proposed TIF Funded Non-Assessable Cost**~~	~~**Assessable/ Non-Project Costs**~~	~~**Total**~~	~~**Time Frame**~~
~~**Total Public Improvements**~~	~~$-~~	~~$ -~~	~~$-~~	~~2017 - 2030~~
~~-~~	~~-~~	~~-~~	~~-~~	~~-~~
~~**Development Loans ***~~	~~$1,737,000~~	~~-~~	~~$1,737,000~~	~~2017 - 2030~~
~~Illumina Loan~~	~~$1,890,000~~	~~-~~	~~$1,890,000~~	~~2017 - 2030~~
~~Exact Sciences Loan~~	~~$3,400,000~~		~~$3,400,000~~	~~2017 - 2030~~
~~Administrative and Professional Costs~~	~~$500,000~~	~~-~~	~~$500,000~~	~~2017 - 2030~~
~~**TOTAL PROJECT COSTS**~~	~~**$7,527,000**~~	~~**$ -**~~	~~**$7,527,000**~~	~~2017 - 2030~~
~~Finance Costs (Financing costs for entire project plan)~~	~~$2,069,000~~	~~-~~	~~$2,069,000~~	~~2017 - 2030~~

~~*Development Loans reflects the Development Loans from the original Project Plan of $2,300,000 plus the balance of the funds generated by the Illumina project, less those funds allocated for the loans to Illumina and Exact Sciences and Administrative Costs.~~

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

Second Amendment to the Project Plan Budget (2018 Project Plan Amendment)
Revised and restated TID #46 Project Plan Budget

TID #46 – Second Project Plan Amendment (2018)	**Proposed TIF Funded Non-Assessable Cost**	**Assessable/ Non-Project Costs**	**Total**	**Time Frame**
Total Public Improvements	$0	$0	$0	2018- 2030
				2018- 2030
Illumina Loan	$1,890,000	$0	$1,890,000	2018- 2030
Exact Sciences Loan (Phase 1)	$2,500,000*	$0	$2,500,000	2018- 2030
University Research Park (Exact Sciences Loan Phase 2)	$2,600,000*	$0	$2,600,000	2018- 2030
Exact Sciences Loan (Phase 3)	$2,086,000	$0	$2,086,000	2018- 2030
Administrative and Professional Costs	$500,000	$0	$500,000	2018- 2030
TOTAL PROJECT COSTS	**$9,576,000**	**$ -**	**$9,576,000**	2018- 2030
Finance Costs (Financing costs for entire project plan)	$2,633,000		$2,633,000	2018- 2030

***NOTE:** The Exact Sciences Phase 1 and Phase 2 loans were made under the previously authorized expenditure limit of the TID #46 project plan. They are stated in this Second Project Plan Amendment to TID #46 to ensure all expenditures in TID #46 are accurately reported and authorized.*

Third Amendment to the Project Plan Budget (2021 Project Plan and Boundary Amendment)
Revised and restated TID #46 Project Plan Budget

TID #46 – Third Project Plan Amendment and Second Boundary Amendment	Proposed TIF Funded Non-Assessable Cost	Assessable/ Non-Project Costs	Total	Time Frame
Total Public Improvements	$20,605,000	$ -	$20,605,000	2021 - 2030
2021 Development Loans	~~$7,000,000~~[1] 2,556,000	$0	~~$7,000,000~~ 2,556,000	2021 - 2030
Administrative and Professional Costs	$500,000	$0	$500,000	2021 - 2030
Subtotal Second Project Plan and Boundary Amendment (2021)	**~~$28,105,000~~ 23, 661,000**	**$0**	**~~$28,105,000~~ 23, 661,000**	**2021 - 2030**
ORIGINAL PROJECT PLAN, FIRST AND SECOND PROJECT PLAN AMENDMENT COSTS	**~~$37,681,000~~ 33,237,000**	**$ 0**	**~~$37,681,000~~ 33,237,000**	2021 - 2030
Finance Costs (Financing costs for entire project plan)*	$10,391,000	$0	$10,391,000	2021 - 2030

**The 2021 Third Project Plan and Second Boundary Amendment includes an additional $7,728,000 of financing costs, in addition to the previously included $2,663,000 financing costs.*

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

[1] $4,444,000 eliminated as part of 2025 Project Plan and Boundary Amendment. Funds re-allocated to other projects.

Fourth Amendment to the Project Plan Budget (2025 Project Plan Amendment)
Revised and restated TID #46 Project Plan Budget

TID #46 – Fourth Project Plan Amendment	Proposed TIF Funded Non-Assessable Cost	Assessable/ Non-Project Costs	Total	Time Frame
Total Public Improvements	$9,132,000	$ -	$9,132,000	2025 - 2030
2025 Development Loans				–
Mandel (Element Collective)	$930,000	$0	$930,000	2025 - 2030
Westgate Phase 2	$344,000	$0	$344,000	2025 - 2030
6101 Mineral Point Road (Stone House)	$1,000,000	$0	$1,000,000	2025 - 2030
Grant to CDA (to invest in Mandel / Element Collective project)	$4,365,000	$0	$4,365,000	2025 - 2030
Small Business Assistance	$750,000	$0	$750,000	2025 - 2030
Subtotal Fourth Project Plan (2025)	**$16,521,000**	**$0**	**$16,521,000**	2025 - 2030
ORIGINAL PROJECT PLAN, FIRST, SECOND, THIRD, AND FOURTH PROJECT PLAN AMENDMENT COSTS	**$49,758,000**	**$ 0**	**$49,758,000**	2025 - 2030
Finance Costs (Financing costs for entire project plan)*	$10,391,000	$0	$10,391,000	2021 - 2030

TID #46 – Fifth Project Plan Amendment	Proposed TIF Funded Non-Assessable Cost	Assessable/ Non-Project Costs	Total	Time Frame
Yellowstone Drive Sanitary	$1,000,000	$0	$1,000,000	2026 - 2030
West Towne Area Park Improvements	$3,000,000	$0	$3,000,000	2026 - 2030
Research Park stormwater improvements	$400,000	$0	$400,000	2026 - 2030
Science Drive improvements	$1,000,000	$0	$1,000,000	2026 - 2030
Total Public Improvements	$5,400,000	$ -	$5,400,000	2026 - 2030
Small Business Assistance	$1,000,000	$0	$1,000,000	2026 - 2030
Subtotal Fifth Project Plan Amendment (2026)	**$6,400,000**	**$0**	**$6,400,000**	2026 - 2030
ORIGINAL PROJECT PLAN, FIRST, SECOND, THIRD, FOURTH, AND FIFTH PROJECT PLAN AMENDMENT COSTS	**$60,158,000**	**$ 0**	**$60,158,000**	2026 - 2030
Finance Costs (Financing costs for entire project plan)*	$10,391,000	$0	$10,391,000	2021 - 2030

*NOTE: As stated above, there are no additional financing cost associated with the Fifth Project Plan amendment.
NOTE: These project costs and non-project costs conform with State Statute 66.1105(4)(GM).

b) The total dollar amount of these project costs to be paid with tax increments;

Per the above chart, tax increments will pay for a total of **$60,158,000** of project costs.

c) The amount of tax increments to be generated over the life of the tax incremental district.

Through the end of 2025, TID 46 generated an estimated $53.9 million of incremental revenues. Based upon the City's TIF run, TID 46 will generate an additional $99 million of incremental revenue through its expiration date of 2035. The net present value of these incremental revenues is $74 million. **This would lead to a total forecasted incremental revenue over the entire life of TID 46 of $152.9 million.**

2. The amount of value increment when the project costs are paid in full and the district is closed.

Based upon development projects that have occurred to date, the anticipated incremental value of property within the district at the end of its 20-year life is estimated at

$663,000,000. This value will be returned to overlying tax jurisdictions for general tax levy purposes upon closure of the district at the end of its statutory life. Based upon conservative estimates, the district will generate sufficient incremental revenues to repay all anticipated project costs by 2028.

Without any additional projects generating new incremental value, the estimated incremental value in 2028 is $540 million. The 2025 incremental value is approximately $518 million. However, the City may propose future amendments to the TID 46 project plan to fund additional development or infrastructure projects.

3. The reasons why the project costs may not or should not be paid by the owners of property that benefit by improvements within the district.

The budget for the proposed project plan amendment is estimated at $60,158,000.

The total amount of assessable costs not to be paid for with TIF funds is $0.

The total amount of costs to be paid for with TIF funds is $60,158,000.

4. The share of the projected tax increments estimated to be paid by the owners of taxable property in each of the taxing jurisdictions overlying the district.

The certified base value of TID 46 is **$286,649,600**. Overlying jurisdictions will continue to collect their portion of the levy upon the base value over time. The box below indicates the share of the estimated first tax increment invested by overlying tax jurisdictions based upon the 2026 mill rate.

Tax Jurisdiction	2026 Mill Rate	Share of Tax Levy
City	7.00	35%
County	2.36	12%
MMSD	10.41	51%
MATC	0.64	3%
State of WI	0.0	0%
Totals*	20.38**	100%**

Source: City of Madison 2026 Adopted Operating Budget
**NOTE: Total Mill Rate is the Gross Mill, prior to any State Tax Credits being applied to this rate.*
***NOTE: Total may not add due to rounding*

5. The benefits that the owners of taxable property in the overlying taxing jurisdictions will receive to compensate them for their share of the projected tax increments.

A conservative estimate of the total incremental value resulting from potential development projects, and economic growth or value appreciation of the life of the TID is estimated to be $663 million. The benefits of these potential projects are: sharing new

equalized value growth, blight elimination, infrastructure improvements, and job creation / retention to benefit those in the district and throughout the City of Madison.

TID 46's base value of $286,649,600 is anticipated to grow by $663 million at the end of the 20-year life of the TID. Assuming that the City incurs all the $60 million of projected costs identified in the TID Project Plan, that there are no changes in tax increment estimates, no further project plan amendments and no changes to TIF Law, the City of Madison forecasts that TID 46 may close in 2028. The average life of a TID in the City of Madison is 12 years. The estimated incremental value of the TID in 2028 when the TID is forecasted to be closed is estimated to be $540 million *(Note: variations are due to rounding)*.

TID 46 is a "mixed-use" TID, as defined by State Statute 66.1105.

Criteria for TID Approval

Per TIF Law, the Joint Review Board will cast a vote based upon the following three criteria:

1. **Whether the development expected in the tax incremental district would occur without the use of tax incremental financing.**

   None ($0) of the proposed $60,158,000 in project costs are assessable. Without tax increment revenue, such improvements are not likely to occur when compared to areas in the City where special assessment revenues may be more readily available to fund greater portions of project costs.

2. **Whether the economic benefits of the tax incremental district, as measured by increased employment, business and personal income and property value, is insufficient to compensate for the cost of improvements.**

   If the District closes in 2028 as projected, it is estimated that approximately $540 million of incremental value would return to the overlying taxing jurisdictions. At 20 years, the District would return approximately $663 million of incremental value to the overlying taxing jurisdictions. Without TIF, the infrastructure and other investments described in the project plan document in and adjacent to TID 46 would not occur. The infrastructure and other improvements will continue to boost values within and adjacent to TID 46.

3. **Whether the benefits of the proposal outweigh the anticipated tax increments to be paid by owners of property in the overlying tax districts.**

   Property and infrastructure improvements, the construction of new residential dwelling units, tax base growth and job creation / retention are the most significant and quantifiable benefit to overlying tax jurisdictions from the investment of TIF funds.

Without TIF, overlying tax jurisdictions would share approximately $5,800,000 of tax revenues for the tax parcels included in TID 46, based on the base value of $286,649,600. As stated earlier, the incremental value in 2028 at the end of the projected life of the TID is estimated to be $540 million. Theoretically, if the City invested all $60 million of project costs in the district, which investment would leverage over $540 million; or $1 of TIF leverages approximately $9.00 of value growth. If the TID were to be closed at that time, this value growth would be returned to overlying tax jurisdictions that would now share in a levy of approximately $16.8 million, or a net gain of approximately $11 million as a result of TIF.

In turn, the anticipated tax increments over the life of the district are estimated to support $60 million of public investment. This investment will further enhance the area, increase values in and around the District, and help create new, family supporting jobs.

City of Madison

City of Madison
Madison, WI 53703
www.cityofmadison.com

Master

File Number: 93415

File ID:	93415	**File Type:**	Resolution	**Status:**	Items Referred
Version:	1	**Reference:**		**Controlling Body:**	FINANCE COMMITTEE
				File Created Date :	06/02/2026
File Name:	13321 TID 50 2026 Project Plan Amendment			**Final Action:**	

Title: Approving the Amendment to the Project Plan for Tax Incremental District (TID) #50 (State and Lake), City of Madison. (District 2, District 4)

Notes:

Sponsors:	Michael E. Verveer, Will Ochowicz And Satya V. Rhodes-Conway	**Effective Date:**	
Attachments:	13321 TID 50 2026 JRB Report.pdf, 13321 TID 50 2026 Project Plan Amendment.pdf, TID 50 Legal Description.pdf, TID 44, 46, 50, 51, 54, 56, 57 Plan Com Presentation 2026 6-15.pdf	**Enactment Number:**	
Author:	Dan Rolfs, Real Estate Development Manager	**Hearing Date:**	
Entered by:	cklawiter@cityofmadison.com	**Published Date:**	

History of Legislative File

Version:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Economic Development Division	06/02/2026	Referred for Introduction				
	Action Text: This Resolution was Referred for Introduction						
	Notes: Finance Committee (6/29/26), Plan Commission (6/15/26), Common Council (7/7/26)						
1	COMMON COUNCIL	06/09/2026	Refer	FINANCE COMMITTEE			Pass
	Action Text: A motion was made by Madison, seconded by Glenn, to Refer to the FINANCE COMMITTEE. The motion passed by voice vote/other.						
	Notes: Additional referral to Plan Commission.						
1	FINANCE COMMITTEE	06/09/2026	Refer	PLAN COMMISSION	06/15/2026		
	Action Text: This Resolution was Refer to the PLAN COMMISSION						
1	PLAN COMMISSION	06/15/2026	Return to Lead with the Recommendation for Approval	FINANCE COMMITTEE			Pass
	Action Text: A motion was made by Solheim, seconded by Guequierre, to Return to Lead with the Recommendation for Approval to the FINANCE COMMITTEE. The motion passed by voice vote/other.						
	Notes: On a motion by Solheim, seconded by Ald. Guequierre, the Plan Commission found the standards met and recommended approval of the amended tax incremental district to the Common Council. The motion passed by voice vote/ other.						

Text of Legislative File 93415

Fiscal Note

The proposed resolution authorizes a project plan amendment to TID 50 - State Street. The plan amendment includes an additional $285,000 in TIF support for one additional project: sanitary sewer upsizing on Dayton St (program #10540).

The 2027 Capital Budget Capital Improvement Program (CIP) request for Engineering - Major Streets did not include TID support for this project, and it is not authorized in the 2026 Adopted Capital Budget. 2027 requests may be updated before publication of the 2027 Executive Capital Budget and adoption of the 2027 Capital Budget by the Common Council, or agencies may request the remaining funding in future CIPs based on project timelines. No additional City appropriation is required with adoption of this project plan amendment.

Title

Approving the Amendment to the Project Plan for Tax Incremental District (TID) #50 (State and Lake), City of Madison. (District 2, District 4)

Body

WHEREAS Chapter 105 of the Laws of 1975 of the State of Wisconsin created the Tax Increment Law (the "TIF Law"), Section 66.1105, Wisconsin Statutes; and

WHEREAS TIF Law sets forth certain steps which must be followed to amend a Tax Incremental Project Plan; and

WHEREAS a Notice of Public Hearing by the Plan Commission to afford interested parties an opportunity to express their views on the amendment to the TID Project Plan for TID 50 was published in the Wisconsin State Journal on May 29 and June 5, 2026 as required by TIF Law; and

WHEREAS prior to publication of the Notice of Public Hearing a copy of the Notice was sent by first-class mail to each of the chief executive officers or administrators of all local governmental entities having the power to levy taxes on property within the boundary of TID 50; and

WHEREAS the Plan Commission of the City of Madison held a public hearing on June 15, 2026, at which interested parties were afforded an opportunity to express their views on the proposed amendment to the Project Plan for TID 50; and

WHEREAS the Plan Commission has made the following findings as indicated in the attached report:

1. No less than 50%, by area, of the real property within the TID is suitable and zoned for mixed-use within the meaning of 66.1105(2), Wisconsin Statutes.

2. The improvement of such area is likely to significantly enhance the value of substantially all of the other real property in the TID.

3. The aggregate value of equalized taxable property of the TID, plus all existing TIDs, does not exceed 12% of the total value of equalized taxable property within the City.

WHEREAS the Plan Commission has determined that the TID meets the basic requirements of City TIF Policy for tax incremental district proposals adopted by the Common Council on April 17, 2001, amended on March 31, 2009, and amended again on February 25, 2014 (insofar as they are applicable to the amendment of a project plan), conforms to the Comprehensive Plan

for the City of Madison and is consistent with the review criteria adopted at the same time, specifically, that the TID supports economic development activities intended to stabilize and diversify the City's economic base.

NOW THEREFORE BE IT RESOLVED that the Common Council of the City of Madison hereby confirms and adopts the above recitals and finds that:

1. No less than 50%, by area, of the real property within the TID boundary is suitable and zoned for mixed-use within the meaning of Section 66.1105(2), Wisconsin Statutes.
2. The improvement of such area is likely to significantly enhance the value of substantially all of the other real property in the TID.
3. The aggregate value of equalized taxable property of the TID, plus all existing TIDs, does not exceed 12% of the total value of equalized taxable property within the City.
4. The project costs relate directly to promoting mixed-use development.
5. TID 50 (State and Lake) is hereby declared a mixed-use district.
6. The percentage of territory devoted to retail businesses within TID 50 (State and Lake) at the end of the TID's expenditure period is estimated to be under thirty-five (35%) percent.
7. Less than 35% of the TID is land that is proposed for newly platted residential development.
8. None of the project costs are for newly platted residential use, so the requirement in Wis. Stat. s. 66.1105(2)(f)3. does not apply. Nonetheless, the density of residential housing in the TID is at least three units per acre.
9. The boundaries of TID 50 (State and Lake) are not changing.

BE IT STILL FURTHER RESOLVED that the attached amended Project Plan for TID 50 (State and Lake), City of Madison, is hereby adopted as of January 1, 2026 as the Project Plan for said District and such plan is feasible and in conformity with the Comprehensive Plan for the City of Madison and will add to the sound growth of the City.

Executive Summary to the City of Madison Joint Review Board

Tax Incremental District (TID) No. 50 (State and Lake)
2026 Project Plan Amendment
City of Madison

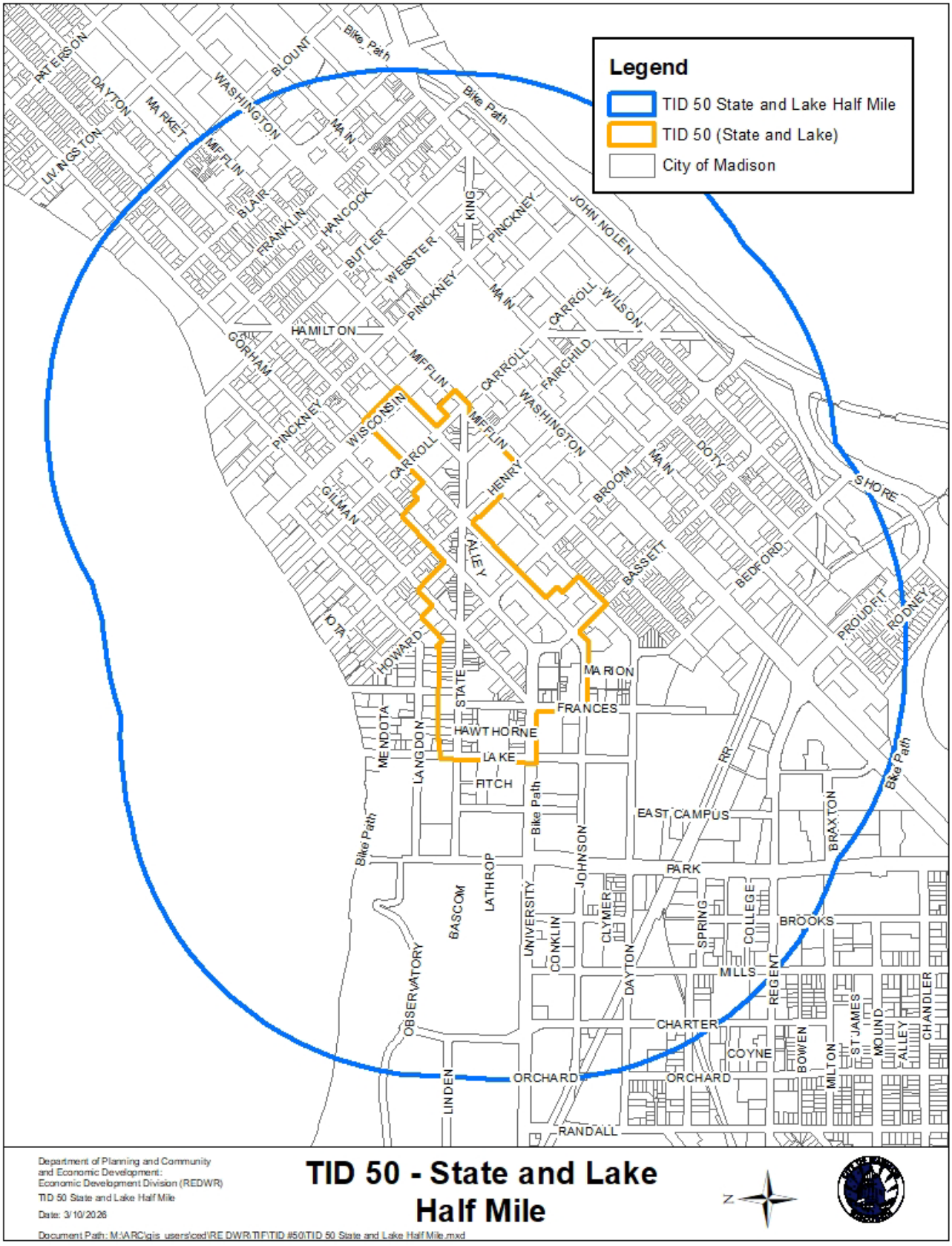
May 13, 2026

Background

By statute, a TIF Joint Review Board, comprised of one representative each from the Madison Metropolitan School District (MMSD), the City of Madison, Dane County, Madison College (MATC) and one public member, meets to review, and if acceptable, approve a proposed amendment to a Tax Incremental District (TID) Project Plan. The Joint Review Board will meet at a future date to take action upon the proposed amendment to the project plan to TID 50 (State and Lake).

Summary of the TID #50 Project Plan

The map on the next page depicts the boundaries of TID 50 in the State Street and Lake Street area of the City of Madison, along with the Half Mile boundary of TID 50:


Legend
TID 50 State and Lake Half Mile
TID 50 (State and Lake)
City of Madison
PATTERSON
DAYTON
MARKET
LIVINGSTON
WASHINGTON
BLOUNT
Bike Path
MIFFLIN
BLAIR
FRANKLIN
HANCOCK
BUTLER
WEBSTER
KING
PINCKNEY
JOHN NOLEN
MAIN
CARROLL
WILSON
HAMILTON
GORHAM
FAIRCHILD
WISCONSIN
WASHINGTON
DOTY
BROOM
SHORE
GILMAN
HENRY
ALLEY
BASSET
BEDFORD
PROUDFIT
RODNEY
IOTA
HOWARD
STATE
MARION
FRANCES
MENDOTA
LANGDON
HAWTHORNE
LAKE
FITCH
RR
EAST CAMPUS
BRAXTON
JOHNSON
PARK
LATHROP
BASCOM
UNIVERSITY
CONKLIN
CLYMER
DAYTON
SPRING
COLLEGE
BROOKS
MILLS
REGENT
OBSERVATORY
CHARTER
COYNE
BOWEN
MILTON
ST JAMES
MOUND
ALLEY
CHANDLER
LINDEN
ORCHARD
RANDALL
Department of Planning and Community and Economic Development:
Economic Development Division (REDWR)
TID 50 State and Lake Half Mile
Date: 3/10/2026
Document Path: M:\ARC\gis_users\ced\RE DWR\TIF\TID #50\TID 50 State and Lake Half Mile.mxd
TID 50 - State and Lake Half Mile
N

TIF Law Required Information for TID Amendment Approval

1) Estimates of project costs and tax increments, including:

a) Specific items that constitute project costs; (See Chart Below)

NOTE: Amendments, including additions and deletions, to the Project Plan from the First Amendment (2024) are highlighted in yellow.
NOTE: Amendments, including additions and deletions, to the Project Plan from the Second Amendment (2026) are highlighted in green.

TID #50	Proposed TIF Funded Non-Assessable Cost	Assessable/ Non-Project Costs	Total	Time Frame
Total Public Improvements				
Lake Street Ramp	$15,000,000	$15,000,000	$30,000,000	2022 – 2028
State St. Furniture, Repair and Upgrades	$600,000	$0	$600,000	2022-28
TOTAL PUBLIC IMPROVEMENTS	**15,600,000**	**$15,000,000**	**$30,600,000**	2020-28
Small Business Grants	$4,200,000	$0	$4,200,000	2022-2028
Administrative and Professional Costs	$500,000	$0	$500,000	2022-2037
Additional Marketing, Planning and Market Studies	$300,000	$0	$300,000	2022-28
TOTAL PROJECT COSTS	**$20,600,000**	**$15,000,000**	**$35,600,000**	2022-2037
Finance Costs (Financing costs for entire project plan)	$5,665,000	$0	$0	2022-37
2024 Project Plan Amendment				
State Street Campus Garage	$4,800,000	$0	$4,800,000	2024 – 37
Hawthorne Court reconstruction	$500,000	$0	$500,000	2024 – 37
Sanitary Sewer upsizing (Lake St)	$600,000	$0	$600,000	2024 -37
TOTAL 2024 PROJECT PLAN AMENDMENT COSTS	**$5,900,000**	**$0**	**$5,900,000**	2024 – 37
Total TID 50 Project Plan Costs, including 2024 Amendment	**$26,500,000**	**$15,000,000**	**$41,500,000**	**2022 - 37**
Financing Costs (for 2024 Project Plan Amendment)	$1,623,000	$0	$1,623,000	2024-37
Finance Costs (Including Original Project Plan and 2024 Project Plan Amendment	$7,288,000	$0	$0	2022 - 37

2026 Project Plan Amendment				
Sanitary Sewer upsizing (Dayton St)	$285,000	$0	$285,000	2026-37
TOTAL 2026 PROJECT PLAN AMENDMENT COSTS	**$285,000**	**$0**	**$285,000**	2026 – 37
Total TID 50 Project Plan Costs, including 2024 and 2026 Amendments	**$26,785,000**	**$15,000,000**	**$41,785,000**	**2026 - 37**
Financing Costs (for 2026 Project Plan Amendment)	$78,000	$0	$78,000	2026-37
Finance Costs (Including Original Project Plan, 2024, and 2026 Project Plan Amendments	$7,366,000	$0	$0	2026 - 37

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

b) The total dollar amount of these project costs to be paid with tax increments;

Per the above chart, tax increments will pay for a total of **$26,785,000** of project costs.

c) The amount of tax increments to be generated over the life of the tax incremental district.

Through the end of 2025, TID 50 generated an estimated $3.1 million of incremental revenues. Based upon the City's TIF run, TID 50 will generate an additional $118 million of incremental revenue through its expiration date of 2042. The net present value of these incremental revenues is $69 million. **This would lead to a total forecasted incremental revenue over the entire life of TID 50 of $121.1 million.**

2. The amount of value increment when the project costs are paid in full and the district is closed.

Based upon development projects that have occurred to date, the anticipated incremental value of property within the district at the end of its 20-year life is estimated at **$642,000,000**. This value will be returned to overlying tax jurisdictions for general tax levy purposes upon closure of the district at the end of its statutory life. Based upon conservative estimates, the district will generate sufficient incremental revenues to repay all anticipated project costs by 2029.

Without any additional projects generating new incremental value, the estimated incremental value in 2029 is $342 million. The 2026 incremental value is approximately $288 million. However, the City may propose future amendments to the TID 50 project plan to fund additional development or infrastructure projects.

3. The reasons why the project costs may not or should not be paid by the owners of property that benefit by improvements within the district.

The budget for the proposed project plan amendment is estimated at $41,785,000.

The total amount of assessable costs not to be paid for with TIF funds is $15,000,000.

The total amount of costs to be paid for with TIF funds is $26,785,000.

4. The share of the projected tax increments estimated to be paid by the owners of taxable property in each of the taxing jurisdictions overlying the district.

The certified base value of TID 50 as previously amended is **$681,086,000**. Overlying jurisdictions will continue to collect their portion of the levy upon the base value over time. The box below indicates the share of the estimated first tax increment invested by overlying tax jurisdictions based upon the 2026 mill rate.

Tax Jurisdiction	2026 Mill Rate	Share of Tax Levy
City	7.00	35%
County	2.36	12%
MMSD	10.41	51%
MATC	0.64	3%
State of WI	0.0	0%
Totals*	20.38**	100%**

Source: City of Madison 2026 Adopted Operating Budget
**NOTE: Total Mill Rate is the Gross Mill, prior to any State Tax Credits being applied to this rate.*
***NOTE: Total may not add due to rounding*

5. The benefits that the owners of taxable property in the overlying taxing jurisdictions will receive to compensate them for their share of the projected tax increments.

A conservative estimate of the total incremental value resulting from potential development projects, and economic growth or value appreciation of the life of the TID is estimated to be $642 million. The benefits of these potential projects are: sharing new equalized value growth, infrastructure improvements, and job creation / retention to benefit those in the district and throughout the City of Madison.

TID 50's (amended) base value of $681,086,000 is anticipated to grow by $642 million at the end of the 20-year life of the TID. Assuming that the City incurs all of the $26.785 million of projected costs identified in the TID Project Plan, that there are no changes in tax increment estimates, no further project plan amendments and no changes to TIF Law, the City of Madison forecasts that TID 50 may close in 2029. The average life of a TID in the City of Madison is 12 years. The estimated incremental value of the TID in 2029 when the TID is forecasted to be closed is estimated to be $342 million *(Note: variations are due to rounding)*.

TID 50 is a “mixed-use” TID, as defined by State Statute 66.1105.

Criteria for TID Approval

Per TIF Law, the Joint Review Board will cast a vote based upon the following three criteria:

1. **Whether the development expected in the tax incremental district would occur without the use of tax incremental financing.**

   $15,000,000 of the proposed $41,785,000 in project costs are assessable. Without tax increment revenue, such improvements are not likely to occur when compared to areas in the City where special assessment revenues may be more readily available to fund greater portions of project costs.

2. **Whether the economic benefits of the tax incremental district, as measured by increased employment, business and personal income and property value, is insufficient to compensate for the cost of improvements.**

   If the District closes in 2029 as projected, it is estimated that approximately $342 million of incremental value would return to the overlying taxing jurisdictions. At 20 years, the District would return approximately $642 million of incremental value to the overlying taxing jurisdictions. Without TIF, the infrastructure and other investments described in the project plan document in and adjacent to TID 50 would not occur. The infrastructure and other improvements will continue to boost values within and adjacent to TID 50.

3. **Whether the benefits of the proposal outweigh the anticipated tax increments to be paid by owners of property in the overlying tax districts.**

   Property and infrastructure improvements, blight elimination, tax base growth and job creation / retention are the most significant and quantifiable benefit to overlying tax jurisdictions from the investment of TIF funds.

   Without TIF, overlying tax jurisdictions would share approximately $13,800,000 tax revenues for the tax parcels included in TID 50, based on the base value of $681,086,000. As stated earlier, the incremental value in 2029 at the end of the projected life of the TID is estimated at $342 million. Theoretically, if the City invested all $26,785,000 of project costs in the district, which investment would leverage over $342 million; or $1 of TIF leverages approximately $12.76 of value growth. If the TID were to be closed at that time, this value growth would be returned to overlying tax jurisdictions that would now share in a levy of approximately $20.7 million, or a net gain of approximately $6.9 million as a result of TIF.

   In turn, the anticipated tax increments over the life of the district are estimated to support $26.786 million of public investment. This investment will further enhance the area, increase values in and around the District, build new housing, and help create new, family supporting jobs.

Date Adopted: July 12, 2022
Resolution Number: RES-22-00485
Expenditure Deadline: July 12, 2037
TID Expiration Date: July 12, 2042

2024 Amendment
Resolution Number: RES-24-00264 (Legistar 82264)
Adoption Date: April 16, 2024

2026 Amendment
Resolution Number: RES-
Adoption Date:

Project Plan and Boundary for

TAX INCREMENTAL FINANCE DISTRICT 50 (STATE AND LAKE)

City of Madison

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

2026

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TAX INCREMENTAL FINANCE DISTRICT # 50
(STATE AND LAKE STREETS)

NOTE: Amendments, including additions and deletions, to the Project Plan from the First Amendment are highlighted in yellow.
NOTE: Amendments, including additions and deletions, to the Project Plan from the Second Amendment (2026) are highlighted in green.

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.

Beginning in 2019, the greater State Street area experienced significant challenges during the COVID-19 pandemic, with vacancies of ground floor commercial spaces reaching record highs. The City proposes address these challenges by investing in infrastructure improvements and business development programs to revitalize the State Street business district. Therefore, the City of Madison is proposing to create Tax Incremental District (TID) #50 (State and Lake) as a mixed-use TID, for the purposes of capturing incremental value to fund public works improvements and business development programs that will benefit the TID and the larger community. TID #50 will be generally located along State Street from Lake Street to the Capitol Square. These initiatives include the construction of a new Lake Street public parking structure and Intercity Bus Terminal, to be located beneath a private, mixed use residential project. They also include several business development grant programs to fund the acquisition and improvement of commercial property, start-up and expanding business and to fund planning-related work and streetscape infrastructure improvements.

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 DC, PD, UMX, CI and CN. 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 50 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.

Newly Platted Residential

TID 50 does not contain any newly platted residential development. The density of residential housing within the TID is at least three (3) units per acre.

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 50. These projects include:

Lake Street Parking Ramp Demolition, Construction

It is anticipated that approximately $15,000,000 may be funded with TIF, requiring the balance of the $30,000,000 cost of the Lake Street parking ramp to come from the sale of development air rights and/or Parking Utility or other City funds that are not currently identified.

The 2024 Project Plan and Boundary Amendment proposes to authorize an additional $4,800,000 in funding for the State Street Campus Garage.

~~Estimated TIF Cost: $15,000,000~~
2024 Estimated TIF Cost: $19,800,000

Infrastructure Costs

There are two infrastructure projects that must be completed in TID 50. They are:

Hawthorne Court Reconstruction - $500,000
Sanitary sewer upsizing (Lake St) - $600,000
Sanitary sewer upsizing (Dayton St) - $285,000

Estimated TIF Cost: ~~$1,100,000~~ $1,385,000

Street Furniture and Fixture Repair/Upgrades

This project cost involves the ongoing repair and upgrade of public fixtures, street trees, decorative banners and other State Street design elements that were implemented in the early 2000s during the first State Street TID 32 (Upper State Street).

Estimated TIF Cost: $600,000

Subtotal Estimated TIF Cost—Public Works Improvements ~~**$15,600,000**~~ ~~**$21,500,000**~~ **$21,785,000**

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 TIF Cost: $0

Economic Development Assistance – Small Business Grants

Where necessary or convenient to the implementation of the Project Plan, TIF assistance in the form of small business TIF grants may be provided to private small business development projects 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, interior or exterior renovation or restoration, site preparation, environmental remediation, landscaping and similar types of related activities but requires that the City provide the Joint Review Board with copies of the grant agreement for each project. The City will provide copies of each grant agreement to the Joint Review Board after each subsequent project receives Common Council authorization of a grant award. The following programs will provide TIF assistance in the form of small business grants:

Building Improvement Grants

The Building Improvement Grant program encourages business owners to reinvest in their business by offering grants of up to $50,000 to assist with the capital costs associated with renovating the interior and exterior of retail spaces. Grants are also available for smaller items such as furniture, fixtures and displays.

Estimated TIF Cost: $1,800,000

Façade Grant

The Facade Improvement Grant Program, was established to support and encourage small business to reinvest in the downtown and neighborhood business districts. The program provides matching grants to small business owners and tenants to assist them in restoring or beautifying their facades or storefronts. The maximum grant amount is $25,000.

Estimated TIF Cost: $300,000

Madison Pop-Up Shop Program

The first City of Madison pop-up shop program is currently on State Street, called Culture Collectives. The current program is a collaboration between the Black, Hmong and Latino Chambers, JD McCormick Properties, the BID and other stakeholders in our downtown community. This program provides an opportunity for small businesses to gain experience in opening a brick & mortar business, get exposure and build their clientele. This program helps businesses that may not have otherwise been able to obtain their own storefront, as these opportunities are short term, low cost and low risks for these small businesses.

Estimated TIF Cost: $300,000

Business Ready Program

Although more program details are forthcoming, the Business Ready program will be established to provide aspiring, new or current business owners with training, technical assistance, one-on-one coaching, and grants.

Estimated TIF Cost: $300,000

Commercial Ownership Assistance Program

The Commercial Ownership Assistance program (COA) is a new City of Madison effort focused on helping business owners expand their enterprises by transitioning from leasing space to owning commercial property for their business. The program is structured as a 0% interest loan with no payment due to the City unless the property is sold. The loan can be used for businesses to purchase an existing space or to develop a new building for their businesses. The program will focus on assisting communities that have historically faced barriers to accessing capital to start or grow a business enterprise and own commercial properties. These targeted populations for this program include communities of color, immigrant communities, women, LGBTQ, disabled residents, and veterans. The program will also prioritize investments that support businesses in under-invested geographic areas. The maximum loan amount is $250,000

Estimated TIF Cost: $1,500,000

Subtotal Estimated TIF Cost – Small Business Grants **$4,200,000**

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 TIF 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 #50 pays off all of its aggregate costs, as provided for in State Statute the City may extend the life of TID #50 for one year to benefit affordable housing and to improve housing stock. There are no affordable housing projects contemplated at this time within the district boundary. However, if any affordable housing project located within the district boundary is determined to need financial assistance and meets the City's TIF Goals and Underwriting policies, and such assistance is financially feasible, the City may propose an amendment to this project plan in subsequent years and seek the necessary approvals from the Joint Review Board.

Estimated TIF 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 50, 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 TIF Cost: $500,000

Additional Marketing, Planning and Market Studies

As significant economic change has impacted the State Street corridor since 2020, the City may require some additional marketing, planning and/or market studies to determine a path forward to address such economic change.

Estimated TIF Cost: $300,000

Subtotal TIF Cost – Organizational, Administrative, Professional & Marketing Studies **$800,000**

TOTAL TIF PROJECT COSTS ~~$20,600,000~~ ~~$26,500,000~~ $26,785,000

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 $20,600,000 of estimated project costs and an estimated $5,665,000 financing cost.

Finance Cost (2024 Project Plan Amendment)

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 $5,900,000 of additional, estimated project costs and an estimated $1,623,000 of additional financing cost. Staff estimates that the total amount of finance costs associated with the originally adopted project plan and the first (2024) Project Plan Amendment is $7,288,000, as shown in the table below.

Finance Cost (2026 Project Plan Amendment)

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 $285,000 of additional, estimated project costs and an estimated $78,000 of additional financing cost. Staff estimates that the total amount of finance costs associated with the originally adopted project plan and the first (2024) and second (2026) Project Plan Amendment is $7,366,000, as shown in the table below.

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 #50	Proposed TIF Funded Non-Assessable Cost	Assessable/ Non-Project Costs	Total	Time Frame
Total Public Improvements				
Lake Street Ramp	$15,000,000	$15,000,000	$30,000,000	2022 – 2028
State St. Furniture, Repair and Upgrades	$600,000	$0	$600,000	2022-28
TOTAL PUBLIC IMPROVEMENTS	**15,600,000**	**$15,000,000**	**$30,600,000**	2020-28
Small Business Grants	$4,200,000	$0	$4,200,000	2022-2028
Administrative and Professional Costs	$500,000	$0	$500,000	2022-2037
Additional Marketing, Planning and Market Studies	$300,000	$0	$300,000	2022-28
TOTAL PROJECT COSTS	**$20,600,000**	**$15,000,000**	**$35,600,000**	2022-2037
Finance Costs (Financing costs for entire project plan)	$5,665,000	$0	$0	2022-37
	2024 Project Plan Amendment			
State Street Campus Garage	$4,800,000	$0	$4,800,000	2024 – 37
Hawthorne Court reconstruction	$500,000	$0	$500,000	2024 – 37
Sanitary Sewer upsizing (Lake St)	$600,000	$0	$600,000	2024 -37
TOTAL 2024 PROJECT PLAN AMENDMENT COSTS	**$5,900,000**	**$0**	**$5,900,000**	2024 – 37
Total TID 50 Project Plan Costs, including 2024 Amendment	**$26,500,000**	**$15,000,000**	**$41,500,000**	**2022 - 37**
Financing Costs (for 2024 Project Plan Amendment)	$1,623,000	$0	$1,623,000	2024-37
Finance Costs (Including Original Project Plan and 2024 Project Plan Amendment	$7,288,000	$0	$0	2022 - 37
	2026 Project Plan Amendment			
Sanitary Sewer upsizing (Dayton St)	$285,000	$0	$285,000	2026-37
TOTAL 2026 PROJECT PLAN AMENDMENT COSTS	**$285,000**	**$0**	**$285,000**	2026 – 37
Total TID 50 Project Plan Costs, including 2024 and 2026 Amendments	**$26,785,000**	**$15,000,000**	**$41,785,000**	**2026 - 37**
Financing Costs (for 2026 Project Plan Amendment)	$78,000	$0	$78,000	2026-37
Finance Costs (Including Original Project Plan, 2024, and 2026 Project Plan Amendments	$7,366,000	$0	$0	2026 - 37

NOTE: These project costs and non-project costs conform to 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, 2037. 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 ~~$35,600,000~~ ~~$41,500,000~~ $41,785,000. There are $15,000,000 in 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 $15,000,000 in costs that are assessable to property owners, the ~~$35,600,000~~ ~~$41,500,000~~ $26,785,000 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) (2022 Project Plan)

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 #50 has multiple "generators" of tax increments, as described below.

- ***Lake Street Ramp Redevelopment***—The City is currently reviewing several proposals from qualified developers to construct residential mixed-use project on the Lake Street Ramp property. For the purposes of estimating an incremental value, TIF staff developed a model project, using conservative, median and average figures of the proposals submitted. The model project consists of 215 market-rate student housing units, 10 affordable student units, 630 beds, about 5,000 SF of retail and 320 parking stalls. Applying area market value data to this model, the total estimated value of this incremental value model is approximately $36,420,000.

- ***Oliv Apartments (CORE Campus)***—A 386-unit, 1,101-bed, student apartment project is underway, estimated at approximately $53,728,000 of incremental value.

- ***Subtext Development***–A 144–unit, 540-bed, student apartment project is underway, estimated at $25,494,000 of incremental value.

Total Incremental Value – TIF Generators (2022 Project Plan) **$115,642,000**

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 **$374,282,000.** This value includes the $115,642,000 generated from projects outlined above, along with an additional $258,640,000 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 **$72,380,000.** The present value of the total incremental revenues that are anticipated to be generated is $31,455,000. Due to economic factors, including the national COVID pandemic and potential economic recession, whose outcomes are unknown at this time, the project plan will utilize approximately 65% of the present value of total incremental revenues that are anticipated, namely $20,600,000. The City may amend the project plan in the event that economic conditions become clearer.

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 $5,665,000.

TIF Generators (2024 Project Plan Amendment)

- ***Lake Street Ramp Redevelopment (Updated)***--The actual 2023 assessed value was determined by the Assessor's Office to be $73,630,000, representing an incremental value increase of $37,210,000 over the 2022 Project Plan estimate.

- ***Madison College Apartments***—A 134-unit market rate apartment project is being proposed for the former Downtown Madison College site in 2024. The incremental value estimated at $26,600,000.

- ***The Core Apartments Nos. 1 & 2***---A 486-unit, 1,434-bed student apartment project is slated for 2025, at an estimated incremental value of $92,644,000.

Total Incremental Value (2024 Project Plan Amendment) $156,454,000

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 amended TID is estimated to be **$199,253,000.** This value includes the additional $156,454,000 generated from projects outlined above, along with an additional $42,798,200 of value appreciation over the life of the amended TID. This value is projected to produce incremental revenues sufficient to support the additional $5,900,000 of project costs stated in the amended Project Plan 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, the anticipated economic growth of tax incremental revenues over the life (i.e. the total amount of tax increments over the remaining 18 years of the TID should total approximately **$31,391,000.** The present value of the total incremental revenues that are anticipated to be generated is $14,089,000. Due to economic factors, including the national COVID pandemic and the impact of inflation, whose outcomes are unknown at this time, the project plan will utilize approximately 42% of the present value of total incremental revenues that are anticipated, namely $5,900,000. The City may amend the project plan in the event that economic conditions become clearer.

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 50 may, therefore, be less than the amount shown in the Project Plan.

Finance Cost (2024 Project Plan Amendment)

Staff estimates that TID increment could support interest payments on capital borrowing. The estimated interest and finance cost of to borrow the $5,900,000 of additional estimated capital cost for the 2024 Plan Amendment is $1,623,000. The total

finance cost in the 2024 adopted project plan, including the original project plan's financing cost of $5,665,000, is $7,288,000.

Finance Cost (2026 Project Plan Amendment)
Staff estimates that TID increment could support interest payments on capital borrowing. The estimated interest and finance cost of to borrow the $285,000 of additional estimated capital cost for the 2026 Plan Amendment is $78,000. The total finance cost in the 2026 adopted project plan, including the financing cost of the original project plan and the 2024 project plan amendment, is $7,366,000.

PROMOTION OF ORDERLY LAND DEVELOPMENT

The area in this TID is identified for Commercial, Institutional, Residential and Parks and Open Space 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://imaginemadisonwi.com/sites/imaginemadisonwi.com/files/document/pdf/180501%20Comprehensive%20Plan%20-%20Full.pdf

TID 50 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. The City finds that approximately 11% of the area is retail.

EXPECTATIONS FOR DEVELOPMENT

The expectations for development in TID #50 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 TID that existed when it was created (i.e. the "base value") from the TID'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 TID 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 $115,642,000 of incremental value. The total incremental value (including estimated TIF Generators and appreciation of property value with in the TID) generated over the 20-year life of the district is estimated at approximately $374,282,000. This growth is estimated to generate approximately $72,380,000 of tax increments over the life of the TID. The estimated present value of these tax increments is $31,455,000

Anticipated Development (2024 Project Plan Amendment): The actual timing and value of new growth within the amended 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 (2024 Project Plan Amendment)" section of this project plan), the City estimates that these TIF Generators will create $156,454,000 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 $199,293,000. This growth is estimated to generate approximately $31,391,000 of tax increments over the 18-year life of the amended TID. The estimated present value of these tax increments is $14,089,000, sufficient to pay for the $5,900,000 of additional project cost proposed with this amended Project Plan.

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

Madison TID #50 Boundary Description
As amended in 2024

A parcel of land located in the Southeast ¼ of the Southwest ¼, the Southwest ¼ of the Southeast ¼, and the Southeast ¼ of the Southeast ¼ of Section 14 and also the Northeast ¼ of the Northwest ¼, the Northwest ¼ of the Northeast ¼, and the Northeast ¼ of the Northeast ¼ 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 most easterly corner of the Certified Survey Map (CSM) No. 13585 recorded as Document No. 5024408 and being on the northwesterly right-of-way of W. Johnson Street;
Thence northeasterly 198 feet more or less along the said northwesterly right-of-way of W. Johnson Street also being along the southeasterly line of Lots 10-12, Block 63 of the Plat of Madison, The Capitol of Wisconsin recorded in Vol. A, Page 3 to the intersection of the northwesterly right-of-way of W. Johnson Street and the southwesterly right-of-way of N. Carroll Street;
Thence northeasterly 66 feet to the intersection of the northeasterly right-of-way of N. Carroll Street and the northwesterly right-of-way of W. Johnson Street also being the most southerly corner of CSM No. 13901 recorded as Document No. 5129197;
Thence northeasterly 331.21 feet more or less along the northwesterly right-of-way of W. Johnson Street also being the southeasterly line of said CSM No. 13901 to the most easterly corner of said CSM No. 13901 also being at the intersection of the northwesterly right-of-way of W. Johnson Street and the southwesterly right-of-way of Wisconsin Avenue;
Thence northeasterly 132 feet to the most southerly corner of Block 92 of the Plat of Madison, The Capitol of Wisconsin being at the intersection of the northeasterly right-of-way of Wisconsin Avenue and the northwesterly right-of-way of E. Johnson Street;
Thence southeasterly 66 feet to the most westerly corner of CSM No. 11920 recorded as Document No. 4238480 being at the intersection of the northeasterly right-of-way of Wisconsin Avenue and the southeasterly right-of-way of E. Johnson Street;
Thence southeasterly 264.13 feet more or less along the southwesterly line of said CSM No. 11920 also being along the northeasterly right-of-way of Wisconsin Avenue to the most southerly corner of said CSM No. 11920 also being the intersection of the northeasterly right-of-way of Wisconsin Avenue and the northwesterly right-of-way of E. Dayton Street;
Thence southeasterly 66 feet to the most westerly corner of Block 90 of the Plat of Madison, The Capitol of Wisconsin also being the intersection of the northeasterly right-of-way of Wisconsin Avenue and the southeasterly right-of-way of E. Dayton Street;
Thence southwesterly 132 feet to the most northerly corner of Block 83 of the Plat of Madison, The Capitol of Wisconsin also being the intersection of the southwesterly right-of-way of Wisconsin Avenue and the southeasterly right-of-way of W. Dayton Street;

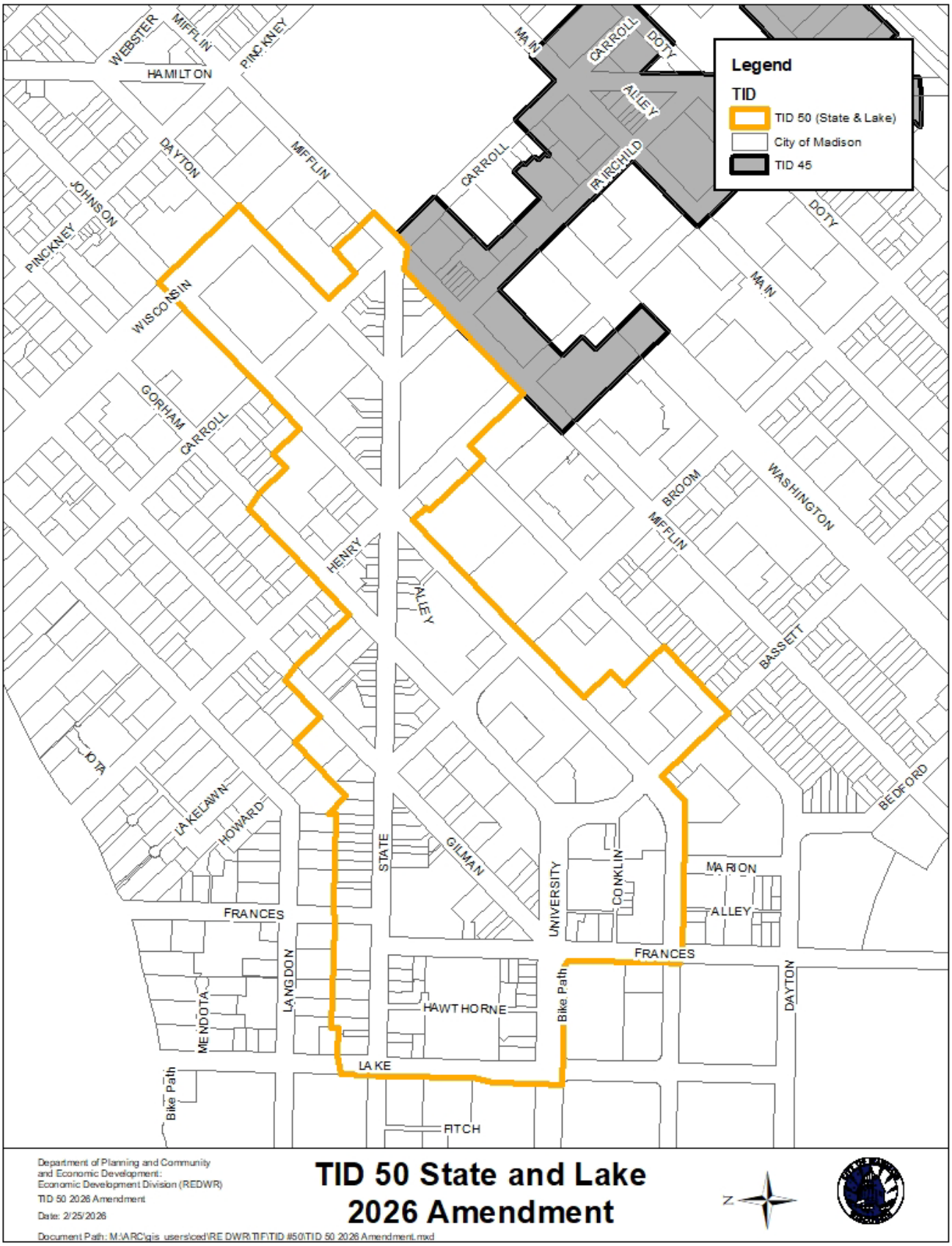
Thence southwesterly 330 feet more or less along the northwesterly line of said Block 83 to the most westerly corner of said Block 83 and the intersection of the southeasterly right-of-way of W. Dayton Street and the northeasterly right-of-way of N. Carroll Street;
Thence southeasterly 132 feet more or less along the southwesterly line of said Block 83 also being along the northeasterly right-of-way of N. Carroll Street to the most westerly corner of Lot 10 of said Block 83;
Thence northeasterly 110 feet more or less along the northwesterly line of Lots 9 and 10 of said Block 83 to a point on the northeasterly line of the southwesterly 44 feet of Lot 9;
Thence southeasterly 132 feet more or less along the said northeasterly line of the southwesterly 44 feet of Lot 9 to a point on the southeasterly line of Block 83 also being on the northwesterly right-of-way of W. Mifflin Street;
Thence continuing southeasterly 66 feet to a point on the southeasterly right-of-way of W. Mifflin Street;
Thence southwesterly 110 feet more or less to the intersection of the southeasterly right-of-way of W. Mifflin Street and the northeasterly right-of-way of N. Carroll Street;
Thence southwesterly 66 feet to the intersection of the southwesterly right-of-way of N. Carroll Street and the southeasterly right-of-way of W. Mifflin Street also being the most northerly corner of Block 75 of the Plat of Madison, The Capitol of Madison;
Thence westerly 82 feet more or less to the most easterly corner of Block 76 of the Plat of Madison, The Capitol of Wisconsin also being at the intersection of the northwesterly right-of-way of W. Mifflin Street and the southerly right-of-way of State Street;
Thence southwesterly 220 feet more or less along the southeasterly line of said Block 76 also being the northwesterly right-of-way of W. Mifflin Street to the most southerly corner of CSM No. 13444 recorded as Document No. 4957556 also being the intersection of the northwesterly right-of-way line of W. Mifflin Street and the northeasterly right-of-way of N. Fairchild Street;
Thence southwesterly 66 feet to the most easterly corner of Block 65 Condominium recorded as Document No. 4783289 also being the intersection of the southwesterly right-of-way of N. Fairchild Street and the northwesterly right-of-way of W. Mifflin Street;
Thence southwesterly 266.07 feet more or less along the southeasterly line of the said Block 65 Condominium also being along the northwesterly right-of-way of W. Mifflin Street to the most southerly corner of the said Block 65 Condominium also being at the intersection of the northeasterly right-of-way of N. Henry Street and the northwesterly right-of-way of W. Mifflin Street;
Thence southwesterly 66 feet to the most easterly corner of Block 53 of the said Plat of Madison, The Capitol of Wisconsin also being at the intersection of the southwesterly right-of-way of N. Henry Street and the northwesterly right-of-way of W. Mifflin Street;
Thence northwesterly 264 feet more or less along the northeasterly line of said Block 53 to the intersection of the southwesterly right-of-way line of N. Henry Street and the southeasterly right-of-way line of W. Dayton Street also being the most northerly corner of said Block 53;
Thence southwesterly 66 feet more or less along the northwesterly line of said Block 53 also being on the southeasterly right-of-way of W. Dayton Street to the Northwest corner of Lot 9 of said Block 53;
Thence northwesterly 66 feet to the most easterly corner of CSM No. 13555 recorded as Document No. 5013824 also being on the northwesterly right-of-way of W. Dayton Street;
Thence northwesterly 200.18 feet more or less along the northeasterly line of said CSM No. 13555 to a jog in said northeasterly line;
Thence northeasterly 15.96 feet more or less along the said northeasterly line of said CSM No. 13555 to a jog in the said northeasterly line;
Thence northwesterly 66.31 feet more or less along the said northeasterly line of said CSM No. 13555 to a point on the northwesterly line of said CSM No. 13555 also being on the southeasterly right-of-way of W. Johnson Street;
Thence southwesterly 517 feet more or less along the northwesterly line of said CSM No. 13555 and CSM No. 3754 recorded as Document No. 1714540 also being along the southeasterly right-of-way of W. Johnson Street to the most westerly corner of said CSM No. 3754 also being the intersection of the southeasterly right-of-way of W. Johnson Street and the northeasterly right-of-way of N. Broom Street;
Thence southwesterly 96 feet to the most northerly corner of CSM No. 13576 recorded as Document No. 5021017 also being the intersection of the southwesterly right-of-way of N. Broom Street and the southeasterly right-of-way of W. Johnson Street;
Thence southwesterly 265.31 feet more or less along the southeasterly right-of-way of W. Johnson Street also being along the northwesterly line of said CSM No. 13576 to the northwest corner of CSM No. 13576;
Thence southeasterly 133.85 feet more or less along a southwesterly line of said CSM No. 13576 to an angle point in the southwesterly line of CSM No. 13576;
Thence southwesterly 66.15 feet more or less along a southwesterly line of line of said CSM No. 13576 to an angle point in the southwesterly line of CSM No. 13576;
Thence southeasterly 133.71 feet more or less to the southerly most corner of said CSM No. 13576 and the northwesterly right-of-way of W. Dayton Street;

Thence southeasterly 66 feet more or less to the northern most corner of Lot 4, Block 42 of said Plat of Madison, The Capitol of Wisconsin and the southeasterly right-of-way of W. Dayton Street;
Thence southwesterly 264 feet more or less along the northwesterly line of said Block 42 and the southeasterly right-of-way of W. Dayton Street to the northwest corner of said Block 42 and the northeasterly right-of-way of N. Bassett Street;
Thence southwesterly 66 feet more or less along the southeasterly right-of-way of W Dayton Street to the northeast corner of Block 34 of said Plat of Madison, The Capitol of Wisconsin and the southwesterly right-of-way of N. Bassett Street;
Thence northwesterly 330 feet more or less along the northeasterly line of Block 35 of said Plat of Madison, The Capitol of Wisconsin and the southeasterly extension thereof, also being the southwesterly right-of-way of N Bassett Street to the northeast corner of said Block 35 being on the southeasterly right-of-way of W. Johnson Street;
Thence southwesterly 120 feet more or less along the northwesterly line of said Block 35 also being on the southeasterly right-of-way of W. Johnson Street to a point of intersection of the easterly extension of the northerly line of Block 2 of Hoyt's Replat of Block 12, University Addition to the City of Madison recorded in Vol. 1 on Page 1;
Thence westerly 572.7 feet more or less along the northerly line of Block 1 and 2 of Hoyt's Replat of Block 12, University Addition to the City of Madison recorded in Vol. 1 on Page 1 and the easterly and westerly extension thereof, also being the southerly right-of-way of W. Johnson Street to the northeast corner of Block 13 of University Addition to Madison and the westerly right-of-way of Frances Street;
Thence northerly 90.92 feet more or less along the westerly right-of-way of Frances Street to a point of curvature in the east line of Lot 2 of CSM 5625 recorded as Document No. 2100454, also being on the westerly right-of-way of Frances Street;
Thence northerly 299.37 feet more or less along the easterly line of said CSM 5625 and CSM 5626 recorded as Document No. 2100455, also being the westerly right-of-way of Frances Street to a point of curvature in the east line of Lot 2 of said CSM 5626;
Thence northwesterly 35.40 feet more or less along a 25.00-foot curve to the left to the southerly right-of-way of University Avenue;

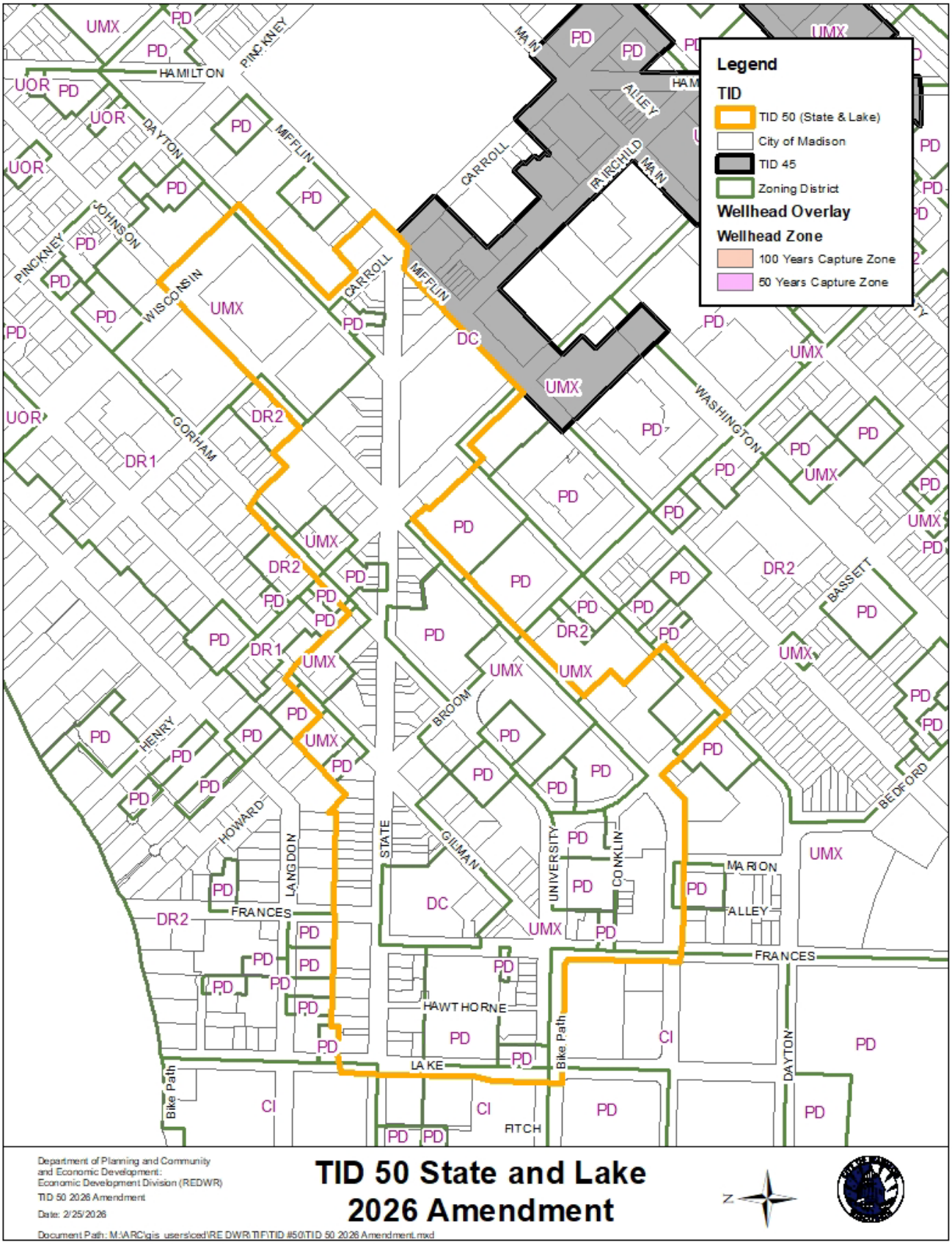
Thence westerly 307.20 feet more or less along the said southerly right-of-way of University Avenue also being the North line of said CSM No. 5626 to a point of curvature on the said southerly right-of-way of University Avenue;
Thence continuing westerly 123.52 feet more or less to a point of curvature on the southerly right-of-way of University Avenue being at the northeasterly corner of CSM No. 11773 recorded as Document No. 4195987;
Thence northerly 100 feet more or less to the Southeast corner of Lot 1 of CSM No. 14449 recorded as Document No. 5308355 being at the intersection of the northerly right-of-way of University Avenue and the westerly right-of-way of N. Lake Street;
Thence northerly 152 feet more or less along the easterly line of said Lot 1 of CSM No. 14449 also being on the westerly right-of-way of N. Lake Street to an angle point in the said easterly line;
Thence northerly 74.91 feet more or less along the easterly line of said Lot 1 of CSM No. 14449 also being on the westerly right-of-way of N. Lake Street to the northeast corner of said Lot 1 also being on the north line of the south 4 feet 4 inches of Lot 6 of Block 5 of the University Addition to Madison recorded in Vol. A. Page 9;
Thence northerly 303.6 feet more or less along the easterly line of Lots 4, 5, and 6 of Block 5 of the said University Addition to Madison being on the said westerly right-of-way of N. Lake Street to the northeast corner of said Lot 4 of Block 5 also being at the intersection of the southerly right-of-way of State Street and the westerly right-of-way of N. Lake Street;
Thence northerly 66 feet more or less to the Southeast corner of Block 6 of the said Plat of Madison, The Capitol of Wisconsin also being at the intersection of the northerly right-of-way of State Street and the westerly right-of-way of N. Lake Street;
Thence northerly 110 feet more or less along the East line of said Block 6 also being the westerly right-of-way of N. Lake Street to a point of intersection with the westerly extension of the northerly line of the southerly 110 feet of Lot 14 of Block 7 of the said Plat of Madison, the Capitol of Madison;
Thence easterly 66 feet to a point on the northerly line of the southerly 110 feet of said Lot 14 of Block 7 of the Plat of Madison, The Capitol of Wisconsin also being on the easterly right-of-way of N. Lake Street;
Thence continuing easterly 74 feet more or less to a point on the easterly line of the westerly 8 feet of the southerly 110 feet of Lot 13 of the said Plat of Madison, The Capitol of Wisconsin to a corner on the westerly line of 662 State Street Condominium recorded as Document No. 4765647;
Thence easterly 19.69 feet more or less along the westerly line of the said 662 State Street Condominium being on a the northerly line of the southerly 110 feet of Lot 13 of Block 7 of the said Plat of Madison, The Capitol of Wisconsin to an angle point in the said westerly line of the 662 State Street Condominium;
Thence northerly 22.80 feet more or less along the westerly line of the said 662 State Street Condominium to a point on the northerly line of Lot 13 of Block 7 of the said Plat of Madison, The Capitol of Madison;
Thence easterly 371.70 feet along the northerly lines of Lots 8 through 13 of Block 7 of the said Plat of Madison, The Capitol of Wisconsin also being along the northerly line of CSM No. 14188 recorded as Document No. 5217923 to the northeast corner of said CSM No. 14188 being on the westerly right-of-way of N. Frances Street;

Thence easterly 66 feet to the northwest corner of Lot 10 of Block 8 of the said Plat of Madison, The Capitol of Wisconsin also lying on the easterly right-of-way of N. Frances Street;
Thence easterly 330 feet more or less along the northerly line of Lots 6 through 10 of said Block 8 of the Plat of Madison, The Capitol of Wisconsin to the northeast corner of said Lot 6 of Block 8;
Thence southeasterly 64 feet more or less along the north line of the lands described in a deed recorded as Document No. 2572986 to a point 105.9 feet northerly of and perpendicular to the northerly right-of-way of State Street and lying on the northwesterly line of Lot 23 of Block 59 of the said Plat of Madison, The Capitol of Madison;
Thence northeasterly 267 feet more or less along the northwesterly line of Lots 20 through 23 of Block 59 of the said Plat of Madison, The Capitol of Wisconsin to the most northerly corner of Lot 20 of Block 59 of the said Plat of Madison, The Capitol of Madison;
Thence southeasterly 132 feet more or less along the northeasterly line of said Lot 20 of Block 59 to the most easterly corner of said Lot 20 of Block 59 also lying on the northwesterly right-of-way of W. Gilman Street;
Thence northeasterly 198 feet more or less along the southeasterly line of said Block 59 also being along the northwesterly right-of-way line of W. Gilman Street to the most easterly corner of Lot 17 of Block 59 of the said Plat of Madison, The Capitol of Madison;
Thence southeasterly 66 feet to the most northerly corner of Lot 6 of Block 58 of the said Plat of Madison, The Capitol of Wisconsin also lying on the southeasterly right-of-way of W. Gilman Street;
Thence southeasterly 264 feet more or less along the northeasterly line of Lots 6 and 11 of Block 58 of the said Plat of Madison, The Capitol of Wisconsin to the most easterly corner of said Lot 11 of Block 58 also lying on the northwesterly right-of-way of W. Gorham Street;
Thence northeasterly 132 feet more or less along the southeasterly line of Block 58 also being along the northwesterly right-of-way of W. Gorham Street to the most easterly corner of Lot 9 of Block 58 of the said Plat of Madison, The Capitol of Wisconsin and being at the intersection of the northwesterly right-of-way of W. Gorham Street and the southwesterly right-of-way of N. Henry Street;
Thence northeasterly 66 feet to the most southerly corner of Lot 18 of Block 62 of the said Plat of Madison, The Capitol of Wisconsin also being the intersection of the northwesterly right-of-way of W. Gorham Street and the northeasterly right-of-way of N. Henry Street;
Thence northeasterly 330 feet more or less along the southeasterly line of said Block 62 also being along the northwesterly right-of-way of W. Gorham Street to the most easterly corner of Lot 14 of Block 62 of the said Plat of Madison, The Capitol of Madison;
Thence southeasterly 66 feet to the most northerly corner of the said CSM No. 13585 also lying on the southeasterly right-of-way of W. Gorham Street;
Thence southeasterly 132.76 feet more or less along the northeasterly line of said CSM No. 13585 to an angle point in the said northeasterly line also being at the most southerly corner of Lot 6 of Block 63 of the said Plat of Madison, The Capitol of Madison;
Thence northeasterly 66.20 feet along the said northeasterly line of CSM No. 13585 also being along the southeasterly line of said Lot 6 of Block 63 to an angle point in the said northeasterly line of CSM No. 13585 and the most easterly corner of the said Lot 6 of Block 63;
Thence southeasterly 132.51 feet more or less along the said northeasterly line of CSM No. 13585 to the **Point of Beginning** being the most easterly corner of the said CSM No. 13585.

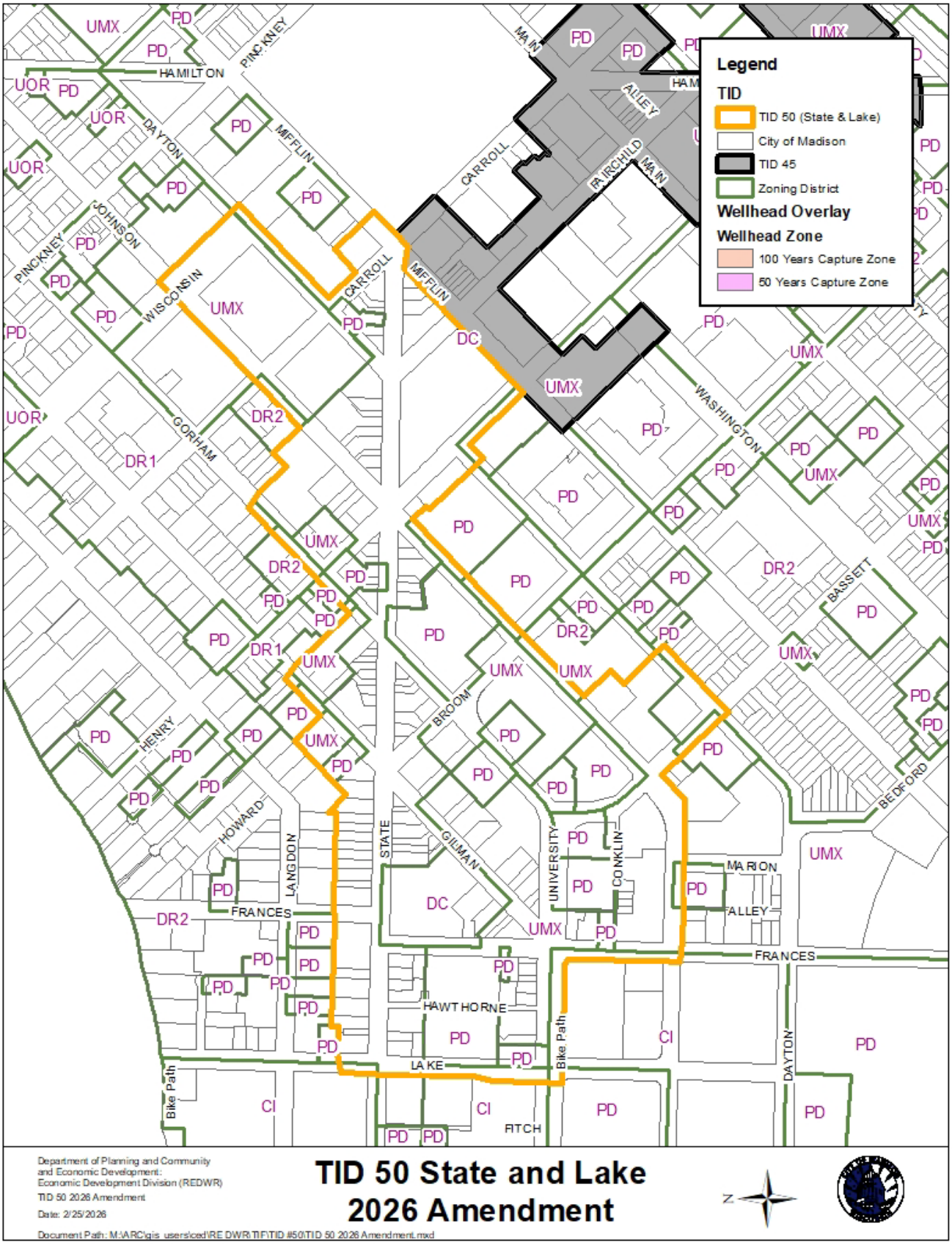
District Boundary - 2026



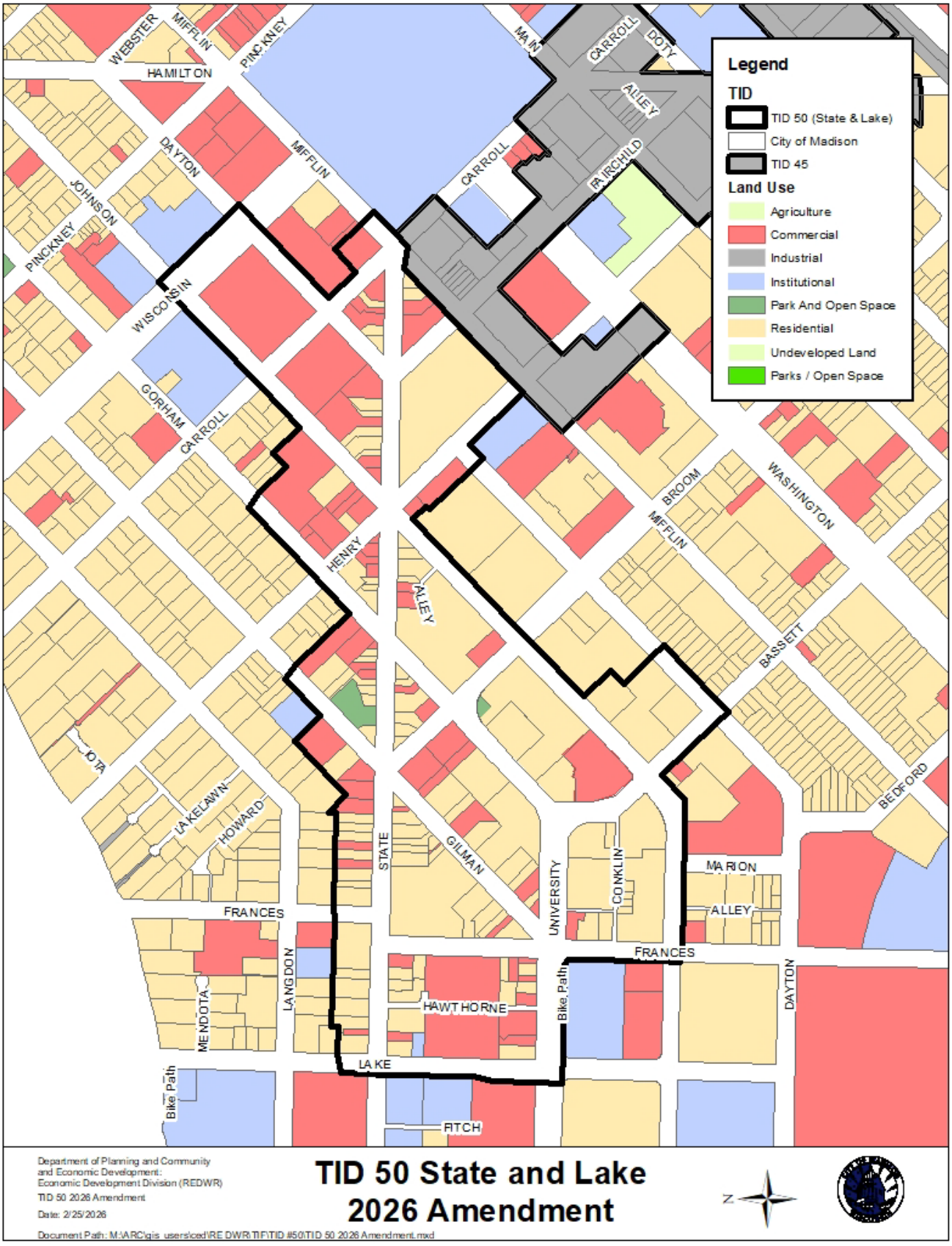
Existing Zoning – 2026



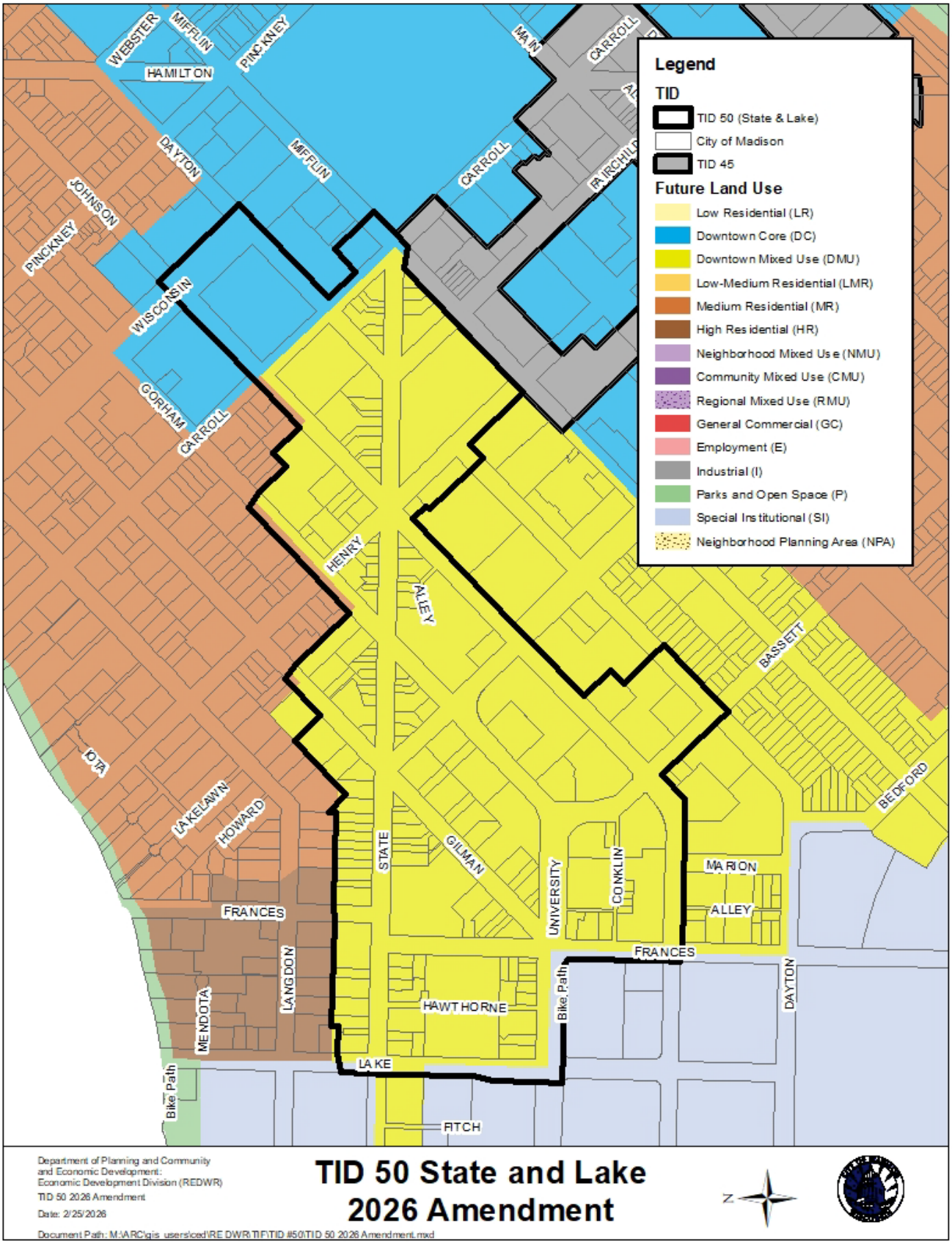
Proposed Zoning – 2026



Existing Land Use – 2026



Proposed Land Use – 2026



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May 28, 2026

TO: Daniel Rolfs, Real Estate Development Manager
FROM: Matthew Robles, Assistant City Attorney
SUBJECT: Project Plan Amendment for TIF District No. 50 - City of Madison (State and Lake)

Dear Mr. Rolfs:

In my capacity as Assistant City Attorney for the City of Madison, Wisconsin, I have examined the proposed 2026 Amendment to the Project Plan for Tax Incremental Finance District No. 50, City of Madison, Wisconsin (State and Lake). Based on this examination, I am of the opinion that the amended Project Plan is complete and complies with the provisions of Secs. 66.1105(4)(f) and (h), 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 to the Plan.

Sincerely,

Matthew D. Robles
Assistant City Attorney

LEGAL DESCRIPTION

Madison TID #50 Boundary Description

As amended in 2024

A parcel of land located in the Southeast ¼ of the Southwest ¼, the Southwest ¼ of the Southeast ¼, and the Southeast ¼ of the Southeast ¼ of Section 14 and also the Northeast ¼ of the Northwest ¼, the Northwest ¼ of the Northeast ¼, and the Northeast ¼ of the Northeast ¼ 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 most easterly corner of the Certified Survey Map (CSM) No. 13585 recorded as Document No. 5024408 and being on the northwesterly right-of-way of W. Johnson Street;

Thence northeasterly 198 feet more or less along the said northwesterly right-of-way of W. Johnson Street also being along the southeasterly line of Lots 10-12, Block 63 of the Plat of Madison, The Capitol of Wisconsin recorded in Vol. A, Page 3 to the intersection of the northwesterly right-of-way of W. Johnson Street and the southwesterly right-of-way of N. Carroll Street;

Thence northeasterly 66 feet to the intersection of the northeasterly right-of-way of N. Carroll Street and the northwesterly right-of-way of W. Johnson Street also being the most southerly corner of CSM No. 13901 recorded as Document No. 5129197;

Thence northeasterly 331.21 feet more or less along the northwesterly right-of-way of W. Johnson Street also being the southeasterly line of said CSM No. 13901 to the most easterly corner of said CSM No. 13901 also being at the intersection of the northwesterly right-of-way of W. Johnson Street and the southwesterly right-of-way of Wisconsin Avenue;

Thence northeasterly 132 feet to the most southerly corner of Block 92 of the Plat of Madison, The Capitol of Wisconsin being at the intersection of the northeasterly right-of-way of Wisconsin Avenue and the northwesterly right-of-way of E. Johnson Street;

Thence southeasterly 66 feet to the most westerly corner of CSM No. 11920 recorded as Document No. 4238480 being at the intersection of the northeasterly right-of-way of Wisconsin Avenue and the southeasterly right-of-way of E. Johnson Street;

Thence southeasterly 264.13 feet more or less along the southwesterly line of said CSM No. 11920 also being along the northeasterly right-of-way of Wisconsin Avenue to the most southerly corner of said CSM No. 11920 also being the intersection of the northeasterly right-of-way of Wisconsin Avenue and the northwesterly right-of-way of E. Dayton Street;

Thence southeasterly 66 feet to the most westerly corner of Block 90 of the Plat of Madison, The Capitol of Wisconsin also being the intersection of the northeasterly right-of-way of Wisconsin Avenue and the southeasterly right-of-way of E. Dayton Street;

Thence southwesterly 132 feet to the most northerly corner of Block 83 of the Plat of Madison, The Capitol of Wisconsin also being the intersection of the southwesterly right-of-way of Wisconsin Avenue and the southeasterly right-of-way of W. Dayton Street;

Thence southwesterly 330 feet more or less along the northwesterly line of said Block 83 to the most westerly corner of said Block 83 and the intersection of the southeasterly right-of-way of W. Dayton Street and the northeasterly right-of-way of N. Carroll Street;

Thence southeasterly 132 feet more or less along the southwesterly line of said Block 83 also being along the northeasterly right-of-way of N. Carroll Street to the most westerly corner of Lot 10 of said Block 83;

Thence northeasterly 110 feet more or less along the northwesterly line of Lots 9 and 10 of said Block 83 to a point on the northeasterly line of the southwesterly 44 feet of Lot 9;

Thence southeasterly 132 feet more or less along the said northeasterly line of the southwesterly 44 feet of Lot 9 to a point on the southeasterly line of Block 83 also being on the northwesterly right-of-way of W. Mifflin Street;

Thence continuing southeasterly 66 feet to a point on the southeasterly right-of-way of W. Mifflin Street;

Thence southwesterly 110 feet more or less to the intersection of the southeasterly right-of-way of W. Mifflin Street and the northeasterly right-of-way of N. Carroll Street;

Thence southwesterly 66 feet to the intersection of the southwesterly right-of-way of N. Carroll Street and the southeasterly right-of-way of W. Mifflin Street also being the most northerly corner of Block 75 of the Plat of Madison, The Capitol of Madison;

Thence westerly 82 feet more or less to the most easterly corner of Block 76 of the Plat of Madison, The Capitol of Wisconsin also being at the intersection of the northwesterly right-of-way of W. Mifflin Street and the southerly right-of-way of State Street;

Thence southwesterly 220 feet more or less along the southeasterly line of said Block 76 also being the northwesterly right-of-way of W. Mifflin Street to the most southerly corner of CSM No. 13444 recorded as Document No. 4957556 also being the intersection of the northwesterly right-of-way line of W. Mifflin Street and the northeasterly right-of-way of N. Fairchild Street;

Thence southwesterly 66 feet to the most easterly corner of Block 65 Condominium recorded as Document No. 4783289 also being the intersection of the southwesterly right-of-way of N. Fairchild Street and the northwesterly right-of-way of W. Mifflin Street;

Thence southwesterly 266.07 feet more or less along the southeasterly line of the said Block 65 Condominium also being along the northwesterly right-of-way of W. Mifflin Street to the most southerly corner of the said Block 65 Condominium also being at the intersection of the northeasterly right-of-way of N. Henry Street and the northwesterly right-of-way of W. Mifflin Street;

Thence southwesterly 66 feet to the most easterly corner of Block 53 of the said Plat of Madison, The Capitol of Wisconsin also being at the intersection of the southwesterly right-of-way of N. Henry Street and the northwesterly right-of-way of W. Mifflin Street;

Thence northwesterly 264 feet more or less along the northeasterly line of said Block 53 to the intersection of the southwesterly right-of-way line of N. Henry Street and the southeasterly right-of-way line of W. Dayton Street also being the most northerly corner of said Block 53;

Thence southwesterly 66 feet more or less along the northwesterly line of said Block 53 also being on the southeasterly right-of-way of W. Dayton Street to the Northwest corner of Lot 9 of said Block 53;

Thence northwesterly 66 feet to the most easterly corner of CSM No. 13555 recorded as Document No. 5013824 also being on the northwesterly right-of-way of W. Dayton Street;

Thence northwesterly 200.18 feet more or less along the northeasterly line of said CSM No. 13555 to a jog in said northeasterly line;

Thence northeasterly 15.96 feet more or less along the said northeasterly line of said CSM No. 13555 to a jog in the said northeasterly line;

Thence northwesterly 66.31 feet more or less along the said northeasterly line of said CSM No. 13555 to a point on the northwesterly line of said CSM No. 13555 also being on the southeasterly right-of-way of W. Johnson Street;

Thence southwesterly 517 feet more or less along the northwesterly line of said CSM No. 13555 and CSM No. 3754 recorded as Document No. 1714540 also being along the southeasterly right-of-way of W. Johnson Street to the most westerly corner of said CSM No. 3754 also being the intersection of the southeasterly right-of-way of W. Johnson Street and the northeasterly right-of-way of N. Broom Street;

Thence southwesterly 96 feet to the most northerly corner of CSM No. 13576 recorded as Document No. 5021017 also being the intersection of the southwesterly right-of-way of N. Broom Street and the southeasterly right-of-way of W. Johnson Street;

Thence southwesterly 265.31 feet more or less along the southeasterly right-of-way of W. Johnson Street also being along the northwesterly line of said CSM No. 13576 to the northwest corner of CSM No. 13576;

Thence southeasterly 133.85 feet more or less along a southwesterly line of said CSM No. 13576 to an angle point in the southwesterly line of CSM No. 13576;

Thence southwesterly 66.15 feet more or less along a southwesterly line of line of said CSM No. 13576 to an angle point in the southwesterly line of CSM No. 13576;

Thence southeasterly 133.71 feet more or less to the southerly most corner of said CSM No. 13576 and the northwesterly right-of-way of W. Dayton Street;

Thence southeasterly 66 feet more or less to the northern most corner of Lot 4, Block 42 of said Plat of Madison, The Capitol of Wisconsin and the southeasterly right-of-way of W. Dayton Street;

Thence southwesterly 264 feet more or less along the northwesterly line of said Block 42 and the southeasterly right-of-way of W. Dayton Street to the northwest corner of said Block 42 and the northeasterly right-of-way of N. Bassett Street;

Thence southwesterly 66 feet more or less along the southeasterly right-of-way of W Dayton Street to the northeast corner of Block 34 of said Plat of Madison, The Capitol of Wisconsin and the southwesterly right-of-way of N. Bassett Street;

Thence northwesterly 330 feet more or less along the northeasterly line of Block 35 of said Plat of Madison, The Capitol of Wisconsin and the southeasterly extension thereof, also being the southwesterly right-of-way of N Bassett Street to the northeast corner of said Block 35 being on the southeasterly right-of-way of W. Johnson Street;

Thence southwesterly 120 feet more or less along the northwesterly line of said Block 35 also being on the southeasterly right-of-way of W. Johnson Street to a point of intersection of the easterly extension of the northerly line of Block 2 of Hoyt's Replat of Block 12, University Addition to the City of Madison recorded in Vol. 1 on Page 1;

Thence westerly 572.7 feet more or less along the northerly line of Block 1 and 2 of Hoyt's Replat of Block 12, University Addition to the City of Madison recorded in Vol. 1 on Page 1 and the easterly and westerly extension thereof, also being the southerly right-of-way of W. Johnson Street to the northeast corner of Block 13 of University Addition to Madison and the westerly right-of-way of Frances Street;

Thence northerly 90.92 feet more or less along the westerly right-of-way of Frances Street to a point of curvature in the east line of Lot 2 of CSM 5625 recorded as Document No. 2100454, also being on the westerly right-of-way of Frances Street;

Thence northerly 299.37 feet more or less along the easterly line of said CSM 5625 and CSM 5626 recorded as Document No. 2100455, also being the westerly right-of-way of Frances Street to a point of curvature in the east line of Lot 2 of said CSM 5626;

Thence northwesterly 35.40 feet more or less along a 25.00-foot curve to the left to the southerly right-of-way of University Avenue;

Thence westerly 307.20 feet more or less along the said southerly right-of-way of University Avenue also being the North line of said CSM No. 5626 to a point of curvature on the said southerly right-of-way of University Avenue;

Thence continuing westerly 123.52 feet more or less to a point of curvature on the southerly right-of-way of University Avenue being at the northeasterly corner of CSM No. 11773 recorded as Document No. 4195987;

Thence northerly 100 feet more or less to the Southeast corner of Lot 1 of CSM No. 14449 recorded as Document No. 5308355 being at the intersection of the northerly right-of-way of University Avenue and the westerly right-of-way of N. Lake Street;

Thence northerly 152 feet more or less along the easterly line of said Lot 1 of CSM No. 14449 also being on the westerly right-of-way of N. Lake Street to an angle point in the said easterly line;

Thence northerly 74.91 feet more or less along the easterly line of said Lot 1 of CSM No. 14449 also being on the westerly right-of-way of N. Lake Street to the northeast corner of said Lot 1 also being on the north line of the south 4 feet 4 inches of Lot 6 of Block 5 of the University Addition to Madison recorded in Vol. A. Page 9;

Thence northerly 303.6 feet more or less along the easterly line of Lots 4, 5, and 6 of Block 5 of the said University Addition to Madison being on the said westerly right-of-way of N. Lake Street to the northeast corner of said Lot 4 of Block 5 also being at the intersection of the southerly right-of-way of State Street and the westerly right-of-way of N. Lake Street;

Thence northerly 66 feet more or less to the Southeast corner of Block 6 of the said Plat of Madison, The Capitol of Wisconsin also being at the intersection of the northerly right-of-way of State Street and the westerly right-of-way of N. Lake Street;

Thence northerly 110 feet more or less along the East line of said Block 6 also being the westerly right-of-way of N. Lake Street to a point of intersection with the westerly extension of the northerly line of the southerly 110 feet of Lot 14 of Block 7 of the said Plat of Madison, the Capitol of Madison;

Thence easterly 66 feet to a point on the northerly line of the southerly 110 feet of said Lot 14 of Block 7 of the Plat of Madison, The Capitol of Wisconsin also being on the easterly right-of-way of N. Lake Street;

Thence continuing easterly 74 feet more or less to a point on the easterly line of the westerly 8 feet of the southerly 110 feet of Lot 13 of the said Plat of Madison, The Capitol of Wisconsin to a corner on the westerly line of 662 State Street Condominium recorded as Document No. 4765647;

Thence easterly 19.69 feet more or less along the westerly line of the said 662 State Street Condominium being on a the northerly line of the southerly 110 feet of Lot 13 of Block 7 of the said Plat of Madison, The Capitol of Wisconsin to an angle point in the said westerly line of the 662 State Street Condominium;

Thence northerly 22.80 feet more or less along the westerly line of the said 662 State Street Condominium to a point on the northerly line of Lot 13 of Block 7 of the said Plat of Madison, The Capitol of Madison;

Thence easterly 371.70 feet along the northerly lines of Lots 8 through 13 of Block 7 of the said Plat of Madison, The Capitol of Wisconsin also being along the northerly line of CSM No. 14188 recorded as Document No. 5217923 to the northeast corner of said CSM No. 14188 being on the westerly right-of-way of N. Frances Street;

Thence easterly 66 feet to the northwest corner of Lot 10 of Block 8 of the said Plat of Madison, The Capitol of Wisconsin also lying on the easterly right-of-way of N. Frances Street;

Thence easterly 330 feet more or less along the northerly line of Lots 6 through 10 of said Block 8 of the Plat of Madison, The Capitol of Wisconsin to the northeast corner of said Lot 6 of Block 8;

Thence southeasterly 64 feet more or less along the north line of the lands described in a deed recorded as Document No. 2572986 to a point 105.9 feet northerly of and perpendicular to the northerly right-of-way of State Street and lying on the northwesterly line of Lot 23 of Block 59 of the said Plat of Madison, The Capitol of Madison;

Thence northeasterly 267 feet more or less along the northwesterly line of Lots 20 through 23 of Block 59 of the said Plat of Madison, The Capitol of Wisconsin to the most northerly corner of Lot 20 of Block 59 of the said Plat of Madison, The Capitol of Madison;

Thence southeasterly 132 feet more or less along the northeasterly line of said Lot 20 of Block 59 to the most easterly corner of said Lot 20 of Block 59 also lying on the northwesterly right-of-way of W. Gilman Street;

Thence northeasterly 198 feet more or less along the southeasterly line of said Block 59 also being along the northwesterly right-of-way line of W. Gilman Street to the most easterly corner of Lot 17 of Block 59 of the said Plat of Madison, The Capitol of Madison;

Thence southeasterly 66 feet to the most northerly corner of Lot 6 of Block 58 of the said Plat of Madison, The Capitol of Wisconsin also lying on the southeasterly right-of-way of W. Gilman Street;

Thence southeasterly 264 feet more or less along the northeasterly line of Lots 6 and 11 of Block 58 of the said Plat of Madison, The Capitol of Wisconsin to the most easterly corner of said Lot 11 of Block 58 also lying on the northwesterly right-of-way of W. Gorham Street;

Thence northeasterly 132 feet more or less along the southeasterly line of Block 58 also being along the northwesterly right-of-way of W. Gorham Street to the most easterly corner of Lot 9 of Block 58 of the said Plat of Madison, The Capitol of Wisconsin and being at the intersection of the northwesterly right-of-way of W. Gorham Street and the southwesterly right-of-way of N. Henry Street;

Thence northeasterly 66 feet to the most southerly corner of Lot 18 of Block 62 of the said Plat of Madison, The Capitol of Wisconsin also being the intersection of the northwesterly right-of-way of W. Gorham Street and the northeasterly right-of-way of N. Henry Street;

Thence northeasterly 330 feet more or less along the southeasterly line of said Block 62 also being along the northwesterly right-of-way of W. Gorham Street to the most easterly corner of Lot 14 of Block 62 of the said Plat of Madison, The Capitol of Madison;

Thence southeasterly 66 feet to the most northerly corner of the said CSM No. 13585 also lying on the southeasterly right-of-way of W. Gorham Street;

Thence southeasterly 132.76 feet more or less along the northeasterly line of said CSM No. 13585 to an angle point in the said northeasterly line also being at the most southerly corner of Lot 6 of Block 63 of the said Plat of Madison, The Capitol of Madison;

Thence northeasterly 66.20 feet along the said northeasterly line of CSM No. 13585 also being along the southeasterly line of said Lot 6 of Block 63 to an angle point in the said northeasterly line of CSM No. 13585 and the most easterly corner of the said Lot 6 of Block 63;

Thence southeasterly 132.51 feet more or less along the said northeasterly line of CSM No. 13585 to the **Point of Beginning** being the most easterly corner of the said CSM No. 13585.

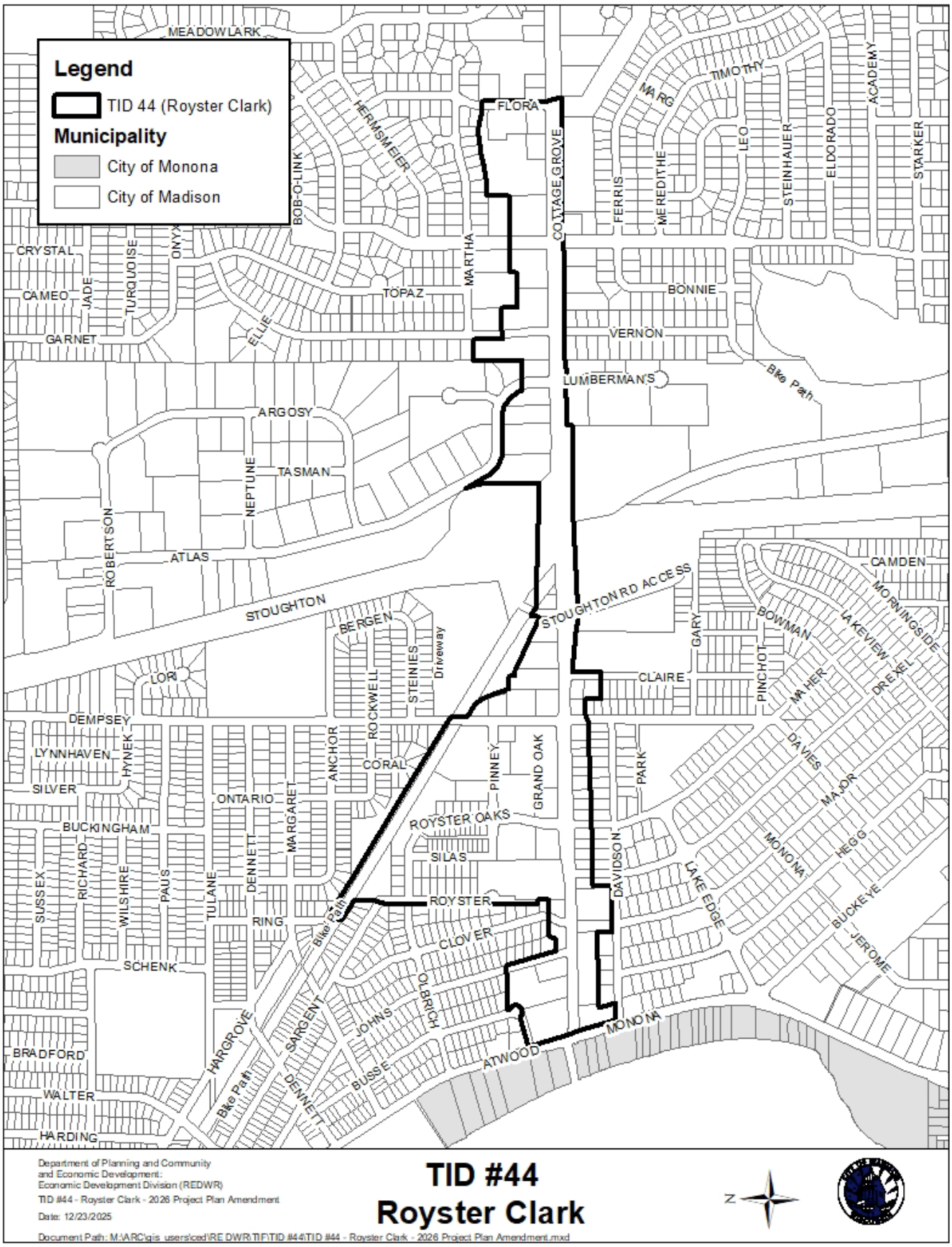
TID Project Plan Amendments & Creations

TIDs 44, 46, 50, 51, & 54 (Amendments)
TIDs 56 & 57 (Creation)

Plan Commission meeting
June 15, 2026

Plan Commission Role

- Per State of WI TIF Law, the Plan Commission's role in reviewing TID amendments and creations is:
  - That the plan conforms to, and is consistent with, the Comprehensive Plan of the City of Madison;
  - Not less than 50%, by area, of the TID is suitable and zoned for mixed-use or industrial use (as applicable by TID) or blighted (within the meaning of SS 66.1105(2) Wisconsin Statutes);
  - That the improvement of the area in the TID is likely to significantly enhance the value of substantially all the other real property in the TID, and;
  - The aggregate value of equalized taxable property in the TID, plus existing TIDs, does not exceed 12% of the total equalized assessed taxable property within the City of Madison.



Department of Planning and Community and Economic Development:
Economic Development Division (REDWR)
TID #44 - Royster Clark - 2026 Project Plan Amendment
Date: 12/23/2025
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TID #44
Royster Clark

N

TID 44

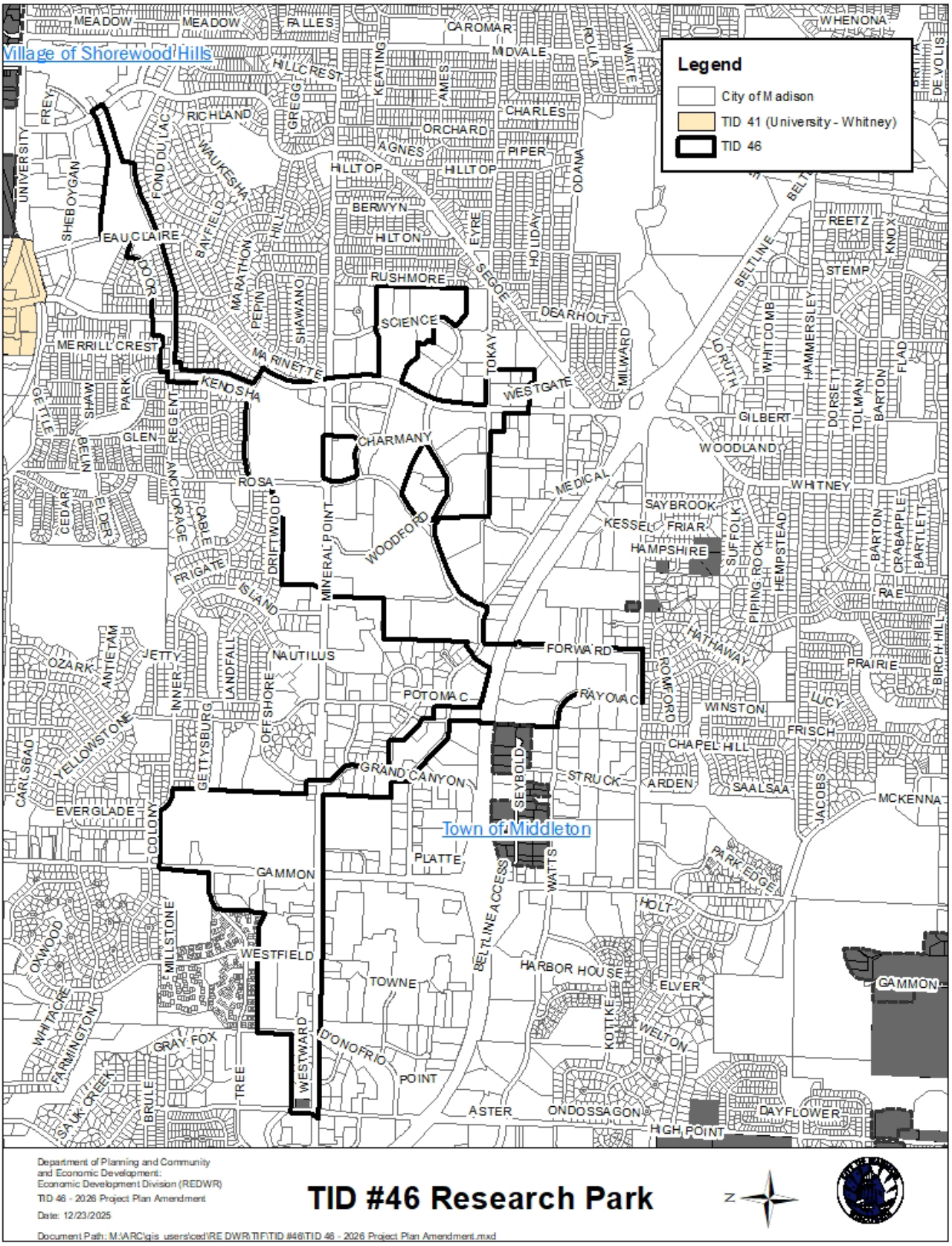
TID 44 – Key Changes

- **$4,000,000 -** Land Acquisition (Royster Corners)
- **$2,000,000 –** Cottage Grove Road stormwater retention pond
- **$500,000 –** Small Business Assistance
- **Total Change 2026 - $6,500,000**

- **Total TIF Funded Project Costs - $15,369,700**

TID 44 – Summary

- Projected to close: 2029*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $114 million


Legend
City of Madison
TID 41 (University - Whitney)
TID 46
Village of Shorewood Hills
Town of Middleton
MEADOW
FALLES
CAROMAR
MIDVALE
WHENONA
HILLCREST
KEATING
AMES
WALTE
DELLA
RICHLAND
GREGG
CHARLES
ORCHARD
AGNES
PIPER
HILLTOP
ODANA
BERWYN
HILTON
EYRE
HOLIDAY
SEGOE
RUSHMORE
SCIENCE
DEARHOLT
MILWARD
TOKAY
WESTGATE
MARINETTE
KENDSHA
CHARMANY
ROSA
MEDICAL
WOODFORD
MINERAL POINT
DRIFTWOOD
FRIGATE
ISLAND
FORWARD
POTOMAC
RAYOVAC
NAUTILUS
JETTY
INNER
LANDFALL
OFFSHORE
GETTYSBURG
OZARK
ANTIETAM
YELLOWSTONE
CARLSBAD
EVERGLADE
COLONY
GRAND CANYON
SEYBOLD
STRUCK
ARDEN
SAALSAA
CHAPEL HILL
WINSTON
FRISCH
LUCY
PRAIRIE
RAE
HATHAWAY
ROCKFORD
SAYBROOK
FRIAR
KESSEL
HAMPSHIRE
SUFFOLK
PIPING ROCK
HEMPSTEAD
BARTON
CRABAPPLE
BARTLETT
BIRCH HILL
MCKENNA
JACOBS
PARK EDGE
HOLT
ELVER
WELTON
KOTTKE
HARBOR HOUSE
BELTLINE ACCESS
WATTS
PLATTE
GAMMON
WESTFIELD
TOWNE
MILLSTONE
OXWOOD
WHITACRE
FARMINGTON
SALK CREEK
GRAY FOX
TREE
BRULE
WESTWARD
DONOFRIO
POINT
ASTER
ONDOSSAGON
DAYFLOWER
HIGH POINT
REETZ
STEMP
KNOX
BELTLINE
WHITCOMB
HAMMERSLEY
DORSETT
TOLMAN
BARTON
FLAD
GILBERT
WOODLAND
WHITNEY
UNIVERSITY
FREY
SHEBOYGAN
FOND DU LAC
WAUKESHA
BAYFIELD
MARATHON
PEPIN
HILL
SHAWANO
EAU CLAIRE
MERRILL CREST
PARK
SHAW
REGENT
GLEN
BEECH
CEDAR
ELDER
CABLE
ANCHORAGE
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 46 - 2026 Project Plan Amendment
Date: 12/23/2025
Document Path: M:\ARC\gis_users\ced\REDWR\TIF\TID #46\TID 46 - 2026 Project Plan Amendment.mxd
TID #46 Research Park
N

TID 46

TID 46 – Key Changes

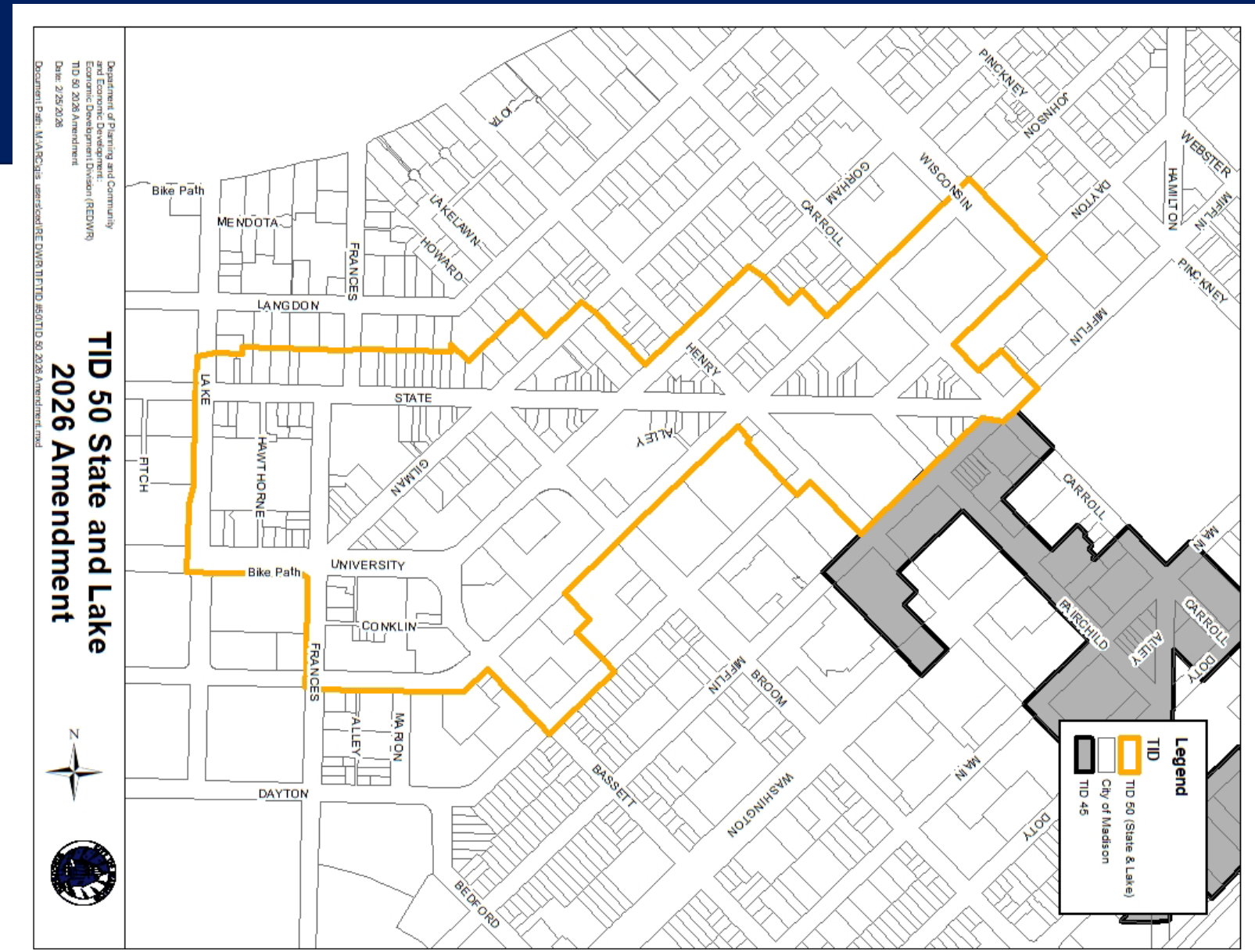
- **$1,000,000** – Yellowstone Drive sanitary sewer improvements
- **$3,000,000 –** West Towne area park improvements
- **$400,000 –** Research Park stormwater improvements
- **$1,000,000 –** Science Drive improvements
- **$1,000,000 –** Small Business Assistance
- **TOTAL CHANGE 2026 - $6,400,000**

- **Total TIF Funded Project Costs - $60,158,000**

TID 46 – Summary

- Projected to close: 2028
- TID estimated incremental value at closure: $540 million

TID 50


TID 50 State and Lake
2026 Amendment
Department of Planning and Community and Economic Development
Economic Development Division (REDWR)
TID 50 2026 Amendment
Date: 2/25/2026
Document Path: M:\ARCgis users\cloud\RE DWR\TIF\TID #50\TID 50 2026 Amendment.mxd
N
Legend
TID
TID 50 (State & Lake)
City of Madison
TID 45
Bike Path
MENDOTA
LANGDON
FRANCES
LAKELAWN
HOWARD
GORHAM
CARROLL
WISCONSIN
PINCKNEY
JOHNSON
DAYTON
HAMILTON
WEBSTER
MIFFLIN
HENRY
STATE
LAKE
FITCH
HAWTHORNE
GILMAN
ALLEY
UNIVERSITY
CONKLIN
MARION
BROOM
BASSETT
WASHINGTON
MAIN
DOTY
FAIRCHILD
BEDFORD

TID 50

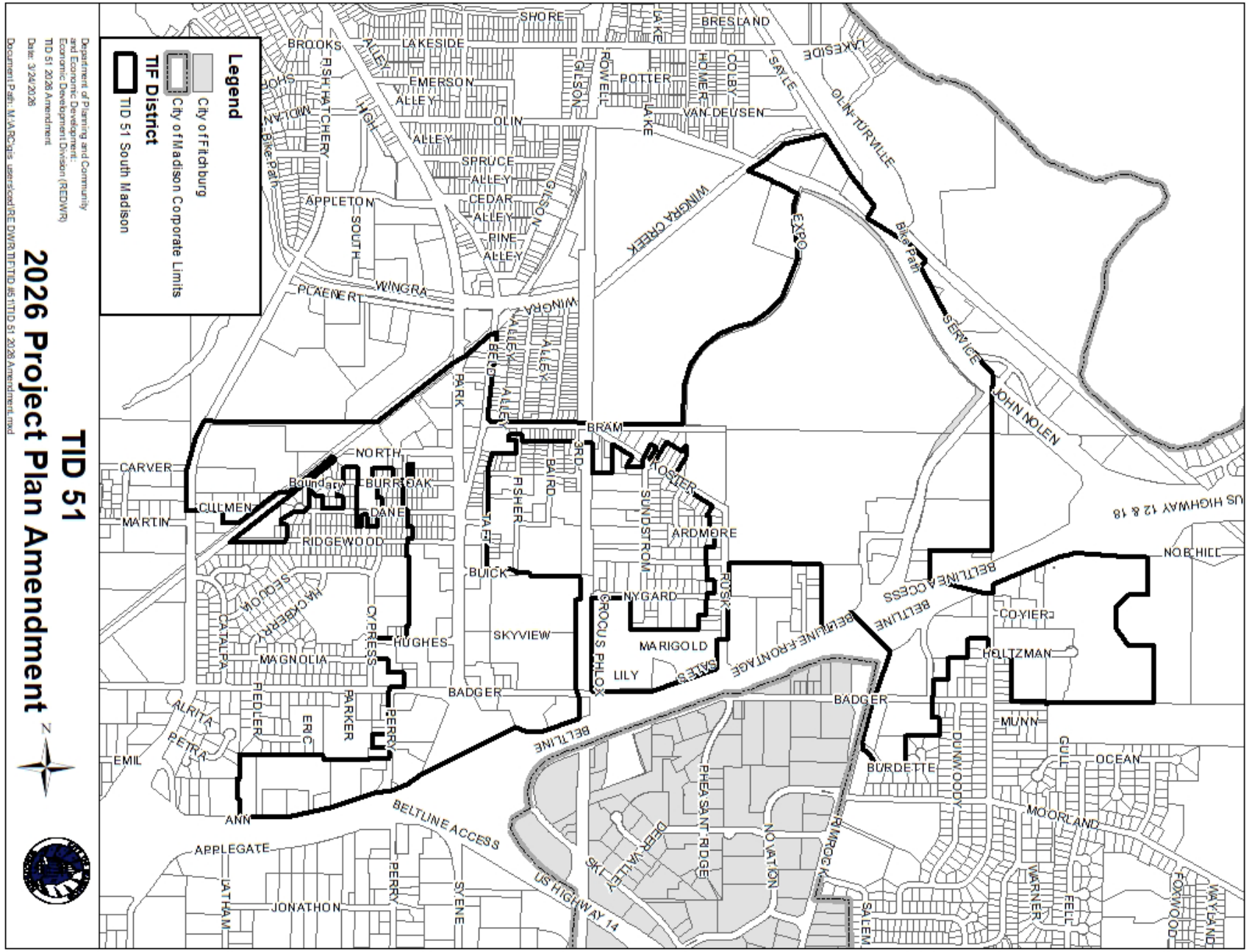
- **$285,000** – Dayton St Sanitary improvements
- **TOTAL CHANGE 2026 - $285,000**

- **Total TIF Funded Project Costs - $26,785,000**

TID 50 – Summary

- Projected to close: 2029
- TID estimated incremental value at closure: $342 million

TID 51


TID 51
2026 Project Plan Amendment
Legend
City of Fitchburg
City of Madison Corporate Limits
TIF District
TID 51 South Madison
Department of Planning and Community and Economic Development
Economic Development Division (REDWR)
TID 51 2026 Amendment
Date: 3/24/2026
Document Path: M:\ARC\gis_user\rickw\REDWR TIF\TID 45\1\TID 51 2026 Amendment.mxd
N
SHORE
BRESLAND
LAKESIDE
BROOKS
ALLEY
LAKESIDE
EMERSON
ALLEY
ROWELL
POTTER
COLBY
HOMER
VAN DEUSEN
OLIN-TURVILLE
OLIN
ALLEY
SPRUCE
ALLEY
CEDAR
ALLEY
PINE
ALLEY
APPLETON
SOUTH
WINGRA
PLAENERT
WINGRA CREEK
BIKE PATH
SERVICE
JOHN NOLEN
BRAM
NORTH
CARVER
BURR OAK
CULLMEN
DANE
MARTIN
RIDGEWOOD
PARK
BAIRD
FISHER
TAFT
BUICK
SUNDSTROM
FOSTER
ARDMORE
NYGARD
ROSK
CROCUS
PHLOX
LILY
SKYVIEW
MARIGOLD
SALES
BELTLINE FRONTAGE
BELTLINE ACCESS
BELTLINE
US HIGHWAY 12 & 18
NOB HILL
COYIER
HOLTZMAN
MUNN
BURDETTE
DUNWOODY
GULL
OCEAN
MOORLAND
WARNER
FELL
FOXWOOD
WAYLAND
SEQUOIA
MAGNOLIA
CATALPA
CYPRESS
HUGHES
BADGER
REDLER
PARKER
BERRY
ERIC
ALRITA
PETRA
EMIL
ANN
APPLEGATE
LATHAM
JONATHON
BELTLINE ACCESS
US HIGHWAY 14
SKY VALLEY
DEER VALLEY
PHEASANT RIDGE
NOVATION
PRAIRIE ROCK
SALEM
SYENE

TID 51 – Key Reallocations & Changes

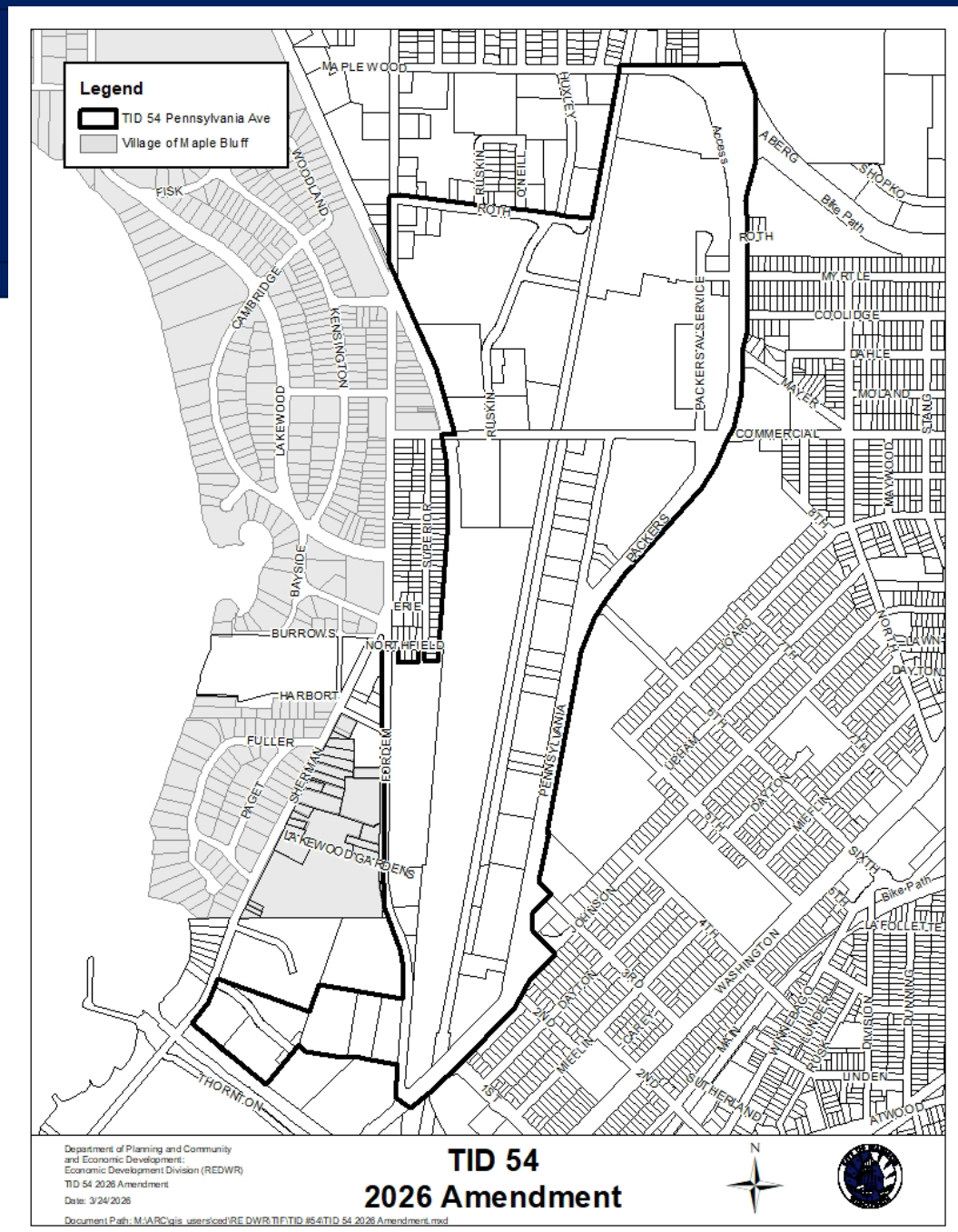
- **$25,000,000 – Housing Development in the South Park Street Corridor**
  - (This project category and cost are created in the 2026 project plan amendment, using re-allocated funds from previously approved projects);
- **(-$9,000,000) – Development Loans**
  - (South Transfer Point – This project cost and category are eliminated and the funds re-allocated to the “Housing Development in South Park Street Corridor” line item);
- **(-$6,000,000) – Development Loans**
  - (Village on Park Improvements - This project cost and category are eliminated and the funds re-allocated to the “Housing Development in South Park Street Corridor” line item);
- **(-$5,000,000) – Development Loans**
  - (Financial Assistance to Rental Housing - This project cost is reduced by $5,000,000 and those funds re-allocated to the “Housing Development in South Park Street Corridor” line item);
- **(-$5,000,000) – New Small Cap Homeownership Program / Development Loans (for owner occupied)**
  - This project cost is reduced by $5,000,000 and those funds re-allocated to the “Housing Development in South Park Street Corridor” line item);

- **TOTAL CHANGE 2026: $0** (There is no net change to the project plan as a result of the 2026 amendment)
- **Total TIF Funded Project Costs - $99,480,000**

TID 51 – Summary

- Projected to close: 2037*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $290 million

TID 54


Legend
TID 54 Pennsylvania Ave
Village of Maple Bluff
MAPLEWOOD
HUXLEY
ABERG
SHOPKO
Bike Path
FISK
WOODLAND
RUSKIN
O'NEILL
ROTH
CAMBRIDGE
KENSINGTON
LAKEWOOD
BAYSIDE
ERIE
SUPERIOR
NORTHFIELD
BURROWS
HARBORT
FULLER
SHERMAN
EDGEDEM
PAGET
LAKEWOOD GARDENS
THORNTON
PACKERS AV-SERVICE
MYRTLE
COOLIDGE
DAHLE
MAYER
LINDLANG
STANG
COMMERCIAL
MAYWOOD
PACKERS
PENNSYLVANIA
DAYTON
LAWN
HORTON
MIFFLIN
SIXTH
Bike Path
LAFOLLETTE
JOHNSON
WASHINGTON
DIVISION
DUNNING
UNDEN
ATWOOD
SUTHERLAND
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 54 2026 Amendment
Date: 3/24/2026
Document Path: M:\ARC\gis_users\cced\RE DWR\TIF\TID #54\TID 54 2026 Amendment.mxd
TID 54
2026 Amendment
N

TID 54 – Costs

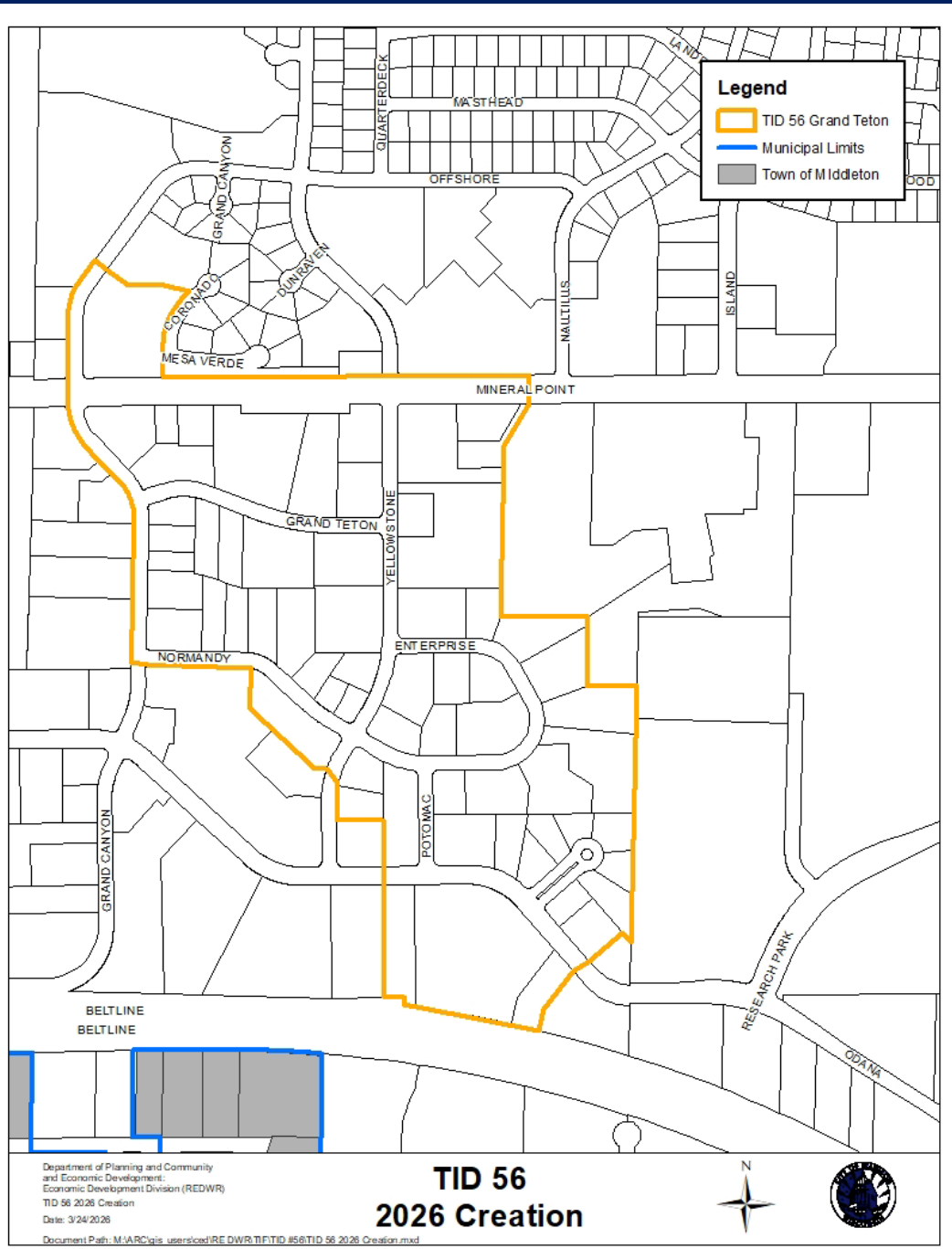
- **Development Loans (Realta Fusion Jobs TIF)** – $2,800,000

- **TOTAL CHANGE 2026: $2,800,000**
- **Total TIF Funded Project Costs - $21,747,000**

TID 54 – Summary

- Projected to close: 2034*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $215 million

TID 56


Legend
TID 56 Grand Teton
Municipal Limits
Town of Middleton
MASTHEAD
OFFSHORE
QUARTERDECK
GRAND CANYON
CORONADO
DUNRAVEN
MESA VERDE
NAUTILUS
ISLAND
MINERAL POINT
GRAND TETON
YELLOWSTONE
ENTERPRISE
NORMANDY
POTOMAC
GRAND CANYON
BELTLINE
BELTLINE
RESEARCH PARK
ODANA
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 56 2026 Creation
Date: 3/24/2026
Document Path: M:\ARC\gis_users\cod\RE DWR\TIF\TID #56\TID 56 2026 Creation.mxd
TID 56
2026 Creation
N

TID 56 – Costs

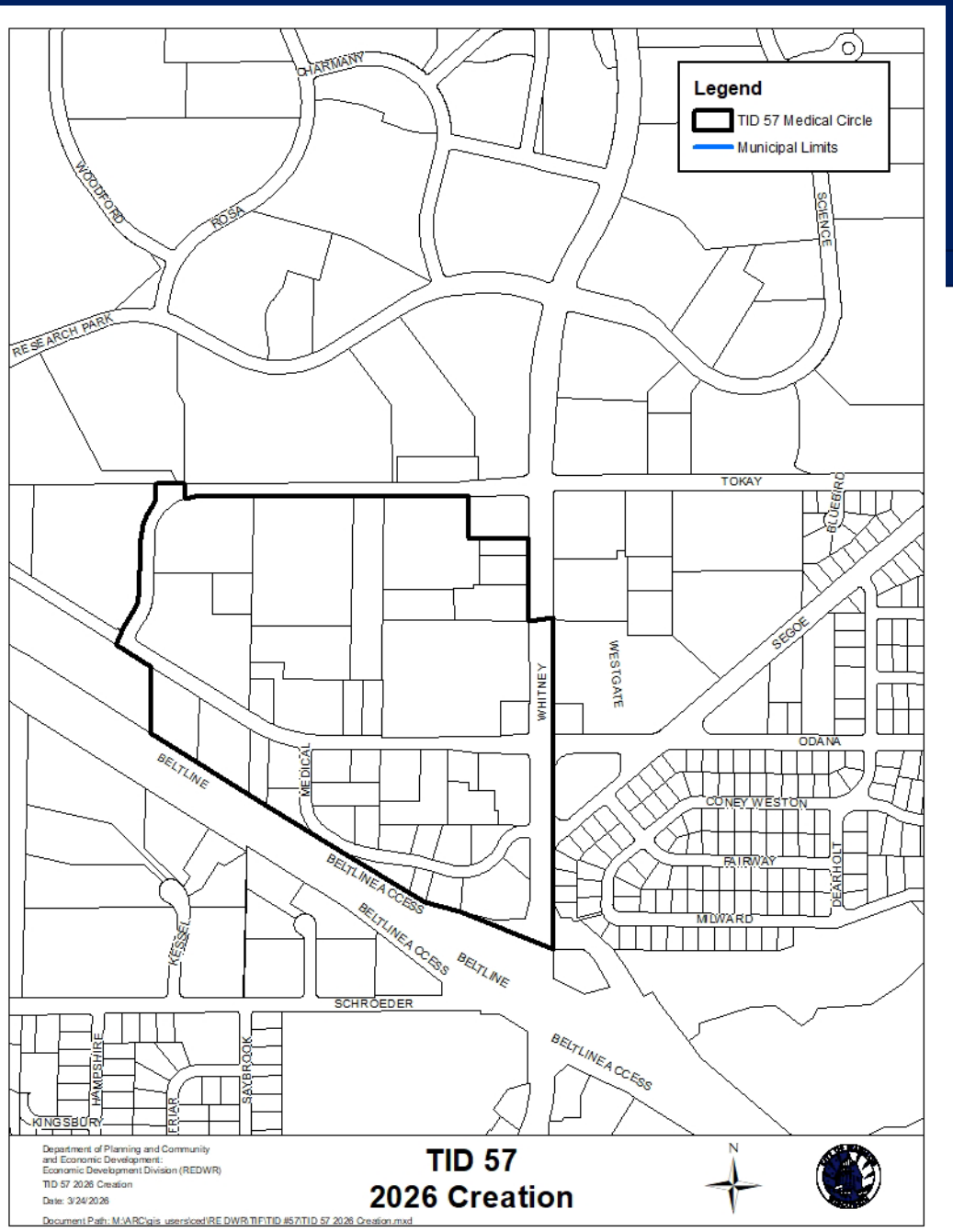
- **$10,100,000** – Public works / infrastructure projects in the Mineral Point Road, Grand Canyon Drive, Grand Teton Plaza, Yellowstone Drive, and Odana Road area;
- **$1,500,000** – Parks improvements in the West Towne area
- **$2,900,000** – Development Loans
- **$2,000,000** – Small Business Assistance, including grants
- **$500,000** – Administrative and professional costs.

- **TOTAL 2026: $17,000,000**
- **Total TIF Funded Project Costs - $17,000,000**

TID 56 – Summary

- Projected to close: 2045*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $104 million

TID 57


Legend
TID 57 Medical Circle
Municipal Limits
CHARMANY
WOODFORD
ROSA
RESEARCH PARK
SCIENCE
TOKAY
BLUEBIRD
SEGOE
WESTGATE
WHITNEY
ODANA
MEDICAL
BELTLINE
CONEY WESTON
FAIRWAY
DEARHOLT
MIDWARD
BELTLINE ACCESS
BELTLINE ACCESS
BELTLINE
KESSEL
SCHROEDER
BELTLINE ACCESS
HAMPSHIRE
SAYBROOK
FRIAR
KINGSBURY
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 57 2026 Creation
Date: 3/24/2026
Document Path: M:\ARC\gis_users\cod\RE DWR\TIF\TID #57\TID 57 2026 Creation.mxd
TID 57
2026 Creation
N

TID 57 – Costs

- **$8,500,000** – Public works / infrastructure projects in the Whitney Way, Odana Road, Tokay Blvd., and Medical Circle of the City of Madison
- **$2,000,000** – Development Loan to 5555 Odana Road / 5534 Medical Circle
- **$2,000,000** – Small Business Assistance, including grants
- **$500,000** – Administrative and professional costs.

- **Total TIF Funded Project Costs - $13,000,000**

TID 57 – Summary

- Projected to close: 2045*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $87 million

Questions?

Dan Rolfs (Real Estate Development Manager)

drolfs@cityofmadison.com

City of Madison

City of Madison
Madison, WI 53703
www.cityofmadison.com

Master

File Number: 93416

File ID:	93416	**File Type:**	Resolution	**Status:**	Items Referred
Version:	1	**Reference:**		**Controlling Body:**	FINANCE COMMITTEE
				File Created Date :	06/02/2026
File Name:	13346 TID 51 Project Plan Amendment			**Final Action:**	

Title: Approving the Amendment to the Project Plan for Tax Incremental District (TID) #51 (South Madison), City of Madison. (District 14)

Notes:

Sponsors: Noah L. Lieberman

Effective Date:

Attachments: 13346 TID 51 2026 Amendment JRB Report.pdf, 13346 TID 51 2026 Project Plan Amendment.pdf, TID 51 Legal Description.pdf, TID 44, 46, 50, 51, 54, 56, 57 Plan Com Presentation 2026 6-15.pdf

Enactment Number:

Author: Dan Rolfs, Real Estate Development Manager

Hearing Date:

Entered by: cklawiter@cityofmadison.com

Published Date:

History of Legislative File

Version:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Economic Development Division	06/02/2026	Referred for Introduction				
	Action Text: This Resolution was Referred for Introduction						
	Notes: Finance Committee (6/29/26), Plan Commission (6/15/26), Common Council (7/7/26)						
1	COMMON COUNCIL	06/09/2026	Refer	FINANCE COMMITTEE			Pass
	Action Text: A motion was made by Madison, seconded by Glenn, to Refer to the FINANCE COMMITTEE. The motion passed by voice vote/other.						
	Notes: Additional referral to Plan Commission.						
1	FINANCE COMMITTEE	06/09/2026	Referred	PLAN COMMISSION	06/15/2026		
	Action Text: This Resolution was Referred to the PLAN COMMISSION						
1	PLAN COMMISSION	06/15/2026	Return to Lead with the Recommendation for Approval	FINANCE COMMITTEE			Pass
	Action Text: A motion was made by Solheim, seconded by Guequierre, to Return to Lead with the Recommendation for Approval to the FINANCE COMMITTEE. The motion passed by voice vote/other.						
	Notes: On a motion by Solheim, seconded by Ald. Guequierre, the Plan Commission found the standards met and recommended approval of the amended tax incremental district to the Common Council. The motion passed by voice vote/ other.						

Text of Legislative File 93416

Fiscal Note

The proposed resolution authorizes a project plan amendment to TID 51 - South Madison. The plan amendment reallocates $25.0 million to assist housing development in the S Park St corridor from other projects within the project plan. Reallocations in the plan include: $9.0 million from the South Madison Transfer Point project; $6.0 million from the Village on Park Improvements project; $5.0 million from rental development loans; and, $5.0 million from loans for affordable owner-occupied units.

CDA Redevelopment's existing capital budget authority includes $15.0 million in TID 51 increment funding for the South Madison Redevelopment project (project #14431). In the project plan, this $15.0 million was reflected in the South Madison Transfer Point and Village on Park Improvements project lines. The Community Development Division's (CDD) existing capital budget authority includes $8.0 million in TID 51 increment funding for Affordable Housing - Development Projects (program #17110); the agency's 2027 request includes an additional $2.5 million in TID 51 increment funding for the same program. In the project plan, this $10.5 million was reflected in the financial assistance to rental development and Parker Place Apt loan project lines. Of this $10.5 million for Affordable Housing - Development Projects, $5.0 million will fund the South Madison Redevelopment project. The $5.0 million being reallocated in the project plan amendment from loans for affordable owner-occupied units has not been authorized in previous capital budgets and will need to be authorized in the Capital Budget by Common Council in the future.

No additional City appropriation is required with adoption of this project plan amendment at this time.

Title

Approving the Amendment to the Project Plan for Tax Incremental District (TID) #51 (South Madison), City of Madison. (District 14)

Body

WHEREAS Chapter 105 of the Laws of 1975 of the State of Wisconsin created the Tax Increment Law (the “TIF Law”), Section 66.1105, Wisconsin Statutes; and

WHEREAS TIF Law sets forth certain steps which must be followed to amend a Tax Incremental Project Plan; and

WHEREAS a Notice of Public Hearing by the Plan Commission to afford interested parties an opportunity to express their views on the amendment to the TID Project Plan for TID 51 was published in the Wisconsin State Journal on May 29 and June 5, 2026 as required by TIF Law; and

WHEREAS prior to publication of the Notice of Public Hearing a copy of the Notice was sent by first-class mail to each of the chief executive officers or administrators of all local governmental entities having the power to levy taxes on property within the boundary of TID 51; and

WHEREAS the Plan Commission of the City of Madison held a public hearing on June 15, 2026, at which interested parties were afforded an opportunity to express their views on the proposed amendment to the Project Plan for TID 51; and

WHEREAS the Plan Commission has made the following findings as indicated in the attached report:

1. No less than 50%, by area, of the real property within the TID is blighted within the meaning of 66.1105(2), Wisconsin Statutes.

2. The improvement of such area is likely to significantly enhance the value of a substantial portion of the other real property in the TID.

3. The aggregate value of equalized taxable property of the TID, plus all existing TIDs, does not exceed 12% of the total value of equalized taxable property within the City.

WHEREAS the Plan Commission has determined that the TID meets the basic requirements of City TIF Policy for tax incremental district proposals adopted by the Common Council on April 17, 2001, amended on March 31, 2009, and amended again on February 25, 2014 (insofar as they are applicable to the amendment of a project plan), conforms to the Comprehensive Plan for the City of Madison and is consistent with the review criteria adopted at the same time, specifically, that the TID supports economic development activities intended to stabilize and diversify the City's economic base.

NOW THEREFORE BE IT RESOLVED that the Common Council of the City of Madison hereby confirms and adopts the above recitals and finds that:

1. No less than 50%, by area, of the real property within the TID boundary is blighted within the meaning of Section 66.1105(2), Wisconsin Statutes.
2. The improvement of such area is likely to significantly enhance the value of a substantially all of the other real property in the TID.
3. The aggregate value of equalized taxable property of the TID, plus all existing TIDs, does not exceed 12% of the total value of equalized taxable property within the City.
4. The project costs relate directly to eliminating blight.
5. TID 51 (South Madison) is hereby declared a blighted area district.
6. The percentage of territory devoted to retail businesses within TID 51 (South Madison) at the end of the TID's expenditure period is estimated to be under thirty-five (35%) percent.
7. The boundaries of TID 51 (South Madison) are not changing.

BE IT STILL FURTHER RESOLVED that the attached amended Project Plan for TID 51 (South Madison), City of Madison, is hereby adopted as of January 1, 2026 as the Project Plan for said District and such plan is feasible and in conformity with the Comprehensive Plan for the City of Madison and will add to the sound growth of the City.

Executive Summary to the City of Madison Joint Review Board

Tax Incremental District (TID) No. 51 (South Madison)
2026 Project Plan Amendment
City of Madison

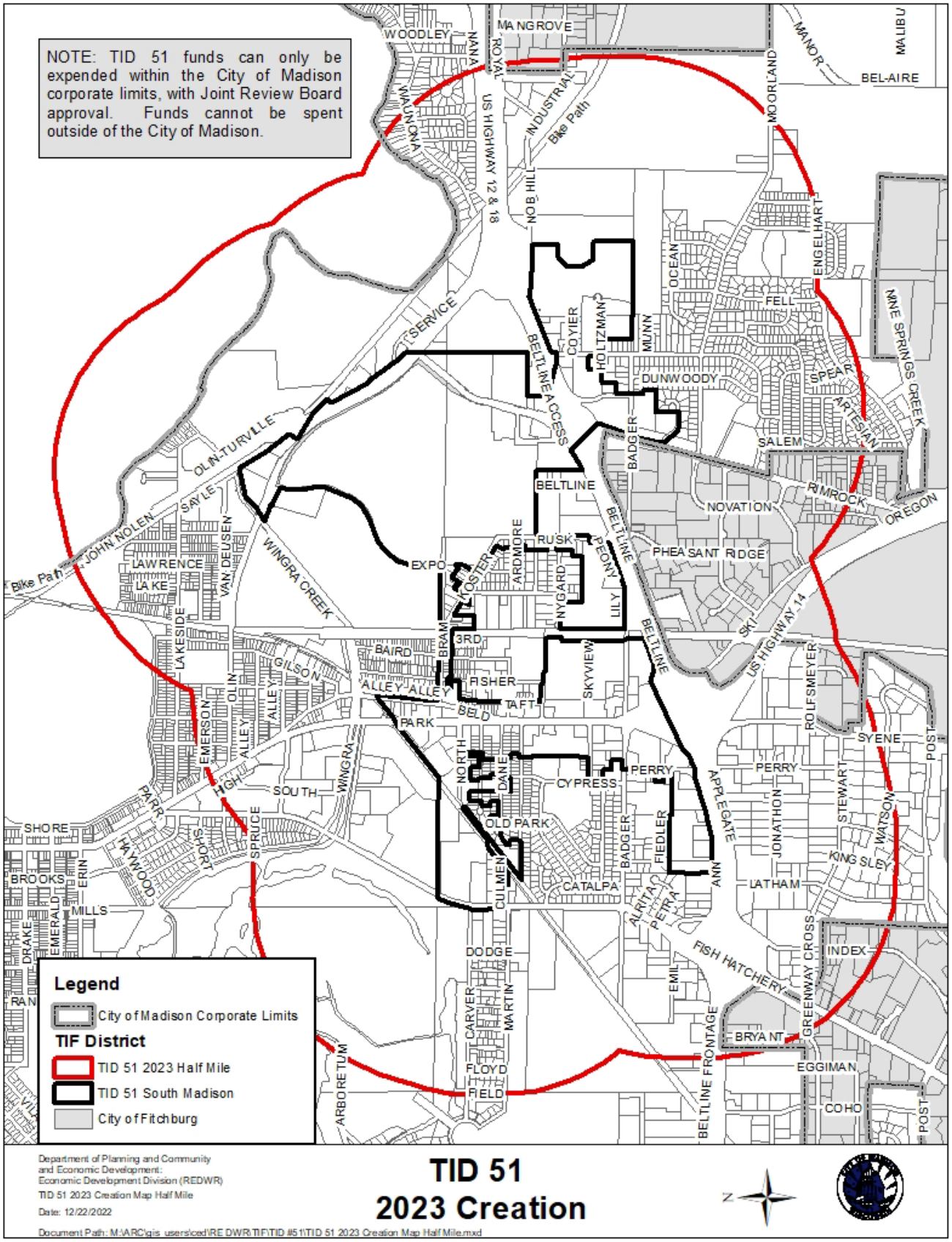
May 13, 2026

Background

By statute, a TIF Joint Review Board, comprised of one representative each from the Madison Metropolitan School District (MMSD), the City of Madison, Dane County, Madison College (MATC) and one public member, meets to review, and if acceptable, approve a proposed amendment to a Tax Incremental District (TID) Project Plan. The Joint Review Board will meet at a future date to take action upon the proposed amendment to the project plan to TID 51 (South Madison).

Summary of the TID #51 Project Plan

The map on the next page depicts the boundaries of TID 51 in the South Madison area of the City of Madison:


NOTE: TID 51 funds can only be expended within the City of Madison corporate limits, with Joint Review Board approval. Funds cannot be spent outside of the City of Madison.
Legend
City of Madison Corporate Limits
TIF District
TID 51 2023 Half Mile
TID 51 South Madison
City of Fitchburg
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 51 2023 Creation Map Half Mile
Date: 12/22/2022
Document Path: M:\ARC\gis_users\cced\RE DWR\TIF\TID #51\TID 51 2023 Creation Map Half Mile.mxd
TID 51
2023 Creation
WOODLEY
MANGROVE
MANOR
MALIBU
BEL-AIRE
MOORLAND
NANA
ROYAL
WALTONA
US HIGHWAY 12 & 18
INDUSTRIAL
Bike Path
NOB HILL
OCEAN
ENGELHART
FELL
NINE SPRINGS CREEK
SERVICE
COYIER
HOLTZMAN
MUNN
BELTLINE ACCESS
DUNWOODY
SPEAR
ARTESIAN
BADGER
SALEM
OLIN-TURVILLE
BELTLINE
NOVATION
RIMROCK
OREGON
SAYLE
JOHN NOLEN
Bike Path
LAWRENCE
LAKE
VAN DEUSEN
WINGRA CREEK
EXPO
LOOSTER
ARDMORE
RUSK
NYGARD
PEONY
LILY
BELTLINE
PHEASANT RIDGE
SKI
US HIGHWAY 14
LAKESIDE
GILSON
BAIRD
BRAM
3RD
ALLEY
FISHER
TAFT
SKYVIEW
ROLFSMEYER
SYENE
POST
PARK
EMERSON
OLIN
HIGH
SOUTH
WINGRA
NORTH
DANE
CYPRESS
PERRY
APPLEGATE
JONATHON
STEWART
WATSON
KINGSLEY
LATHAM
SHORE
PARR
SPRUCE
OLD PARK
FIEDLER
ANN
BROOKS
ERIN
MILLS
DRAKE
EMERALD
CULMEN
CATALPA
ALERTA
PETRA
DODGE
FISH HATCHERY
INDEX
GREENWAY CROSS
CARVER
MARTIN
EMIL
BRYANT
EGGIMAN
FLOYD
FIELD
ARBORETUM
BELTLINE FRONTAGE
COHO
POST

TIF Law Required Information for TID Amendment Approval

1) Estimates of project costs and tax increments, including:

a) Specific items that constitute project costs; (See Chart Below)

Type TID / Major Project	Project/Program Name	Year / Time Frame	Proposed TIF Funded Non-Assessable Costs	Assessable / Non-TIF Project Costs	Total
Land Banking	All Metals Acquisition (Estimate)	2023	4,000,000		4,000,000
Environmental	All Metals - Clean Up (Estimate)	2024	500,000		500,000
Land Banking	Demo, remediation, and holding costs	2023-2028	1,200,000		1,200,000
Land Banking	South Madison Acquisitions	2024-2027	5,000,000		5,000,000
Small Business	Small Cap TIF Program	2023-2028	1,500,000		1,500,000
COA	Commercial Ownership Assistance Program	2023-2028	1,500,000		1,500,000
Small Business	Façade Grants	2023-2028	300,000		300,000
Small Business	Building Improvement Grant Program	2023-2028	1,200,000		1,200,000
Census to Census Study	Census to Census Study	2023-2028	1,200,000		1,200,000
Development Loans	Development Loans to Private Projects	2025-2027	3,500,000		3,500,000
Development Loans	South Transfer Point	2024	~~4,000,000~~ ~~9,000,000~~ 0		~~4,000,000~~ ~~9,000,000~~ 0
Land Banking	Property Acquisition	2024-2028	~~5,000,000~~ 0		~~5,000,000~~ 0
Development Loans	Village on Park Improvements	2023-2025	~~6,000,000~~ 0		~~6,000,000~~ 0
Housing Development in the South Park Street Corridor	Funding to assist housing development in the South Park Street Corridor, including grants and loans to projects	2026 – 2045	25,000,000		25,000,000
Development Loans	Financial Assistance to Rental Development	2024-2027	~~10,500,000~~ ~~7,750,000~~ 2,250,000		~~10,500,000~~ ~~7,750,000~~ 2,250,000

Development Loans	Parks Place Apts Loan	2025	2,750,000		2,750,000
New Small Cap Homeownership Program / Development Loans (for owner occupied)	Financial Assistance to Affordable Owner Occupied Units	2025-2027	~~7,500,000~~ 2,500,000		~~7,500,000~~ 2,500,000
Affordable Housing-Purchase of Service	Single Family Rehab Program	2023-2027	1,400,000		1,400,000
Consumer Lending	Rental Rehabilitation Loan Expansion	2023-2025	1,250,000		1,250,000
Affordable Housing-Purchase of Service	Home Buyer's Assistance/Rehab Program ($50k forgivable loan)	2023-2026	1,463,000		1,463,000
Badger Park	Misc. improvements; GaGa Ball Pit; shred to school trail, other improvements	2023	55,000		55,000
Cypress Spray Park	Reconstruction and expansion	2024	1,000,000		1,00,000
Penn Park	Basketball courts, remove tennis, add Futsal court, Football field improvements, spectator seating, lights, land acquisition, park feature improvements	2025	~~4,050,000~~ 2,150,000		~~4,050,000~~ 2,150,000
Bowman Park	Parking lot, bike improvements, Softball / baseball field improvements	2025	~~1,000,000~~ 1,600,000		~~1,000,000~~ 1,600,000
Heifitz Park	Remodel park shelter; new playground equipment, community gardens improvements, new rec. opportunity, improvements following All Metals relocation	2023-25	~~485,000~~ 1,785,000		~~485,000~~ 1,785,000
Schmidt Park	Replace park features; install vegetation suited to site; improve walking path, replace culverts	2023	350,000		350,000
John Nolen Dr	Olin to Rimrock	2027	1,728,000	1,920,000	3,648,000
John Nolen Dr	Lakeside to Olin	2027	1,890,000	2,100,000	3,990,000
John Nolen Dr	Rimrock to USH 12	2027	1,125,000	1,250,000	2,375,000
Rimrock Rd	John Nolen to Burdette ~~USH 12~~	2025	2,160,000	2,400,000	4,560,000

~~Rimrock Rd~~	~~USH 12 - Burdette~~	~~2025~~	~~900,000~~	~~1,000,000~~	~~1,900,000~~
Park St (RR-USH12)	RR - USH 12	2026	~~2,362,500~~ 6,262,500	2,625,000	~~4,987,500~~ 8,887,500
Local Streets (district	Local Streets (district wide)	2027	2,250,000	250,000	2,500,000
Badger Rd	Fish Hatchery - Park	2029-2044	2,340,000	260,000	2,600,000
Badger Rd / Frontage Rd / E Rusk (Park	Park - Rimrock	2025	~~4,770,000~~ 1,770,000	530,000	~~5,300,000~~ 2,300,000
Badger Rd	Rimrock - Badger Ln	2029-2044	1,125,000	125,000	1,250,000
N Rusk Ave	Nygard - Frontage Rd	2029-2044	506,250	56,250	562,500
Badger Ln	Nob Hill - Badger Rd	2029-2044	776,250	86,250	862,500
Nob Hill Rd	Badger Rd to 700 E of RR	2029-2044	2,430,000	270,000	2,700,000
Wingra Dr	Fish Hatchery - Park	2029-2044	1,485,000	165,000	1,650,000
Perry St Overpass	Perry St Overpass / Underpass (assume 1/2 Federal Funds)	2029-2044	1,250,000	-	1,250,000
Perry St Overpass	Perry St Overpass / Underpass (assume 1/2 Federal Funds)	2029-2044	1,250,000	1,250,000	2,500,000
BRT stations	Fish Hatchery, Park / Badger, Park / Burr Oak	2025	3,750,000	1,250,000	5,000,000
BRT Station	Olin / Park	2025	1,250,000	-	1,250,000
Priority Bike Network Improvements	Buick to Fischer	2024	100,000	-	100,000
Priority Bike Network Improvements	Koster & N Rusk	2024	75,000	-	75,000
Priority Bike Network Improvements	Cypress Way to Dane	2024	75,000	-	75,000
Priority Bike Network Improvements	Beld St	2024	50,000	-	50,000
Pedestrian Improvements	W Badger Rd	2026	250,000	-	250,000
Pedestrian Improvements	Lincoln Elementary Area	2026	200,000	-	200,000
Storm Sewer Improvements	John Nolen Dr Service Rd	2026	650,000	-	650,000

Admin / Prof. Costs	Admin	2022-2044	779,000		779,000
			99,480,000	~~15,537,500~~ 14,437,500	~~115,017,500~~ 114,017,500

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

b) The total dollar amount of these project costs to be paid with tax increments;

Per the above chart, tax increments will pay for a total of **$99,480,000** of project costs.

c) The amount of tax increments to be generated over the life of the tax incremental district.

Through the end of 2025, TID 51 generated an estimated $550,000 of incremental revenues. 2025 was the first year that TID 51 generated incremental revenue, based upon it being created in 2023. Based upon the City's TIF run, TID 51 will generate an additional $99 million of incremental revenue through its expiration date of 2050. The net present value of these incremental revenues is $34 million. **This would lead to a total forecasted incremental revenue over the entire life of TID 51 of $35.1 million.**

TID 51 is also a recipient TID and will receive a total of $65.2 million of donated incremental revenue from TIDs 36 and 37, as outlined in the original (2023) approved project plan.

2. The amount of value increment when the project costs are paid in full and the district is closed.

To date, no significant development projects have occurred in TID 51. There are multiple projects underway, but they have yet to reach the point where they are generating significant incremental value and thus, generating revenue.

Based upon development projects that are projected to occur, the anticipated incremental value of property within the district at the end of its 27-year life is estimated at **$422,000,000**. This value will be returned to overlying tax jurisdictions for general tax levy purposes upon closure of the district at the end of its statutory life. Based upon conservative estimates, the district will generate sufficient incremental revenues, including donated incremental revenues from TID 36 and 37, to repay all anticipated project costs by 2037.

Without any additional projects generating new incremental value, the estimated incremental value in 2037 is $290 million. The 2025 incremental value is approximately $28 million. However, the City may propose future amendments to the TID 51 project plan to fund additional development or infrastructure projects, or to continue to invest in South Madison.

3. The reasons why the project costs may not or should not be paid by the owners of property that benefit by improvements within the district.

The budget for the proposed project plan amendment is estimated at $114,017,500 .

The total amount of assessable costs not to be paid for with TIF funds is $14,437,500 .

The total amount of costs to be paid for with TIF funds is $99,480,000 .

4. The share of the projected tax increments estimated to be paid by the owners of taxable property in each of the taxing jurisdictions overlying the district.

The certified base value of TID 51 is **$185,365,300**. Overlying jurisdictions will continue to collect their portion of the levy upon the base value over time. The box below indicates the share of the estimated first tax increment invested by overlying tax jurisdictions based upon the 2026 mill rate.

Tax Jurisdiction	2026 Mill Rate	Share of Tax Levy
City	7.00	35%
County	2.36	12%
MMSD	10.41	51%
MATC	0.64	3%
State of WI	0.0	0%
Totals*	20.38**	100%**

Source: City of Madison 2026 Adopted Operating Budget
**NOTE: Total Mill Rate is the Gross Mill, prior to any State Tax Credits being applied to this rate.*
***NOTE: Total may not add due to rounding*

5. The benefits that the owners of taxable property in the overlying taxing jurisdictions will receive to compensate them for their share of the projected tax increments.

A conservative estimate of the total incremental value resulting from potential development projects, and economic growth or value appreciation of the life of the TID is estimated to be $422 million. The benefits of these potential projects are: sharing new equalized value growth, blight elimination, housing development, infrastructure improvements, and job creation / retention to benefit those in the district and throughout the City of Madison.

TID 51's base value of $185,365,300 is anticipated to grow by $422 million at the end of the 27-year life of the TID. Assuming that the City incurs all of the $99 million of projected costs identified in the TID Project Plan, that there are no changes in tax increment estimates, no further project plan amendments and no changes to TIF Law, the City of Madison forecasts that TID 51 may close in 2037. The average life of a TID in the City of Madison is 12 years. The estimated incremental value of the TID in 2037 when the TID

is forecasted to be closed is estimated to be $290 million *(Note: variations are due to rounding)*.

TID 51 is a “blighted area” TID, as defined by State Statute 66.1105.

Criteria for TID Approval

Per TIF Law, the Joint Review Board will cast a vote based upon the following three criteria:

1. **Whether the development expected in the tax incremental district would occur without the use of tax incremental financing.**

   Only $14,437,500 of the proposed $114,017,500 project costs are assessable. Without tax increment revenue, including donated tax increments from TIDs 36 and 37, such improvements are not likely to occur when compared to areas in the City where special assessment revenues may be more readily available to fund greater portions of project costs.

2. **Whether the economic benefits of the tax incremental district, as measured by increased employment, business and personal income and property value, is insufficient to compensate for the cost of improvements.**

   If the District closes in 2037 as projected, it is estimated that approximately $290 million of incremental value would return to the overlying taxing jurisdictions. At 27 years, the District would return approximately $422 million of incremental value to the overlying taxing jurisdictions. Without TIF, the infrastructure and other investments described in the project plan document in and adjacent to TID 51 would not occur. The infrastructure and other improvements will continue to boost values within and adjacent to TID 51.

3. **Whether the benefits of the proposal outweigh the anticipated tax increments to be paid by owners of property in the overlying tax districts.**

   Property and infrastructure improvements, blight elimination, tax base growth and job creation / retention are the most significant and quantifiable benefit to overlying tax jurisdictions from the investment of TIF funds.

   Without TIF, overlying tax jurisdictions would share approximately $3.6 million of tax revenues for the tax parcels included in TID 51, based on the base value of $185,365,300. As stated earlier, the incremental value in 2037 at the end of the projected life of the TID is estimated at $290 million. Theoretically, if the City invested all $99 million of project costs in the district, which investment would leverage over $290 million; or $1 of TIF leverages approximately $2.92 of value growth. If the TID were to be closed at that time, this value growth would be returned to overlying tax jurisdictions that would now share in a levy of approximately $5.6 million, or a net gain of approximately $2 million because of TIF.

The ratio of value growth to TIF investment for TID 51 is lower than most City of Madison TIDs. This is due to the donated tax increments from TIDs 36 and 37 that are providing additional funds to TID 51, along with the significant investment that the City is making in South Madison. This reasons for this investment are described in the project plan and the original Joint Review Board report. The City proposed, and the Joint Review Board previously approved, the use of these donated tax increments to ensure that TID 51 would not have to rely upon borrowed funds.

The anticipated tax increments over the life of the district, including the previously approved donations from TID 36 and TID 37, are estimated to support $99 million of public investment. This investment will further enhance the area, eliminate blight, build new options for housing, increase values in and around the District, and in South Madison, and help create new, family supporting jobs.

Date Adopted: March 7, 2023
Resolution Number: RES-23-00208
Expenditure Deadline: March 7, 2045
TID Expiration Date: March 7, 2050

Date Adopted: March 11, 2025
Resolution Number: RES-25-00170
Legistar # - 887015

Date Adopted:
Resolution Number:
Legistar # -

Project Plan and Boundary for

TAX INCREMENTAL FINANCE DISTRICT 51
(SOUTH MADISON)

City of Madison

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

2026

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TAX INCREMENTAL FINANCE DISTRICT #51
(SOUTH MADISON)

NOTE: Items highlighted in yellow are additions or changes for the 2025 Project Plan Amendment.
NOTE: Items highlighted in green are additions or changes for the 2026 Project Plan Amendment.

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) #51–(South Madison) as a blighted area 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 public works improvements, affordable and market rate housing development, small business development and parks improvements.

Annexation of the Former Town of Madison

In 2003, the City of Madison and Town of Madison entered into an agreement whereupon after midnight on October 31, 2022, the Town of Madison would dissolve and certain property, located particularly within South Madison area along the Fish Hatchery Road, Park Street and John Nolen Drive corridors, within the Town would attach to the City of Madison. In anticipation of the significant infrastructure cost required to improve the attached property to City standards, the City of Madison adopted a South Madison Neighborhood Plan that identifies the types of land uses that might accompany such infrastructure improvements as part of an overall strategy toward economic revitalization of the South Madison area.

Social Justice

The modern history of South Madison dates back to the early 1900's, beginning with the neighborhood enclave bounded by West Washington Avenue, Regent Street and Park Street, known as the Greenbush Neighborhood or the "Bush." Although Madison was, as it is today, a thriving college town and state capital at that time, it was not a welcoming place to African-Americans and ethnic minorities, including Italians, Jews and other European immigrants. In fact, the community's treatment of the newcomers was a mixed-bag of economic and social neglect, derision and systemic racism. This resulted in the neglect of the area in terms of investment in necessary infrastructure such as roads and streets, storm and sanitary sewer, water and sanitation.

Like many U.S. cities during the 1960s, Madison engaged in federally-subsidized urban renewal that broke up a large swath of the Greenbush neighborhood's single-family residences, replacing them with hospital development and large surface parking lots. Many of those residents re-located to Madison's South Side along the Park Street corridor.

In 2008, the City attempted to revitalize the area with the establishment of TID#38 (Badger-Ann-Park). The Project Plan envisioned the redevelopment of property in the area around Badger, Ann and Park Streets, including the development of the Burr Oaks affordable senior housing project and other infrastructure improvements. The City initially invested about $4 million, through general obligation borrowing, anticipating growth from Burr Oaks project and the proposed Badger-Ann-Park development.

However, the plan was struck by two fatal blows: first, the anticipated private development never materialized, second, the US economy careened into the Great Recession of 2008-11. Property values plummeted below the TID's base value, wherein no tax increment was being generated to recover the City's indebtedness. The City repaid the borrowing by transferring excess tax increments from neighboring TID 35 (West Beltline), as allowed by statute, and fully recovered TID 38's project costs.

Gathering from the past experiences with large-scale redevelopment such as TID 27 (Broadway-Simpson) and TID 29 (Allied Drive) and other areas, the City has learned that without significant up-front investment and public commitment, value growth through revitalization and redevelopment is slow in coming. Both TIDs took very near their full 27-year statutory lifespans to recover the costs of revitalizing their project areas. As value growth is the source of tax increment, and tax

increment generation is the source of TIF funding, the City seeks to grow value in a balanced way, so as to ensure there is adequate funding to accomplish all of the tasks outlined in this plan, while also accomplishing important community goals.

Therefore, the TID #51 (South Madison) Project Plan aims to correct the social and economic injustice perpetuated in South Madison by implementing a pilot redevelopment TIF financing strategy. This financing strategy will initially invest excess tax increments from over-performing TIDs located in established, flourishing areas into an estimated $65 million of $115 million in South Madison infrastructure improvements that are long overdue. In addition the Project Plan will implement land-banking and economic development assistance programs to spark new value from various affordable and market rate rental and owner occupied housing, commercial and other projects. When new development occurs, the TID is able to support additional general obligation borrowing for new projects that generate new-value, create affordable and market rate housing options, produce job and wealth creation and the improve the overall economic revitalization of South Madison.

Economic Revitalization

Toward that goal, the City of Madison is creating TID 51 (South Madison) to pay for such infrastructure and other costs, including affordable housing, economic development financial assistance, down payment assistance, rental rehabilitation and owner-occupied home improvement.

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.

TID 51 is currently zoned a mix of: PR, SE, SR-C1, SR-C3, CC-T, CC, TR-C1, TR-C2, TR-C4, IL, TE, SR-V2, SR-V1, PD-MHP,

Consistency with the City of Madison Comprehensive Plan

The project elements in this Project Plan conform to the objectives and recommendations contained in the City of Madison Comprehensive Plan which can be found at:

https://www.cityofmadison.com/dpced/planning/comprehensive-plan/1607

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.
B. Fostering the creation and retention of family-supporting jobs.
C. Encouraging adaptive re-use of obsolete or deteriorating property.
D. Encouraging urban in-fill projects that increase (or decrease where appropriate) density consistent with the City's Comprehensive Plan.
F. Creating a range of housing types and specifically encouraging the development of workforce and affordable housing, especially housing that is for those earning much less than the area median income.
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.

Half Mile Rule

It is the City's intent to request the Joint Review Board to authorize the use of the so called "Half Mile Rule" in and adjacent to TID 51. Should the Joint Review Board approve the use of the Half Mile Rule, the City intends to expend funds within a half mile of TID 51. The Half Mile Rule expenditure area is shown in the map section of this plan.

Public Works Improvements

The City intends to complete multiple public works projects in TID 51. These projects, led by City Engineering and Parks agencies, are listed below. The project costs below are total costs inclusive of non-TIF and other funding sources. The Detailed Estimate and Timing of Project Costs later in this Project Plan further describes the timing for each project, as well as identifying how much funding from other non-TIF sources is included in the budget.

Project	Description	Total Cost (including TIF and non-TIF funds)
Badger Park	Misc. improvements; GaGa Ball Pit; shred to school trail, other improvements	55,000
Cypress Spray Park	Reconstruction and expansion	1,000,000
Penn Park	Basketball courts, remove tennis, add Futsal court, Football field improvements, spectator seating, lights, land acquisition, park feature improvements	~~4.050,000~~ 2,150,000[1]
Bowman Park	Parking lot, bike improvements, Softball / baseball field improvements	~~1,000,000~~ 1,600,000
Heifitz Park	Remodel park shelter; new playground equipment, community gardens improvements, new rec. opportunity, improvements following All Metals relocation	~~485,000~~ 1,785,000
Schmidt Park	Replace park features; install vegetation suited to site; improve walking path, replace culverts	350,000
John Nolen Dr	Olin to Rimrock rehabilitation	3,648,000
John Nolen Dr	Lakeside to Olin rehabilitation	3,990,000
John Nolen Dr	Rimrock to USH 12 rehabilitation	2,375,000
Rimrock Rd	John Nolen to Burdette ~~USH 12~~ rehabilitation	4,560,000

[1] 2025 Project Plan Amendment re-allocates $600,000 to Bowman Park improvements, and an additional $1,300,000 are re-allocated to Heifitz Park improvements.

~~Rimrock Rd (USH 12~~	~~USH 12 - Burdette rehabilitation~~	~~1,900,000~~[2]
Park St (RR	RR - USH 12 rehabilitation	~~4,987,500~~ 8,887,500
Local Streets (district	Local Streets (district wide)	2,500,000
Badger Rd	Fish Hatchery - Park rehabilitation	2,600,000
Badger Rd / Frontage Rd / E Rusk (Park	Park - Rimrock rehabilitation	~~5,300,000~~ 2,300,000[3]
Badger Rd	Rimrock - Badger Ln rehabilitation	1,250,000
N Rusk Ave	Nygard - Frontage Rd rehabilitation	562,500
Badger Ln	Nob Hill - Badger Rd rehabilitation	862,500
Nob Hill Rd	Badger Rd to 700 E of RR rehabilitation	2,700,000
Wingra Dr	Fish Hatchery - Park rehabilitation	1,650,000
Perry St Overpass	Perry St Overpass / Underpass (assume 1/2 Federal Funds)	3,750,000
BRT stations	Fish Hatchery, Park / Badger, Park / Burr Oak	5,000,000
BRT Station	Olin / Park	1,250,000
Priority Bike Network Improvements	Throughout TID	300,000
Pedestrian Improvements	W Badger Rd / Lincoln Elementary	450,000
Storm Sewer Improvements	John Nolen Dr Service Rd	650,000

Estimated Cost: **~~$57,225,500~~ $56,225,500**

[2] 2025 Project Plan Amendment re-allocates the previously authorized $1,900,000 to new projects. $900,00 is re-allocated to Park St (RR – USH 12 rehabilitation). Remaining $1,000,000 of costs were assessable and were eliminated from the TID 51 Project Plan.
[3] 2025 Project Plan amendment re-allocates $3,000,000 to Park St (RR – USH 12 rehabilitation) line item.

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. The Detailed Estimate and Timing of Project Costs later in this Project Plan further describes the timing for each project, as well as identifying how much funding from other non-TIF sources is included in the budget.

Project	Description	Total Cost (including TIF and non-TIF funds)
Development Loans	South Transfer Point	~~4,000,000~~ ~~9,000,000~~[4] NOTE: [5]
Land Banking	Property Acquisition	~~5,000,000~~ 0
Development Loans	Village on Park Improvements	~~6,000,000~~[6]
Housing Development in the South Park Street Corridor	Funding to assist housing development in the South Park Street Corridor, including grants and loans to projects	$25,000,000
Estimated Cost:		**~~$15,000,000~~ $25,000,000**

Economic and Community 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.

Land Banking / 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.

Small Business Assistance

In order to assist small businesses in South Madison, the City may provide additional funding to the existing Commercial Ownership Assistance program, Building Improvement Grant Program, as well as extend the existing Small Cap TIF program that is currently in use in TID 39.

[4] 2025 Project Plan amendment re-allocates $5,000,000 from Land Banking to Development Loans for the South Transfer Point / Park & Badger project.
[5] 2026 Project Plan amendment re-allocated $9,000,000 to Housing Development in the South Park Street Corridor for Park & Badger projects and other CDA redevelopment projects.
[6] 2026 Project Plan amendment re-allocated $6,000,000 to Housing Development in the South Park Street Corridor for Park & Badger projects and other CDA redevelopment projects.

South Madison Re-investment Strategy for Equity Study

In order to ensure that the City's efforts have a positive impact upon the residents of South Madison, the City has commissioned a ten year, Census to Census study of the impacts of the TIF investment strategy in South Madison. This study will provide ongoing feedback to the City regarding implementation efforts in South Madison.

Project	Description	Total Cost (including TIF and non-TIF funds)
Land Banking	All Metals Acquisition	4,000,000
Land Banking - Environmental	All Metals - Clean Up	500,000
Land Banking	Demo, remediation, and holding costs	1,200,000
Land Banking (Misc.)	South Madison Acquisitions	5,000,000
Small Business	Small Cap TIF Program	1,500,000
COA	Commercial Ownership Assistance Program	1,500,000
Small Business	Façade Grants	300,000
Small Business	Building Improvement Program Grants	1,200,000
Census to Census Study	South Madison Re-investment Strategy for Equity Study	1,200,000
Development Loans	Development Loans to Private Projects	3,500,000

Estimated Cost: **$19,900,000**

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 51 pays off all of its aggregate costs, as provided for in State Statute the City may extend the life of TID 51 for one year to benefit affordable housing and to improve housing stock. The City proposes to use TIF funds to develop a small cap homeownership program, provide funding for owner occupied affordable housing, provide home buyer assistance, expand the City's current rental rehab program, and provide financial assistance to additional affordable rental housing.

Project	Description	Total Cost (including TIF and non-TIF funds)
Development Loans	Financial Assistance to Rental Development	~~10,500,000~~ ~~7,750,000~~[7] 2,250,000[8]
Development Loans	Parker Place Apts Loan	$2,750,000
New Small Cap Homeownership Program / Development Loans (for owner occupied)	Financial Assistance to Affordable Owner Occupied Units	~~7,500,000~~[9] 2,500,000
Affordable Housing-Purchase of Service	Single Family Rehab Program	1,400,000
Consumer Lending	Rental Rehabilitation Loan Expansion	1,250,000
Affordable Housing-Purchase of Service	Home Buyer's Assistance/Rehab Program ($50k forgivable loan)	1,463,000

Estimated Cost: ~~**$22,113,000**~~ **$12,113,000**

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 51, 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: **$779,000**

Total Cost (including TIF and non-TIF / Assessable Costs) ~~**$115,017,500**~~ **$114,017,500**

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 $34,280,000 of the estimated $99,480,000 of TIF-eligible project costs and an estimated $9,939,000 financing cost.

An additional $65,200,000 of excess tax increments will be donated from TIDs 36 and 37 that will not incur finance cost. These donated tax increments, combined with the $34,280,000 of proposed borrowed fund supported by TID 51, will be sufficient to pay for $99,480,000 of TIF-eligible project costs.

Donated Increment / Donor TIF

[7] 2025 Project Plan amendment re-allocates $2,750,000 from "Financial Assistance to Rental Development" to "Parker Place Apts Loan".
[8] 2026 Project Plan amendment re-allocated $5,000,000 to Housing Development in the South Park Street Corridor for Park & Badger projects and other CDA redevelopment projects.
[9] 2026 Project Plan amendment re-allocated $5,000,000 to Housing Development in the South Park Street Corridor for Park & Badger projects and other CDA redevelopment projects.

TID 51 is proposed to receive donated incremental revenue from TID 36 and TID 37. The five year donor plan is laid out in the Donor Appendix attached to this project plan.

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 blighted area TID within 22 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. New costs, not included in this Project Plan, that are identified over time shall require a project plan amendment. **There are ~~$15,537,500~~ $14,537,500 in assessable, non-project costs.**

Type TID / Major Project	Project/Program Name	Year / Time Frame	Proposed TIF Funded Non-Assessable Costs	Assessable / Non-TIF Project Costs	Total
Land Banking	All Metals Acquisition (Estimate)	2023	4,000,000		4,000,000
Environmental	All Metals - Clean Up (Estimate)	2024	500,000		500,000
Land Banking	Demo, remediation, and holding costs	2023-2028	1,200,000		1,200,000
Land Banking	South Madison Acquisitions	2024-2027	5,000,000		5,000,000
Small Business	Small Cap TIF Program	2023-2028	1,500,000		1,500,000
COA	Commercial Ownership Assistance Program	2023-2028	1,500,000		1,500,000
Small Business	Façade Grants	2023-2028	300,000		300,000
Small Business	Building Improvement Grant Program	2023-2028	1,200,000		1,200,000
Census to Census Study	Census to Census Study	2023-2028	1,200,000		1,200,000
Development Loans	Development Loans to Private Projects	2025-2027	3,500,000		3,500,000
Development Loans	South Transfer Point	2024	~~4,000,000~~ ~~9,000,000~~ 0		~~4,000,000~~ ~~9,000,000~~ 0
Land Banking	Property Acquisition	2024-2028	~~5,000,000~~ 0		~~5,000,000~~ 0
Development Loans	Village on Park Improvements	2023-2025	~~6,000,000~~ 0		~~6,000,000~~ 0
Housing Development in	Funding to assist housing development in the South Park	2026 – 2045	25,000,000		25,000,000

the South Park Street Corridor	Street Corridor, including grants and loans to projects				
Development Loans	Financial Assistance to Rental Development	2024-2027	~~10,500,000~~ ~~7,750,000~~ 2,250,000		~~10,500,000~~ ~~7,750,000~~ 2,250,000
Development Loans	Parks Place Apts Loan	2025	2,750,000		2,750,000
New Small Cap Homeownership Program / Development Loans (for owner occupied)	Financial Assistance to Affordable Owner Occupied Units	2025-2027	~~7,500,000~~ 2,500,000		~~7,500,000~~ 2,500,000
Affordable Housing-Purchase of Service	Single Family Rehab Program	2023-2027	1,400,000		1,400,000
Consumer Lending	Rental Rehabilitation Loan Expansion	2023-2025	1,250,000		1,250,000
Affordable Housing-Purchase of Service	Home Buyer's Assistance/Rehab Program ($50k forgivable loan)	2023-2026	1,463,000		1,463,000
Badger Park	Misc. improvements; GaGa Ball Pit; shred to school trail, other improvements	2023	55,000		55,000
Cypress Spray Park	Reconstruction and expansion	2024	1,000,000		1,00,000
Penn Park	Basketball courts, remove tennis, add Futsal court, Football field improvements, spectator seating, lights, land acquisition, park feature improvements	2025	~~4,050,000~~ 2,150,000		~~4,050,000~~ 2,150,000
Bowman Park	Parking lot, bike improvements, Softball / baseball field improvements	2025	~~1,000,000~~ 1,600,000		~~1,000,000~~ 1,600,000
Heifitz Park	Remodel park shelter; new playground equipment, community gardens improvements, new rec. opportunity, improvements following All Metals relocation	2023-25	~~485,000~~ 1,785,000		~~485,000~~ 1,785,000
Schmidt Park	Replace park features; install vegetation suited to site; improve walking path, replace culverts	2023	350,000		350,000
John Nolen Dr	Olin to Rimrock	2027	1,728,000	1,920,000	3,648,000

John Nolen Dr	Lakeside to Olin	2027	1,890,000	2,100,000	3,990,000
John Nolen Dr	Rimrock to USH 12	2027	1,125,000	1,250,000	2,375,000
Rimrock Rd	John Nolen to Burdette ~~USH 12~~	2025	2,160,000	2,400,000	4,560,000
~~Rimrock Rd~~	~~USH 12 - Burdette~~	~~2025~~	~~900,000~~	~~1,000,000~~	~~1,900,000~~
Park St (RR-USH12)	RR - USH 12	2026	~~2,362,500~~ 6,262,500	2,625,000	~~4,987,500~~ 8,887,500
Local Streets (district	Local Streets (district wide)	2027	2,250,000	250,000	2,500,000
Badger Rd	Fish Hatchery - Park	2029-2044	2,340,000	260,000	2,600,000
Badger Rd / Frontage Rd / E Rusk (Park	Park - Rimrock	2025	~~4,770,000~~ 1,770,000	530,000	~~5,300,000~~ 2,300,000
Badger Rd	Rimrock - Badger Ln	2029-2044	1,125,000	125,000	1,250,000
N Rusk Ave	Nygard - Frontage Rd	2029-2044	506,250	56,250	562,500
Badger Ln	Nob Hill - Badger Rd	2029-2044	776,250	86,250	862,500
Nob Hill Rd	Badger Rd to 700 E of RR	2029-2044	2,430,000	270,000	2,700,000
Wingra Dr	Fish Hatchery - Park	2029-2044	1,485,000	165,000	1,650,000
Perry St Overpass	Perry St Overpass / Underpass (assume 1/2 Federal Funds)	2029-2044	1,250,000	-	1,250,000
Perry St Overpass	Perry St Overpass / Underpass (assume 1/2 Federal Funds)	2029-2044	1,250,000	1,250,000	2,500,000
BRT stations	Fish Hatchery, Park / Badger, Park / Burr Oak	2025	3,750,000	1,250,000	5,000,000
BRT Station	Olin / Park	2025	1,250,000	-	1,250,000
Priority Bike Network Improvements	Buick to Fischer	2024	100,000	-	100,000
Priority Bike Network Improvements	Koster & N Rusk	2024	75,000	-	75,000
Priority Bike Network Improvements	Cypress Way to Dane	2024	75,000	-	75,000
Priority Bike Network Improvements	Beld St	2024	50,000	-	50,000

Pedestrian Improvements	W Badger Rd	2026	250,000	-	250,000
Pedestrian Improvements	Lincoln Elementary Area	2026	200,000	-	200,000
Storm Sewer Improvements	John Nolen Dr Service Rd	2026	650,000	-	650,000
Admin / Prof. Costs	Admin	2022-2044	779,000		779,000
			99,480,000	~~15,537,500~~ 14,437,500	~~115,017,500~~ 114,017,500

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, outlined herein, 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 blighted area TID is 27 years and all project expenditures must be made five (5) years prior to the termination of the TID. Therefore, all project expenditures in TID 51 must be made by December 31, 2045. Tax increments may be received until project costs are recovered, at which time the TID must close.

TID Donor Plan

TIF Law allows that a TID generating excess tax increments may donate said increments to another TID authorized in a donor TID plan. As a significant amount of the estimated TID 51 project costs required for the redevelopment of former Town of Madison exceeds the net present value of tax increments that might be collected over the life of the TID, the City of Madison is seeking simultaneous TIF Joint Review Board approval of a donor TID plan whereby excess tax increments from TIDs 36 and 37 shall be contributed to TID 51 over a five-year period to pay for these eligible TIF costs.

TIF-Eligible Capital Budget

The cost of public improvements and other project costs is $114,017,500 ~~$115,017,500~~. There are ~~$15,537,500~~ $14,537,500 of anticipated costs that will be assessable to property owners or funded through other sources such as State and Federal grants. Assessments are determined in accordance with the City and Board of Public Works standard special assessment policies. Given that there are ~~$15,537,500~~ $14,537,500 of costs that are assessable to property owners or will be funded from non-TIF sources such as state and/or federal sources, **the $99,480,000 balance of the TIF-eligible project costs (i.e. net of assessable costs and costs paid for by state and/or federal sources) represents the authorized TIF Capital Budget for this Project Plan** and will require financial support by incremental taxes from the District and from excess tax increment donated by TIDs 36 and 37 to TID 51, authorized in a five-year TID donor plan, as allowable under TIF Law.

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 #51 has multiple "generators" of tax increments, as described below.

- *Comstock Redevelopment Site.* Per land use recommendations from the South Madison Plan, the City anticipates approximately 65,000 square feet of new commercial development. The estimated assessed value is approximately $18,750,000, assuming development beginning in 2025.

- *The Triangle Redevelopment Area (Park Street and the CNW Railway ROW)*. The South Madison Plan anticipates approximately 330 units of market and affordable housing, 25 market and affordable town homes and 80,000 square feet of commercial development. The estimate assessed value of this development is $67,712,000. Development is assumed to occur in stages, between 2025 and 2032.

- *Alliant Energy Center Area.* Concurrent with either the renovation or redevelopment of the Dane County Coliseum the Alliant Energy Site Plan recommends a 300-room hotel, followed by a 200-room hotel in future. As the timing of the development of this area is yet uncertain, the TID project plan forecasts that assessed value of each subsequent hotel project may occur in 2027 and 2030 respectively. The estimated value of these projects is $75,000,000

- *Olin Avenue/John Nolen Drive (McGrath)*. A market rate housing project will be built at the property located at the intersection of Olin Avenue and John Nolen Drive, formerly occupied by the Coliseum Restaurant & Bar and adjacent commercial property. The development consists of 192 market-rate units and 13,500 square feet of commercial space. The estimated value is $42,142,500.

Total Value of All TIF Generator Projects: $203,604,500

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 **$422,302,000.** This value includes the **$203,604,500** generated from projects outlined above, along with an additional **$218,697,500** of value appreciation over the life of the TID. **However, the $99,480,000 of estimated TIF eligible infrastructure and other development costs to redevelop South Madison, including the former Town of Madison, far exceeds the TID's near-term development growth potential.**

Creation of TID 51 with Donor TID Plan

It has been the City of Madison's experience from TIF use in blighted areas, i.e. "redevelopment TIDs" such as West Wilson (TID 25), Broadway-Simpson (TID 27), Allied Drive (TID 29), Badger-Anne-Park (TID 38) and Northside (TID 40), that value growth from such redevelopment is slow to materialize. Growth sometimes occurs ten to twelve years or more from the TID's creation. However, the need for significant public investment to stimulate development is immediate.

TIF works best when value growth occurs within the first five years or so, stimulating other development growth and thereby generating more immediate sources of revenue to repay its initial investment. Most of the City's TID portfolio behaves in this manner.

However, the redevelopment TID's slower value growth rate puts a strain upon its financial performance, such that there is typically insufficient tax increment to pay for initial project costs. In such cases eligible donor TIDs, if they exist at the time, must assist in paying down the TID's indebtedness in a timely fashion, without burdening the City's general fund to cover the shortfalls. Three of the five redevelopment TIDs noted above required donor TID assistance. In those instances, the City was fortunate to have viable and eligible donor TIDs available at that time.

At a conservative estimate of growth of $203 million by 2032**,** the TID 51's **tax increment revenues are only sufficient to support** approximately **$34 million of its $99 million of TIF-eligible project costs**. As much of the district's infrastructure and blight elimination needs are immediate, the City will use donor TIF funds from two eligible TIDs (TIDs 36 and 37) to address these immediate needs until such time that development growth occurs that can support capital borrowing. City projections indicate that 1) these two donor TIDs are eligible under TIF Law and feasible to donate excess tax increments toward immediately-needed project costs and 2) no other TIDs within the City will be either feasible or available in the near term to provide such investment. Therefore, the City of Madison shall simultaneously establish a five-year donor TID plan,

including TIDs 36 and 37 to pay for the additional $65 million of near-term TID 51 project costs. **See TID Donor Plan Appendix.**

Since a significant amount 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. Donor TID funds will provide funding for initial project costs until such time that TID 51 is able to feasibly borrow. This will occur when sufficient development growth actually occurs and tax increments are sufficient to recover borrowing.

Based on the current tax rates and conservative financial market assumptions, the anticipated economic growth of tax incremental revenues over the life (i.e. the total amount of tax increments over 27 years) of the TID should total approximately **$99,159,000.** The present value of the total incremental revenues that are anticipated to be generated is **$34,280,000.**

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 51 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 $34,280,000 (of the estimated $99,480,000 of project cost) is **$9,427,000**.

The 2025 Project Plan Amendment does not contemplate any additional borrowing costs. Tax increments will be used to pay for additional project costs.

The 2026 Project Plan Amendment does not contemplate any additional borrowing costs. Tax increments will be used to pay for additional project costs.

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://imaginemadisonwi.com/sites/imaginemadisonwi.com/files/document/pdf/180501%20Comprehensive%20Plan%20-%20Full.pdf

TID 51 is a blighted area TID, as defined by State Statute.

EXPECTATIONS FOR DEVELOPMENT

The expectations for development in TID #51 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 27-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.

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 $203,000,000 of incremental value. The total incremental value (including estimated TIF Generators and appreciation of property value with in the TID) generated over the 27-year life of the district is estimated at approximately $422,302,000. This growth is estimated to generate approximately $99,159,000 of tax increments over the life of the TID. The estimated present value of these tax increments is $34,280,000.

TID 51 was created in 2023. As of January 1, 2025, TID 51 has not yet generated tax increments, which is typical for newly created TIDs. TID 51 has incurred approximately $21.7 million of excess tax increment due to accrued tax increment donations from TIDs 36 and 37, authorized in a donor-recipient plan adopted at the time of the TID's creation that will pay for $26.6 million of costs for 2025. Project costs in this Project Plan amendment represent re-distributions of costs estimated in the original plan, therefore, the proposed plan does not exceed its original authorized project cost. As envisioned in the original project plan, the proposed costs in this plan amendment will also be recovered with donated tax increments from donor TIDs that have been disbursed to TID 51 per the approved donor-recipient plan. At such time when the TID generates sufficient tax increments, the TID may support general obligation borrowing to pay for additional costs authorized in the Project Plan.

As of January 1, 2026, TID 51 had realized $28,144,000 of incremental value, most of which is due to value appreciation of the original base value. TID 51 has approximately $28 million of excess tax increments due to accrued donations from TIDs 36 and 37, as previously authorized in the donor-recipient plan adopted at the TIDs creation. Project costs in the 2026 Project Plan amendment represent a re-distribution of costs estimated in the original project plan. As noted in the 2025 project plan amendment and in the original project plan, the proposed costs in this plan amendment will also be recovered with donated tax increments from donor TIDs that have been disbursed to TID 51 per the approved donor-recipient plan. At such time when the TID generates sufficient tax increments, the TID may support general obligation borrowing to pay for additional costs authorized in the Project Plan.

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 Southwest ¼ of the Northwest ¼, the Northwest ¼ of the Southwest ¼, the Southwest ¼ of the Southwest ¼, the Northeast ¼ of the Southwest ¼, the Southeast ¼ of the Southwest ¼ of Section 25, the Southeast ¼ of the Southwest ¼, the Southwest ¼ of the Southeast ¼, and the Southeast ¼ of the Southeast ¼ of Section 26, the Northeast ¼ of the Northeast ¼ of Section 34, the Northwest ¼ of the Northeast ¼, the Southwest ¼ of the Northeast ¼, the Northeast ¼ of the Northeast ¼, the Southeast ¼ of the Northeast ¼, the Northwest ¼ of the Northwest ¼, the Northeast ¼ of the Northwest ¼, the Southeast ¼ of the Northwest ¼, the Northwest ¼ of the Southeast ¼, the Northwest ¼ of the Southwest ¼, and the Northeast ¼ of the Southwest ¼ of Section 35 and also the Northwest ¼ of the Northwest ¼, the Southwest ¼ of the Northwest ¼, the Northeast ¼ of the Northwest ¼, the Southeast ¼ of the Northwest ¼, the Northwest ¼ of the Northeast ¼, the Southwest ¼ of the Northeast ¼, the Northeast ¼ of the Northeast ¼, the Southeast ¼ of the Northeast ¼, Northwest ¼ of the Southeast ¼ and the Northeast ¼ of the Southwest ¼ of Section 36 all in Township 7 North, Range 9 East in the City of Madison, Dane County, Wisconsin, more particularly described as follows:
Beginning at the North ¼ corner of said Section 36, Township 7 North, Range 9 East in the City of Madison;
Thence southerly 662.38 feet more or less along the East line of the Northwest ¼ of Section 36 to the Northeast corner of Lot 1 of CSM No. 9780 recorded as Document No. 3239096;
Thence continuing southerly 499.25 feet along the East line of said Lot 1 to the Southeast corner of said Lot 1 of CSM No. 9780;
Thence westerly 607.03 feet more or less along the South line of said CSM No. 9780 and said line extended westerly to the Northeast corner of CSM No. 15567 recorded as Document No. 5675864;

Thence southerly 287.01 feet more or less along the East line of said CSM No. 15567 to the Southeast corner of Lot 2 of said CSM No. 15567 also being on the northerly right-of-way of USH 12 & 18;
Thence southeasterly 530 feet more or less to the northerly angle point in Lot 2 of CSM No. 2460 recorded as Document No. 1524926 and being on the southerly right-of-way of USH 12 & 18;
Thence easterly 63.41 feet more or less to the Northeast corner of said Lot 2 also being on the westerly right-of-way of Badger Lane;
Thence continuing easterly 66 feet more or less along the easterly extension of the northerly line of said Lot 2 to a point on the easterly right-of-way of Badger Lane and being on the westerly line of Lot 1 of CSM No. 15324 recorded as Document No. 5556230;
Thence northerly 50 feet more or less along the said westerly line of Lot 1 to a point of curvature;
Thence northeasterly 28.71 feet more or less along an arc to the right having a radius of 25.00 feet and along the westerly line of said Lot 1 to a point on the northwesterly line of said Lot 1 and being on the southerly right-of-way of Nob Hill Road;

Thence northeasterly 523.81 feet more or less along the northerly line of said Lot 1, the northerly line of Lot 1 of CSM No. 15211 recorded as Document No. 5514172, and the said northerly line extended northeasterly also being the southerly right-of-way of Nob Hill Road to the northwesterly corner of Nob Hill Properties Condominium Plat recorded as Document No. 5174513;
Thence easterly 1040.42 feet more or less along the northerly line of the said Nob Hill Properties Condominium Plat also being the southerly right-of-way of Nob Hill Road to the Northeast corner of Unit 3 of the said Nob Hill Properties Condominium Plat also being the Northwest corner of Lot 2 of CSM No. 13930 recorded as Document No. 5140911;
Thence southerly, westerly, and easterly 1,990.26 feet more or less along the easterly line of the said Nob Hill Properties Condominium Plat also being the westerly line of said CSM No. 13930 to the Southeast corner of the said Nob Hill Properties Condominium Plat also being the Southwest corner of said Lot 2 of CSM No. 13930;
Thence westerly 1,045.74 feet more or less along the southerly line of the said Nob Hill Properties Condominium Plat and said line extended westerly also being the southerly line of the Northeast ¼ of said Section 36 to the West line of the East 759.9 feet of the Northwest ¼ of the Southeast ¼ of said Section 36;
Thence southerly 24.75 feet more or less along said West line to a point on a line 24.75 feet southerly of and parallel with the South line of the Northeast ¼ of said Section 36;
Thence westerly 20.41 feet more or less to a point on the easterly line of the westerly 550 feet of the Northwest ¼ of the Southeast ¼ of said Section 36;
Thence northerly 24.75 feet more or less along the said easterly line to a point on the southerly line of the Northeast ¼ of said Section 36;
Thence westerly 351.82 feet more or less along the said southerly line of the Northeast ¼ of said Section 36 to a point on a line 198 feet easterly of and parallel with the West line of the Northeast ¼ of said Section 36;
Thence northerly 441.8 feet more or less along the said parallel line to a point on the southerly right-of-way of Holtzman Road;
Thence westerly 165 feet more or less along the said southerly right-of-way of Holtzman Road to the easterly right of way of Badger Lane;
Thence northwesterly 90 feet more or less to the southeast corener of the lands described in Document No. 5040487 being on the westerly right-of-way of Badger Lane also being on the easterly line of Lot 3 of Block 1 of W.H. Jacobs and E.S. Barker's Subdivision of the South ½ of the Northwest ¼ of said Section 36;
Thence northerly 114.25 feet more or less to a point on the said easterly line of Lot 3 200.5 feet more or less northerly of the Southeast corner of said Lot 3;
Thence westerly 192.84 feet more or less along a line parallel with the southerly line of said Lot 3;
Thence southerly 201.15 feet more or less to a point 192.5 feet more or less westerly of the Southeast corner of said Lot 3 being on the northerly line of CSM No. 15296 recorded as Document No. 5543025;
Thence westerly 199.16 feet more or less along the said northerly line of CSM No. 15296 to the Northwest corner of Lot 1 of CSM No. 15296;
Thence southerly 218.00 feet more or less along the westerly line of said CSM No. 15296 also being the easterly line of CSM No. 6504 recorded as Document No. 2283538 to the Southeast corner of Lot 2 of said CSM No. 6504;
Thence westerly 137.75 feet along the southerly line of said Lot 2 of CSM No. 6504 to the Northwest corner of Lot 1 of said CSM No. 6504 also being on the easterly right-of-way of Nob Hill Road;
Thence southerly 151.42 feet more or less along the westerly line of said Lot 1 and the easterly right-of-way of Nob Hill Road to a point of curvature along the right-of-way;
Thence southerly 82 feet more or less to the Northwest corner of Lot 1 of Block 1 of Rimrock Heights recorded as Document No. 1121019 also being on the southerly right-of-way of Badger Road;
Thence southerly 145.00 feet more or less along the westerly line of said Lot 1 of Block 1 of Rimrock Heights to the Southwest corner of said Lot 1 of Block 1;
Thence easterly 75.00 feet more or less along the southerly line of Lots 1 and 2 of Block 1 of said Rimrock Heights to the Northwest corner of Lot 4 of Block 1 of the 1st Addition to Rimrock Heights recorded as Document No. 1229163;

Thence southerly 179.15 feet more or less along the westerly line of Lots 4, 5, and 6 of the said 1st Addition to Rimrock Heights also being the easterly line of CSM No. 3040 recorded as Document No. 1600221 to the Southeast corner of Lot 1 of said CSM No. 3040 also being the Northeast corner of the Burdette Plat recorded as Document No. 1838452;
Thence westerly 330 feet more or less along the southerly line of Lot 1 of said CSM No. 3040 and the northerly line of the said Burdette Plat to the Northwest corner of Lot 2 of the said Burdette Plat;
Thence southerly 336.46 feet more or less along the easterly line of Outlot 1 of the said Burdette Plat and said line extended southerly to a point on the southerly right-of-way of Burdette Court;
Thence westerly 158.5 feet more or less along the southerly right-of-way of Burdette Court to a point of curvature;
Thence northwesterly 173.35 feet more or less along a curve to the right being along the said southerly right-of-way of Burdette Court having a radius of 180 feet to a point of tangency;
Thence northwesterly 180.5 feet more or less along the southerly right-of-way of Burdette Court to a point of curvature as it meets Rimrock Road;
Thence northerly 60 feet more or less to a point of curvature on the northerly right-of-way of Burdette Court as it meets Rimrock Road;
Thence northerly 37 feet more or less along a curve to the right along the said northerly right-of-way of Burdette Court to a point on the westerly line of Lot 25 of Block 1 of the said 1st Addition to Rimrock Heights and on the easterly right-of-way of Rimrock Road;
Thence northerly 380 feet more or less along the said westerly ling of Lot 25 of Block 1 and the said easterly right-of-way of Rimrock Road to a point of curvature in the said westerly line;
Thence northerly 139 feet more or less to the most northerly of the southwesterly corners of Lot 1 of CSM No. 14510 recorded as Document No. 5324618 also being on the said easterly right-of-way of Rimrock Road;
Thence continuing northeasterly 409.15 feet along the said easterly right-of-way of Rimrock Road and being along the westerly line of said Lot 1 of CSM No. 14510 to the Northwest corner of said Lot 1 of CSM No. 14510;
Thence northwesterly 555 feet more or less to a point of curvature on the northerly line of Rusk Avenue;
Thence southwesterly 429.07 feet more or less along a 1112.92-foot radius curve to the right being the said northerly line of Rusk Avenue to a point on a line 147.50 feet easterly of and parallel with South Beltline Court also being a point on the easterly line of Lot 3 of Block 2 of the said W.H. Jacobs and E.S. Barker's Subdivision of the South ½ of the Northwest ¼ of said Section 36;
Thence northerly 650.5 feet more or less along the said easterly line of Lot 3 of Block 2 of the W.H. Jacobs and E.S. Barker's Subdivision of the South ½ of the Northwest ¼ of said Section 36 to the Northeast corner of said Lot 3 of Block 2;
Thence westerly 924 feet more or less along the northerly line of Lots 3 and 7 of Block 2 of the said W.H. Jacobs and E.S. Barker's Subdivision of the South ½ of the Northwest ¼ of said Section 36 to the Northwest corner of said Lot 7 also being on the easterly right-of-way of Rusk Avenue;
Thence southerly 760.3 feet more or less along the easterly right-of-way of Rusk Avenue also being the westerly line of the said W.H. Jacobs and E.S. Barker's Subdivision of the South ½ of the Northwest ¼ of said Section 36 and the westerly line of Lot 3 of CSM No. 1172 recorded as Document No. 1367948 to an angle point in the said right-of-way;
Thence westerly 66 feet more or less to an angle point on the westerly right-of-way of Rusk Avenue also being on the easterly line of Lot 1 of CSM No. 4571 recorded as Document No. 1865723;
Thence continuing westerly 47 feet more or less along the said westerly right-of-way of Rusk Avenue to an angle point in the said right-of-way and an angle point in the easterly line of said Lot 1 of CSM No. 4571;
Thence southerly 292.46 feet along the said westerly right-of-way of Rusk Avenue and the easterly line of Lots 1 and 3 of said CSM No. 4571 to the southeasterly corner of Lot 3 of said CSM No. 4571;
Thence southwesterly 701.14 feet along the northerly right-of-way of USH 12 and 18 and Badger Road also being the southeasterly line of Lots 2 and 3 of said CSM No. 4571 to an angle point in the southerly line of said Lot 2;
Thence westerly 557.3 feet more or less along the said northerly right-of-way of USH 12 and 18 and Badger Road also being the southerly line of Lots 1 and 2 of said CSM No. 4571 to the Southwest corner of said Lot 1;
Thence northerly 916.41 feet along the westerly line of said Lot 1 of CSM No. 4571 also being along the easterly right-of-way of the Wisconsin Southern Railroad to the Northwest corner of said Lot 1 also being on the southerly right-of-way of Nygard Street;
Thence easterly 393 feet more or less along the northerly line of said Lot 1 of CSM No. 4571 to a point on the westerly line of Lot 7 of Hammersley Heights recorded as Document No. 279393A to an angle point in the northerly line of said Lot 1 also being along the southerly right-of-way of Nygard Street;
Thence southerly 296.97 feet more or less along the westerly line of said Lot 7 of Hammersley Heights also being along the northerly line of said Lot 1 of CSM No. 4571 to an angle point in the said northerly line of said CSM No. 4571 and being the Southwest corner of said Lot 7 of Hammersley Heights;
Thence easterly 660.83 feet more or less along the northerly line of said Lot 1 of CSM No. 4571 also being the southerly line of Lots 3 through 7 of the said Hammersley Heights to the Southeast corner of Lot 3 of the said Hammersley Heights also being the Southwest corner of CSM No. 1905 recorded as Document No. 1455694;
Thence northerly 143.25 feet more or less along the westerly line of Lot 4 of said CSM No. 1905 to the Northwest corner of said Lot 4;

Thence easterly 81 feet more or less along the northerly line of said Lot 4 of CSM No. 1905 to the Southeast corner Lot 1 of said CSM No. 1905;
Thence northerly 153.75 feet more or less along the easterly line of said Lot 1 of CSM No. 1905 to the Northeast corner of said Lot 1 also being on the southerly right-of-way of Nygard Street;
Thence northerly 57.75 feet more or less to the Southwest corner of Lot 12 of Nygard Plat recorded as Document No. 990392 also being on the northerly right-of-way of Nygard Street;
Thence easterly 73 feet more or less along the southerly line of said Lot 12 also being on the northerly right-of-way of Nygard Street to the Southeast corner of said Lot 12;
Thence northerly 139.50 feet more or less along the easterly line of said Lot 12 to the Northeast corner of said Lot 12;
Thence westerly 73 feet more or less along the northerly line of said Lot 12 to the Northwest corner of said Lot 12;
Thence northerly 139.98 feet more or less along the easterly line of Lot 8 of the said Nygard Plat to the Northeast corner of said Lot 8 also being on the southerly right-of-way of Sunny Meade Lane;
Thence northerly 60 feet more or less to the Southeast corner of Lot 39 of Capitol View Heights recorded as Document No. 906602 also being on the northerly right-of-way of Sunny Meade Lane;
Thence northerly 120 feet more or less along the easterly line of said Lot 39 to the Northeast corner of said Lot 39;
Thence easterly 76 feet more or less along the southerly line of Lot 35 of the said plat of Capitol View Heights to the Southeast corner of said Lot 35;
Thence northerly 120 feet more or less along the easterly line of said Lot 35 to the Northeast corner of said Lot 35 also being on the southerly right-of-way of Ardmore Drive;
Thence continuing northerly 60 feet more or less along the extension of the easterly line of said Lot 35 to a point on the southerly line of Lot 23 of the said plat of Capitol View Heights also being on the northerly right-of-way line of Ardmore Drive;
Thence westerly 44 feet feet more or less along the said southerly right-of-way of Ardmore Drive to southerly extension of east line of Lot 24 of the said plat of Capitol View Heights;
Thence continuing northerly 60 feet more or less along the extension of the easterly line of said Lot 24 to the Southeast corner of Lot 24 of the said plat of Capitol View Heights;
Thence northerly 130 feet more or less along the easterly line of said Lot 24 to the Northeast corner of said Lot 24;
Thence westerly 19.5 feet more or less along the northerly line of said Lot 24 to the Southeast corner of Lot 20 of the said plat of Capitol View Heights;
Thence northeasterly 123.7 feet more or less along the southeasterly line of said Lot 20 to the Northeast corner of said Lot 20 also being on the southerly right-of-way of Koster Street;
Thence northwesterly 473 feet more or less along the northerly line of Lots 15 through 20 inclusive of the plat of Capitol View Heights also being along the southerly right-of-way of Koster Street to the Northwest corner of said Lot 15;
Thence northeasterly 66 feet more or less to the Southeast corner of the property described in Document No. 1909551 also being on the northerly right-of-way of Koster Street;
Thence northeasterly 201.3 feet more or less to the southerly corner on the easterly line of the said property described in Document No. 1909551;
Thence northerly 119.2 feet along the easterly line of the said property described in Document No. 1909551 to the most northerly corner of the said property;
Thence southwesterly 64.3 feet more or less along the northwesterly line of the said property described in Document No. 1909551 to a point on a line lying 240 feet more or less northerly and parallel with the northeasterly right-of-way line of Koster Street also being the northeasterly corner of the property described in Document No. 1954115;
Thence northwesterly 180 feet more or less along the northerly line of Lot 2 of CSM No. 520 recorded as Document No. 1288592 and Lot 2 of CSM No. 148 recorded in Vol. 1 on Page 148 and said northerly line extended southeasterly to the Northwest corner of Lot 2 of said CSM No. 148;
Thence southwesterly 240 feet more or less to the Southwest corner of said Lot 2 of CSM No. 148 also being on the northeasterly right-of-way of Koster Street;
Thence northwesterly 60 feet more or less along the southwesterly line of Lot 1 of said CSM No. 148 also being along the northeasterly right-of-way of Koster Street to the Southwest corner of said Lot 1 of CSM No. 148 also being the Southeast corner of Lot 1 of CSM No. 771 recorded as Document No. 1317273;
Thence northeasterly 135 feet more or less along the southeasterly line of said Lot 1 of CSM No. 771 to the Northeast corner of said Lot 1 of CSM No. 771;
Thence northwesterly 60 feet more or less along the northeasterly line of said Lot 1 of CSM No. 771 to the Northwest corner of said Lot 1 of CSM No. 771;
Thence southwesterly 135 feet more or less along the northwesterly line of said Lot 1 of CSM No. 771 to the Southwest corner of said Lot 1 of CSM No. 771 also lying on the northeasterly right-of-way of Koster Street;
Thence southerly 68 feet more or less to the northeasterly corner of Lot 3 of CSM No. 7112 recorded as Document No. 2470080 also lying on the southwesterly right-of-way of Koster Street;
Thence southerly 15.34 feet more or less along a curve to the right with a radius of 15 feet being on the westerly right-of-way of Sundstrom Street and the easterly line of said Lot 3 of CSM No. 7112;

Thence southerly 36.09 feet more or less along the said westerly right-of-way of Sundstrom Street and said easterly line of Lot 3 of CSM No. 7112 to the Southeast corner of said Lot 3 of CSM No. 7112;
Thence westerly 155.26 feet more or less along the southerly line of said Lot 3 of CSM No. 7112 and said line extended westerly;
Thence northeasterly 118.01 feet more or less to a point on the northeasterly line of said Lot 3 of CSM No. 7112 also lying on the southwesterly right-of-way line of Koster Street;
Thence northwesterly 238 feet more or less along the said southwesterly right-of-way of Koster Street to the Northwest corner of Lot 26 of said Hammersley Heights also being the Northeast corner of CSM No. 4850 recorded as Document No. 1915200;
Thence southerly 293.78 feet more or less along the easterly line of said CSM No. 4850 to the Southeast corner of Lot 2 of said CSM No. 4850;
Thence westerly 199.97 feet more or less along the southerly line of said CSM No. 4850 to the Southwest corner of Lot 3 of said CSM No. 4850;
Thence northerly 306 feet more or less along the westerly line of said CSM No. 4850 to a point of intersection of the easterly extension of the southerly line of Lot 1 of Block 1 of Bram's Addition recorded as Document No. 289665;
Thence westerly 168 feet more or less to the Southeast corner of Lot 1 of Block 1 of said Bram's Addition also being on the westerly right-of-way of Third Avenue;
Thence westerly 220 feet more or less along the southerly line of Lots 1, 2, 3, 18, and 19 of Block 1 of said Bram's Addition to the Southwest corner of said Lot 19 also being on the easterly right-of-way of Baird Street;
Thence westerly 50 feet more or less to the Southeast corner of Lot 1 of Block 2 of said Bram's Addition also being on the westerly right-of-way of Baird Street;
Thence westerly 264 feet more or less along the southerly line of Lots 1, 2, 3, 18, 19, and 20 of Block 2 of said Bram's Addition also being on the easterly right-of-way of Fisher Street;
Thence northerly 53.3 feet more or less along the westerly line of said Lot 20 of Block 2 of Bram's Addition also being along the easterly right-of-way of Fisher Street to the intersection with a line 67 feet southerly of and parallel with the northerly line of Lot 1 of Block 3 of said Bram's Addition extended easterly;
Thence westerly 50 feet more or less to a point on the said parallel line also being on the westerly right-of-way of Fisher Street;
Thence westerly 74.8 feet more or less along the said parallel line to a point on the westerly line of said Lot 1 of Block 3 of Bram's Addition;
Thence southerly 54.1 feet more or less along the said westerly line of Lot 1 of Block 3 of Bram's Addition to the Southwest corner of said Lot 1 of Block 3;
Thence easterly 82.5 feet more or less along the southerly line of said Lot 1 of Block 3 of Bram's Addition to the Southeast corner of said Lot 1 of Block 3 and being on the westerly right-of-way of Fisher Street;
Thence southerly 132 feet more or less along the easterly line of Lots 2, 3, and 4 of Block 3 of said Bram's Addition also being along the said westerly right-of-way of Fisher Street to the Northeast corner of Lot 5 of Block 3 of said Bram's Addition;
Thence westerly 123.2 feet more or less along the northerly line of said Lot 5 of Block 3 of Bram's Addition to the Northwest corner of said Lot 5 of Block 3;
Thence westerly 106.65 feet more or less along the northerly line of the lands described in Document No.'s 3159054 and 5779435 to the Northwest corner of said the lands described in Document No. 5779435;
Thence southwesterly 190.7 feet more or less along the westerly line of said Document No. 5779435 to a point on the northerly right-of-way line of Center Street;
Thence southerly 65 feet more or less to a point on the west line of Lot 20 of Block 5 of said Bram's Addition being the westerly point of the lands purchased for right-of-way and described in Document No. 1275807 also being on the easterly right-of-way of Taft Street;
Thence southerly 907 feet more or less along the easterly right-of-way of Taft Street also being the westerly line of Block 5 of said Bram's Addition and the westerly line of Block 10 of Bram's 2nd Addition recorded as Document No. 290596 to a point on the west line of Lot 11 of Block 10 of said Bram's 2nd Addition being the westerly point of the lands purchased for right-of-way and described in Document No. 1281887;
Thence southeasterly 23.5 feet more or less along a curve to the left being the northerly of the lands purchased for right-of-way and described in Document No. 1281887;
Thence easterly 234 feet along a line 8 feet northerly of and parallel with the southerly line of said Block 10 of Bram's 2nd Addition as described on Document No. 1281887;
Thence southeasterly 75 feet more or less to the intersection of the easterly right-of-way of Fisher Street and the South line of the North ½ of vacated Buick Street lying southerly of Block 9 of the said Bram's 2nd Addition;
Thence easterly 125 feet more or less along the North line of the South ½ of vacated Buick Street lying southerly of the said Block 9 of Bram's 2nd Addition;
Thence southerly 25 feet more or less to a point on the South line of the South ½ of vacated Buick Street lying southerly of the said Block 9 of Bram's Addition;

Thence easterly 499.25 feet more or less along the said South line of the South ½ of vacated Buick Street to a point on the westerly right-of-way of the Wisconsin and Southern Railroad;
Thence southerly 223.22 feet more or less along the said westerly right-of-way of the Wisconsin and Southern Railroad to a jog in the said westerly right-of-way;
Thence westerly 50 feet more or less along the said westerly right-of-way of the Wisconsin and Southern Railroad to a jog in the said westerly right-of-way;
Thence southerly 900 feet more or less along the said westerly right-of-way of the Wisconsin and Southerly Railroad to a point on the northerly right-of-way of Badger Road;
Thence southeasterly 75 feet more or less to a point on the southerly right-of-way of said Badger Road and the westerly right-of-way of the Wisconsin and Southern Railroad;
Thence southerly 249.6 feet more or less along the said westerly right-of-way of the said Wisconsin and Southern Railroad to a point on the northerly right-of-way of USH 12 & 18;
Thence southwesterly 414.16 feet more or less along the said northerly right-of-way of USH 12 & 18 to an angle point in the said northerly line to a portion conveyed to the State of Wisconsin;
Thence westerly 120.02 feet more or less along the said northerly right-of-way of USH 12 & 18 to an angle point in the said northerly line;
Thence northwesterly 121.59 feet more or less along the said northerly right-of-way of USH 12 & 18 to an angle point in the said northerly line;
Thence southwesterly 1,056 feet more or less to the easterly line of Lot 2 of CSM No. 4074 recorded as Document No. 1774374 also being on the said northerly right-of-way of USH 12 & 18;
Thence southwesterly 160.58 feet more or less along the said northerly right-of-way of USH 12 & 18;
Thence southwesterly 167.50 feet more or less along to the Southwest corner of said Lot 2 of CSM No. 4074 also being on the northerly right-of-way of USH 12 & 18 and the easterly right-of-way of Perry Street;
Thence westerly 182.91 feet more or less across Perry Street to an angle point at the intersection of the northerly right-of-way of Ann Street and the westerly right-of-way of Perry Street;
Thence southwesterly 148.84 feet more or less along the said northerly right-of-way of Ann Street to the Southeast corner of Lot 2 of CSM No. 14730 recorded as Document No. 5392542;
Thence southwesterly 325.29 feet more or less along the southerly line of said Lot 2 of CSM No. 14730 and said southerly line extended southwesterly to an angle point in the said northerly right-of-way of Ann Street;
Thence southwesterly 161 feet more or less along the northerly right-of-way of Ann Street to the Southeast corner of Lot 1 of said CSM No. 14730 along the northerly right-of-way of Ann Street;
Thence southwesterly 48.91 feet along the southerly line of said Lot 1 of CSM No. 14730 also being along the northerly right-of-way of Ann Street to the Southeast corner of Lot 2 of CSM No. 8914 recorded as Document No. 2970459;
Thence southwesterly 226.13 feet more or less along the southerly line of said Lot 2 of CSM No. 8914 also being along the northerly right-of-way of Ann Street to the Southeast corner of Lot 1 of said CSM No. 8914;
Thence westerly 239.20 feet more or less along the southerly line of said Lot 1 of CSM No. 8914 also being along the said northerly right-of-way of Ann Street to the Southwest corner of said Lot 1 of CSM No. 8914;
Thence westerly 54.33 feet more or less along the said southerly line of Lot 1 of CSM No. 14730 also being along the northerly right-of-way of Ann Street to the Southwest corner of said Lot 1 of CSM No. 14730;
Thence westerly 165 feet more or less along the said northerly right-of-way of Ann Street to the Southeast corner of Lot 8 of Hrubesky Commercial Plat recorded in Volume 19 on Page 39;
Thence northerly 165 feet more or less along the easterly line of said Lot 8 of Hrubesky Commercial Plat;
Thence northwesterly 30.6 feet more or less to a point on a line 25 feet westerly of and parallel with the easterly line of said Lot 8 of Hrubesky Commercial Plat;
Thence northerly 184.3 feet more or less along the said parallel line to a point on the northerly line of said Lot 8 of Hrubesky Commercial Plat;
Thence easterly 25 feet more or less along the northerly line of said Lot 8 of Hrubesky Commercial Plat to the Northeast corner of the said Lot 8 of Hrubesky Commercial Plat also being the Southeast corner of Lot 11 of Haase Gardens Plat recorded as Document No. 1066754;
Thence northerly 244.35 feet more or less along the easterly line of Lots 11, 12, and 2 of said Haase Gardens to the Southwest corner of Lot 6 of the Assessor's Plat No. 5 recorded as Document No. 946895;
Thence easterly 825.72 feet more or less along the southerly line of the said Assessor's Plat No. 5 also being along the northerly line of said Lot 1 of CSM No. 14730 to the Southeast corner of Lot 11 of the said Assessor's Plat No. 5 also being an angle point in the said northerly line of said Lot 1 of CSM No. 14730;
Thence southerly 34.58 feet more or less along the northerly line of said Lot 1 of CSM No. 14730 to an angle point in the said northerly line;
Thence easterly 78.23 feet more or less along the said northerly line of said Lot 1 of CSM No. 14730 to the Northeast corner of said Lot 1 of CSM No. 14730;
Thence easterly 364.56 feet more or less along the northerly line of said Lot 2 of CSM No. 14730 to an angle point in the said northerly line;

Thence northerly 14.77 feet more or less along the said northerly line of Lot 2 of CSM No. 14730 to an angle point in the said northerly line;
Thence easterly 187.87 feet more or less along the said northerly line of Lot 2 of CSM No. 14730 to the Northeast corner of said Lot 2 of CSM No. 14730 also lying on the westerly right-of-way of Perry Street;
Thence easterly 16.5 feet more or less along the easterly extension of the said northerly line of Lot 2 of CSM No. 14730 being along the westerly right-of-way of Perry Street;
Thence northerly 109 feet more or less along the said westerly right-of-way of Perry Street to the Southeast corner of the property described in Document No. 2754613;
Thence westerly 180.5 feet more or less along the southerly line of the property described in Document No. 2754613 to the Southwest corner of the said property described in Document No. 2754613;
Thence northerly 130.2 feet more or less along the westerly line of the property described in Document No. 2754613 to the Northwest corner of the said property described in Document No. 2754613;
Thence easterly 180.5 feet more or less along the northerly line of the property described in Document No. 2754613 to the Northeast corner of the said property described in Document No. 2754613 also being on the westerly right-of-way of Perry Street;
Thence northerly 140 feet more or less along the said westerly right-of-way of Perry Street to the Southeast corner of CSM No. 5428 recorded as Document No. 2058841;
Thence westerly 2.50 feet or less along the southerly line of said CSM No. 5428 to the Southeast corner of Lot 2 of said CSM No. 5428;
Thence northerly 299 feet more or less along the easterly line of Lots 1 and 2 of said CSM No. 5428 also being along the said westerly right-of-way of Perry Street to the Northeast corner of said Lot 1 of CSM No. 5428 along Perry Street;
Thence northerly 93 feet more or less to the Southeast corner of Outlot B of the Plat of Burr Oaks recorded as Document No. 950150 also being on the northerly right-of-way of Badger Road and the southerly line of Lot 1 of CSM No. 13016 recorded as Document No. 4714890;
Thence easterly 148.5 feet more or less along the southerly line of said Lot 1 of CSM No. 13016 also being along the northerly right-of-way of Badger Road to the Southeast corner of said Lot 1 of CSM No. 13016;
Thence northerly 142 feet more or less to along the easterly line of said Lot 1 of CSM No. 13016 to an angle point in the said easterly line of said Lot 1 of CSM No. 13016;
Thence westerly 149.07 feet more or less along the said easterly line of said Lot 1 of CSM No. 13016 to an angle point in the said easterly line;
Thence northerly 134.62 feet more or less along the said easterly line of said Lot 1 of CSM No. 13016 to the Northeast corner of said Lot 1 of CSM No. 13016;
Thence westerly 112.43 feet along the northerly line of said Lot 1 of CSM No. 13016 the easterly corner of the lands described in Document No. 4787355;
Thence, northwesterly along the northerly line of the lands described in Document No. 4787355 for 33.54 feet to the westerly line of Lot 66 of the Plat of The First Addition to Burr Oaks recorded as Document No. 965763 and being on the easterly right-of-way of Cypress Way;
Thence, northwesterly 65 feet more or less to the southeast corner of Lot 68 of the First Addition To Burr Oaks recorded as Document No. 965763 also being the westerly right-of-way of Cypress Way;
Thence, northerly 175 feet more or less along the easterly line of said Lot 68 and Lot 157 of Second Addition To Burr Oaks recorded as Document No. 978165 also being the westerly right-of-way of Cypress Way to the westerly extension of northerly right-of-way of Hughes Place;
Thence, easterly along said extension 75 feet more or less to a point of tangency on Outlot C of the said First Addition to Burr Oaks also being on the northerly right-of-way of Hughes Place;
Thence easterly 126.14 feet more or less along the said northerly right-of-way of Hughes Place to the Southeast corner of said Outlot C of the First Addition to Burr Oaks also being the Southwest corner of Lot 13 of Miller Park Plat recorded as Document No. 425969;
Thence easterly 183.75 feet more or less along the southerly line of Lots 11 through 13 of the said Miller Park Plat also being along the northerly right-of-way of Hughes Place to the Southeast corner of said Lot 11 of Miller Park Plat;
Thence northerly 120 feet more or less along the easterly line of said Lot 11 of Miller Park Plat to the Northeast corner of said Lot 11 also being on the westerly line of Lot 1 of CSM No. 15938 recorded as Document No. 5815813;
Thence easterly 18.10 feet more or less along the said westerly line of Lot 1 of CSM No. 15938 to an angle point in the said westerly line;
Thence northerly 694.27 feet more or less along the said westerly line of Lot 1 of CSM No. 15938 to an angle point in the said westerly line;
Thence westerly 19.32 feet more or less along the said westerly line of Lot 1 of CSM No. 15938 to an angle point in the said westerly line also being the Southeast corner of Lot 11 of Block 5 of Oak Ridge Subdivision recorded as Document No. 290503;

Thence northerly 120.30 feet more or less along the said westerly line of Lot 1 of CSM No. 15938 also being the easterly line of said Lot 11 of Block 5 of Oak Ridge Subdivision to the Northwest corner of said Lot 1 of CSM No. 15938 and the Northeast corner of Lot 11 of Block 5 of Oak Ridge Subdivision being on the southerly right-of-way of Ridgewood Way;
Thence northerly 50 feet across Ridgewood Way to the Southeast corner of Lot 14 of Block 2 of the said Oak Ridge Subdivision;
Thence easterly 50 feet more or less along the southerly line of Lot 13 of said Block 2 of Oak Ridge Subdivision being along the northerly right-of-way of Ridgewood Way to the Southeast corner of said Lot 13 of Block 2 of Oak Ridge Subdivision;
Thence northerly 120 feet more or less along the easterly line of said lot 13 of Block 2 of Oak Ridge Subdivision to the Northeast corner of said Lot 13 of Block 2 of Oak Ridge Subdivision;
Thence westerly 50 feet more or less along the northerly line of said Lot 13 of Block 2 of Oak Ridge Subdivision to the Northwest corner of said Lot 13 of Block 2 of Oak Ridge Subdivision;
Thence northerly 120 feet more or less along the easterly line of Lot 23 of said Block 2 of Oak Ridge Subdivision to the Northeast corner of said Lot 23 of Block 2 of Oak Ridge Subdivision also being on the southerly right-of-way of Dane Street;
Thence northerly 50 feet more or less across Dane Street to the Southwest corner of Lot 14 of Block 1 of said Oak Ridge Subdivision also being on the northerly right-of-way of Dane Street and the easterly right-of-way of Taylor Street;
Thence westerly 50 feet across Taylor Street to the Southeast corner of Lot 1 of Block 6 of First Addition to Oak Ridge Subdivision recorded as Document No. 294634A also being on the northerly right-of-way of Dane Street and the westerly right-of-way of Taylor Street;
Thence northerly 240 feet more or less along the easterly line of Lots 1 and 13 of said Block 6 of First Addition to Oak Ridge Subdivision also being along the said westerly right-of-way of Taylor Street to the Northeast corner of said Lot 13 of Block 6 of First Addition to Oak Ridge Subdivision also being on the southerly right-of-way of Burr Oak Lane;
Thence easterly 50 feet more or less across Taylor Street to the Northwest corner of Lot 15 of the said Block 1 of Oak Ridge Subdivision also being on the easterly right-of-way of Taylor Street and the southerly right-of-way of Burr Oak Lane;
Thence easterly 50 feet more or less along the northerly line of said Lot 15 of Block 1 of Oak Ridge Subdivision being along the southerly right-of-way of Burr Oak Lane to the Northeast corner of said Lot 15 of Block 1 of Oak Ridge Subdivision;
Thence northerly 50 feet across Oak Street to the Southeast corner of Lot 15 of Block 7 of the said First Addition to Oak Ridge Subdivision also being on the northerly right-of-way of Burr Oak Lane;
Thence northerly 160 feet more or less along the easterly line of Lots 15 and 16 of said Block 7 of the First Addition to Oak Ridge Subdivision to a point on the northerly line of the southerly 40 feet of said Lot 16 of Block 7 of the First Addition to Oak Ridge Subdivision;
Thence westerly 50 feet more or less along the said northerly line of the southerly 40 feet of Lot 16 of Block 7 of the First Addition to Oak Ridge Subdivision to a point on the easterly right-of-way of Taylor Street;
Thence southerly 160 feet more or less along the westerly line of said Lots 15 and 16 of Block 7 of the First Addition to Oak Ridge Subdivision and being on the easterly right-of-way of Taylor Street to the Southwest corner of Lot 15 of said Block 7 of the First Addition to Oak Ridge Subdivision also being on the northerly right-of-way of Burr Oak Lane;
Thence westerly 50 feet across Taylor Street to the Southeast corner of Lot 1 of Block 8 of the said First Addition to Oak Ridge Subdivision also being on the northerly right-of-way of Burr Oak Lane and the westerly right-of-way of Taylor Street;
Thence westerly 100 feet more or less along the southerly line of Lots 1 and 2 of said Block 8 of the First Addition to Oak Ridge Subdivision also being along the northerly right-of-way line of Burr Oak Lane to the Southeast corner of Lot 3 of said Block 8 of the First Addition to Oak Ridge Subdivision;
Thence northerly 120 feet more or less along the easterly line of said Lot 3 of Block 8 of the First Addition to Oak Ridge Subdivision to the Northeast corner of said Lot 3 of Block 8 of the First Addition to Oak Ridge Subdivision;
Thence westerly 200 feet more or less along the northerly line of Lots 3 through 6 of the said Block 8 of the First Addition to Oak Ridge Subdivision to the Northwest corner of said Lot 6 of Block 8 of the First Addition to Oak Ridge Subdivision;
Thence southerly 120 feet more or less along the westerly line of said Lot 6 of Block 8 of the First Addition to Oak Ridge Subdivision to the Southwest corner of said Lot 6 of Block 8 of the First Addition to Oak Ridge Subdivision also being on the northerly right-of-way of Burr Oak Lane;
Thence, easterly 50 feet more or less along the southerly line of said Lot 6 of Block 8 of the First Addition to Oak Ridge Subdivision to the Southeast corner of said Lot 6 of Block 8 of the First Addition to Oak Ridge Subdivision also being on the northerly right-of-way of Burr Oak Lane;
Thence southerly 50 feet across Oak Street to the Northwest corner of Lot 9 of said Block 6 of the First Addition to Oak Ridge Subdivision and being on the southerly right-of-way of Burr Oak Lane;
Thence southerly 120 feet more or less along the westerly line of said Lot 9 of Block 6 of the First Addition to Oak Ridge Subdivision to the Southwest corner of said Lot 9 of Block 6 of the First Addition to Oak Ridge Subdivision;
Thence easterly 50 feet more or less along the southerly line of said Lot 9 of Block 6 of the First Addition to Oak Ridge Subdivision to the Northwest corner of Lot 4 of said Block 6 of the First Addition to Oak Ridge Subdivision;

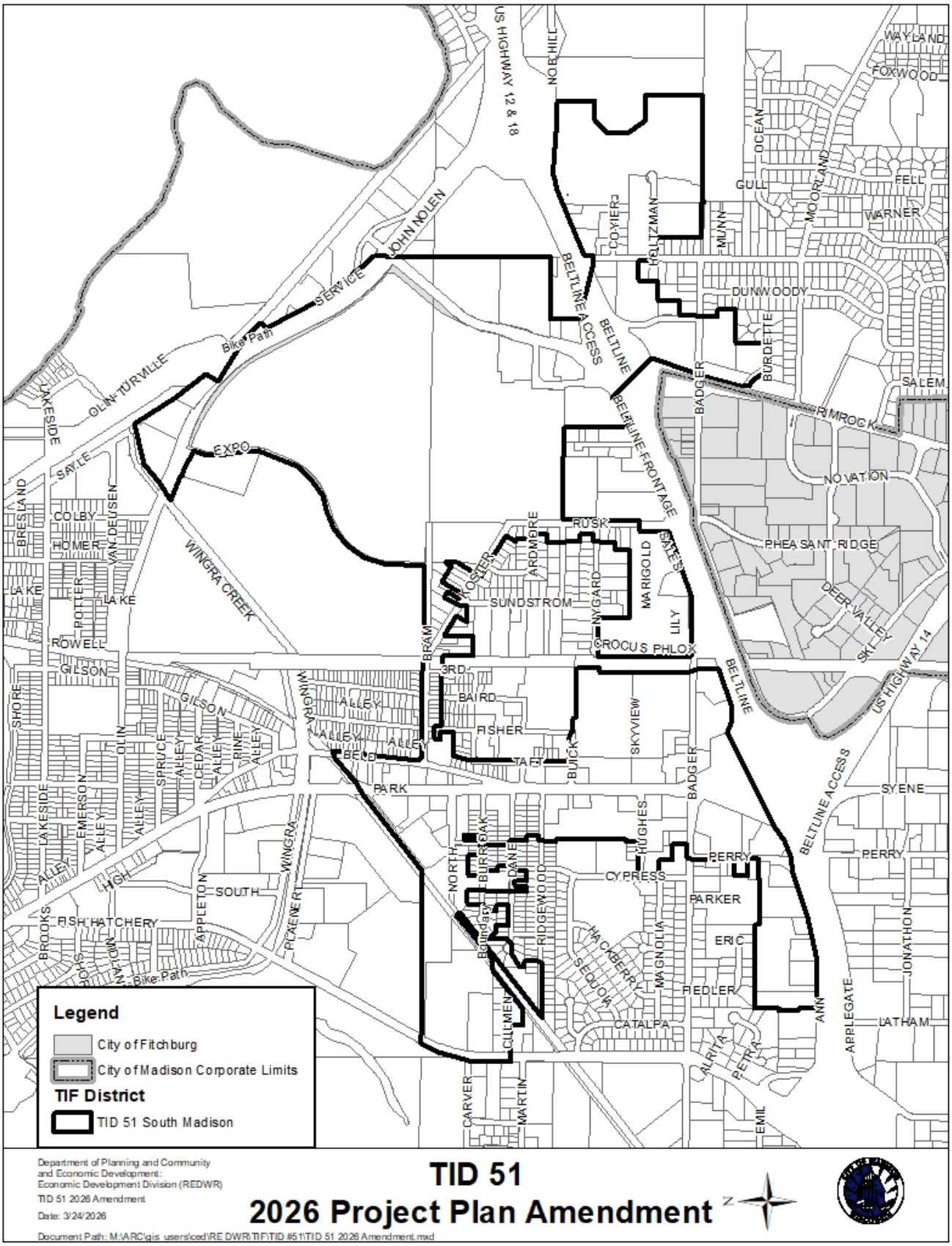
Thence southerly 120 feet more or less along the westerly line of said Lot 4 of Block 6 of the First Addition to Oak Ridge Subdivision to the Southwest corner of said Lot 4 of Block 6 of the First Addition to Oak Ridge Subdivision also being on the northerly right-of-way of Dane Street;
Thence southerly 50 feet across Dane Street to the Northwest corner of Lot 19 of Block 2 of the said Oak Ridge Subdivision also being on the northerly right-of-way of Dane Street and the easterly right-of-way of Cypress Way;
Thence, westerly 50 feet across Cypress Way to the Northeast corner of Lot 24 24 of Block 3 of Oak Ridge Subdivision also being along the said westerly right-of-way of Cypress Way;
Thence southerly 120 feet more or less along the easterly line of said Lot 24 of Block 3 of Oak Ridge Subdivision also being along the said westerly right-of-way of Cypress Way to the Southeast corner of said Lot 24 of Block 3 of Oak Ridge Subdivision;
Thence westerly 100 feet more or less along the southerly line of Lots 23 and 24 of said Block 3 of Oak Ridge Subdivision to the Southwest corner of said Lot 23 of Block 3 of Oak Ridge Subdivision;
Thence northerly 120 feet more or less along the westerly line of said Lot 23 of Block 3 of Oak Ridge Subdivision to the Northwest corner of said Lot 23 of Block 3 of Oak Ridge Subdivision also being on the southerly right-of-way of Dane Street;
Thence westerly 50 feet more or less along the northerly line of Lot 22 of said Block 3 of Oak Ridge Subdivision also being along the said southerly right-of-way of Dane Street to the Northeast corner of Lot 21 of said Block 3 of Oak Ridge Subdivision;
Thence southerly 120 feet more or less along the easterly line of said Lot 21 of Block 3 of Oak Ridge Subdivision to the Southeast corner of said Lot 21 of Block 3 of Oak Ridge Subdivision;
Thence westerly 50 feet more or less along the southerly line of said Lot 21 of Block 3 of Oak Ridge Subdivision to the Southwest corner of said Lot 21 of Block 3 of Oak Ridge Subdivision;
Thence northerly 120 feet more or less along the westerly line of said Lot 21 of Block 3 of Oak Ridge Subdivision to the Northwest corner of said Lot 21 of Block 3 of Oak Ridge Subdivision also being on the southerly right-of-way of Dane Street;
Thence northerly 50 feet across Dane Street to the Southeast corner of Lot 15 of the Second Addition to Oak Ridge Subdivision recorded as Document No. 641623 also lying on the northerly right-of-way of Dane Street;
Thence northerly 239.8 feet more or less along the easterly line of Lots 14 and 15 of the said Second Addition to Oak Ridge Subdivision to the Northeast corner of said Lot 14 of the Second Addition to Oak Ridge Subdivision also lying on the southerly right-of-way Burr Oak Lane;
Thence northerly 50 feet across Burr Oak Lane to the Southeast corner of Lot 3 of the said Second Addition to Oak Ridge Subdivision also being on the northerly right-of-way of Burr Oak Lane;
Thence northerly 120 feet more or less along the easterly line of said Lot 3 of the said Second Addition to Oak Ridge Subdivision to the Northeast corner of said Lot 3 of the Second Addition to Oak Ridge Subdivision;
Thence westerly 134 feet more or less along the northerly line of Lots 3 and 4 of the said Second Addition to Oak Ridge Subdivision to the Northwest corner of said Lot 4 of the Second Addition to Oak Ridge Subdivision;
Thence southerly 120 feet more or less along the westerly line of said Lot 4 of the Second Addition to Oak Ridge Subdivision to the Southwest corner of said Lot 4 of the Second Addition to Oak Ridge Subdivision also lying on the northerly right-of-way of Burr Oak Lane;
Thence southerly 50 feet across Burr Oak Lane to the Northeast corner of Lot 12 of the said Second Addition to Oak Ridge Subdivision also lying on the southerly right-of-way of Burr Oak Lane;
Thence westerly 67 feet more or less along the northerly line of said Lot 12 of the Second Addition to Oak Ridge Subdivision and being along the southerly right-of-way of Burr Oak Lane to the Northwest corner of said Lot 12 of the Second Addition to Oak Ridge Subdivision;
Thence southerly 119.9 feet more or less along the westerly line of said Lot 12 of the Second Addition to Oak Ridge Subdivision to the Southwest corner of said Lot 12 of the Second Addition to Oak Ridge Subdivision;
Thence easterly 67 feet more or less along the southerly line of said Lot 12 of the Second Addition to Oak Ridge Subdivision to the Southeast corner corner of said Lot 12 of the Second Addition to Oak Ridge Subdivision;
Thence southerly 119.9 feet more or less along the easterly line of Lot 17 of the said Second Addition to Oak Ridge Subdivision to the Southeast corner of said Lot 17 of the Second Addition to Oak Ridge Subdivision also being on the northerly right-of-way of Dane Street;
Thence westerly 201 feet more or less along the southerly line of Lots 17, 18, and 19 of the said Second Addition to Oak Ridge Subdivision also being along the said northerly right-of-way of Dane Street to the Southwest corner of said Lot 19 of the Second Addition to Oak Ridge Subdivision;
Thence northerly 119.9 feet more or less along the westerly line of said Lot 19 of the Second Addition to Oak Ridge Subdivision to the Northwest corner of said Lot 19 of the Second Addition to Oak Ridge Subdivision;
Thence westerly 67 feet more or less along the northerly line of Lot 20 of the said Second Addition to Oak Ridge Subdivision to the Northwest corner of said Lot 20 of the Second Addition to Oak Ridge Subdivision;
Thence northwesterly 107 feet more or less along the northeasterly line of Lot 21 of the said Second Addition to Oak Ridge Subdivision to the most northerly corner of said Lot 21 of the Second Addition to Oak Ridge Subdivision;

Thence southerly 194.4 feet more or less along the westerly line of said Lot 21 of the Second Addition to Oak Ridge Subdivision to the Southwest corner of said Lot 21 of the Second Addition to Oak Ridge Subdivision also being on the northerly right-of-way of Dane Street;
Thence southwesterly 69 feet more or less across Dane Street to the most northerly corner of Lot 27 of the said Second Addition to Oak Ridge Subdivision being at a point of curvature on the southerly right-of-way of Dane Street;
Thence westerly 86.9 feet more or less along a curve to the right having a radius of 50 feet along the southerly right-of-way of Dane Street to the most northerly corner of Lot 26 of the Second Addition to Oak Ridge Subdivision;
Thence southwesterly 167.7 feet more or less along the northwesterly line of said Lot 26 of the Second Addition to Oak Ridge Subdivision to the Northwest corner of said Lot 26 of the Second Addition to Oak Ridge Subdivision;
Thence southerly 50 feet more or less along the westerly line of said Lot 26 of the Second Addition to Oak Ridge Subdivision to the Southwest corner of said Lot 26 of the Second Addition to Oak Ridge Subdivision;
Thence easterly 56.3 feet more or less along the southerly line of said Lot 26 of the Second Addition to Oak Ridge Subdivision to the Northeast corner of Outlot A of the said Second Addition to Oak Ridge Subdivision;
Thence southerly 134 feet more or less along the easterly line of said Outlot A of the Second Addition to Oak Ridge Subdivision to the Southeast corner of said Outlot A of the Second Addition to Oak Ridge Subdivision also being on the northerly right-of-way of Ridgewood Way;
Thence southwesterly 59 feet more or less across Ridgewood Way to the Northeast corner of Lot 34 of the said Second Addition to Oak Ridge Subdivision being on the southerly right-of-way of Ridgewood Way;
Thence westerly 527.2 feet more or less along the southerly right-of-way of Ridgewood Way along Lots 33, 34, and Outlot B and said right-of-way line extended westerly to the intersection of the southeasterly right-of-way of the Wisconsin and Southern Railroad;
Thence northeasterly 1,332.03 feet more or less along the southeasterly right-of-way of Wisconsin and Southern Railroad also being along the northwesterly line of Oak Ridge Condominium and the northwesterly line of the said Second Addition to Oak Ridge Subdivision and said lines extended northeasterly and southwesterly;
Thence northwesterly 39 feet more or less to an internal property line within the Wisconsin and Southern Railroad;
Thence southwesterly 578 feet more or less along a property line of the Wisconsin and Southern Railroad to a point of intersection of the northerly line of the Plat of Sunnyslope recorded as Document No. 330944 extended easterly;
Thence westerly 102.5 feet more less along the said easterly extension of the northerly line of the Plat of Sunnyslope to the Northeast corner of Block 4 of said Plat of Sunnyslope;
Thence southwesterly 484 feet more or less along the northwesterly right-of-way of the said Wisconsin and Southern Railroad also being the southeasterly line of the said Plat of Sunnyslope to the Southeast corner of Block 1 of the said Plat of Sunnyslope;
Thence westerly 166.4 feet more or less along the southerly line of said Block 1 of the Plat of Sunnyslope to the Southwest corner of Lot 8 of Block 1 of the said Plat of Sunnyslope;
Thence northerly 120 feet along the westerly line of said Lot 8 of Block 1 of the Plat of Sunnyslope to the Northwest corner of the said Lot 8 of Block 1 of the Plat of Sunnyslope also being on the southerly right-of-way line of Culmen Street;
Thence westerly 280 feet more or less along the northerly line of Block 1 of the Plat of Sunnyslope also being along the said southerly right-of-way of Culmen Street to the Northwest corner of Lot 1 of CSM No. 12040 recorded as Document No. 4268556 also being on the easterly right-of-way of Fish Hatchery Road;
Thence westerly 97.8 feet more or less along the westerly extension of the southerly right-of-way of Culmen Street to a point on the westerly right-of-way of Fish Hatchery Road;
Thence northerly 361 feet more or less along the said westerly right-of-way of Fish Hatchery Road to a point of curvature at the intersection of the westerly right-of-way of Fish Hatchery Road and the southerly right-of-way of Carver Street;
Thence northeasterly 91 feet more or less across Carver Street to a point of intersection of the northerly right-of-way of Carver Street and the westerly right-of-way of Fish Hatchery Road;
Thence northeasterly 466 feet more or less along the westerly right-of-way of Fish Hatchery Road to the intersection with the north line of the Northwest ¼ of said Section 35;
Thence easterly 1,718 feet more or less along the North line of the said Northwest ¼ of Section 35 to a point on the southeasterly right-of-way of the Wisconsin & Southern Railroad;
Thence northeasterly 970 feet more or less along the said southeasterly right-of-way of the Wisconsin & Southern Railroad to the point of intersection with the westerly right-of-way of Park Street;
Thence northeasterly 122 feet more or less crossing Park Street to a point of intersection of the easterly right-of-way of Park Street and the southeasterly right-of-way of the Wisconsin & Southern Railroad;
Thence continuing northeasterly 335 feet more or less along the southeasterly right-of-way of the Wisconsin & Southern Railroad to the point of intersection with the westerly right-of-way of Beld Street;
Thence northeasterly 77 feet more or less crossing Beld Street to the Northwest corner of Lot 12 of Block 2 of Fair View Addition to South Madison recorded as Document No. 281472A also being on the easterly right-of-way of Beld Street;
Thence southerly 886.8 feet more or less along the said easterly right-of-way of Beld Street also being along the westerly line of Blocks 2 and 5 of the said Fair View Addition to South Madison to the Southwest corner of Lot 36 of said Block 5 of the Fair View Addition to South Madison and being on the northerly right-of-way of Bram Street;

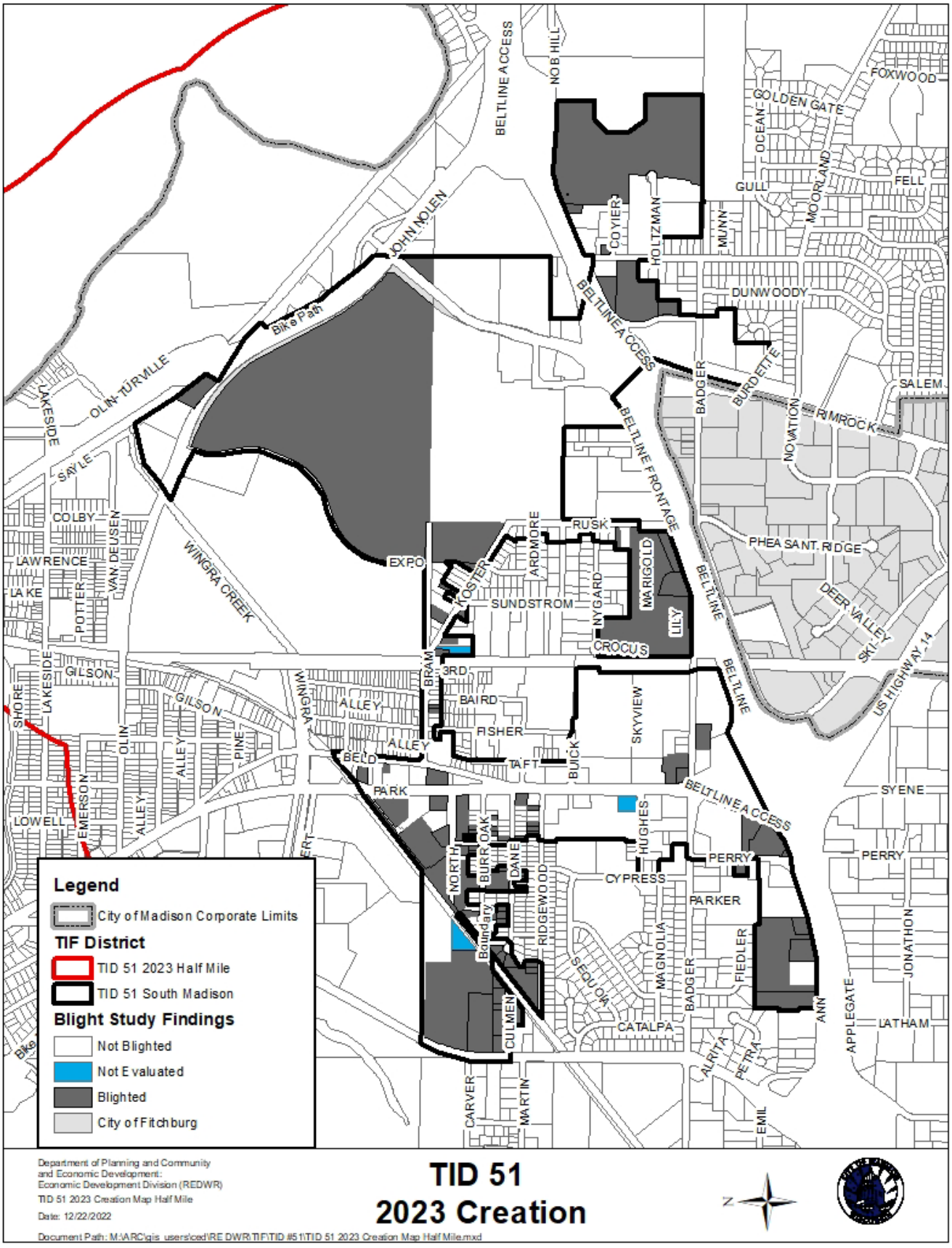
Thence easterly 889.2 feet more or less along the said northerly right-of-way of Bram Street and being along the southerly line of Blocks 5, 6, and 7 of the said Fair View Addition to South Madison to the Southeast corner of Lot 20 of said Block 7 of the Fair View Addition to South Madison also being on the westerly right-of-way of the Wisconsin & Southern Railroad;
Thence continuing easterly 150 feet more or less across the Wisconsin & Southern Railroad to the Southwest corner of Lot 2 of CSM No. 10594 recorded as Document No. 3590296 and lying at the intersection of the easterly right-of-way of the Wisconsin & Southern Railroad and the northerly right-of-way of Bram Street;
Thence continuing easterly 894.86 feet more or less along the southerly line of Lot 2 of said CSM No. 10594 also being along the northerly right-of-way of Bram Street to the Southeast corner of said Lot 2 of CSM No. 10594 and being on the westerly right-of-way of the private drive of Quann-Olin Parkway;
Thence northerly 317.58 feet more or less along the said westerly right-of-way of the private drive and being the easterly line of said Lot 2 of CSM No. 10594 to a point of curvature;
Thence northeasterly 852.57 feet more or less along the said westerly right-of-way of the private drive and the said easterly line of said Lot 2 of CSM No. 10594 being a curve to the right having a radius of 682.72 feet to a point of tangency;
Thence northeasterly 153.97 feet more or less along the said westerly right-of-way of the private drive and being the easterly line of said Lot 2 of CSM No. 10594 to a point of curvature;
Thence northeasterly 540.54 feet more or less along the said westerly right-of-way of the private drive and the said easterly line of Lot 2 of CSM No. 10594 being a curve to the left having a radius of 616.74 feet to a point of tangency;
Thence northerly 249.90 feet more less along the said westerly right-of-way of the private drive and being the said easterly line of Lot 2 of CSM No. 10594 to a point of curvature;
Thence northerly 55.8 feet more or less along the said westerly right-of-way of the private drive and the said easterly line of Lot 2 of CSM No. 10594 being a curve to the left having a radius of 341.86 feet to the Southeast corner of Lot 1 of said CSM No. 10594;
Thence continuing northerly 131.42 feet more or less along the said westerly right-of-way of the private drive and the easterly line of said Lot 1 of CSM No. 10594 being a curve to the left having a radius of 341.86 feet to a point of tangency;
Thence northerly 277.78 feet more or less along the said westerly right-of-way of the private drive and the said easterly line of Lot 1 of CSM No. 10594 to a point of curvature;
Thence northerly 202.67 feet more or less along the said westerly right-of-way of the private drive and the said easterly line of Lot 1 of CSM No. 10594 being a curve to the right having a radius of 407.83 feet to a point of tangency;
Thence northerly 53.09 feet more or less along the said westerly right-of-way of the private drive and the said easterly line of Lot 1 of CSM No. 10594 to the Northeast corner of said Lot 1 of CSM No. 10594 and being on the southerly right-of-way of Olin Avenue;
Thence northwesterly 193.67 feet more or less along the said southerly right-of-way of Olin Avenue and the northerly line of said Lot 1 of CSM No. 10594 to a point of curvature in the said northerly line of said Lot 1 of CSM No. 10594;
Thence northwesterly 70.04 feet more or less along the said southerly right-of-way of Olin Avenue and the said northerly line of Lot 1 of CSM No. 10594 being a curve to the left having a radius of 603.25 feet to a point of tangency;
Thence westerly 18.81 feet more or less along the said southerly right-of-way of Olin Avenue and the said northerly line of Lot 1 of CSM No. 10594 to the Northwest corner of said Lot 1 of CSM No. 10594;
Thence northerly 12.02 feet more or less along the said southerly right-of-way of Olin Avenue and the northerly line of said Lot 2 of CSM No. 10594 to an angle point in the said northerly line;
Thence westerly 256.36 feet along the said southerly right-of-way of Olin Avenue and the said northerly line of Lot 2 of CSM No. 10594 to the Northwest corner of said Lot 2 of CSM No. 10594;
Thence northeasterly 205 feet more or less crossing Olin Avenue to the Southwest corner of Wingra Office Park Condominium recorded as Document No. 2108749 and being on the northerly right-of-way of Olin Avenue;
Thence northeasterly 253.87 feet more or less along the northwesterly line on the said Wingra Office Park Condominium to an angle point;
Thence northeasterly 408 feet more or less along the northerly line of the said Wingra Office Park Condominium and said northerly line extended northeasterly to the intersection of the southwesterly right-of-way of the Wisconsin & Southern Railroad;
Thence southeasterly 568 feet more or less along the southwesterly right-of-way of the Wisconsin & Southern Railroad to a point of curvature;
Thence southeasterly 393.38 feet more or less along the southwesterly right-of-way of the Wisconsin & Southern Railroad being a curve to the right having a radius of 5,779.15 feet to the point of intersection of the southwesterly right-of-way of John Nolen Drive;
Thence southwesterly 140.76 feet more or less along the said southwesterly right-of-way of John Nolen Drive to a point on the northeasterly right-of-way of Olin Avenue;
Thence southeasterly 477 feet more or less across John Nolen Drive to the point of intersection of the northeasterly right-of-way of John Nolen Drive and the southwesterly right-of-way of the Wisconsin & Southern Railroad;
Thence southeasterly 250 feet more or less along the said southwesterly right-of-way of the Wisconsin & Southern Railroad to the Northeast corner of Lot 2 of CSM No. 11220 recorded as Document No. 3979450;

Thence southwesterly 76.17 feet more or less along the northwesterly line of said Lot 2 of CSM No. 11220 to the most westerly corner of said Lot 2 of CSM No. 11220 also being on the northeasterly right-of-way of John Nolen Drive;
Thence southeasterly 551.35 feet more or less along the said northeasterly right-of-way of John Nolen Drive and being along the southwesterly line of said CSM No. 11220 and said line extended to a point of curvature along the said northeasterly right-of-way line of John Nolen Drive;
Thence southeasterly 164.46 feet along the said northeasterly right-of-way of John Nolen Drive being a curve to the left having a radius of 1,666.39 feet;
Thence southeasterly 138 feet more or less to the Southwest corner of Lot 1 of said CSM No. 11220 and being on the northeasterly right-of-way of the John Nolen Road Service Road;
Thence southeasterly 216.31 feet more or less along the said northeasterly right-of-way of the John Nolen Road Service Road being a curve to the left having a radius of 1,636.39 feet to a point of compound curvature;
Thence southeasterly 109 feet more or less crossing the John Nolen Road Service Road to a point on the northeasterly right-of-way of John Nolen Drive and being on the southwesterly line of Lot 3 of said CSM No. 249 recorded in Volume 1 on Page 249;
Thence southeasterly 169.28 feet more or less along the northeasterly right-of-way of John Nolen Drive and along the southwesterly line of Lots 2 and 3 of said CSM No. 249 being a curve to the left having a radius of 1,666.39 feet to a point of tangency;
Thence southeasterly 60 feet more or less along the said northeasterly right-of-way of John Nolen Drive and the along the southwesterly line of Lot 2 of said CSM No. 249 to a point of intersection of the east line of the Southeast ¼ of the Southwest ¼ of said Section 25;
Thence southerly 597 feet more or less along the said east line of the Southeast ¼ of the Southwest ¼ of Section 25 also being the westerly line of Lot 1 of CSM No. 5226 recorded as Document No. 2014495 and said line extended northerly to the Point of Beginning.

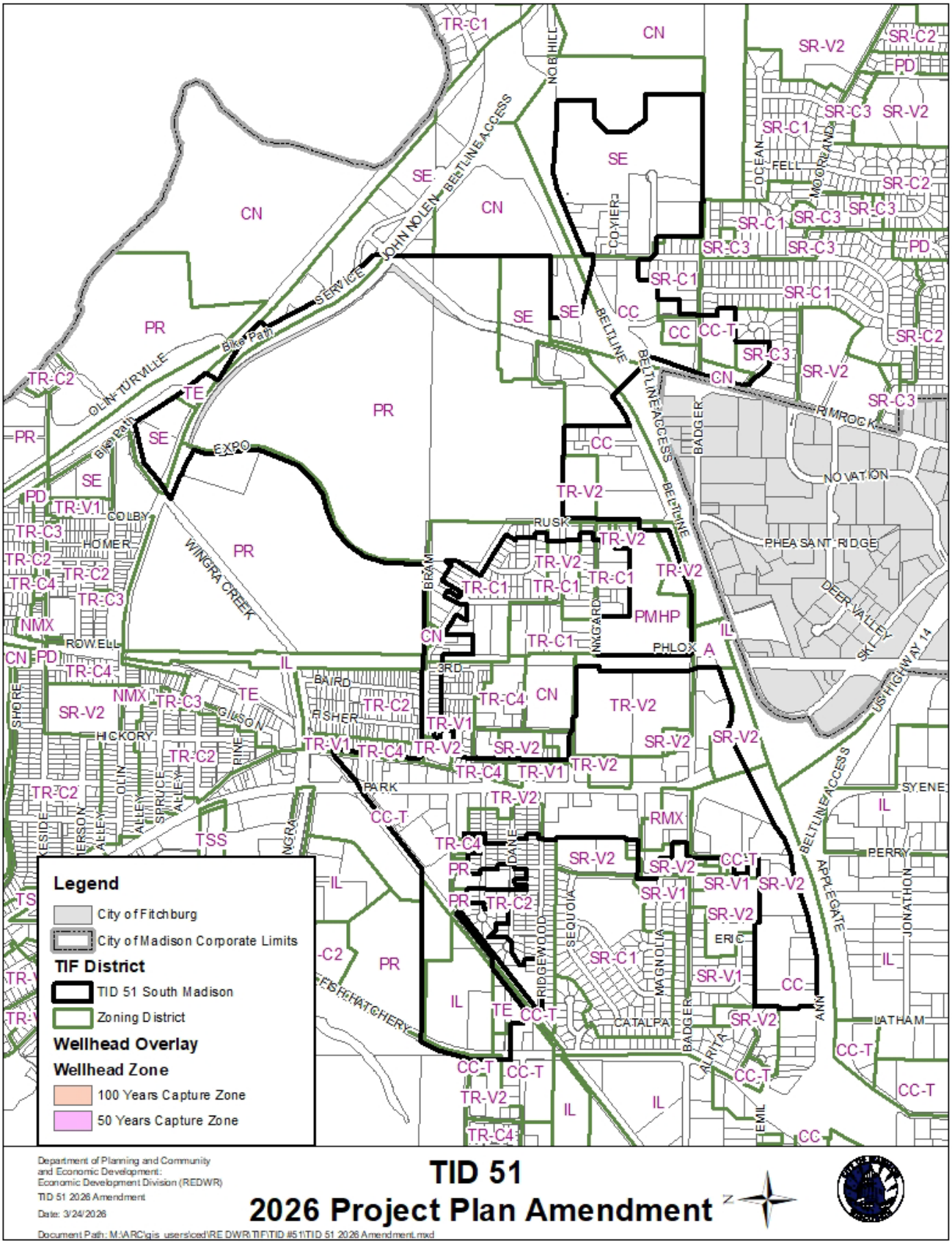
District Boundary – 2026



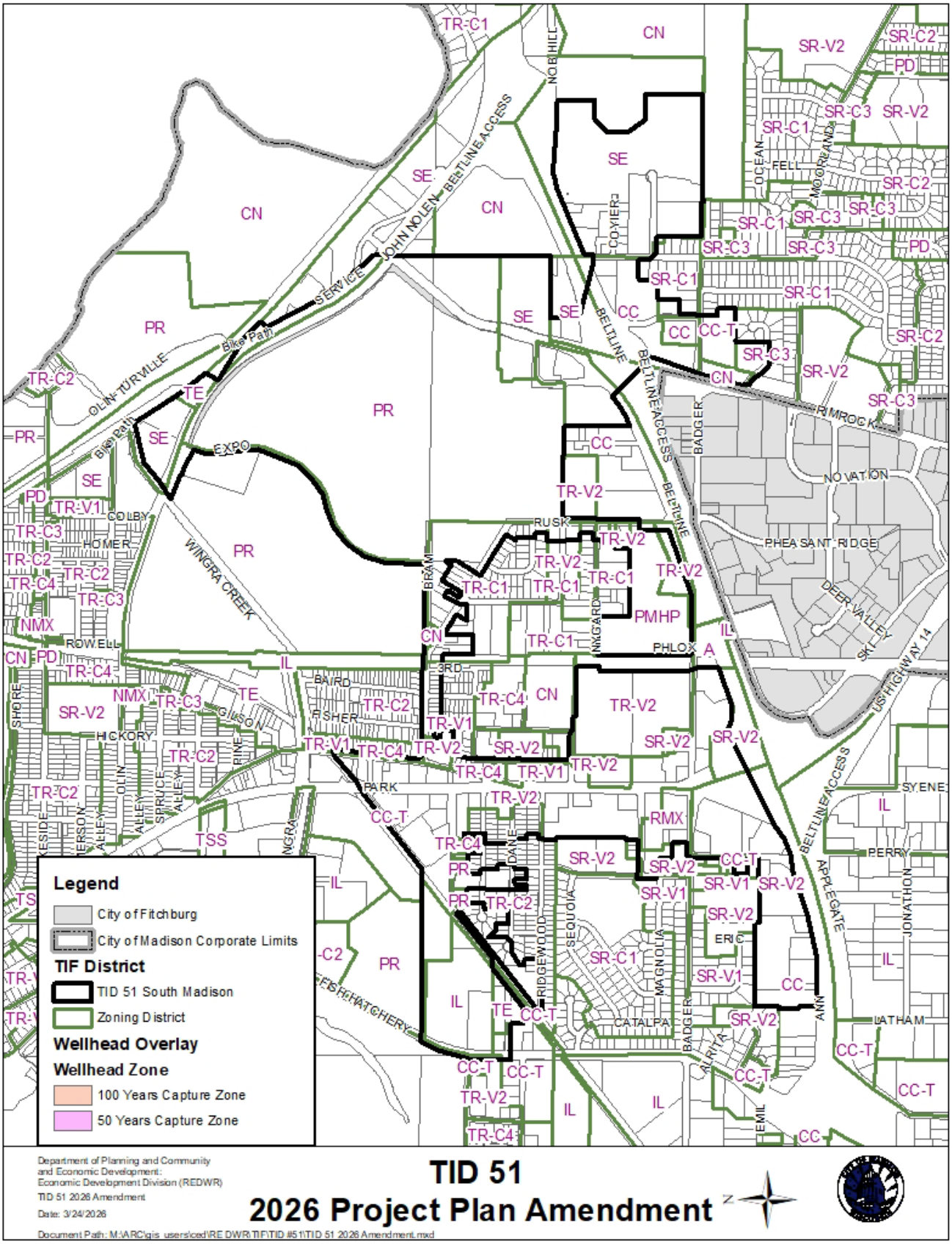
Blight Findings – 2023



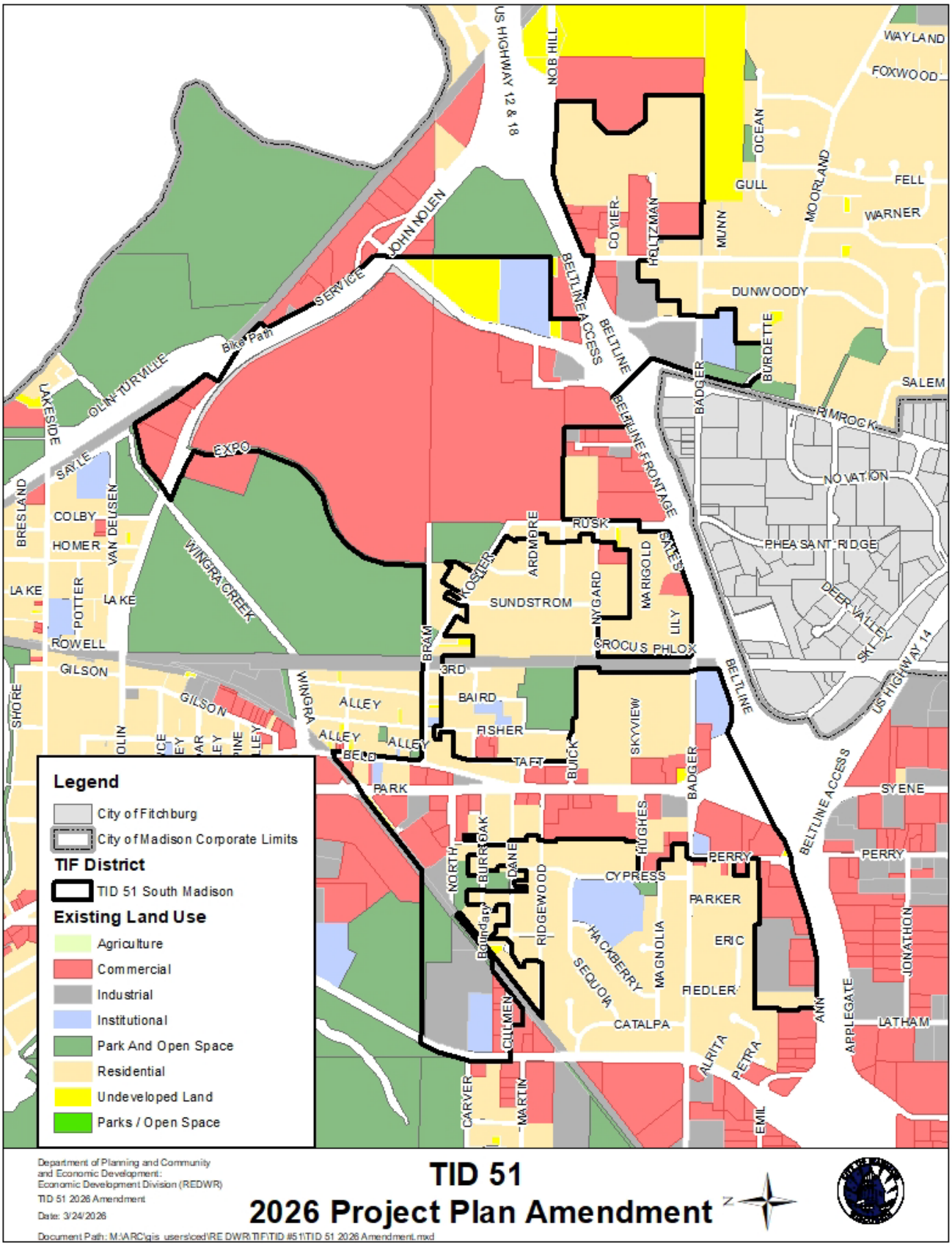
Existing Zoning – 2026



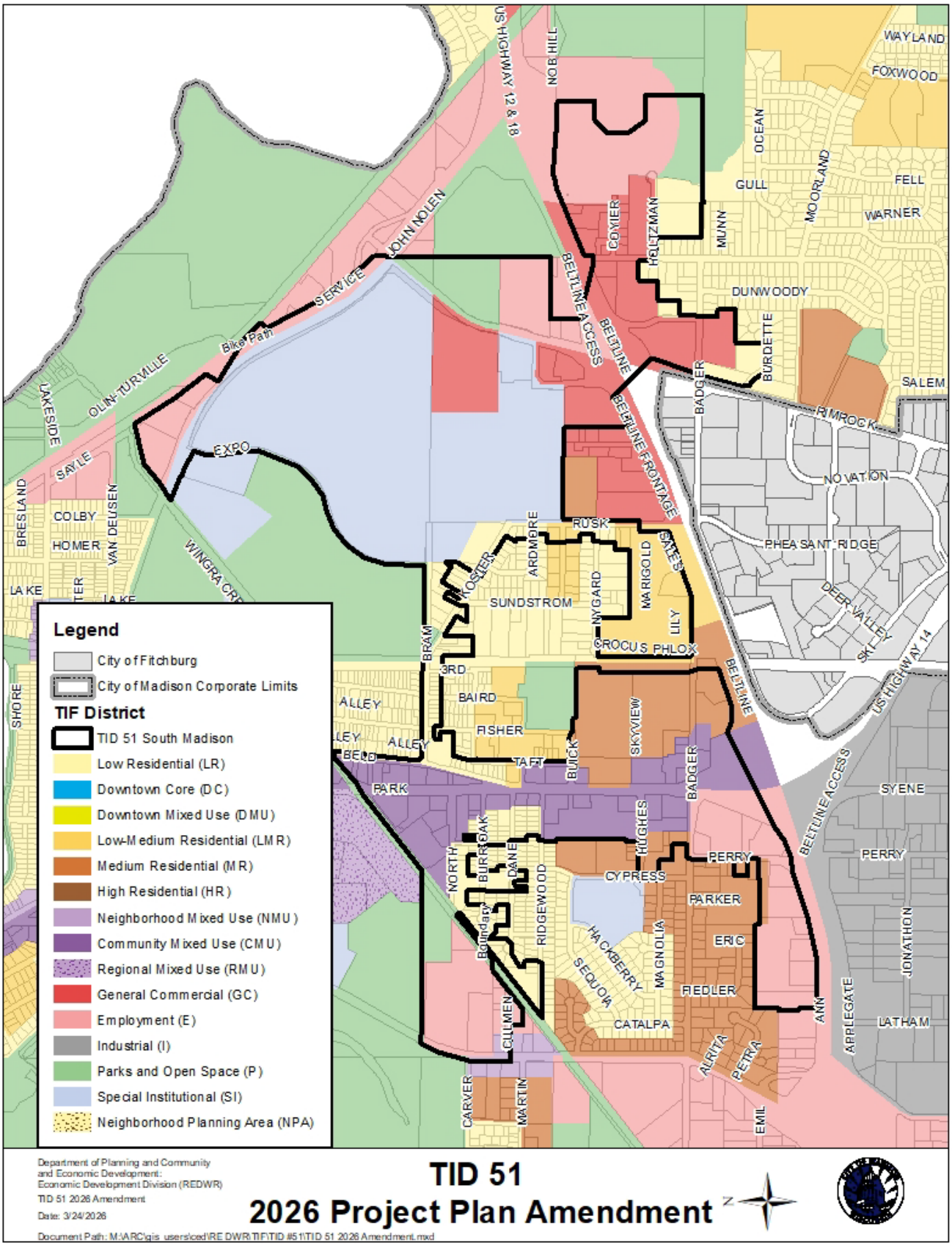
Proposed Zoning – 2026



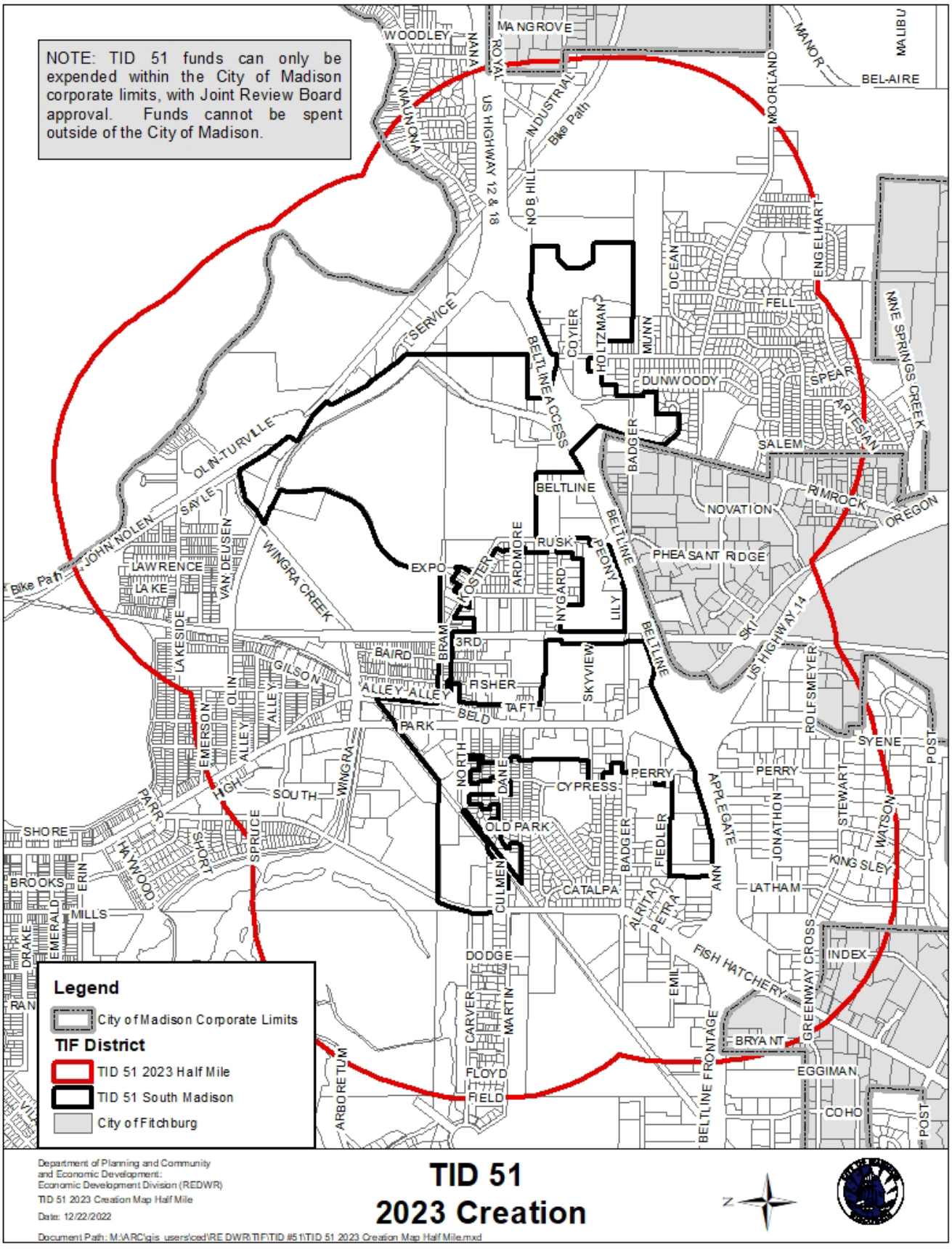
Existing Land Use – 2026



Proposed Land Use – 2026



Proposed Half Mile Boundary – 2023



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May 28, 2026

TO: Daniel Rolfs, Real Estate Development Manager
FROM: Matthew Robles, Assistant City Attorney
SUBJECT: Project Plan Amendment for TIF District No. 51 - City of Madison (South Madison)

Dear Mr. Rolfs:

In my capacity as Assistant City Attorney for the City of Madison, Wisconsin, I have examined the proposed 2026 Amendment to the Project Plan for Tax Incremental Finance District No. 51, City of Madison, Wisconsin (South Madison). Based on this examination, I am of the opinion that the amended Project Plan is complete and complies with the provisions of Secs. 66.1105(4)(f) and (h), 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 to the Plan.

Sincerely,

Matthew D. Robles
Assistant City Attorney

Donor Plan Appendix

Background

TIF Law allows excess tax increment funds to be transferred between certain TIF districts if the TIF Joint Review Board approves such allocations and if the TIDs have the same overlying taxing jurisdictions. TIF Law refers to this relationship as a "donor-recipient" relationship. According to TIF Law, positive increments may be transferred from a "donor" TID to a recipient district as part of a "donor-recipient plan."

TIF Law requires that the project plans be amended for donor TIF districts and recipient districts in the event that new project expenditures are incurred that were not outlined in the original project plan. TIF Law requires that the donor and recipient TIDs have the same overlying taxing jurisdiction boundaries, which is the case for the donor plan outlined below.

The Common Council is considering adoption of a resolution approving an amendment to the Project Plan for TIDs 36 (Capitol Gateway) and TID 37 (Union Corners). The resolution would establish TID 36 and TID 37 as donor TIDs. The resolution and five-year donor-recipient allocation plan anticipate a transfer of positive increments to TID 51 (South Madison). Assuming the project plan amendment is completed for TIDs 36 and TID 37 and that this project plan for TID 51 will is approved, TID 51 would be established as a recipient TID.

Current Status:

TID 36 (Capitol Gateway)
TID 36 was established on September 6, 2005. To date, the City has provided funding to rehabilitate Breese Stevens Field, construct the Cosmos / Livingston St Parking Ramp, made improvements to Reynolds Field and McPike Park, complete street reconstruction projects, make multiple successful loans to development projects, and provide assistance to the Public Market project. Through the end of 2021, the City had authorized approximately $33 million of expenditures in TID 36. Total capital costs identified in the Project Plan to date are $53,222,000. The City estimates that TID 36 has an estimated incremental value of $489 million in 2022. The City estimates that TID 36 will receive approximately $10 million in incremental revenue in 2023. The expenditure deadline for TID 36 is September 6, 2027. As of December 31, 2021, the City estimates that TID 36 will have $4.9 million of excess incremental revenue.

TID 37 (Union Corners)
TID 37 was established on July 16, 2006. To date, the City has invested in public improvements in TID 37 and provided assistance to the Union Corners redevelopment project. Through the end of 2022, the City has authorized approximately $8.9 million of expenditures in TID 37. Total capital costs identified in the Project Plan to date are $20,867,000. The City estimates that TID 37 has an estimated incremental value of $151 million in 2022. The City estimates that TID 37 will receive approximately $3 million in incremental revenue in 2023. The expenditure deadline for TID 37 is July 18, 2028. As of December 31, 2021, the City estimates that TID 37 will have $1.3 million of excess incremental revenue.

Given the lack of outstanding debt in TIDs 36 and 37, the level of incremental revenue that TID 36 and 37 are generating on an annual basis, the planned costs in TID 51, and the City's desire to continue to invest in South Madison, TIDs 36 and 37 are potential donor to TID 51.

TID 51 (South Madison)
The City of Madison is proposing to create TID 51 in 2023. The proposes to invest significant resources into the South Madison area that is within TID 51 and within the proposed Half Mile boundary of TID 51. As outlined within this Project Plan, the City proposes to spend up to $99,480,000 in TIF funds within and adjacent to TID 51. As TID 51 is proposed for creation in 2023, it does not have any incremental value, and thus, no incremental revenue.

On October 31, 2022, the Town of Madison dissolved, and the City of Madison took over an area with many significant challenges. South Madison has major infrastructure challenges, decades of neglect, a struggling local business landscape, and the potential for large scale displacement due to redevelopment and rapidly advancing gentrification. To continue to address these issues, the City is proposing to amend the TID 36 and TID 37 project plans as outlined above to invest significant funds into infrastructure, small business assistance, land-banking, affordable housing development (both owner occupied and rental), park and transportation improvements, and other investments designed to specifically support the residents of South Madison.

Recommendation

It is the City's general practice to create a TID, wait for it to generate incremental revenue, and then begin investing in public projects. Because of the combined factors facing South Madison, including, but not limited to:

- Historic neglect;
- Rapidly approaching redevelopment and gentrification;
- The potential for large scale displacement of existing residents;
- A diverse population with a high number of low-income residents;
- A need to assist local businesses;
- This City's experience with the lack of success associated with TID 38 (Badger Ann Park);

The City proposes to take this new approach:

- Expand infrastructure investments;
- Provide assistance to small businesses;
- Begin land-banking activities;
- Invest in both owner occupied and rental affordable housing;
- Other actions that will directly address the challenges facing the residents of South Madison.

As TID 51 is newly created and not yet generating any incremental revenue, the city proposes to amend TID 36 and TID 37 to donate excess incremental revenues to TID 51. It is the City's general practice to retire TIF districts within 10-12 years rather than extend their life to the full 20 or 27 year period (depending on their creation date and TID type) so that overlying taxing jurisdictions may receive the tax benefits of new growth sooner, rather than later. This practice also secures the City's flexibility to create future TIDs while complying with the 12% equalized value test required in TIF Law.

However, the requirements for investing in South Madison are such that the City is proposing a different approach. Previous TIDs in revitalization areas, such as TID 38 (Badger Ann Park) and TID 40 (Northside), borrowed funds to invest in infrastructure, awaiting value growth that did not occur. The City resorted to donor TIDs to repay the TID borrowing. If such donor TIDs were not available, the City would have had to repay such borrowing from its General Fund. Donor TIDs only exist for a brief period of time, in that they have recovered their cost and have excess tax increment available. By TIF Law, they must be used as donors or must close.

Given these previous experiences, and the fact that both TID 36 and TID 37 are forecasted to generate excess tax increment in 2023 and beyond, the City is proposing to preemptively donate excess incremental revenues from successful TIDs, such as TID 36 and 37, into the newly created TID 51 in South Madison. These donated excess incremental revenues will help ensure that TID 51 is ultimately successful.

In accordance with this intention and recognizing that the expenditure period for TID 36 ends in 2027 and the expenditure period for TID 37 ends in 2028, Staff recommends that the TID 37 and TID 37 Project Plans be amended to provide for five-year donor allocation period plan, as allowed by TIF Law. TID 36 and TID 37 will thereby extend their forecasted lifespan five additional years to aide in covering these project costs. The total amount of incremental revenue from TID 36 and TID 37 to be allocated to TID 51 is $65,200,000 from 2023 through 2027, as shown in the schedule below.

Donor District	**2023**	**2024**	**2025**	**2026**	**2027**	**Total**
TID 36	$7,200,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000	$47,200,000
TID 37	$3,600,000	$3,600,000	$3,600,000	$3,600,000	$3,600,000	$18,000,000
					Total	**$65,200,000**
Recipient TID						
TID 51 (2023 Recipient Schedule	$10,800,000	$13,600,000	$13,600,000	$13,600,000	$13,600,000	$65,200,000
					Combined Total	**$65,200,000**

LEGAL DESCRIPTION

A parcel of land located in the Southwest ¼ of the Northwest ¼, the Northwest ¼ of the Southwest ¼, the Southwest ¼ of the Southwest ¼, the Northeast ¼ of the Southwest ¼, the Southeast ¼ of the Southwest ¼ of Section 25, the Southeast ¼ of the Southwest ¼, the Southwest ¼ of the Southeast ¼, and the Southeast ¼ of the Southeast ¼ of Section 26, the Northeast ¼ of the Northeast ¼ of Section 34, the Northwest ¼ of the Northeast ¼, the Southwest ¼ of the Northeast ¼, the Northeast ¼ of the Northeast ¼, the Southeast ¼ of the Northeast ¼, the Northwest ¼ of the Northwest ¼, the Northeast ¼ of the Northwest ¼, the Southeast ¼ of the Northwest ¼, the Northwest ¼ of the Southeast ¼, the Northwest ¼ of the Southwest ¼, and the Northeast ¼ of the Southwest ¼ of Section 35 and also the Northwest ¼ of the Northwest ¼, the Southwest ¼ of the Northwest ¼, the Northeast ¼ of the Northwest ¼, the Southeast ¼ of the Northwest ¼, the Northwest ¼ of the Northeast ¼, the Southwest ¼ of the Northeast ¼, the Northeast ¼ of the Northeast ¼, the Southeast ¼ of the Northeast ¼, Northwest ¼ of the Southeast ¼ and the Northeast ¼ of the Southwest ¼ of Section 36 all in Township 7 North, Range 9 East in the City of Madison, Dane County, Wisconsin, more particularly described as follows:

Beginning at the North ¼ corner of said Section 36, Township 7 North, Range 9 East in the City of Madison;

Thence southerly 662.38 feet more or less along the East line of the Northwest ¼ of Section 36 to the Northeast corner of Lot 1 of CSM No. 9780 recorded as Document No. 3239096;

Thence continuing southerly 499.25 feet along the East line of said Lot 1 to the Southeast corner of said Lot 1 of CSM No. 9780;

Thence westerly 607.03 feet more or less along the South line of said CSM No. 9780 and said line extended westerly to the Northeast corner of CSM No. 15567 recorded as Document No. 5675864;

Thence southerly 287.01 feet more or less along the East line of said CSM No. 15567 to the Southeast corner of Lot 2 of said CSM No. 15567 also being on the northerly right-of-way of USH 12 & 18;

Thence southeasterly 530 feet more or less to the northerly angle point in Lot 2 of CSM No. 2460 recorded as Document No. 1524926 and being on the southerly right-of-way of USH 12 & 18;

Thence easterly 63.41 feet more or less to the Northeast corner of said Lot 2 also being on the westerly right-of-way of Badger Lane;

Thence continuing easterly 66 feet more or less along the easterly extension of the northerly line of said Lot 2 to a point on the easterly right-of-way of Badger Lane and being on the westerly line of Lot 1 of CSM No. 15324 recorded as Document No. 5556230;

Thence northerly 50 feet more or less along the said westerly line of Lot 1 to a point of curvature;

Thence northeasterly 28.71 feet more or less along an arc to the right having a radius of 25.00 feet and along the westerly line of said Lot 1 to a point on the northwesterly line of said Lot 1 and being on the southerly right-of-way of Nob Hill Road;

Thence northeasterly 523.81 feet more or less along the northerly line of said Lot 1, the northerly line of Lot 1 of CSM No. 15211 recorded as Document No. 5514172, and the said northerly line extended northeasterly also being the southerly right-of-way of Nob Hill Road to the northwesterly corner of Nob Hill Properties Condominium Plat recorded as Document No. 5174513;

Thence easterly 1040.42 feet more or less along the northerly line of the said Nob Hill Properties Condominium Plat also being the southerly right-of-way of Nob Hill Road to the Northeast corner of Unit 3 of the said Nob Hill Properties Condominium Plat also being the Northwest corner of Lot 2 of CSM No. 13930 recorded as Document No. 5140911;

Thence southerly, westerly, and easterly 1,990.26 feet more or less along the easterly line of the said Nob Hill Properties Condominium Plat also being the westerly line of said CSM No. 13930 to the Southeast corner of the said Nob Hill Properties Condominium Plat also being the Southwest corner of said Lot 2 of CSM No. 13930;

Thence westerly 1,045.74 feet more or less along the southerly line of the said Nob Hill Properties Condominium Plat and said line extended westerly also being the southerly line of the Northeast ¼ of said Section 36 to the West line of the East 759.9 feet of the Northwest ¼ of the Southeast ¼ of said Section 36;

Thence southerly 24.75 feet more or less along said West line to a point on a line 24.75 feet southerly of and parallel with the South line of the Northeast ¼ of said Section 36;

Thence westerly 20.41 feet more or less to a point on the easterly line of the westerly 550 feet of the Northwest ¼ of the Southeast ¼ of said Section 36;

Thence northerly 24.75 feet more or less along the said easterly line to a point on the southerly line of the Northeast ¼ of said Section 36;

Thence westerly 351.82 feet more or less along the said southerly line of the Northeast ¼ of said Section 36 to a point on a line 198 feet easterly of and parallel with the West line of the Northeast ¼ of said Section 36;

Thence northerly 441.8 feet more or less along the said parallel line to a point on the southerly right-of-way of Holtzman Road;

Thence westerly 165 feet more or less along the said southerly right-of-way of Holtzman Road to the easterly right of way of Badger Lane;

Thence northwesterly 90 feet more or less to the southeast corener of the lands described in Document No. 5040487 being on the westerly right-of-way of Badger Lane also being on the easterly line of Lot 3 of Block 1 of W.H. Jacobs and E.S. Barker's Subdivision of the South ½ of the Northwest ¼ of said Section 36;

Thence northerly 114.25 feet more or less to a point on the said easterly line of Lot 3 200.5 feet more or less northerly of the Southeast corner of said Lot 3;

Thence westerly 192.84 feet more or less along a line parallel with the southerly line of said Lot 3;

Thence southerly 201.15 feet more or less to a point 192.5 feet more or less westerly of the Southeast corner of said Lot 3 being on the northerly line of CSM No. 15296 recorded as Document No. 5543025;

Thence westerly 199.16 feet more or less along the said northerly line of CSM No. 15296 to the Northwest corner of Lot 1 of CSM No. 15296;

Thence southerly 218.00 feet more or less along the westerly line of said CSM No. 15296 also being the easterly line of CSM No. 6504 recorded as Document No. 2283538 to the Southeast corner of Lot 2 of said CSM No. 6504;

Thence westerly 137.75 feet along the southerly line of said Lot 2 of CSM No. 6504 to the Northwest corner of Lot 1 of said CSM No. 6504 also being on the easterly right-of-way of Nob Hill Road;

Thence southerly 151.42 feet more or less along the westerly line of said Lot 1 and the easterly right-of-way of Nob Hill Road to a point of curvature along the right-of-way;

Thence southerly 82 feet more or less to the Northwest corner of Lot 1 of Block 1 of Rimrock Heights recorded as Document No. 1121019 also being on the southerly right-of-way of Badger Road;

Thence southerly 145.00 feet more or less along the westerly line of said Lot 1 of Block 1 of Rimrock Heights to the Southwest corner of said Lot 1 of Block 1;

Thence easterly 75.00 feet more or less along the southerly line of Lots 1 and 2 of Block 1 of said Rimrock Heights to the Northwest corner of Lot 4 of Block 1 of the 1st Addition to Rimrock Heights recorded as Document No. 1229163;

Thence southerly 179.15 feet more or less along the westerly line of Lots 4, 5, and 6 of the said 1st Addition to Rimrock Heights also being the easterly line of CSM No. 3040 recorded as Document No. 1600221 to the Southeast corner of Lot 1 of said CSM No. 3040 also being the Northeast corner of the Burdette Plat recorded as Document No. 1838452;

Thence westerly 330 feet more or less along the southerly line of Lot 1 of said CSM No. 3040 and the northerly line of the said Burdette Plat to the Northwest corner of Lot 2 of the said Burdette Plat;

Thence southerly 336.46 feet more or less along the easterly line of Outlot 1 of the said Burdette Plat and said line extended southerly to a point on the southerly right-of-way of Burdette Court;

Thence westerly 158.5 feet more or less along the southerly right-of-way of Burdette Court to a point of curvature;

Thence northwesterly 173.35 feet more or less along a curve to the right being along the said southerly right-of-way of Burdette Court having a radius of 180 feet to a point of tangency;

Thence northwesterly 180.5 feet more or less along the southerly right-of-way of Burdette Court to a point of curvature as it meets Rimrock Road;

Thence northerly 60 feet more or less to a point of curvature on the northerly right-of-way of Burdette Court as it meets Rimrock Road;

Thence northerly 37 feet more or less along a curve to the right along the said northerly right-of-way of Burdette Court to a point on the westerly line of Lot 25 of Block 1 of the said 1st Addition to Rimrock Heights and on the easterly right-of-way of Rimrock Road;

Thence northerly 380 feet more or less along the said westerly ling of Lot 25 of Block 1 and the said easterly right-of-way of Rimrock Road to a point of curvature in the said westerly line;

Thence northerly 139 feet more or less to the most northerly of the southwesterly corners of Lot 1 of CSM No. 14510 recorded as Document No. 5324618 also being on the said easterly right-of-way of Rimrock Road;

Thence continuing northeasterly 409.15 feet along the said easterly right-of-way of Rimrock Road and being along the westerly line of said Lot 1 of CSM No. 14510 to the Northwest corner of said Lot 1 of CSM No. 14510;

Thence northwesterly 555 feet more or less to a point of curvature on the northerly line of Rusk Avenue;

Thence southwesterly 429.07 feet more or less along a 1112.92-foot radius curve to the right being the said northerly line of Rusk Avenue to a point on a line 147.50 feet easterly of and parallel with South Beltline Court also being a point on the easterly line of Lot 3 of Block 2 of the said W.H. Jacobs and E.S. Barker's Subdivision of the South ½ of the Northwest ¼ of said Section 36;

Thence northerly 650.5 feet more or less along the said easterly line of Lot 3 of Block 2 of the W.H. Jacobs and E.S. Barker's Subdivision of the South ½ of the Northwest ¼ of said Section 36 to the Northeast corner of said Lot 3 of Block 2;

Thence westerly 924 feet more or less along the northerly line of Lots 3 and 7 of Block 2 of the said W.H. Jacobs and E.S. Barker's Subdivision of the South ½ of the Northwest ¼ of said Section 36 to the Northwest corner of said Lot 7 also being on the easterly right-of-way of Rusk Avenue;

Thence southerly 760.3 feet more or less along the easterly right-of-way of Rusk Avenue also being the westerly line of the said W.H. Jacobs and E.S. Barker's Subdivision of the South ½ of the Northwest ¼ of said Section 36 and the westerly line of Lot 3 of CSM No. 1172 recorded as Document No. 1367948 to an angle point in the said right-of-way;

Thence westerly 66 feet more or less to an angle point on the westerly right-of-way of Rusk Avenue also being on the easterly line of Lot 1 of CSM No. 4571 recorded as Document No. 1865723;

Thence continuing westerly 47 feet more or less along the said westerly right-of-way of Rusk Avenue to an angle point in the said right-of-way and an angle point in the easterly line of said Lot 1 of CSM No. 4571;

Thence southerly 292.46 feet along the said westerly right-of-way of Rusk Avenue and the easterly line of Lots 1 and 3 of said CSM No. 4571 to the southeasterly corner of Lot 3 of said CSM No. 4571;

Thence southwesterly 701.14 feet along the northerly right-of-way of USH 12 and 18 and Badger Road also being the southeasterly line of Lots 2 and 3 of said CSM No. 4571 to an angle point in the southerly line of said Lot 2;

Thence westerly 557.3 feet more or less along the said northerly right-of-way of USH 12 and 18 and Badger Road also being the southerly line of Lots 1 and 2 of said CSM No. 4571 to the Southwest corner of said Lot 1;

Thence northerly 916.41 feet along the westerly line of said Lot 1 of CSM No. 4571 also being along the easterly right-of-way of the Wisconsin Southern Railroad to the Northwest corner of said Lot 1 also being on the southerly right-of-way of Nygard Street;

Thence easterly 393 feet more or less along the northerly line of said Lot 1 of CSM No. 4571 to a point on the westerly line of Lot 7 of Hammersley Heights recorded as Document No. 279393A to an angle point in the northerly line of said Lot 1 also being along the southerly right-of-way of Nygard Street;

Thence southerly 296.97 feet more or less along the westerly line of said Lot 7 of Hammersley Heights also being along the northerly line of said Lot 1 of CSM No. 4571 to an angle point in the said northerly line of said CSM No. 4571 and being the Southwest corner of said Lot 7 of Hammersley Heights;

Thence easterly 660.83 feet more or less along the northerly line of said Lot 1 of CSM No. 4571 also being the southerly line of Lots 3 through 7 of the said Hammersley Heights to the Southeast corner of Lot 3 of the said Hammersley Heights also being the Southwest corner of CSM No. 1905 recorded as Document No. 1455694;

Thence northerly 143.25 feet more or less along the westerly line of Lot 4 of said CSM No. 1905 to the Northwest corner of said Lot 4;

Thence easterly 81 feet more or less along the northerly line of said Lot 4 of CSM No. 1905 to the Southeast corner Lot 1 of said CSM No. 1905;

Thence northerly 153.75 feet more or less along the easterly line of said Lot 1 of CSM No. 1905 to the Northeast corner of said Lot 1 also being on the southerly right-of-way of Nygard Street;

Thence northerly 57.75 feet more or less to the Southwest corner of Lot 12 of Nygard Plat recorded as Document No. 990392 also being on the northerly right-of-way of Nygard Street;

Thence easterly 73 feet more or less along the southerly line of said Lot 12 also being on the northerly right-of-way of Nygard Street to the Southeast corner of said Lot 12;

Thence northerly 139.50 feet more or less along the easterly line of said Lot 12 to the Northeast corner of said Lot 12;

Thence westerly 73 feet more or less along the northerly line of said Lot 12 to the Northwest corner of said Lot 12;

Thence northerly 139.98 feet more or less along the easterly line of Lot 8 of the said Nygard Plat to the Northeast corner of said Lot 8 also being on the southerly right-of-way of Sunny Meade Lane;

Thence northerly 60 feet more or less to the Southeast corner of Lot 39 of Capitol View Heights recorded as Document No. 906602 also being on the northerly right-of-way of Sunny Meade Lane;

Thence northerly 120 feet more or less along the easterly line of said Lot 39 to the Northeast corner of said Lot 39;

Thence easterly 76 feet more or less along the southerly line of Lot 35 of the said plat of Capitol View Heights to the Southeast corner of said Lot 35;

Thence northerly 120 feet more or less along the easterly line of said Lot 35 to the Northeast corner of said Lot 35 also being on the southerly right-of-way of Ardmore Drive;

Thence continuing northerly 60 feet more or less along the extension of the easterly line of said Lot 35 to a point on the southerly line of Lot 23 of the said plat of Capitol View Heights also being on the northerly right-of-way line of Ardmore Drive;

Thence westerly 44 feet feet more or less along the said southerly right-of-way of Ardmore Drive to southerly extension of east line of Lot 24 of the said plat of Capitol View Heights;

Thence continuing northerly 60 feet more or less along the extension of the easterly line of said Lot 24 to the Southeast corner of Lot 24 of the said plat of Capitol View Heights;

Thence northerly 130 feet more or less along the easterly line of said Lot 24 to the Northeast corner of said Lot 24;

Thence westerly 19.5 feet more or less along the northerly line of said Lot 24 to the Southeast corner of Lot 20 of the said plat of Capitol View Heights;

Thence northeasterly 123.7 feet more or less along the southeasterly line of said Lot 20 to the Northeast corner of said Lot 20 also being on the southerly right-of-way of Koster Street;

Thence northwesterly 473 feet more or less along the northerly line of Lots 15 through 20 inclusive of the plat of Capitol View Heights also being along the southerly right-of-way of Koster Street to the Northwest corner of said Lot 15;

Thence northeasterly 66 feet more or less to the Southeast corner of the property described in Document No. 1909551 also being on the northerly right-of-way of Koster Street;

Thence northeasterly 201.3 feet more or less to the southerly corner on the easterly line of the said property described in Document No. 1909551;

Thence northerly 119.2 feet along the easterly line of the said property described in Document No. 1909551 to the most northerly corner of the said property;

Thence southwesterly 64.3 feet more or less along the northwesterly line of the said property described in Document No. 1909551 to a point on a line lying 240 feet more or less northerly and parallel with the northeasterly right-of-way line of Koster Street also being the northeasterly corner of the property described in Document No. 1954115;

Thence northwesterly 180 feet more or less along the northerly line of Lot 2 of CSM No. 520 recorded as Document No. 1288592 and Lot 2 of CSM No. 148 recorded in Vol. 1 on Page 148 and said northerly line extended southeasterly to the Northwest corner of Lot 2 of said CSM No. 148;

Thence southwesterly 240 feet more or less to the Southwest corner of said Lot 2 of CSM No. 148 also being on the northeasterly right-of-way of Koster Street;

Thence northwesterly 60 feet more or less along the southwesterly line of Lot 1 of said CSM No. 148 also being along the northeasterly right-of-way of Koster Street to the Southwest corner of said Lot 1 of CSM No. 148 also being the Southeast corner of Lot 1 of CSM No. 771 recorded as Document No. 1317273;

Thence northeasterly 135 feet more or less along the southeasterly line of said Lot 1 of CSM No. 771 to the Northeast corner of said Lot 1 of CSM No. 771;

Thence northwesterly 60 feet more or less along the northeasterly line of said Lot 1 of CSM No. 771 to the Northwest corner of said Lot 1 of CSM No. 771;

Thence southwesterly 135 feet more or less along the northwesterly line of said Lot 1 of CSM No. 771 to the Southwest corner of said Lot 1 of CSM No. 771 also lying on the northeasterly right-of-way of Koster Street;

Thence southerly 68 feet more or less to the northeasterly corner of Lot 3 of CSM No. 7112 recorded as Document No. 2470080 also lying on the southwesterly right-of-way of Koster Street;

Thence southerly 15.34 feet more or less along a curve to the right with a radius of 15 feet being on the westerly right-of-way of Sundstrom Street and the easterly line of said Lot 3 of CSM No. 7112;

Thence southerly 36.09 feet more or less along the said westerly right-of-way of Sundstrom Street and said easterly line of Lot 3 of CSM No. 7112 to the Southeast corner of said Lot 3 of CSM No. 7112;

Thence westerly 155.26 feet more or less along the southerly line of said Lot 3 of CSM No. 7112 and said line extended westerly;

Thence northeasterly 118.01 feet more or less to a point on the northeasterly line of said Lot 3 of CSM No. 7112 also lying on the southwesterly right-of-way line of Koster Street;

Thence northwesterly 238 feet more or less along the said southwesterly right-of-way of Koster Street to the Northwest corner of Lot 26 of said Hammersley Heights also being the Northeast corner of CSM No. 4850 recorded as Document No. 1915200;

Thence southerly 293.78 feet more or less along the easterly line of said CSM No. 4850 to the Southeast corner of Lot 2 of said CSM No. 4850;

Thence westerly 199.97 feet more or less along the southerly line of said CSM No. 4850 to the Southwest corner of Lot 3 of said CSM No. 4850;

Thence northerly 306 feet more or less along the westerly line of said CSM No. 4850 to a point of intersection of the easterly extension of the southerly line of Lot 1 of Block 1 of Bram’s Addition recorded as Document No. 289665;

Thence westerly 168 feet more or less to the Southeast corner of Lot 1 of Block 1 of said Bram’s Addition also being on the westerly right-of-way of Third Avenue;

Thence westerly 220 feet more or less along the southerly line of Lots 1, 2, 3, 18, and 19 of Block 1 of said Bram's Addition to the Southwest corner of said Lot 19 also being on the easterly right-of-way of Baird Street;

Thence westerly 50 feet more or less to the Southeast corner of Lot 1 of Block 2 of said Bram's Addition also being on the westerly right-of-way of Baird Street;

Thence westerly 264 feet more or less along the southerly line of Lots 1, 2, 3, 18, 19, and 20 of Block 2 of said Bram's Addition also being on the easterly right-of-way of Fisher Street;

Thence northerly 53.3 feet more or less along the westerly line of said Lot 20 of Block 2 of Bram's Addition also being along the easterly right-of-way of Fisher Street to the intersection with a line 67 feet southerly of and parallel with the northerly line of Lot 1 of Block 3 of said Bram's Addition extended easterly;

Thence westerly 50 feet more or less to a point on the said parallel line also being on the westerly right-of-way of Fisher Street;

Thence westerly 74.8 feet more or less along the said parallel line to a point on the westerly line of said Lot 1 of Block 3 of Bram's Addition;

Thence southerly 54.1 feet more or less along the said westerly line of Lot 1 of Block 3 of Bram's Addition to the Southwest corner of said Lot 1 of Block 3;

Thence easterly 82.5 feet more or less along the southerly line of said Lot 1 of Block 3 of Bram's Addition to the Southeast corner of said Lot 1 of Block 3 and being on the westerly right-of-way of Fisher Street;

Thence southerly 132 feet more or less along the easterly line of Lots 2, 3, and 4 of Block 3 of said Bram's Addition also being along the said westerly right-of-way of Fisher Street to the Northeast corner of Lot 5 of Block 3 of said Bram's Addition;

Thence westerly 123.2 feet more or less along the northerly line of said Lot 5 of Block 3 of Bram's Addition to the Northwest corner of said Lot 5 of Block 3;

Thence westerly 106.65 feet more or less along the northerly line of the lands described in Document No.'s 3159054 and 5779435 to the Northwest corner of said the lands described in Document No. 5779435;

Thence southwesterly 190.7 feet more or less along the westerly line of said Document No. 5779435 to a point on the northerly right-of-way line of Center Street;

Thence southerly 65 feet more or less to a point on the west line of Lot 20 of Block 5 of said Bram's Addition being the westerly point of the lands purchased for right-of-way and described in Document No. 1275807 also being on the easterly right-of-way of Taft Street;

Thence southerly 907 feet more or less along the easterly right-of-way of Taft Street also being the westerly line of Block 5 of said Bram's Addition and the westerly line of Block 10 of Bram's 2nd Addition recorded as Document No. 290596 to a point on the west line of Lot 11 of Block 10 of said Bram's 2nd Addition being the westerly point of the lands purchased for right-of-way and described in Document No. 1281887;

Thence southeasterly 23.5 feet more or less along a curve to the left being the northerly of the lands purchased for right-of-way and described in Document No. 1281887;

Thence easterly 234 feet along a line 8 feet northerly of and parallel with the southerly line of said Block 10 of Bram's 2nd Addition as described on Document No. 1281887;

Thence southeasterly 75 feet more or less to the intersection of the easterly right-of-way of Fisher Street and the South line of the North ½ of vacated Buick Street lying southerly of Block 9 of the said Bram's 2nd Addition;

Thence easterly 125 feet more or less along the North line of the South ½ of vacated Buick Street lying southerly of the said Block 9 of Bram's 2nd Addition;

Thence southerly 25 feet more or less to a point on the South line of the South ½ of vacated Buick Street lying southerly of the said Block 9 of Bram's Addition;

Thence easterly 499.25 feet more or less along the said South line of the South ½ of vacated Buick Street to a point on the westerly right-of-way of the Wisconsin and Southern Railroad;

Thence southerly 223.22 feet more or less along the said westerly right-of-way of the Wisconsin and Southern Railroad to a jog in the said westerly right-of-way;

Thence westerly 50 feet more or less along the said westerly right-of-way of the Wisconsin and Southern Railroad to a jog in the said westerly right-of-way;

Thence southerly 900 feet more or less along the said westerly right-of-way of the Wisconsin and Southerly Railroad to a point on the northerly right-of-way of Badger Road;

Thence southeasterly 75 feet more or less to a point on the southerly right-of-way of said Badger Road and the westerly right-of-way of the Wisconsin and Southern Railroad;

Thence southerly 249.6 feet more or less along the said westerly right-of-way of the said Wisconsin and Southern Railroad to a point on the northerly right-of-way of USH 12 & 18;

Thence southwesterly 414.16 feet more or less along the said northerly right-of-way of USH 12 & 18 to an angle point in the said northerly line to a portion conveyed to the State of Wisconsin;

Thence westerly 120.02 feet more or less along the said northerly right-of-way of USH 12 & 18 to an angle point in the said northerly line;

Thence northwesterly 121.59 feet more or less along the said northerly right-of-way of USH 12 & 18 to an angle point in the said northerly line;

Thence southwesterly 1,056 feet more or less to the easterly line of Lot 2 of CSM No. 4074 recorded as Document No. 1774374 also being on the said northerly right-of-way of USH 12 & 18;

Thence southwesterly 160.58 feet more or less along the said northerly right-of-way of USH 12 & 18;

Thence southwesterly 167.50 feet more or less along to the Southwest corner of said Lot 2 of CSM No. 4074 also being on the northerly right-of-way of USH 12 & 18 and the easterly right-of-way of Perry Street;

Thence westerly 182.91 feet more or less across Perry Street to an angle point at the intersection of the northerly right-of-way of Ann Street and the westerly right-of-way of Perry Street;

Thence southwesterly 148.84 feet more or less along the said northerly right-of-way of Ann Street to the Southeast corner of Lot 2 of CSM No. 14730 recorded as Document No. 5392542;

Thence southwesterly 325.29 feet more or less along the southerly line of said Lot 2 of CSM No. 14730 and said southerly line extended southwesterly to an angle point in the said northerly right-of-way of Ann Street;

Thence southwesterly 161 feet more or less along the northerly right-of-way of Ann Street to the Southeast corner of Lot 1 of said CSM No. 14730 along the northerly right-of-way of Ann Street;

Thence southwesterly 48.91 feet along the southerly line of said Lot 1 of CSM No. 14730 also being along the northerly right-of-way of Ann Street to the Southeast corner of Lot 2 of CSM No. 8914 recorded as Document No. 2970459;

Thence southwesterly 226.13 feet more or less along the southerly line of said Lot 2 of CSM No. 8914 also being along the northerly right-of-way of Ann Street to the Southeast corner of Lot 1 of said CSM No. 8914;

Thence westerly 239.20 feet more or less along the southerly line of said Lot 1 of CSM No. 8914 also being along the said northerly right-of-way of Ann Street to the Southwest corner of said Lot 1 of CSM No. 8914;

Thence westerly 54.33 feet more or less along the said southerly line of Lot 1 of CSM No. 14730 also being along the northerly right-of-way of Ann Street to the Southwest corner of said Lot 1 of CSM No. 14730;

Thence westerly 165 feet more or less along the said northerly right-of-way of Ann Street to the Southeast corner of Lot 8 of Hrubesky Commercial Plat recorded in Volume 19 on Page 39;

Thence northerly 165 feet more or less along the easterly line of said Lot 8 of Hrubesky Commercial Plat;

Thence northwesterly 30.6 feet more or less to a point on a line 25 feet westerly of and parallel with the easterly line of said Lot 8 of Hrubesky Commercial Plat;

Thence northerly 184.3 feet more or less along the said parallel line to a point on the northerly line of said Lot 8 of Hrubesky Commercial Plat;

Thence easterly 25 feet more or less along the northerly line of said Lot 8 of Hrubesky Commercial Plat to the Northeast corner of the said Lot 8 of Hrubesky Commercial Plat also being the Southeast corner of Lot 11 of Haase Gardens Plat recorded as Document No. 1066754;

Thence northerly 244.35 feet more or less along the easterly line of Lots 11, 12, and 2 of said Haase Gardens to the Southwest corner of Lot 6 of the Assessor's Plat No. 5 recorded as Document No. 946895;

Thence easterly 825.72 feet more or less along the southerly line of the said Assessor's Plat No. 5 also being along the northerly line of said Lot 1 of CSM No. 14730 to the Southeast corner of Lot 11 of the said Assessor's Plat No. 5 also being an angle point in the said northerly line of said Lot 1 of CSM No. 14730;

Thence southerly 34.58 feet more or less along the northerly line of said Lot 1 of CSM No. 14730 to an angle point in the said northerly line;

Thence easterly 78.23 feet more or less along the said northerly line of said Lot 1 of CSM No. 14730 to the Northeast corner of said Lot 1 of CSM No. 14730;

Thence easterly 364.56 feet more or less along the northerly line of said Lot 2 of CSM No. 14730 to an angle point in the said northerly line;

Thence northerly 14.77 feet more or less along the said northerly line of Lot 2 of CSM No. 14730 to an angle point in the said northerly line;

Thence easterly 187.87 feet more or less along the said northerly line of Lot 2 of CSM No. 14730 to the Northeast corner of said Lot 2 of CSM No. 14730 also lying on the westerly right-of-way of Perry Street;

Thence easterly 16.5 feet more or less along the easterly extension of the said northerly line of Lot 2 of CSM No. 14730 being along the westerly right-of-way of Perry Street;

Thence northerly 109 feet more or less along the said westerly right-of-way of Perry Street to the Southeast corner of the property described in Document No. 2754613;

Thence westerly 180.5 feet more or less along the southerly line of the property described in Document No. 2754613 to the Southwest corner of the said property described in Document No. 2754613;

Thence northerly 130.2 feet more or less along the westerly line of the property described in Document No. 2754613 to the Northwest corner of the said property described in Document No. 2754613;

Thence easterly 180.5 feet more or less along the northerly line of the property described in Document No. 2754613 to the Northeast corner of the said property described in Document No. 2754613 also being on the westerly right-of-way of Perry Street;

Thence northerly 140 feet more or less along the said westerly right-of-way of Perry Street to the Southeast corner of CSM No. 5428 recorded as Document No. 2058841;

Thence westerly 2.50 feet or less along the southerly line of said CSM No. 5428 to the Southeast corner of Lot 2 of said CSM No. 5428;

Thence northerly 299 feet more or less along the easterly line of Lots 1 and 2 of said CSM No. 5428 also being along the said westerly right-of-way of Perry Street to the Northeast corner of said Lot 1 of CSM No. 5428 along Perry Street;

Thence northerly 93 feet more or less to the Southeast corner of Outlot B of the Plat of Burr Oaks recorded as Document No. 950150 also being on the northerly right-of-way of Badger Road and the southerly line of Lot 1 of CSM No. 13016 recorded as Document No. 4714890;

Thence easterly 148.5 feet more or less along the southerly line of said Lot 1 of CSM No. 13016 also being along the northerly right-of-way of Badger Road to the Southeast corner of said Lot 1 of CSM No. 13016;

Thence northerly 142 feet more or less to along the easterly line of said Lot 1 of CSM No. 13016 to an angle point in the said easterly line of said Lot 1 of CSM No. 13016;

Thence westerly 149.07 feet more or less along the said easterly line of said Lot 1 of CSM No. 13016 to an angle point in the said easterly line;

Thence northerly 134.62 feet more or less along the said easterly line of said Lot 1 of CSM No. 13016 to the Northeast corner of said Lot 1 of CSM No. 13016;

Thence westerly 112.43 feet along the northerly line of said Lot 1 of CSM No. 13016 the easterly corner of the lands described in Document No. 4787355;

Thence, northwesterly along the northerly line of the lands described in Document No. 4787355 for 33.54 feet to the westerly line of Lot 66 of the Plat of The First Addition to Burr Oaks recorded as Document No. 965763 and being on the easterly right-of-way of Cypress Way;

Thence, northwesterly 65 feet more or less to the southeast corner of Lot 68 of the First Addition To Burr Oaks recorded as Document No. 965763 also being the westerly right-of-way of Cypress Way;

Thence, northerly 175 feet more or less along the easterly line of said Lot 68 and Lot 157 of Second Addition To Burr Oaks recorded as Document No. 978165 also being the westerly right-of-way of Cypress Way to the westerly extension of northerly right-of-way of Hughes Place;

Thence, easterly along said extension 75 feet more or less to a point of tangency on Outlot C of the said First Addition to Burr Oaks also being on the northerly right-of-way of Hughes Place;

Thence easterly 126.14 feet more or less along the said northerly right-of-way of Hughes Place to the Southeast corner of said Outlot C of the First Addition to Burr Oaks also being the Southwest corner of Lot 13 of Miller Park Plat recorded as Document No. 425969;

Thence easterly 183.75 feet more or less along the southerly line of Lots 11 through 13 of the said Miller Park Plat also being along the northerly right-of-way of Hughes Place to the Southeast corner of said Lot 11 of Miller Park Plat;

Thence northerly 120 feet more or less along the easterly line of said Lot 11 of Miller Park Plat to the Northeast corner of said Lot 11 also being on the westerly line of Lot 1 of CSM No. 15938 recorded as Document No. 5815813;

Thence easterly 18.10 feet more or less along the said westerly line of Lot 1 of CSM No. 15938 to an angle point in the said westerly line;

Thence northerly 694.27 feet more or less along the said westerly line of Lot 1 of CSM No. 15938 to an angle point in the said westerly line;

Thence westerly 19.32 feet more or less along the said westerly line of Lot 1 of CSM No. 15938 to an angle point in the said westerly line also being the Southeast corner of Lot 11 of Block 5 of Oak Ridge Subdivision recorded as Document No. 290503;

Thence northerly 120.30 feet more or less along the said westerly line of Lot 1 of CSM No. 15938 also being the easterly line of said Lot 11 of Block 5 of Oak Ridge Subdivision to the Northwest corner of said Lot 1 of CSM No. 15938 and the Northeast corner of Lot 11 of Block 5 of Oak Ridge Subdivision being on the southerly right-of-way of Ridgewood Way;

Thence northerly 50 feet across Ridgewood Way to the Southeast corner of Lot 14 of Block 2 of the said Oak Ridge Subdivision;

Thence easterly 50 feet more or less along the southerly line of Lot 13 of said Block 2 of Oak Ridge Subdivision being along the northerly right-of-way of Ridgewood Way to the Southeast corner of said Lot 13 of Block 2 of Oak Ridge Subdivision;

Thence northerly 120 feet more or less along the easterly line of said lot 13 of Block 2 of Oak Ridge Subdivision to the Northeast corner of said Lot 13 of Block 2 of Oak Ridge Subdivision;

Thence westerly 50 feet more or less along the northerly line of said Lot 13 of Block 2 of Oak Ridge Subdivision to the Northwest corner of said Lot 13 of Block 2 of Oak Ridge Subdivision;

Thence northerly 120 feet more or less along the easterly line of Lot 23 of said Block 2 of Oak Ridge Subdivision to the Northeast corner of said Lot 23 of Block 2 of Oak Ridge Subdivision also being on the southerly right-of-way of Dane Street;

Thence northerly 50 feet more or less across Dane Street to the Southwest corner of Lot 14 of Block 1 of said Oak Ridge Subdivision also being on the northerly right-of-way of Dane Street and the easterly right-of-way of Taylor Street;

Thence westerly 50 feet across Taylor Street to the Southeast corner of Lot 1 of Block 6 of First Addition to Oak Ridge Subdivision recorded as Document No. 294634A also being on the northerly right-of-way of Dane Street and the westerly right-of-way of Taylor Street;

Thence northerly 240 feet more or less along the easterly line of Lots 1 and 13 of said Block 6 of First Addition to Oak Ridge Subdivision also being along the said westerly right-of-way of Taylor Street to the Northeast corner of said Lot 13 of Block 6 of First Addition to Oak Ridge Subdivision also being on the southerly right-of-way of Burr Oak Lane;

Thence easterly 50 feet more or less across Taylor Street to the Northwest corner of Lot 15 of the said Block 1 of Oak Ridge Subdivision also being on the easterly right-of-way of Taylor Street and the southerly right-of-way of Burr Oak Lane;

Thence easterly 50 feet more or less along the northerly line of said Lot 15 of Block 1 of Oak Ridge Subdivision being along the southerly right-of-way of Burr Oak Lane to the Northeast corner of said Lot 15 of Block 1 of Oak Ridge Subdivision;

Thence northerly 50 feet across Oak Street to the Southeast corner of Lot 15 of Block 7 of the said First Addition to Oak Ridge Subdivision also being on the northerly right-of-way of Burr Oak Lane;

Thence northerly 160 feet more or less along the easterly line of Lots 15 and 16 of said Block 7 of the First Addition to Oak Ridge Subdivision to a point on the northerly line of the southerly 40 feet of said Lot 16 of Block 7 of the First Addition to Oak Ridge Subdivision;

Thence westerly 50 feet more or less along the said northerly line of the southerly 40 feet of Lot 16 of Block 7 of the First Addition to Oak Ridge Subdivision to a point on the easterly right-of-way of Taylor Street;

Thence southerly 160 feet more or less along the westerly line of said Lots 15 and 16 of Block 7 of the First Addition to Oak Ridge Subdivision and being on the easterly right-of-way of Taylor Street to the Southwest corner of Lot 15 of said Block 7 of the First Addition to Oak Ridge Subdivision also being on the northerly right-of-way of Burr Oak Lane;

Thence westerly 50 feet across Taylor Street to the Southeast corner of Lot 1 of Block 8 of the said First Addition to Oak Ridge Subdivision also being on the northerly right-of-way of Burr Oak Lane and the westerly right-of-way of Taylor Street;

Thence westerly 100 feet more or less along the southerly line of Lots 1 and 2 of said Block 8 of the First Addition to Oak Ridge Subdivision also being along the northerly right-of-way line of Burr Oak Lane to the Southeast corner of Lot 3 of said Block 8 of the First Addition to Oak Ridge Subdivision;

Thence northerly 120 feet more or less along the easterly line of said Lot 3 of Block 8 of the First Addition to Oak Ridge Subdivision to the Northeast corner of said Lot 3 of Block 8 of the First Addition to Oak Ridge Subdivision;

Thence westerly 200 feet more or less along the northerly line of Lots 3 through 6 of the said Block 8 of the First Addition to Oak Ridge Subdivision to the Northwest corner of said Lot 6 of Block 8 of the First Addition to Oak Ridge Subdivision;

Thence southerly 120 feet more or less along the westerly line of said Lot 6 of Block 8 of the First Addition to Oak Ridge Subdivision to the Southwest corner of said Lot 6 of Block 8 of the First Addition to Oak Ridge Subdivision also being on the northerly right-of-way of Burr Oak Lane;

Thence, easterly 50 feet more or less along the southerly line of said Lot 6 of Block 8 of the First Addition to Oak Ridge Subdivision to the Southeast corner of said Lot 6 of Block 8 of the First Addition to Oak Ridge Subdivision also being on the northerly right-of-way of Burr Oak Lane;

Thence southerly 50 feet across Oak Street to the Northwest corner of Lot 9 of said Block 6 of the First Addition to Oak Ridge Subdivision and being on the southerly right-of-way of Burr Oak Lane;

Thence southerly 120 feet more or less along the westerly line of said Lot 9 of Block 6 of the First Addition to Oak Ridge Subdivision to the Southwest corner of said Lot 9 of Block 6 of the First Addition to Oak Ridge Subdivision;

Thence easterly 50 feet more or less along the southerly line of said Lot 9 of Block 6 of the First Addition to Oak Ridge Subdivision to the Northwest corner of Lot 4 of said Block 6 of the First Addition to Oak Ridge Subdivision;

Thence southerly 120 feet more or less along the westerly line of said Lot 4 of Block 6 of the First Addition to Oak Ridge Subdivision to the Southwest corner of said Lot 4 of Block 6 of the First Addition to Oak Ridge Subdivision also being on the northerly right-of-way of Dane Street;

Thence southerly 50 feet across Dane Street to the Northwest corner of Lot 19 of Block 2 of the said Oak Ridge Subdivision also being on the northerly right-of-way of Dane Street and the easterly right-of-way of Cypress Way;

Thence, westerly 50 feet across Cypress Way to the Northeast corner of Lot 24 24 of Block 3 of Oak Ridge Subdivision also being along the said westerly right-of-way of Cypress Way;

Thence southerly 120 feet more or less along the easterly line of said Lot 24 of Block 3 of Oak Ridge Subdivision also being along the said westerly right-of-way of Cypress Way to the Southeast corner of said Lot 24 of Block 3 of Oak Ridge Subdivision;

Thence westerly 100 feet more or less along the southerly line of Lots 23 and 24 of said Block 3 of Oak Ridge Subdivision to the Southwest corner of said Lot 23 of Block 3 of Oak Ridge Subdivision;

Thence northerly 120 feet more or less along the westerly line of said Lot 23 of Block 3 of Oak Ridge Subdivision to the Northwest corner of said Lot 23 of Block 3 of Oak Ridge Subdivision also being on the southerly right-of-way of Dane Street;

Thence westerly 50 feet more or less along the northerly line of Lot 22 of said Block 3 of Oak Ridge Subdivision also being along the said southerly right-of-way of Dane Street to the Northeast corner of Lot 21 of said Block 3 of Oak Ridge Subdivision;

Thence southerly 120 feet more or less along the easterly line of said Lot 21 of Block 3 of Oak Ridge Subdivision to the Southeast corner of said Lot 21 of Block 3 of Oak Ridge Subdivision;

Thence westerly 50 feet more or less along the southerly line of said Lot 21 of Block 3 of Oak Ridge Subdivision to the Southwest corner of said Lot 21 of Block 3 of Oak Ridge Subdivision;

Thence northerly 120 feet more or less along the westerly line of said Lot 21 of Block 3 of Oak Ridge Subdivision to the Northwest corner of said Lot 21 of Block 3 of Oak Ridge Subdivision also being on the southerly right-of-way of Dane Street;

Thence northerly 50 feet across Dane Street to the Southeast corner of Lot 15 of the Second Addition to Oak Ridge Subdivision recorded as Document No. 641623 also lying on the northerly right-of-way of Dane Street;

Thence northerly 239.8 feet more or less along the easterly line of Lots 14 and 15 of the said Second Addition to Oak Ridge Subdivision to the Northeast corner of said Lot 14 of the Second Addition to Oak Ridge Subdivision also lying on the southerly right-of-way Burr Oak Lane;

Thence northerly 50 feet across Burr Oak Lane to the Southeast corner of Lot 3 of the said Second Addition to Oak Ridge Subdivision also being on the northerly right-of-way of Burr Oak Lane;

Thence northerly 120 feet more or less along the easterly line of said Lot 3 of the said Second Addition to Oak Ridge Subdivision to the Northeast corner of said Lot 3 of the Second Addition to Oak Ridge Subdivision;

Thence westerly 134 feet more or less along the northerly line of Lots 3 and 4 of the said Second Addition to Oak Ridge Subdivision to the Northwest corner of said Lot 4 of the Second Addition to Oak Ridge Subdivision;

Thence southerly 120 feet more or less along the westerly line of said Lot 4 of the Second Addition to Oak Ridge Subdivision to the Southwest corner of said Lot 4 of the Second Addition to Oak Ridge Subdivision also lying on the northerly right-of-way of Burr Oak Lane;

Thence southerly 50 feet across Burr Oak Lane to the Northeast corner of Lot 12 of the said Second Addition to Oak Ridge Subdivision also lying on the southerly right-of-way of Burr Oak Lane;

Thence westerly 67 feet more or less along the northerly line of said Lot 12 of the Second Addition to Oak Ridge Subdivision and being along the southerly right-of-way of Burr Oak Lane to the Northwest corner of said Lot 12 of the Second Addition to Oak Ridge Subdivision;

Thence southerly 119.9 feet more or less along the westerly line of said Lot 12 of the Second Addition to Oak Ridge Subdivision to the Southwest corner of said Lot 12 of the Second Addition to Oak Ridge Subdivision;

Thence easterly 67 feet more or less along the southerly line of said Lot 12 of the Second Addition to Oak Ridge Subdivision to the Southeast corner corner of said Lot 12 of the Second Addition to Oak Ridge Subdivision;

Thence southerly 119.9 feet more or less along the easterly line of Lot 17 of the said Second Addition to Oak Ridge Subdivision to the Southeast corner of said Lot 17 of the Second Addition to Oak Ridge Subdivision also being on the northerly right-of-way of Dane Street;

Thence westerly 201 feet more or less along the southerly line of Lots 17, 18, and 19 of the said Second Addition to Oak Ridge Subdivision also being along the said northerly right-of-way of Dane Street to the Southwest corner of said Lot 19 of the Second Addition to Oak Ridge Subdivision;

Thence northerly 119.9 feet more or less along the westerly line of said Lot 19 of the Second Addition to Oak Ridge Subdivision to the Northwest corner of said Lot 19 of the Second Addition to Oak Ridge Subdivision;

Thence westerly 67 feet more or less along the northerly line of Lot 20 of the said Second Addition to Oak Ridge Subdivision to the Northwest corner of said Lot 20 of the Second Addition to Oak Ridge Subdivision;

Thence northwesterly 107 feet more or less along the northeasterly line of Lot 21 of the said Second Addition to Oak Ridge Subdivision to the most northerly corner of said Lot 21 of the Second Addition to Oak Ridge Subdivision;

Thence southerly 194.4 feet more or less along the westerly line of said Lot 21 of the Second Addition to Oak Ridge Subdivision to the Southwest corner of said Lot 21 of the Second Addition to Oak Ridge Subdivision also being on the northerly right-of-way of Dane Street;

Thence southwesterly 69 feet more or less across Dane Street to the most northerly corner of Lot 27 of the said Second Addition to Oak Ridge Subdivision being at a point of curvature on the southerly right-of-way of Dane Street;

Thence westerly 86.9 feet more or less along a curve to the right having a radius of 50 feet along the southerly right-of-way of Dane Street to the most northerly corner of Lot 26 of the Second Addition to Oak Ridge Subdivision;

Thence southwesterly 167.7 feet more or less along the northwesterly line of said Lot 26 of the Second Addition to Oak Ridge Subdivision to the Northwest corner of said Lot 26 of the Second Addition to Oak Ridge Subdivision;

Thence southerly 50 feet more or less along the westerly line of said Lot 26 of the Second Addition to Oak Ridge Subdivision to the Southwest corner of said Lot 26 of the Second Addition to Oak Ridge Subdivision;

Thence easterly 56.3 feet more or less along the southerly line of said Lot 26 of the Second Addition to Oak Ridge Subdivision to the Northeast corner of Outlot A of the said Second Addition to Oak Ridge Subdivision;

Thence southerly 134 feet more or less along the easterly line of said Outlot A of the Second Addition to Oak Ridge Subdivision to the Southeast corner of said Outlot A of the Second Addition to Oak Ridge Subdivision also being on the northerly right-of-way of Ridgewood Way;

Thence southwesterly 59 feet more or less across Ridgewood Way to the Northeast corner of Lot 34 of the said Second Addition to Oak Ridge Subdivision being on the southerly right-of-way of Ridgewood Way;

Thence westerly 527.2 feet more or less along the southerly right-of-way of Ridgewood Way along Lots 33, 34, and Outlot B and said right-of-way line extended westerly to the intersection of the southeasterly right-of-way of the Wisconsin and Southern Railroad;

Thence northeasterly 1,332.03 feet more or less along the southeasterly right-of-way of Wisconsin and Southern Railroad also being along the northwesterly line of Oak Ridge Condominium and the northwesterly line of the said Second Addition to Oak Ridge Subdivision and said lines extended northeasterly and southwesterly;

Thence northwesterly 39 feet more or less to an internal property line within the Wisconsin and Southern Railroad;

Thence southwesterly 578 feet more or less along a property line of the Wisconsin and Southern Railroad to a point of intersection of the northerly line of the Plat of Sunnyslope recorded as Document No. 330944 extended easterly;

Thence westerly 102.5 feet more less along the said easterly extension of the northerly line of the Plat of Sunnyslope to the Northeast corner of Block 4 of said Plat of Sunnyslope;

Thence southwesterly 484 feet more or less along the northwesterly right-of-way of the said Wisconsin and Southern Railroad also being the southeasterly line of the said Plat of Sunnyslope to the Southeast corner of Block 1 of the said Plat of Sunnyslope;

Thence westerly 166.4 feet more or less along the southerly line of said Block 1 of the Plat of Sunnyslope to the Southwest corner of Lot 8 of Block 1 of the said Plat of Sunnyslope;

Thence northerly 120 feet along the westerly line of said Lot 8 of Block 1 of the Plat of Sunnyslope to the Northwest corner of the said Lot 8 of Block 1 of the Plat of Sunnyslope also being on the southerly right-of-way line of Culmen Street;

Thence westerly 280 feet more or less along the northerly line of Block 1 of the Plat of Sunnyslope also being along the said southerly right-of-way of Culmen Street to the Northwest corner of Lot 1 of CSM No. 12040 recorded as Document No. 4268556 also being on the easterly right-of-way of Fish Hatchery Road;

Thence westerly 97.8 feet more or less along the westerly extension of the southerly right-of-way of Culmen Street to a point on the westerly right-of-way of Fish Hatchery Road;

Thence northerly 361 feet more or less along the said westerly right-of-way of Fish Hatchery Road to a point of curvature at the intersection of the westerly right-of-way of Fish Hatchery Road and the southerly right-of-way of Carver Street;

Thence northeasterly 91 feet more or less across Carver Street to a point of intersection of the northerly right-of-way of Carver Street and the westerly right-of-way of Fish Hatchery Road;

Thence northeasterly 466 feet more or less along the westerly right-of-way of Fish Hatchery Road to the intersection with the north line of the Northwest ¼ of said Section 35;

Thence easterly 1,718 feet more or less along the North line of the said Northwest ¼ of Section 35 to a point on the southeasterly right-of-way of the Wisconsin & Southern Railroad;

Thence northeasterly 970 feet more or less along the said southeasterly right-of-way of the Wisconsin & Southern Railroad to the point of intersection with the westerly right-of-way of Park Street;

Thence northeasterly 122 feet more or less crossing Park Street to a point of intersection of the easterly right-of-way of Park Street and the southeasterly right-of-way of the Wisconsin & Southern Railroad;

Thence continuing northeasterly 335 feet more or less along the southeasterly right-of-way of the Wisconsin & Southern Railroad to the point of intersection with the westerly right-of-way of Beld Street;

Thence northeasterly 77 feet more or less crossing Beld Street to the Northwest corner of Lot 12 of Block 2 of Fair View Addition to South Madison recorded as Document No. 281472A also being on the easterly right-of-way of Beld Street;

Thence southerly 886.8 feet more or less along the said easterly right-of-way of Beld Street also being along the westerly line of Blocks 2 and 5 of the said Fair View Addition to South Madison to the Southwest corner of Lot 36 of said Block 5 of the Fair View Addition to South Madison and being on the northerly right-of-way of Bram Street;

Thence easterly 889.2 feet more or less along the said northerly right-of-way of Bram Street and being along the southerly line of Blocks 5, 6, and 7 of the said Fair View Addition to South Madison to the Southeast corner of Lot 20 of said Block 7 of the Fair View Addition to South Madison also being on the westerly right-of-way of the Wisconsin & Southern Railroad;

Thence continuing easterly 150 feet more or less across the Wisconsin & Southern Railroad to the Southwest corner of Lot 2 of CSM No. 10594 recorded as Document No. 3590296 and lying at the intersection of the easterly right-of-way of the Wisconsin & Southern Railroad and the northerly right-of-way of Bram Street;

Thence continuing easterly 894.86 feet more or less along the southerly line of Lot 2 of said CSM No. 10594 also being along the northerly right-of-way of Bram Street to the Southeast corner of said Lot 2 of CSM No. 10594 and being on the westerly right-of-way of the private drive of Quann-Olin Parkway;

Thence northerly 317.58 feet more or less along the said westerly right-of-way of the private drive and being the easterly line of said Lot 2 of CSM No. 10594 to a point of curvature;

Thence northeasterly 852.57 feet more or less along the said westerly right-of-way of the private drive and the said easterly line of said Lot 2 of CSM No. 10594 being a curve to the right having a radius of 682.72 feet to a point of tangency;

Thence northeasterly 153.97 feet more or less along the said westerly right-of-way of the private drive and being the easterly line of said Lot 2 of CSM No. 10594 to a point of curvature;

Thence northeasterly 540.54 feet more or less along the said westerly right-of-way of the private drive and the said easterly line of Lot 2 of CSM No. 10594 being a curve to the left having a radius of 616.74 feet to a point of tangency;

Thence northerly 249.90 feet more less along the said westerly right-of-way of the private drive and being the said easterly line of Lot 2 of CSM No. 10594 to a point of curvature;

Thence northerly 55.8 feet more or less along the said westerly right-of-way of the private drive and the said easterly line of Lot 2 of CSM No. 10594 being a curve to the left having a radius of 341.86 feet to the Southeast corner of Lot 1 of said CSM No. 10594;

Thence continuing northerly 131.42 feet more or less along the said westerly right-of-way of the private drive and the easterly line of said Lot 1 of CSM No. 10594 being a curve to the left having a radius of 341.86 feet to a point of tangency;

Thence northerly 277.78 feet more or less along the said westerly right-of-way of the private drive and the said easterly line of Lot 1 of CSM No. 10594 to a point of curvature;

Thence northerly 202.67 feet more or less along the said westerly right-of-way of the private drive and the said easterly line of Lot 1 of CSM No. 10594 being a curve to the right having a radius of 407.83 feet to a point of tangency;

Thence northerly 53.09 feet more or less along the said westerly right-of-way of the private drive and the said easterly line of Lot 1 of CSM No. 10594 to the Northeast corner of said Lot 1 of CSM No. 10594 and being on the southerly right-of-way of Olin Avenue;

Thence northwesterly 193.67 feet more or less along the said southerly right-of-way of Olin Avenue and the northerly line of said Lot 1 of CSM No. 10594 to a point of curvature in the said northerly line of said Lot 1 of CSM No. 10594;

Thence northwesterly 70.04 feet more or less along the said southerly right-of-way of Olin Avenue and the said northerly line of Lot 1 of CSM No. 10594 being a curve to the left having a radius of 603.25 feet to a point of tangency;

Thence westerly 18.81 feet more or less along the said southerly right-of-way of Olin Avenue and the said northerly line of Lot 1 of CSM No. 10594 to the Northwest corner of said Lot 1 of CSM No. 10594;

Thence northerly 12.02 feet more or less along the said southerly right-of-way of Olin Avenue and the northerly line of said Lot 2 of CSM No. 10594 to an angle point in the said northerly line;

Thence westerly 256.36 feet along the said southerly right-of-way of Olin Avenue and the said northerly line of Lot 2 of CSM No. 10594 to the Northwest corner of said Lot 2 of CSM No. 10594;

Thence northeasterly 205 feet more or less crossing Olin Avenue to the Southwest corner of Wingra Office Park Condominium recorded as Document No. 2108749 and being on the northerly right-of-way of Olin Avenue;

Thence northeasterly 253.87 feet more or less along the northwesterly line on the said Wingra Office Park Condominium to an angle point;

Thence northeasterly 408 feet more or less along the northerly line of the said Wingra Office Park Condominium and said northerly line extended northeasterly to the intersection of the southwesterly right-of-way of the Wisconsin & Southern Railroad;

Thence southeasterly 568 feet more or less along the southwesterly right-of-way of the Wisconsin & Southern Railroad to a point of curvature;

Thence southeasterly 393.38 feet more or less along the southwesterly right-of-way of the Wisconsin & Southern Railroad being a curve to the right having a radius of 5,779.15 feet to the point of intersection of the southwesterly right-of-way of John Nolen Drive;

Thence southwesterly 140.76 feet more or less along the said southwesterly right-of-way of John Nolen Drive to a point on the northeasterly right-of-way of Olin Avenue;

Thence southeasterly 477 feet more or less across John Nolen Drive to the point of intersection of the northeasterly right-of-way of John Nolen Drive and the southwesterly right-of-way of the Wisconsin & Southern Railroad;

Thence southeasterly 250 feet more or less along the said southwesterly right-of-way of the Wisconsin & Southern Railroad to the Northeast corner of Lot 2 of CSM No. 11220 recorded as Document No. 3979450;

Thence southwesterly 76.17 feet more or less along the northwesterly line of said Lot 2 of CSM No. 11220 to the most westerly corner of said Lot 2 of CSM No. 11220 also being on the northeasterly right-of-way of John Nolen Drive;

Thence southeasterly 551.35 feet more or less along the said northeasterly right-of-way of John Nolen Drive and being along the southwesterly line of said CSM No. 11220 and said line extended to a point of curvature along the said northeasterly right-of-way line of John Nolen Drive;

Thence southeasterly 164.46 feet along the said northeasterly right-of-way of John Nolen Drive being a curve to the left having a radius of 1,666.39 feet;

Thence southeasterly 138 feet more or less to the Southwest corner of Lot 1 of said CSM No. 11220 and being on the northeasterly right-of-way of the John Nolen Road Service Road;

Thence southeasterly 216.31 feet more or less along the said northeasterly right-of-way of the John Nolen Road Service Road being a curve to the left having a radius of 1,636.39 feet to a point of compound curvature;

Thence southeasterly 109 feet more or less crossing the John Nolen Road Service Road to a point on the northeasterly right-of-way of John Nolen Drive and being on the southwesterly line of Lot 3 of said CSM No. 249 recorded in Volume 1 on Page 249;

Thence southeasterly 169.28 feet more or less along the northeasterly right-of-way of John Nolen Drive and along the southwesterly line of Lots 2 and 3 of said CSM No. 249 being a curve to the left having a radius of 1,666.39 feet to a point of tangency;

Thence southeasterly 60 feet more or less along the said northeasterly right-of-way of John Nolen Drive and the along the southwesterly line of Lot 2 of said CSM No. 249 to a point of intersection of the east line of the Southeast ¼ of the Southwest ¼ of said Section 25;

Thence southerly 597 feet more or less along the said east line of the Southeast ¼ of the Southwest ¼ of Section 25 also being the westerly line of Lot 1 of CSM No. 5226 recorded as Document No. 2014495 and said line extended northerly to the Point of Beginning.

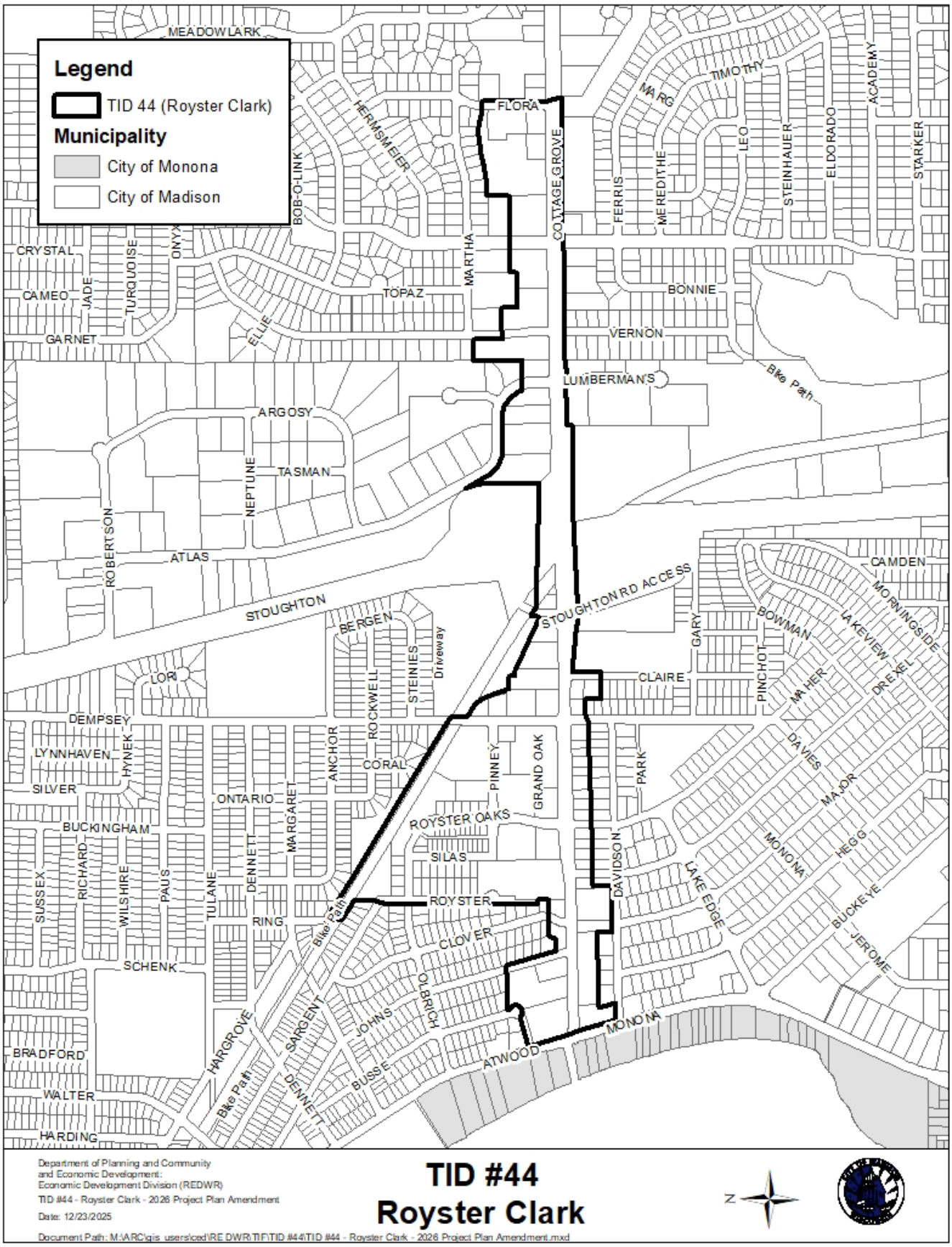
TID Project Plan Amendments & Creations

TIDs 44, 46, 50, 51, & 54 (Amendments)
TIDs 56 & 57 (Creation)

Plan Commission meeting
June 15, 2026

Plan Commission Role

- Per State of WI TIF Law, the Plan Commission's role in reviewing TID amendments and creations is:
  - That the plan conforms to, and is consistent with, the Comprehensive Plan of the City of Madison;
  - Not less than 50%, by area, of the TID is suitable and zoned for mixed-use or industrial use (as applicable by TID) or blighted (within the meaning of SS 66.1105(2) Wisconsin Statutes);
  - That the improvement of the area in the TID is likely to significantly enhance the value of substantially all the other real property in the TID, and;
  - The aggregate value of equalized taxable property in the TID, plus existing TIDs, does not exceed 12% of the total equalized assessed taxable property within the City of Madison.



Department of Planning and Community and Economic Development:
Economic Development Division (REDWR)
TID #44 - Royster Clark - 2026 Project Plan Amendment
Date: 12/23/2025
Document Path: M:\ARC\gis_users\ced\REDWR\TIF\TID #44\TID #44 - Royster Clark - 2026 Project Plan Amendment.mxd

TID #44
Royster Clark

N

TID 44

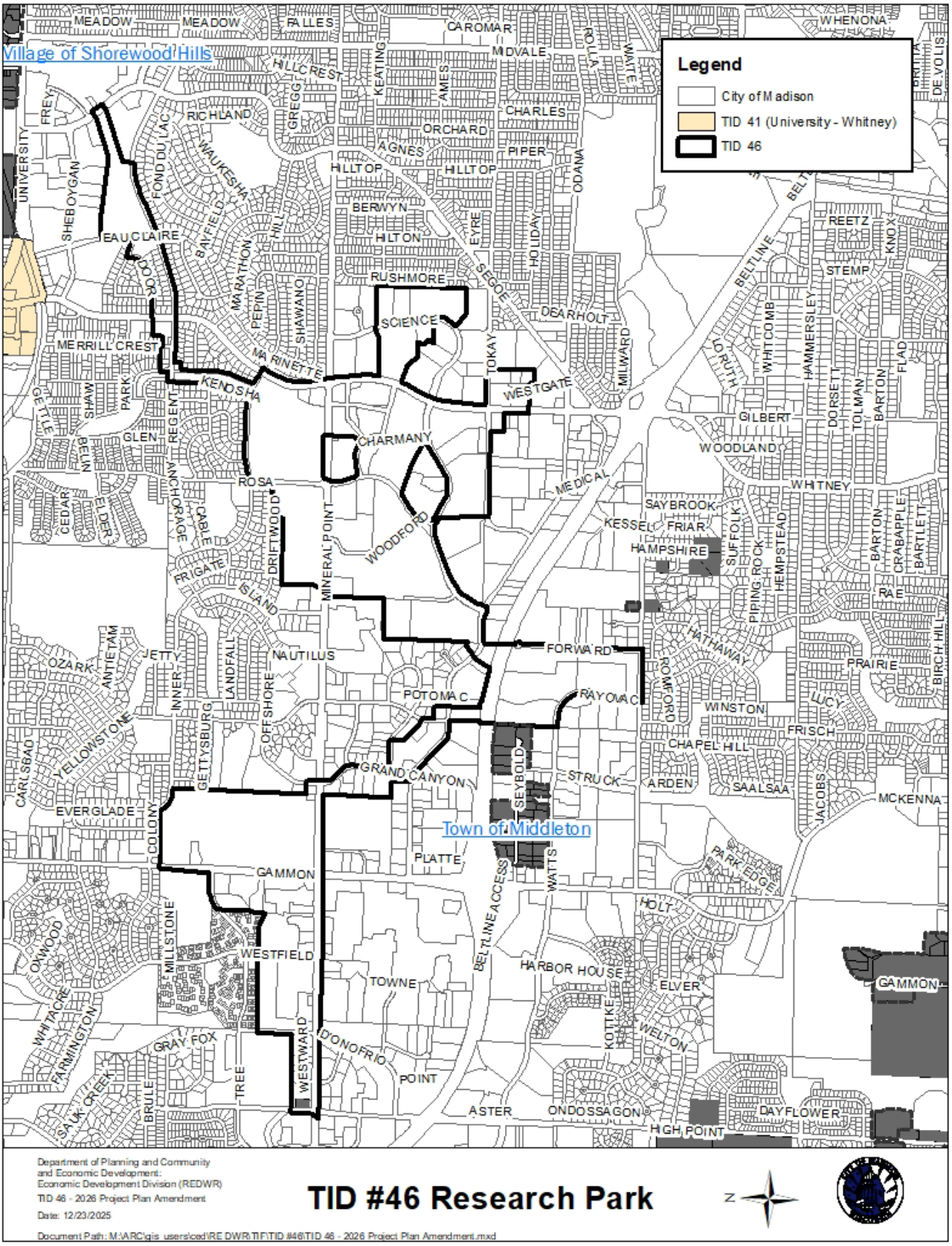
TID 44 – Key Changes

- **$4,000,000 -** Land Acquisition (Royster Corners)
- **$2,000,000 –** Cottage Grove Road stormwater retention pond
- **$500,000 –** Small Business Assistance
- **Total Change 2026 - $6,500,000**

- **Total TIF Funded Project Costs - $15,369,700**

TID 44 – Summary

- Projected to close: 2029*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $114 million



Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 46 - 2026 Project Plan Amendment
Date: 12/23/2025
Document Path: M:\ARC\gis_users\ced\REDWR\TIF\TID #46\TID 46 - 2026 Project Plan Amendment.mxd

TID #46 Research Park

N

TID 46

TID 46 – Key Changes

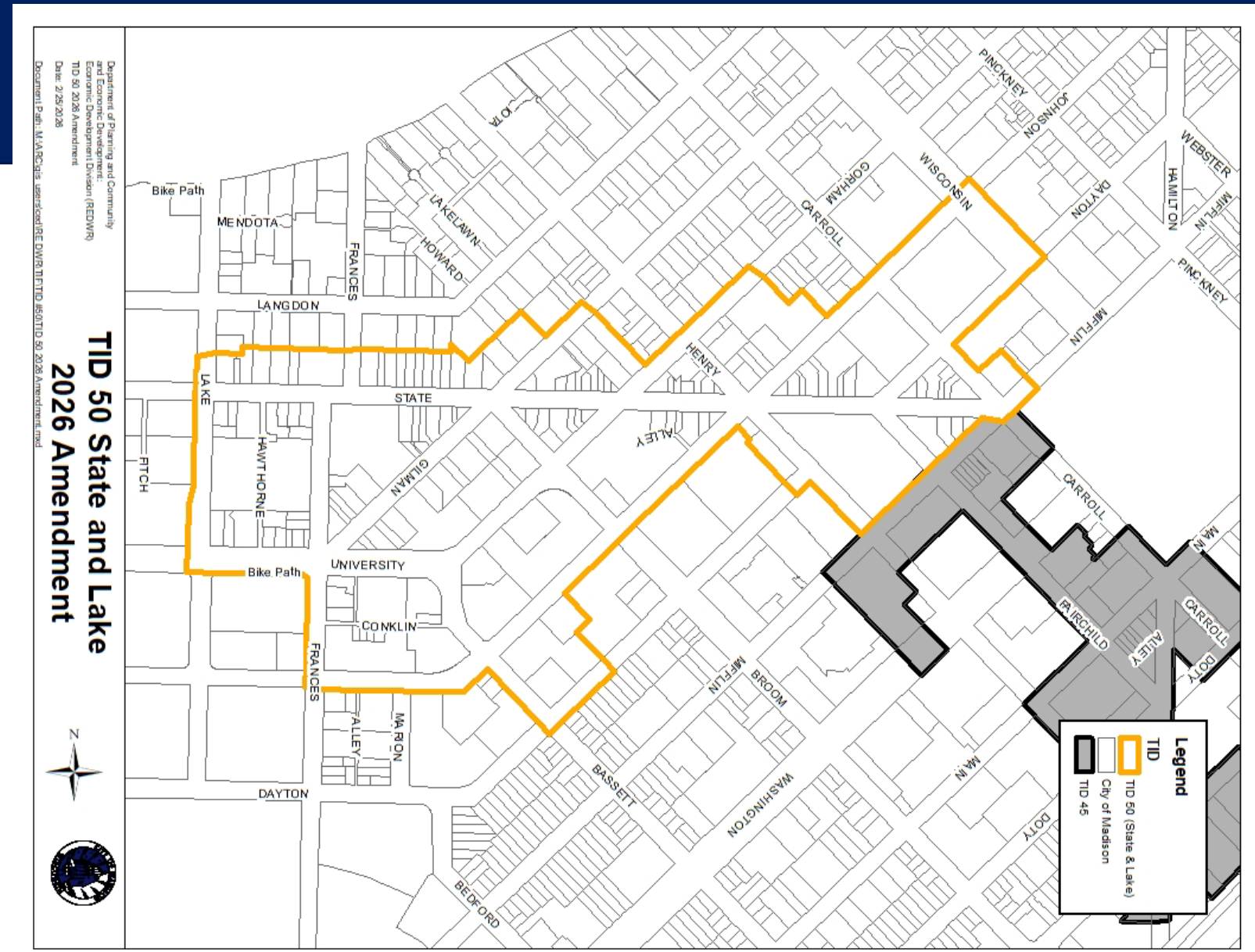
- **$1,000,000** – Yellowstone Drive sanitary sewer improvements
- **$3,000,000 –** West Towne area park improvements
- **$400,000 –** Research Park stormwater improvements
- **$1,000,000 –** Science Drive improvements
- **$1,000,000 –** Small Business Assistance
- **TOTAL CHANGE 2026 - $6,400,000**

- **Total TIF Funded Project Costs - $60,158,000**

TID 46 – Summary

- Projected to close: 2028
- TID estimated incremental value at closure: $540 million

TID 50


TID 50 State and Lake
2026 Amendment
Department of Planning and Community and Economic Development
Economic Development Division (REDWR)
TID 50 2026 Amendment
Date: 2/25/2026
Document Path: M:\ARC\gis_users\cloud\RE DWR\TIF\TID #50\TID 50 2026 Amendment.mxd
N
Legend
TID
TID 50 (State & Lake)
City of Madison
TID 45
Bike Path
MENDOTA
LANGDON
FRANCES
LAKELAWN
HOWARD
LAKE
FITCH
HAWTHORNE
STATE
GILMAN
UNIVERSITY
CONKLIN
ALLEY
MARION
DAYTON
BASSETT
BROOM
WASHINGTON
MIFFLIN
HENRY
CARROLL
GORHAM
WISCONSIN
PINCKNEY
JOHNSON
DAYTON
HAMILTON
WEBSTER
MAIN
FAIRCHILD
DOTY
BEDFORD

TID 50

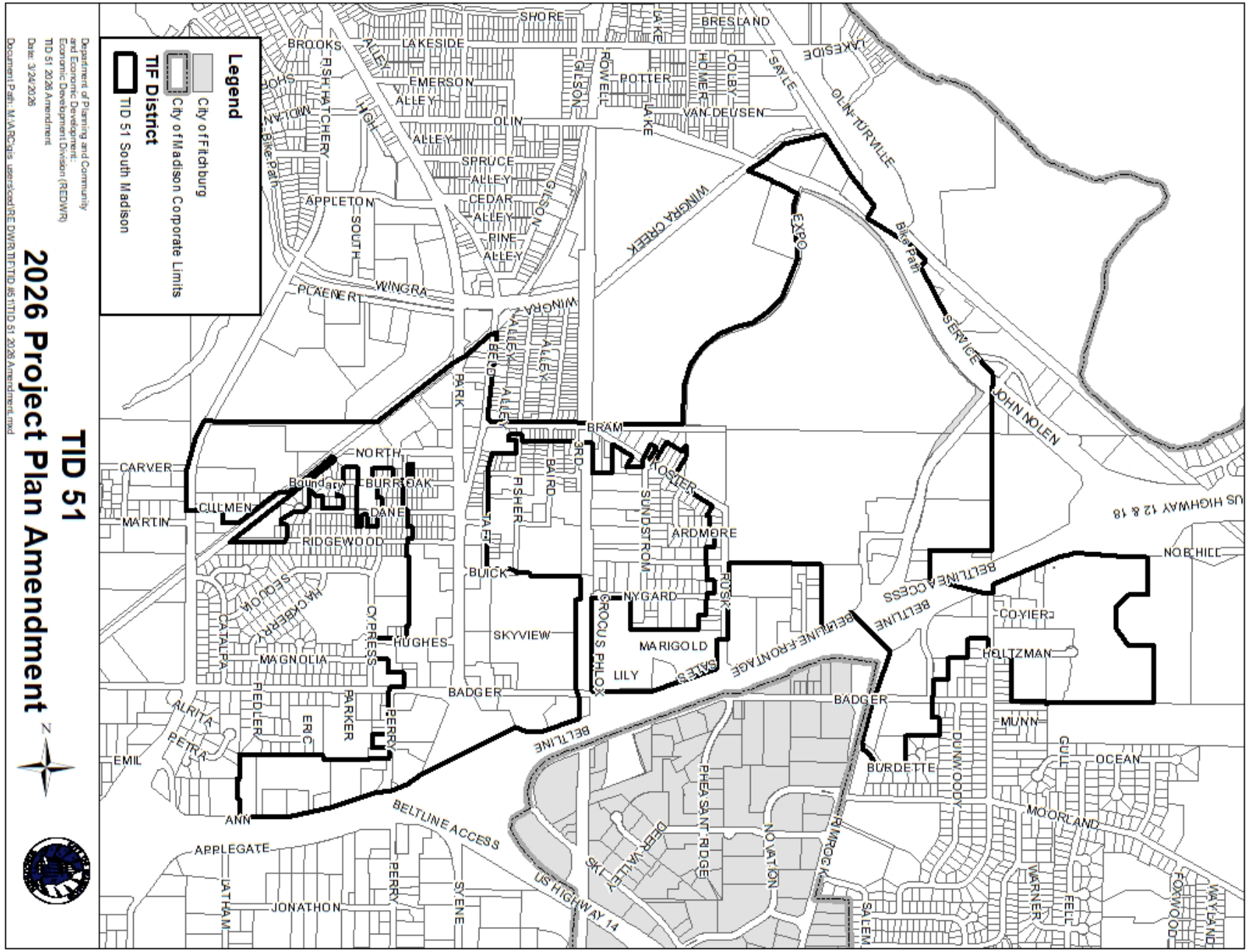
- **$285,000** – Dayton St Sanitary improvements
- **TOTAL CHANGE 2026 - $285,000**

- **Total TIF Funded Project Costs - $26,785,000**

TID 50 – Summary

- Projected to close: 2029
- TID estimated incremental value at closure: $342 million

TID 51


TID 51
2026 Project Plan Amendment
Legend
City of Fitchburg
City of Madison Corporate Limits
TIF District
TID 51 South Madison
Department of Planning and Community and Economic Development
Economic Development Division (REDWR)
TID 51 2026 Amendment
Date: 3/24/2026
Document Path: M:\ARCGIS\...\TID 51 2026 Amendment.mxd
N
Boundary
BRESLAND
SHORE
LAKESIDE
BROOKS
ALLEY
EMERSON
POTTER
ROWELL
GILSON
COLBY
HOMER
VAN DEUSEN
OLIN
SPRUCE
CEDAR
PINE
APPLETON
SOUTH
WINGRA
PLAENERT
WINGRA CREEK
BIKE PATH
SERVICE
JOHN NOLEN
US HIGHWAY 12 & 18
NORTH
CARVER
BURR OAK
DANE
CULLMEN
MARTIN
RIDGEWOOD
PARK
BRAM
3RD
BAIRD
FISHER
TAFT
BUICK
FOSTER
SUNDSTROM
ARDMORE
NYGARD
RUSK
BELTLINE ACCESS
BELTLINE FRONTAGE
BELTLINE
NOB HILL
COYIER
HOLTZMAN
MUNN
SEQUOIA
MAGNOLIA
CATALPA
CYPRESS
HUGHES
SKYVIEW
CROCUS PHLOX
MARIGOLD
LILY
SALES
BADGER
ALRITA
PETRA
EMIL
REDLER
ERIC
PARKER
BERRY
ANN
APPLEGATE
LATHAM
JONATHON
SYENE
BELTLINE ACCESS
US HIGHWAY 14
SKY VALLEY
DEER VALLEY
PHEASANT RIDGE
NOVATION
RIMROCK
SALEM
BURDETTE
DUNWOODY
GULL
OCEAN
MOORLAND
WARNER
FELL
FOXWOOD
WAYLAND

TID 51 – Key Reallocations & Changes

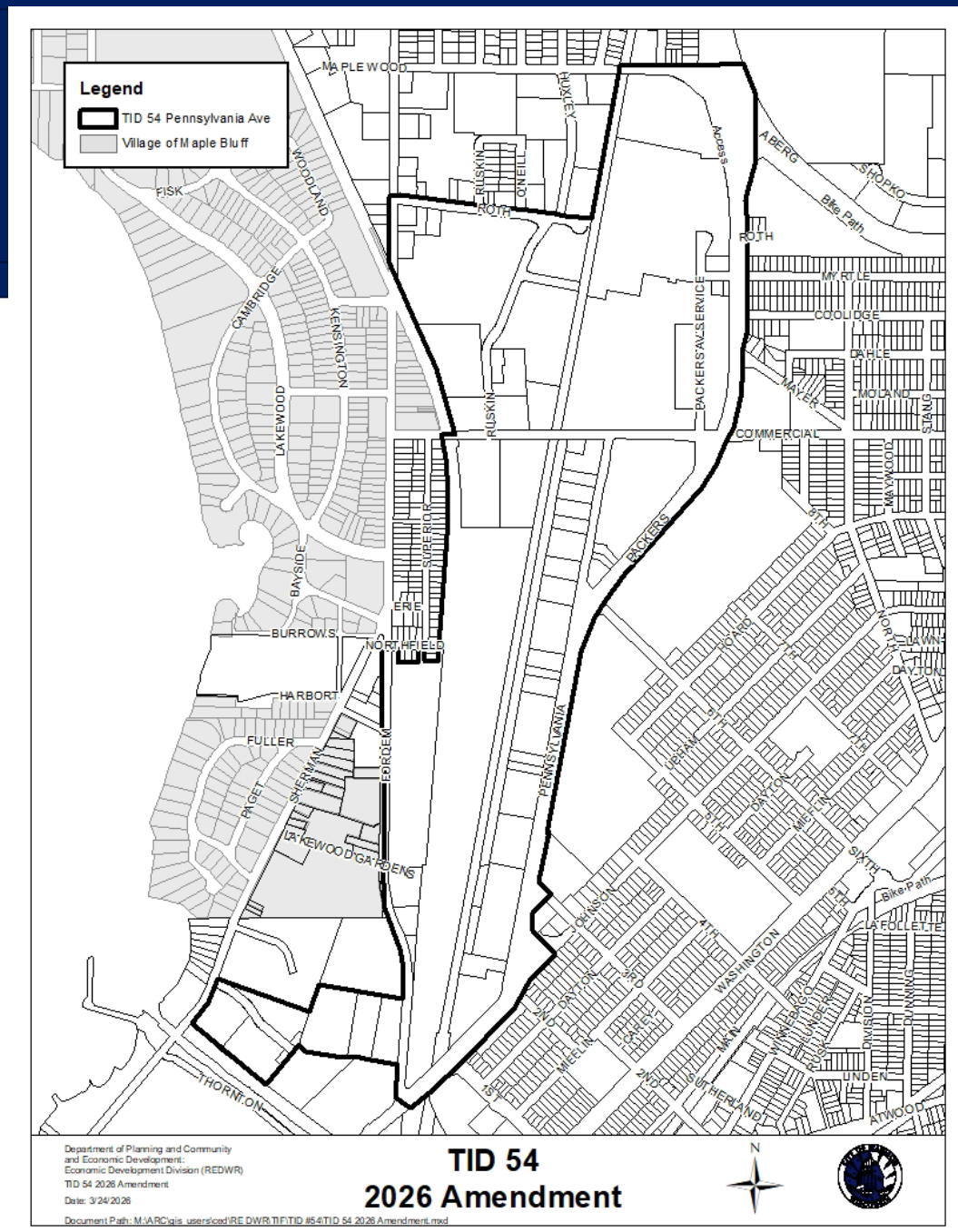
- **$25,000,000 – Housing Development in the South Park Street Corridor**
  - (This project category and cost are created in the 2026 project plan amendment, using re-allocated funds from previously approved projects);
- **(-$9,000,000) – Development Loans**
  - (South Transfer Point – This project cost and category are eliminated and the funds re-allocated to the “Housing Development in South Park Street Corridor” line item);
- **(-$6,000,000) – Development Loans**
  - (Village on Park Improvements - This project cost and category are eliminated and the funds re-allocated to the “Housing Development in South Park Street Corridor” line item);
- **(-$5,000,000) – Development Loans**
  - (Financial Assistance to Rental Housing - This project cost is reduced by $5,000,000 and those funds re-allocated to the “Housing Development in South Park Street Corridor” line item);
- **(-$5,000,000) – New Small Cap Homeownership Program / Development Loans (for owner occupied)**
  - This project cost is reduced by $5,000,000 and those funds re-allocated to the “Housing Development in South Park Street Corridor” line item);

- **TOTAL CHANGE 2026: $0** (There is no net change to the project plan as a result of the 2026 amendment)
- **Total TIF Funded Project Costs - $99,480,000**

TID 51 – Summary

- Projected to close: 2037*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $290 million

TID 54


Legend
TID 54 Pennsylvania Ave
Village of Maple Bluff
MAPLEWOOD
HUXLEY
ABERG
SHOPKO
Bike Path
FISK
WOODLAND
RUSKIN
O'NEILL
ROTH
CAMBRIDGE
KENSINGTON
LAKEWOOD
BAYSIDE
ERIE
SUPERIOR
BURROWS
NORTHFIELD
HARBORT
FULLER
SHERMAN
EDGEWOOD
PAGET
LAKEWOOD GARDENS
THORNTON
PACKERS AV-SERVICE
MYRTLE
COOLIDGE
DAHLE
MAYER
MOLAND
STANG
COMMERCIAL
MAYWOOD
PACKERS
PENNSYLVANIA
RICHARD
DAYTON
LAWN
HORTON
UPHAM
MIFFLIN
SIXTH
Bike Path
LAFOLLETTE
JOHNSON
41ST
WASHINGTON
MAIN
WINNEBAGO
DIVISION
DUNNING
UNDEN
ATWOOD
SUTHERLAND
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 54 2026 Amendment
Date: 3/24/2026
Document Path: M:\ARC\gis_users\cced\RE DWR\TIF\TID #54\TID 54 2026 Amendment.mxd
TID 54
2026 Amendment
N

TID 54 – Costs

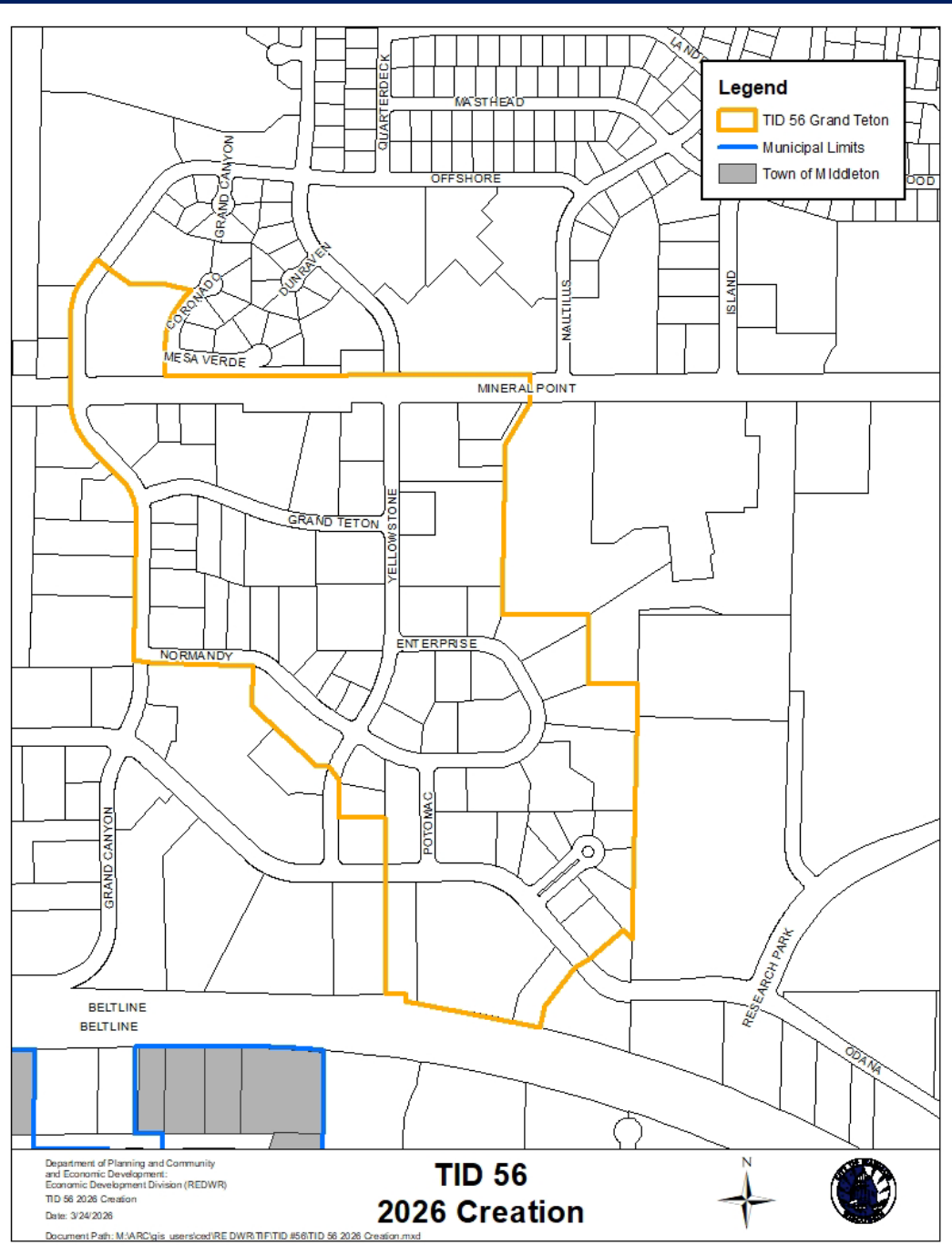
- **Development Loans (Realta Fusion Jobs TIF)** – $2,800,000

- **TOTAL CHANGE 2026: $2,800,000**
- **Total TIF Funded Project Costs - $21,747,000**

TID 54 – Summary

- Projected to close: 2034*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $215 million

TID 56


Legend
TID 56 Grand Teton
Municipal Limits
Town of Middleton
MASTHEAD
OFFSHORE
QUARTERDECK
GRAND CANYON
CORONADO
DUNRAVEN
MESA VERDE
NAUTILUS
ISLAND
MINERAL POINT
GRAND TETON
YELLOWSTONE
ENTERPRISE
NORMANDY
POTOMAC
GRAND CANYON
BELTLINE
BELTLINE
RESEARCH PARK
ODANA
TID 56
2026 Creation
N
Department of Planning and Community and Economic Development:
Economic Development Division (REDWR)
TID 56 2026 Creation
Date: 3/24/2026
Document Path: M:\ARC\gis_users\cod\RE DWR\TIF\TID #56\TID 56 2026 Creation.mxd

TID 56 – Costs

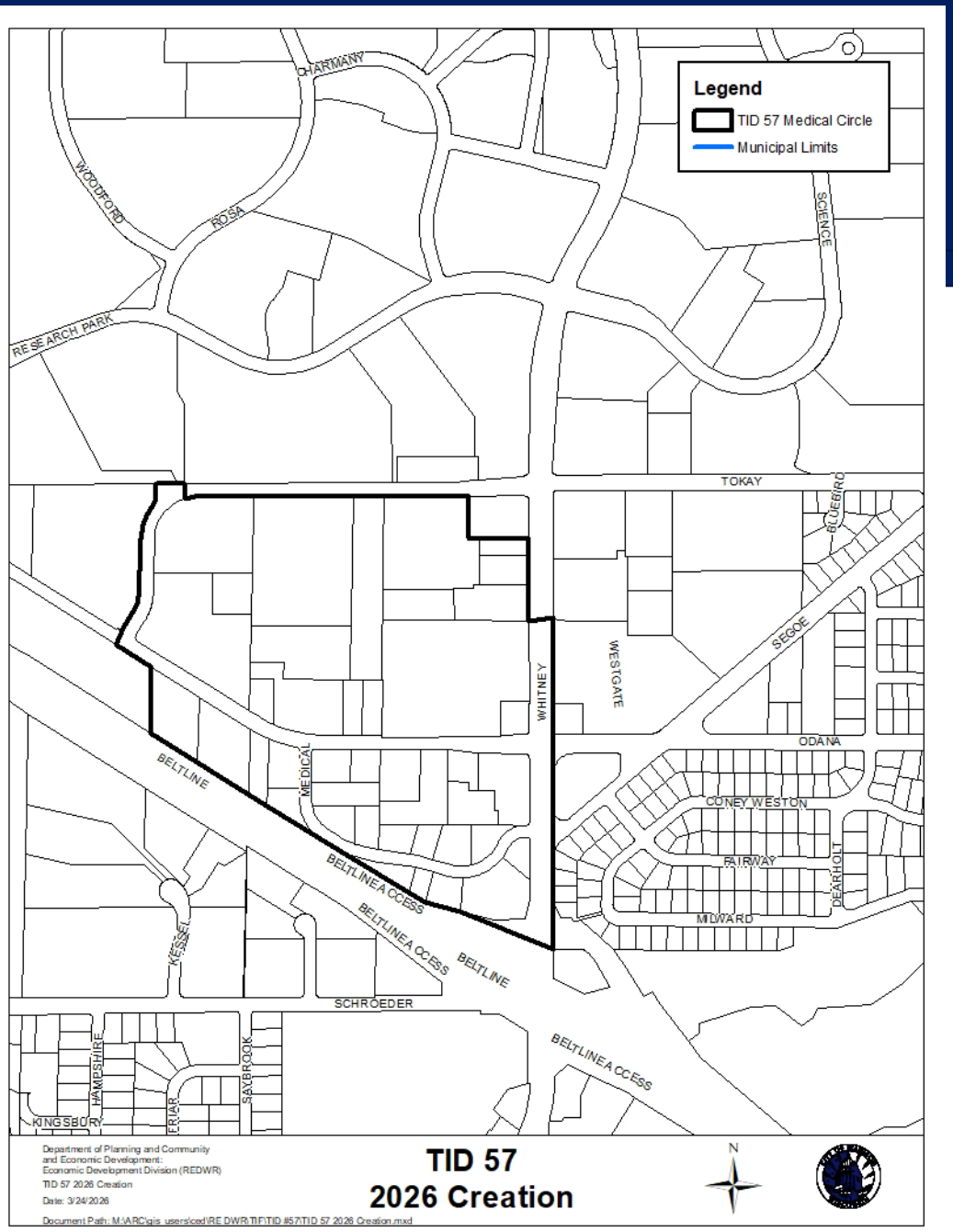
- **$10,100,000** – Public works / infrastructure projects in the Mineral Point Road, Grand Canyon Drive, Grand Teton Plaza, Yellowstone Drive, and Odana Road area;
- **$1,500,000** – Parks improvements in the West Towne area
- **$2,900,000** – Development Loans
- **$2,000,000** – Small Business Assistance, including grants
- **$500,000** – Administrative and professional costs.

- **TOTAL 2026: $17,000,000**
- **Total TIF Funded Project Costs - $17,000,000**

TID 56 – Summary

- Projected to close: 2045*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $104 million

TID 57


Legend
TID 57 Medical Circle
Municipal Limits
CHARMANY
WOODFORD
ROSA
RESEARCH PARK
SCIENCE
TOKAY
BLUEBIRD
SEGOE
WESTGATE
WHITNEY
ODANA
MEDICAL
BELTLINE
CONEY WESTON
FAIRWAY
DEARHOLT
MIDWARD
BELTLINE ACCESS
BELTLINE ACCESS
BELTLINE
KESSEL
SCHROEDER
BELTLINE ACCESS
HAMPSHIRE
SAYBROOK
FRIAR
KINGSBURY
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 57 2026 Creation
Date: 3/24/2026
Document Path: M:\ARC\gis users\cod\RE DWR\TIF\TID #57\TID 57 2026 Creation.mxd
TID 57
2026 Creation
N

TID 57 – Costs

- **$8,500,000** – Public works / infrastructure projects in the Whitney Way, Odana Road, Tokay Blvd., and Medical Circle of the City of Madison
- **$2,000,000** – Development Loan to 5555 Odana Road / 5534 Medical Circle
- **$2,000,000** – Small Business Assistance, including grants
- **$500,000** – Administrative and professional costs.

- **Total TIF Funded Project Costs - $13,000,000**

TID 57 – Summary

- Projected to close: 2045*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $87 million

Questions?

Dan Rolfs (Real Estate Development Manager)

drolfs@cityofmadison.com

City of Madison

City of Madison
Madison, WI 53703
www.cityofmadison.com

Master

File Number: 93418

File ID:	93418	**File Type:**	Resolution	**Status:**	Items Referred
Version:	1	**Reference:**		**Controlling Body:**	FINANCE COMMITTEE
				File Created Date :	06/02/2026
File Name:	13344 TID 54 2026 Project Plan Amendment			**Final Action:**	

Title: Approving the Amendment to the Project Plan for Tax Incremental District (TID) #54 (Pennsylvania Ave), City of Madison. (District 12)

Notes:

Sponsors:	Julia Matthews	**Effective Date:**	
Attachments:	13344 TID 54 2026 JRB Report.pdf, 13344 TID 54 2026 Project Plan Amendment.pdf, TID 54 Legal Description.pdf, TID 44, 46, 50, 51, 54, 56, 57 Plan Com Presentation 2026 6-15.pdf	**Enactment Number:**	
Author:	Dan Rolfs, Real Estate Development Manager	**Hearing Date:**	
Entered by:	cklawiter@cityofmadison.com	**Published Date:**	

History of Legislative File

Version:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Economic Development Division	06/02/2026	Referred for Introduction				
	Action Text: This Resolution was Referred for Introduction						
	Notes: Finance Committee (6/29/26), Plan Commission (6/15/26), Common Council (7/7/26)						
1	COMMON COUNCIL	06/09/2026	Refer	FINANCE COMMITTEE			Pass
	Action Text: A motion was made by Madison, seconded by Glenn, to Refer to the FINANCE COMMITTEE. The motion passed by voice vote/other.						
	Notes: Additional referral to Plan Commission.						
1	FINANCE COMMITTEE	06/09/2026	Referred	PLAN COMMISSION	06/15/2026		
	Action Text: This Resolution was Referred to the PLAN COMMISSION						
1	PLAN COMMISSION	06/15/2026	Return to Lead with the Recommendation for Approval	FINANCE COMMITTEE			Pass
	Action Text: A motion was made by Solheim, seconded by Wasniewski, to Return to Lead with the Recommendation for Approval to the FINANCE COMMITTEE. The motion passed by voice vote/other.						
	Notes: On a motion by Solheim, seconded by Wasniewski, the Plan Commission found the standards met and recommended approval of the amended tax incremental district to the Common Council. The motion passed by voice vote/ other.						

Text of Legislative File 93418

Fiscal Note

The proposed resolution authorizes a project plan amendment to TID 54 - Pennsylvania Avenue. The plan amendment includes an additional $2.8 million in TIF support for one additional project: a Jobs TIF loan to Realta Fusion at 910 Mayer Ave within TID 54.

Legislative file 92735 authorizes an amendment to the Economic Development Division's (EDD) 2026 Capital Budget to add $2.8 million in TID-supported GO Borrowing for the the Jobs TIF loan to Realta Fusion within the TID 54 program (program #99015). No additional City appropriation is required with adoption of this project plan amendment.

Title

Approving the Amendment to the Project Plan for Tax Incremental District (TID) #54 (Pennsylvania Ave), City of Madison. (District 12)

Body

WHEREAS Chapter 105 of the Laws of 1975 of the State of Wisconsin created the Tax Increment Law (the "TIF Law"), Section 66.1105, Wisconsin Statutes; and

WHEREAS TIF Law sets forth certain steps which must be followed to amend a Tax Incremental Project Plan; and

WHEREAS a Notice of Public Hearing by the Plan Commission to afford interested parties an opportunity to express their views on the amendment to the TID Project Plan for TID 54 was published in the Wisconsin State Journal on May 29 and June 5, 2026 as required by TIF Law; and

WHEREAS prior to publication of the Notice of Public Hearing a copy of the Notice was sent by first-class mail to each of the chief executive officers or administrators of all local governmental entities having the power to levy taxes on property within the boundary of TID 54; and

WHEREAS the Plan Commission of the City of Madison held a public hearing on June 15, 2026, at which interested parties were afforded an opportunity to express their views on the proposed amendment to the Project Plan for TID 54; and

WHEREAS the Plan Commission has made the following findings as indicated in the attached report:

1. No less than 50%, by area, of the real property within the TID is blighted within the meaning of 66.1105(2), Wisconsin Statutes.

2. The improvement of such area is likely to significantly enhance the value of substantially all of the other real property in the TID.

3. The aggregate value of equalized taxable property of the TID, plus all existing TIDs, does not exceed 12% of the total value of equalized taxable property within the City.

WHEREAS the Plan Commission has determined that the TID meets the basic requirements of City TIF Policy for tax incremental district proposals adopted by the Common Council on April 17, 2001, amended on March 31, 2009, and amended again on February 25, 2014 (insofar as they are applicable to the amendment of a project plan), conforms to the Comprehensive Plan for the City of Madison and is consistent with the review criteria adopted at the same time,

specifically, that the TID supports economic development activities intended to stabilize and diversify the City's economic base.

NOW THEREFORE BE IT RESOLVED that the Common Council of the City of Madison hereby confirms and adopts the above recitals and finds that:

1. No less than 50%, by area, of the real property within the TID boundary is blighted within the meaning of Section 66.1105(2), Wisconsin Statutes.
2. The improvement of such area is likely to significantly enhance the value of substantially all of the other real property in the TID.
3. The aggregate value of equalized taxable property of the TID, plus all existing TIDs, does not exceed 12% of the total value of equalized taxable property within the City.
4. The project costs relate directly to eliminating blight.
5. TID 54 (Pennsylvania Ave) is hereby declared a blighted area district.
6. The percentage of territory that will be devoted to retail businesses within TID 54 (Pennsylvania Ave) at the end of the expenditure period is estimated to be under thirty-five (35%) percent.
7. The boundaries of TID 54 (Pennsylvania Ave) are not changing.

BE IT STILL FURTHER RESOLVED that the attached amended Project Plan for TID 54 (Pennsylvania Ave), City of Madison, is hereby adopted as of January 1, 2026 as the Project Plan for said District and such plan is feasible and in conformity with the Comprehensive Plan for the City of Madison and will add to the sound growth of the City.

Executive Summary to the City of Madison Joint Review Board

Tax Incremental District (TID) No. 54 (Pennsylvania Ave)
2026 Project Plan Amendment
City of Madison

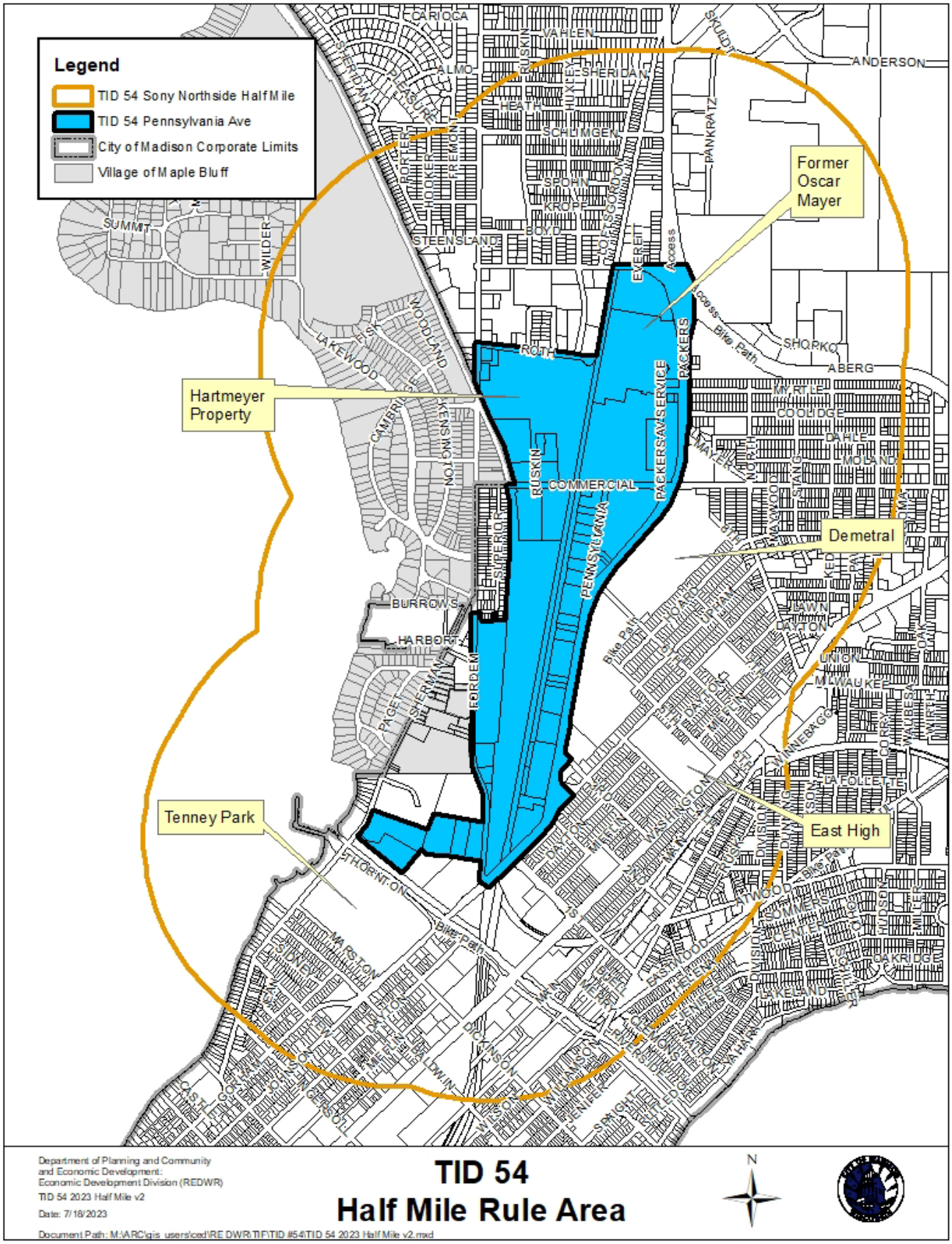
May 22, 2026

Background

By statute, a TIF Joint Review Board, comprised of one representative each from the Madison Metropolitan School District (MMSD), the City of Madison, Dane County, Madison College (MATC) and one public member, meets to review, and if acceptable, approve a proposed amendment to a Tax Incremental District (TID) Project Plan. The Joint Review Board will meet at a future date to take action upon the proposed amendment to the project plan to TID 54 (Pennsylvania Ave).

Summary of the TID #54 Project Plan

The map on the next page depicts the boundaries of TID 54 in the Pennsylvania Ave area of the City of Madison, along with the Half Mile boundary of TID 54:


Legend
TID 54 Sony Northside Half Mile
TID 54 Pennsylvania Ave
City of Madison Corporate Limits
Village of Maple Bluff
Former Oscar Mayer
Hartmeyer Property
Demetral
Tenney Park
East High
COMMERCIAL
PENNSYLVANIA
RUSKIN
PACKERS AV SERVICE
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 54 2023 Half Mile v2
Date: 7/18/2023
Document Path: M:\ARC\gis_users\ced\RE DWR\TIF\TID #54\TID 54 2023 Half Mile v2.mxd
TID 54
Half Mile Rule Area
N

TIF Law Required Information for TID Amendment Approval

1) Estimates of project costs and tax increments, including:

a) Specific items that constitute project costs; (See Chart Below)

NOTE: Amendments to the Project Plan from the First Amendment (2024) are highlighted in yellow.
NOTE: Amendments to the Project Plan from the Second Amendment (2026) are highlighted in green.

Type TID / Major Project	Project/Program Name	Year / Time Frame	Proposed TIF Funded Non-Assessable Costs	Assessable / Non-TIF Project Costs	Total
Engineering	Roth St	2023-2050	945,000	105,000	1,050,000
Engineering	Sherman Ave	2023-2050	495,000	55,000	550,000
Engineering	New N/S Multi-Use Path	2023-2050	2,370,000	0	2,370,000
Economic Development	Business Improvement Grants	2023-2050	850,000	0	850,000
Economic Development	Façade Grants	2023-2050	290,000	0	290,000
Economic Development	Commercial Ownership Assistance Grant Program	2023-2050	1,750,000	0	1,750,000
Economic Development	Small Cap TIF	2023-2050	1,000,000	0	1,000,000
Economic Development	Development Loans (Hartmeyer 1 & 2)	2023-2050	6,250,000	0	6,250,000
Org., Admin., and Prof. Costs	Admin	2023-2050	500,000	0	500,000
TOTAL			**14,450,000**	160,000	14,610,000
Financing Costs		2023-2050	3,974,000	0	3,974,000

Type TID / Major Project	Project/Program Name	Year / Time Frame	Proposed TIF Funded Non-Assessable Costs	Assessable / Non-TIF Project Costs	Total
Sanitary Sewer	Sanitary sewer (Fordem Ave to East Johnson St)	2024-2050	714,000	0	714,000
Park Improvements	Demetral, Burrows, Eken, Tenney, Sherman School, and new Roth St park	2024-2050	2,114,000	0	2,114,000
Economic Development	Vermillion Site (1617 Sherman Ave)	2024-2050	1,669,000	0	1,669,000
Total 2024 Amendment Costs		2024-2050	4,497,000	0	4,497,000
Total TID 54 Project Costs (Original and 2024 Amendment)		2024-2050	**18,947,000**	160,000	19,107,000
2024 Amendment Financing Costs		2024-2050	1,236,000	0	1,236,000
Total Financing Costs		**2023-2050**	**5,210,000**	**0**	**5,210,000**

Type TID / Major Project	Project/Program Name	Year / Time Frame	Proposed TIF Funded Non-Assessable Costs	Assessable / Non-TIF Project Costs	Total
Economic Development	Realta Fusion (Phase 1 and Phase 2 – 910 Mayer Ave)	2026-2050	2,800,000	0	2,800,000
Total 2026 Amendment Costs		2026-2050	2,800,000	0	2,800,000
Total TID 54 Project Costs (Original, 2024, and 2026 Amendment)		2026-2050	**21,747,000**	160,000	21,907,000
2026 Amendment Financing Costs		2026-2050	770,000	0	770,000
Total Financing Costs		**2023-2050**	**5,980,000**	**0**	**5,980,000**

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

b) The total dollar amount of these project costs to be paid with tax increments;

Per the above chart, tax increments will pay for a total of **$21,747,000** of project costs.

c) The amount of tax increments to be generated over the life of the tax incremental district.

Through the end of 2025, TID 54 generated an estimated $100,000 of incremental revenues. Based upon the City's revised TIF run for the second (2026) amendment, TID 54 will generate an additional $22 million of incremental revenue through its expiration date of 2050. The net present value of these incremental revenues is $9 million. The original and first amendment (2024) to the project plan estimated that TID 54 would generate $59 million of incremental revenue through its expiration date of 2050. The net present value of these $59 million of tax increments was estimated to be $21 million.

This would lead to a total forecasted incremental revenue over the entire life of TID 54 of $81 million.

2. The amount of value increment when the project costs are paid in full and the district is closed.

Based upon development projects that have occurred to date, the anticipated incremental value of property within the district at the end of its 27-year life is estimated at **$323,000,000**. This value will be returned to overlying tax jurisdictions for general tax levy

purposes upon closure of the district at the end of its statutory life. Based upon conservative estimates, the district will generate sufficient incremental revenues to repay all anticipated project costs by 2034.

Without any additional projects generating new incremental value, the estimated incremental value in 2034 is $215 million. The 2025 incremental value is approximately $16 million. However, the City may propose future amendments to the TID 54 project plan to fund additional development or infrastructure projects.

3. The reasons why the project costs may not or should not be paid by the owners of property that benefit by improvements within the district.

The budget for the proposed project plan amendment is estimated at $21,907,000.

The total amount of assessable costs not to be paid for with TIF funds is $160,000.

The total amount of costs to be paid for with TIF funds is $21,747,000.

4. The share of the projected tax increments estimated to be paid by the owners of taxable property in each of the taxing jurisdictions overlying the district.

The certified base value of TID 54 is **$80,701,500**. Overlying jurisdictions will continue to collect their portion of the levy upon the base value over time. The box below indicates the share of the estimated first tax increment invested by overlying tax jurisdictions based upon the 2026 mill rate.

Tax Jurisdiction	2026 Mill Rate	Share of Tax Levy
City	7.00	35%
County	2.36	12%
MMSD	10.41	51%
MATC	0.64	3%
State of WI	0.0	0%
Totals*	20.38**	100%**

Source: City of Madison 2026 Adopted Operating Budget
**NOTE: Total Mill Rate is the Gross Mill, prior to any State Tax Credits being applied to this rate.*
***NOTE: Total may not add due to rounding*

5. The benefits that the owners of taxable property in the overlying taxing jurisdictions will receive to compensate them for their share of the projected tax increments.

A conservative estimate of the total incremental value resulting from potential development projects, and economic growth or value appreciation of the life of the TID is estimated to be $323 million. The benefits of these potential projects are: sharing new equalized value growth, blight elimination, infrastructure improvements, and job creation / retention to benefit those in the district and throughout the City of Madison.

TID 54's base value of $80,701,500 is anticipated to grow by $323 million at the end of the 27-year life of the TID. Assuming that the City incurs all of the $21.7 million of projected costs identified in the TID Project Plan, that there are no changes in tax increment estimates, no further project plan amendments and no changes to TIF Law, the City of Madison forecasts that TID 54 may close in 2034. The average life of a TID in the City of Madison is 12 years. The estimated incremental value of the TID in 2034 when the TID is forecasted to be closed is estimated to be $215 million *(Note: variations are due to rounding)*.

TID 54 is a "blighted area" TID, as defined by State Statute 66.1105.

Criteria for TID Approval

Per TIF Law, the Joint Review Board will cast a vote based upon the following three criteria:

1. **Whether the development expected in the tax incremental district would occur without the use of tax incremental financing.**

   Only $160,000 of the proposed $21,907,000 in project costs are assessable. Without tax increment revenue, such improvements that would be supported by the $21.7M of TIF investment are not likely to occur when compared to areas in the City where special assessment revenues may be more readily available to fund greater portions of project costs. In the case of the 2026 Project Plan Amendment to support Realta Fusion, Inc, it is not likely that the 200 jobs would be created / retained within the City of Madison.

2. **Whether the economic benefits of the tax incremental district, as measured by increased employment, business and personal income and property value, is insufficient to compensate for the cost of improvements.**

   If the District closes in 2034 as projected, it is estimated that approximately $215 million of incremental value would return to the overlying taxing jurisdictions. At 27 years, the District would return approximately $323 million of incremental value to the overlying taxing jurisdictions. Without TIF, the infrastructure and other investments described in the project plan document in and adjacent to TID 54 would not occur. The infrastructure and other improvements will continue to boost values within and adjacent to TID 54.

3. **Whether the benefits of the proposal outweigh the anticipated tax increments to be paid by owners of property in the overlying tax districts.**

   Property and infrastructure improvements, blight elimination, tax base growth and job creation / retention are the most significant and quantifiable benefit to overlying tax jurisdictions from the investment of TIF funds.

   Without TIF, overlying tax jurisdictions would share approximately $1,500,000 of tax revenues for the tax parcels included in TID 54, based on the base value of $80,701,500. As stated earlier, the incremental value in 2034 at the end of the

projected life of the TID is estimated at $215 million. Theoretically, if the City invested all $21.7 million of project costs in the district, which investment would leverage over $215 million; or $1 of TIF leverages approximately $10 of value growth. If the TID were to be closed at that time, this value growth would be returned to overlying tax jurisdictions that would now share in a levy of approximately $5.5 million, or a net gain of approximately $4 million as a result of TIF.

In turn, the anticipated tax increments over the life of the district are estimated to support $21.7 million of public investment. This investment will further enhance the area, eliminate blight, increase values in and around the District, and help create new, family-supporting jobs.

Date Adopted: July 25, 2023
Resolution Number: RES-23-00507
Expenditure Deadline: July 25, 2045
TID Expiration Date: July 25, 2050

Date Adopted: July 2, 2025
Resolution Number: RES-24-00435
Legistar # 83655

Date Adopted:
Resolution Number:
Legistar #

Project Plan and Boundary for

TAX INCREMENTAL FINANCE DISTRICT 54 (PENNSYLVANIA AVENUE)

City of Madison

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

2026

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TAX INCREMENTAL FINANCE DISTRICT #54
(PENNSYLVANIA AVENUE)

NOTE: Amendments to the Project Plan from the First Amendment (2024) are highlighted in yellow.
NOTE: Amendments to the Project Plan from the Second Amendment (2026) are highlighted in green.

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) #54–(Pennsylvania Avenue) as a blighted area 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 public works improvements, affordable and market rate housing development, and small business development.

PROPOSED CHANGES IN ORDINANCES, CODES OR PLANS

The project elements proposed in this Project Plan conform to the objectives and recommendations contained in the 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.

TID 54 is currently zoned a mix of CC-T, RMX, NMX, PD, IL, TR-U2, CN, IG, SE, and TR-C4.

Consistency with the City of Madison Comprehensive Plan

The project elements in this Project Plan conform to the objectives and recommendations contained in the City of Madison Comprehensive Plan which can be found at:

https://www.cityofmadison.com/dpced/planning/comprehensive-plan/1607

The percentage of territory devoted to retail businesses in TID 54 is estimated to be under 35%.

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.
B. Fostering the creation and retention of family-supporting jobs.
C. Encouraging adaptive re-use of obsolete or deteriorating property.
D. Encouraging urban in-fill projects that increase (or decrease where appropriate) density consistent with the City's Comprehensive Plan.
F. Creating a range of housing types and specifically encouraging the development of workforce and affordable housing, especially housing that is for those earning much less than the area median income.

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 project costs for TID 54. 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 costs to be paid for with TIF.

Half Mile Rule

It is the City's intent to request the Joint Review Board to authorize the use of the so called "Half Mile Rule" in and adjacent to TID 54. This will allow funds from TID 54 to be spent within a half mile of TID 54.

Public Works Improvements

The City intends to complete multiple public works projects in TID 54. These projects, led by the City Engineering and Parks Divisions, are listed below. The project costs below are total costs inclusive of non-TIF and other funding sources. The Detailed Estimate and Timing of Project Costs later in this Project Plan further describes the timing for each project, as well as identifying how much funding from other non-TIF sources is included in the budget.

Project	Description	Total Cost (including TIF and non-TIF funds)
Street improvements	Roth St	1,050,000
Street Improvements	Sherman Ave	550,000
Bike / Ped Improvements	New N/S Multi-Use Path	2,370,000
Sanitary Sewer	Sanitary sewer improvements from Fordem Ave to East Johnson St (under RR Yard)	714,000
Parks Improvements	Parks Improvements	2,114,000

Estimated Cost: ~~**$3,970,000**~~ **$6,798,000**

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. The Detailed Estimate and Timing of Project Costs later in this Project Plan further describes the timing for each project, as well as identifying how much funding from other non-TIF sources is included in the budget.

Estimated Cost: **$0**

Economic and Community 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. The City will make $6.25M in TIF assistance loans for two affordable housing projects on the vacant Hartmeyer site at 2007 Roth Street.

Land Banking / 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.

Small Business Assistance

In order to assist small businesses in and around TID 54, the City may provide additional funding to the existing Commercial Ownership Assistance program, Building Improvement Grant Program, Façade Grant Program, as well as extend the existing Small Cap TIF program for small business. Should the City make any grants through these programs, the City will provide the Joint Review Board with copies of any applicable grant agreements as required under State of Wisconsin TIF Law.

Project	Description	Total Cost (including TIF and non-TIF funds)
Economic Development	Building Improvement Grant	850,000
Economic Development	Façade Grant	290,000
Economic Development	Commercial Ownership Assistance Grant Program	1,750,000
Economic Development	Small Cap TIF	1,000,000
Economic Development	Hartmeyer Site (Senior and 4% LIHTC Housing)	$6,250,000
Economic Development	Vermillion Site (1617 Sherman Ave)	$1,669,000
Economic Development	Realta Jobs TIF Loan (Phase 1 and Phase 2 Loan)	$2,800,000

Estimated Cost: ~~**$10,140,000**~~ ~~**$11,809,000**~~ **$14,609,000**

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 54 pays off all of its aggregate costs, as provided for in State Statute the City may extend the life of TID 54 for one year to benefit affordable housing and to improve housing stock. The City proposes to use TIF funds to develop a small cap homeownership program, provide funding for owner occupied affordable housing, provide home buyer assistance, expand the City's current rental rehab program, and provide financial assistance to additional affordable rental housing.

NOTE: While there are no funds set aside for Affordable Housing as of the 2023 creation of TID 54, The Hartmeyer project proposes to create several hundred units of affordable housing.

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 54, supplies and materials, contract and consultant services, and those costs

of City departments such as the Finance Department, City Attorney, City Engineer, Parks Division, DPCED and the Office of the Mayor.

Estimated Cost: **$500,000**

Total Cost *(including TIF and non-TIF / Assessable Costs)* **~~$14,610,000~~ ~~$19,107,000~~ $21,907,000**

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 ~~$14,450,000~~ ~~$19,107,000~~ $21,907,000 of TIF-eligible project costs and an estimated ~~$3,974,000~~ ~~$5,210,000~~ $5,985,000 of 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 blighted area TID within 22 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. New costs, not included in this Project Plan, that are identified over time shall require a project plan amendment. **There are $160,000 in assessable, non-project costs.**

Type TID / Major Project	Project/Program Name	Year / Time Frame	Proposed TIF Funded Non-Assessable Costs	Assessable / Non-TIF Project Costs	Total
Engineering	Roth St	2023-2050	945,000	105,000	1,050,000
Engineering	Sherman Ave	2023-2050	495,000	55,000	550,000
Engineering	New N/S Multi-Use Path	2023-2050	2,370,000	0	2,370,000
Economic Development	Business Improvement Grants	2023-2050	850,000	0	850,000
Economic Development	Façade Grants	2023-2050	290,000	0	290,000
Economic Development	Commercial Ownership Assistance Grant Program	2023-2050	1,750,000	0	1,750,000
Economic Development	Small Cap TIF	2023-2050	1,000,000	0	1,000,000
Economic Development	Development Loans (Hartmeyer 1 & 2)	2023-2050	6,250,000	0	6,250,000

Org., Admin., and Prof. Costs	Admin	2023-2050	500,000	0	500,000
TOTAL			**14,450,000**	160,000	14,610,000
Financing Costs		2023-2050	3,974,000	0	3,974,000

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

Type TID / Major Project	**Project/Program Name**	**Year / Time Frame**	**Proposed TIF Funded Non-Assessable Costs**	**Assessable / Non-TIF Project Costs**	**Total**
Sanitary Sewer	Sanitary sewer (Fordem Ave to East Johnson St)	2024-2050	714,000	0	714,000
Park Improvements	Demetral, Burrows, Eken, Tenney, Sherman School, and new Roth St park	2024-2050	2,114,000	0	2,114,000
Economic Development	Vermillion Site (1617 Sherman Ave)	2024-2050	1,669,000	0	1,669,000
Total 2024 Amendment Costs		2024-2050	4,497,000	0	4,497,000
Total TID 54 Project Costs (Original and 2024 Amendment)		2024-2050	**18,947,000**	160,000	19,107,000
2024 Amendment Financing Costs		2024-2050	1,236,000	0	1,236,000
Total Financing Costs		**2023-2050**	**5,210,000**	**0**	**5,210,000**

Type TID / Major Project	Project/Program Name	Year / Time Frame	Proposed TIF Funded Non-Assessable Costs	Assessable / Non-TIF Project Costs	Total
Economic Development	Realta Fusion (Phase 1 and Phase 2 – 910 Mayer Ave)	2026-2050	2,800,000	0	2,800,000
Total 2026 Amendment Costs		2026-2050	2,800,000	0	2,800,000
Total TID 54 Project Costs (Original, 2024, and 2026 Amendment)		2026-2050	**21,747,000**	160,000	21,907,000
2026 Amendment Financing Costs		2026-2050	770,000	0	770,000
Total Financing Costs		**2023-2050**	**5,980,000**	**0**	**5,815,000**

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, outlined herein, 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 blighted area TID is 27 years and all project expenditures must be made five (5) years prior to the termination of the TID. Therefore, all project expenditures in TID 54 must be made by December 31, 2045. Tax increments may be received until project costs are recovered or until the TID reaches its maximum life of 27 years, at which time the TID must close.

TIF-Eligible Capital Budget

The cost of public improvements and other project costs is $21,907,000 ~~$19,107,000~~ ~~$14,610,000~~. There are $160,000 of anticipated costs that will be assessable to property owners or funded through other sources such as State and Federal grants. Assessments are determined in accordance with the City and Board of Public Works standard special assessment policies. Given that there are $160,000 of costs that are assessable to property owners or will be funded from non-TIF sources such as state and/or federal sources, **the $21,747,000 ~~$18,947,000~~ ~~$14,450,000~~ balance of the TIF-eligible**

project costs (i.e. net of assessable costs and costs paid for by state and/or federal sources) represents the authorized TIF Capital Budget for this Project Plan.

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 #54 has multiple "generators" of tax increments, as described below.

- *Hartmeyer Property – Phase I Redevelopment Site.* Lincoln Avenue Capital will construct a 303-unit affordable housing project with 446 parking stalls at 2007 Roth Street. The estimated incremental value is $35.8M.

- *Hartmeyer Property – Phase II Redevelopment Site.* The City of Madison approved land uses for phase II of the Hartmeyer redevelopment located at 2007 Roth Street. The project is a senior affordable housing project to be developed by Lincoln Avenue Capital, comprised of 250 units with 289 parking stalls and 1,130 SF of commercial space at an estimated incremental value of $28.8M.

- *Former Sony/Filene House Redevelopment Site.* Developer proposes a 331-unit market-rate apartment project. Incremental value is estimated to be approximately $49.3M.

Total Incremental Value of All TIF Generator Projects: $113,964,000

2026 Project Plan Amendment:

The 2026 Project Plan Amendment is proposed to assist a development at 910 Mayer Ave., described below:

- *Realta Fusion, Inc* – Realta Fusion, Inc. proposes to redevelop a significant portion of the former Oscar Mayer facility at 910 Mayer Ave. The project will include approximately 205,000 SF of renovated office, manufacturing, and research and development space and the creation / retention of 200 jobs (collectively, the "Realta Project"). The estimated incremental value of the Realta Project is $53,500,000. Realta Fusion, Inc. is proposing to relocate their current operations to 910 Mayer Ave. Realta Fusion, Inc. is researching the design, development, and delivery of compact, scalable, modular fusion energy systems. If successful, their business model has the capacity to provide a source of clean, nearly limitless energy.

~~As demonstrated in the section entitled Expectations for Development, a conservative estimate of total incremental value that results from potential development projects, economic growth or value appreciation over the life of the TID is estimated to be **$233,817,000.** This value includes the **$113,964,000** generated from projects outlined above, along with an additional **$119,853,000** of value appreciation over the life of the TID.~~

2026 Project Plan Amendment: The 2026 Project Plan Amendment includes an additional $53,500,000 of newly generated value as a result of the Realta Fusion, Inc. project outlined above. Based upon this newly proposed project, a revised conservative estimate of the total incremental value resulting from potential development projects, economic growth (i.e. value appreciation) ore the life of the TID is estimated to be **$323 million**. This includes an estimated **$167 million** generated from projects outlined above, along with an additional **$156 million** of value appreciation over the life of the TID.

Since a significant amount 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, the anticipated economic growth of tax incremental revenues over the life (i.e. the total amount of tax increments over 27 years) of the TID should total approximately **~~$59,637,000~~ $81,000,000**. The present value of the total incremental revenues that are anticipated to be generated is **~~$21,975,000~~ $31,000,000**. ~~The project plan for TID 54 proposes to spend a total of $14,450,000 of these tax increments. The First (2024) Amendment to the TID 54 project plan proposes to spend a total of $18,947,000 of these tax increments.~~ The Second (2026) Amendment to the TID 54 project plan proposes to spend a total of $21,747,000 of tax increments.

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 54 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 $14,450,000 is~~ **~~$3,974,000~~**. The First (2024) Amendment to the TID 54 Project Plan requires an additional $1,236,000 of financing costs to borrow the additional $4,497,000 allocated for TIF expenditures because of this amendment. The total financing cost of the original project plan and First (2024) Amendment is $5,210,000. The Second (2026) Amendment to the TID 54 Project Plan requires an additional $770,000 of financing costs to borrow the additional $2,800,000 allocated for TIF expenditures. The total financing cost of the original project plan, First (2024) and Second (2026) Amendment is $5,980,000.

PROMOTION OF ORDERLY LAND DEVELOPMENT

The area in this TID is identified for "Medium Density Residential", "Industrial", and "Neighborhood Mixed Use" 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://imaginemadisonwi.com/sites/imaginemadisonwi.com/files/document/pdf/180501%20Comprehensive%20Plan%20-%20Full.pdf

TID 54 is a blighted area TID, as defined by State Statute.

EXPECTATIONS FOR DEVELOPMENT

The expectations for development in TID #54 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 27-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.

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 **~~$113,964,000~~ $167,000,000** of incremental value. The total incremental value (including estimated TIF Generators and appreciation of property value with in the TID) generated over the 27-year life of the district is estimated at approximately **~~$233,817,000~~ $323,000,000**. This growth is estimated to generate approximately **~~$59,637,000~~ $81,000,000** of tax increments over the life of the TID. The estimated present value of these tax increments is **~~$21,975,000~~ $31,000,000**. ~~The 2023 Project Plan proposes to authorize expenditure of only $14,450,000 of tax increments. The First (2024) Amendment to the TID 54 project plan proposes to spend a total of $18,947,000 of these tax increments.~~ The Second (2026) Amendment to the TID 54 project plan proposes to spend a total of $21,747,000 of these tax increments

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

Madison TID #54 Boundary Description
Pennsylvania Avenue

NOTE: Wetland areas are specifically excluded from inclusion within TID 54.

A parcel of land located in the Southeast ¼ of the Northeast ¼ and the Northeast ¼ of the Southeast ¼ of Section 1, Township 7 North, Range 9 East; and the Southeast ¼ of the Northwest ¼, the Southwest ¼ of the Northeast ¼, the Northwest ¼ of the Southeast ¼, the Southwest ¼ of the Southeast ¼, and the Southwest ¼ all of Section 31, Township 8 North, Range 10 East; and the Northwest ¼ of the Northeast ¼, the Northeast ¼ of the Southwest ¼, the Northwest ¼ of the Southwest ¼, the Southwest ¼ of the Southwest ¼, and the Northwest ¼ all of Section 6, Township 7 North, Range 10 East; and the Northeast ¼ of the Northeast ¼, the Southeast ¼ of the Northeast ¼, the Northeast ¼ of the Southeast ¼, and the Northwest ¼ of the Southeast ¼ all of Section 12, Township 7 North, Range 9 East all in the City of Madison, Dane County, Wisconsin, more particularly described as follows:
Commencing at the Southwest corner of Section 31, Township 8 North, Range 10 East in the City of Madison;
Thence easterly along the south line of the Southwest ¼ of said Section 31, a distance of 375.6 feet more or less to a point on the westerly right-of-way of the Wisconsin and Southern Railroad also being the **Point of Beginning**;
Thence continuing 100 feet more or less along the said south line of the Southwest ¼ of Section 31 to a point of intersection of the easterly right-of-way of the Wisconsin and Southern Railroad;
Thence northwesterly 28.5 feet more or less along the said easterly right-of-way of the Wisconsin and Southern Railroad to the intersection of the said easterly right-of-way of the Wisconsin and Southern Railroad and the northerly right-of-way of Commercial Avenue;
Thence continuing northwesterly 1190.2 feet more or less along the said easterly right-of-way of the Wisconsin and Southern Railroad to the easterly intersection of Sherman Avenue;
Thence continuing northwesterly along the extension of the said easterly right-of-way line of the Wisconsin and Southern Railroad to a point of intersection of the northeasterly right-of-way of the Wisconsin and Southern Railroad and the westerly right-of-way of Sherman Avenue;
Thence northerly 407.5 feet more or less along the westerly right-of-way of Sherman Avenue to the intersection of the North line of the Southeast ¼ of Section 1, Township 7 North, Range 9 East;
Thence continuing northerly 68 feet more or less along the said westerly right-of-way of Sherman Avenue also being along the East line of Lot 4 of the plat of Northgate Annex recorded as Document No. 1154092 to a point perpendicular across Sherman Avenue from the Southwest corner of Outlot 1 of the Burke Assessor's Plat No. 1 recorded as Document No. 593673;
Thence easterly 66 feet more or less across said Sherman Avenue to the said Southwest corner of Outlot 1 of the Burke Assessor's Plat No. 1;
Thence easterly 1442.5 feet more or less along the northerly right-of-way of Roth Street also being along the southerly line of Outlot 1 and Outlot 2 of the said Burke Assessor's Plat No. 1 and the southerly line of Lots 8 through 13 of the C. E. Roth Plat recorded as Document No. 531689 to the Southeast corner of the said Outlot 2 of the Burke Assessor's Plat No. 1 also being on the westerly right-of-way of the Canadian Pacific Railroad – Soo Line Railroad;

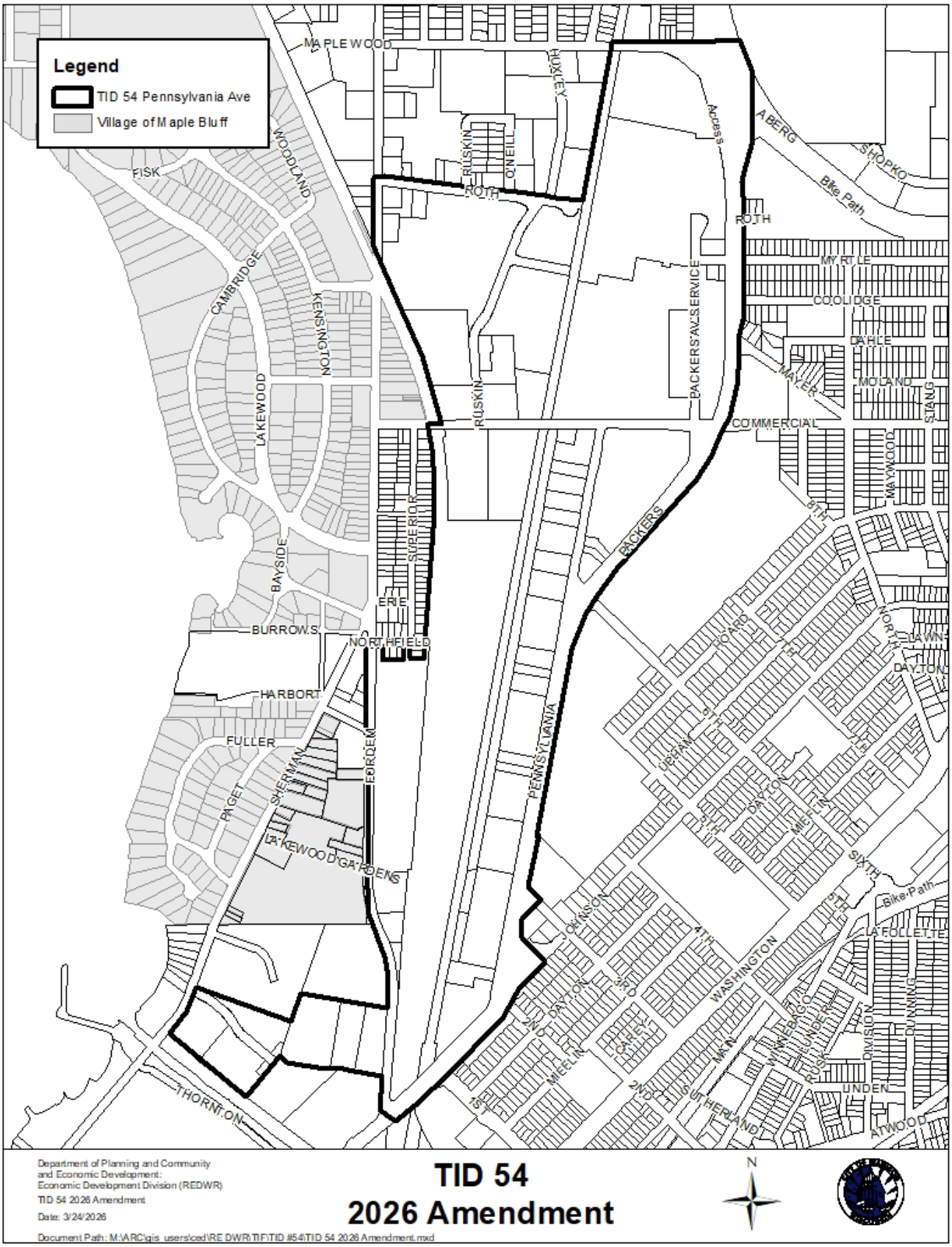
Thence northerly 1082.4 feet more or less along the said westerly right-of-way of the Canadian Pacific Railroad – Soo Line Railroad also being on the easterly line of Outlot 2 and Outlot 3 of the said Burke Assessor's Plat No. 1, Lot 2 of Certified Survey Map (CSM) No. 3949 recorded as Document No. 1747445, and Lot 1 of CSM No. 5208 recorded as Document No. 2009466 to the Northeast corner of said Lot 1 of CSM No. 5208 and being at the intersection of the said westerly right-of-way of the Canadian Pacific Railroad – Soo Line Railroad and the southerly right-of-way of Aberg Avenue;
Thence northerly 67.15 feet more or less along the said westerly right-of-way of the Canadian Pacific Railroad – Soo Line Railroad to the intersection of the said westerly right-of-way and the northerly right-of-way of Aberg Avenue also being the Southeast corner of Lot 1 of Block 6 of Clyde A. Gallagher's Sherman Ave. Subdivision recorded as Document No. 497382A;
Thence easterly 67.15 feet more or less along the said northerly right-of-way of Aberg Avenue to the Southwest corner of Outlot 13 of the said Burke Assessor's Plat No. 1;
Thence continuing easterly 504.7 feet more or less along the said northerly right-of-way of Aberg Avenue also being along the southerly line of Outlot 5 through Outlot 8 and Outlot 13 of the said Burke Assessor's Plat No. 1 to the Southeast corner of said Outlot 8 and being on the westerly right-of-way of the Packers Avenue Service Road;
Thence continuing easterly 340 feet more or less on an extension of the said northerly right-of-way of Aberg Avenue to a point of intersection of the easterly right-of-way of Packers Avenue;
Thence southeasterly 207 feet more or less along the easterly right-of-way of Packers Avenue;
Thence southerly 532 feet more or less to the southerly point of curvature of a 87-foot radius curve being on the easterly right-of-way of Packers Avenue;
Thence continuing southerly 226.2 feet more or less along the said easterly right-of-way of Packers Avenue being a curve to the left having a radius of 703.2 feet;
Thence continuing southerly 168.53 feet more or less along the said easterly right-of-way of Packers Avenue to the intersection of the North line of the South 111 feet of Outlot 2 of the said Plat of Woodland;
Thence easterly 12.5 feet more or less along the said North line of the South 111 feet of Outlot 2 to a point on a line being 308 feet easterly of the platted Packers Avenue on the said Plat of Woodland and also being a northerly extension of the West line of Lot 8 of Block 3 of the said Plat of Woodland;
Thence southerly 859.2 feet more or less along the said easterly right-of-way of Packers Avenue also being along the West line of Lots 8 and 13 of Block 3, West line of Lots 8 and 13 of Block 2, and the West line of Lot 7 of Block 1 all of the said Plat of Woodland to the Southwest corner of said Lot 7 of Block 1;
Thence southeasterly 46.5 feet more or less along the southwesterly line of said Lot 7 of Block 1 of the Plat of Woodland also being along the said easterly right-of-way of Packers Avenue to the Southeast corner of the said Lot 7 of Block 1;
Thence southwesterly 110.11 feet more or less along the northwesterly line of Lot 13 of Block 1 of the Plat of Woodland also being along the easterly right-of-way of Packers Avenue;
Thence southerly 8.35 feet more or less along a parcel excluded from said Lot 13 of Block 1 to a point on the southwesterly line of said Lot 13 of Block 1 also being at the intersection of the said easterly right-of-way of Packers Avenue and the northeasterly right-of-way of Mayer Avenue;
Thence southerly 135.5 feet more or less along the said easterly right-of-way of Packers Avenue to the Northwest corner of CSM No. 6197 recorded as Document No. 2218732 also being at the intersection of the said easterly right-of-way of Packers Avenue and the southwesterly right-of-way of Mayer Avenue;
Thence southerly 449.40 feet more or less along the said easterly right-of-way of Packers Avenue and the westerly line of said CSM No. 6197 being a curve to the right having a radius of 1492.39 feet to the most southwesterly corner of said CSM No. 6197 along Packers Avenue;
Thence southwesterly 125 feet more or less along the said easterly right-of-way of Packers Avenue to the intersection of the said easterly right-of-way of Packers Avenue and the southerly right-of-way of Commercial Avenue;
Thence southwesterly 1460 feet more or less along the said easterly right-of-way of Packers Avenue to the intersection of the said easterly right-of-way of Packers Avenue and the northeasterly right-of-way of Sixth Street;
Thence southwesterly 140 feet more or less along the said easterly right-of-way of Packers Avenue to the intersection of the easterly right-of-way of Pennsylvania Avenue (Packers Avenue) and the southwesterly right-of-way of Sixth Street;

Thence southwesterly 420 feet more or less along the said easterly right-of-way of Pennsylvania Avenue being a curve to the left having a radius of 1377.39 feet to a point on the said easterly right-of-way of Pennsylvania Avenue;
Thence southwesterly 1215 feet more or less along the easterly right-of-way of Pennsylvania Avenue to the intersection of the northwesterly extension of the northeasterly line of Lot 6 of Block 322 of the Madison Square Riley Plat recorded as Document No. 253138;
Thence southeasterly 10 feet more or less along the said northwesterly extension of the northeasterly line of said Lot 6 of Block 322 also being along the easterly right-of-way of Pennsylvania Avenue to the Northeast corner of the said Lot 6 of Block 322 also being the most northerly corner of CSM No. 11946 recorded as Document No. 4245745;
Thence southwesterly 14.61 feet more or less along the westerly line of said CSM No. 11946 also being the easterly right-of-way of Pennsylvania Avenue to an angle point in the said westerly line of CSM No. 11946;
Thence southerly 361.77 feet more or less along the westerly line of said CSM No. 11946 also being the easterly right-of-way of Pennsylvania Avenue to the southwesterly corner of said CSM No. 11946 also being the intersection of the said easterly right-of-way of Pennsylvania Avenue and the northeasterly right-of-way of Third Street;
Thence southeasterly 130 feet more or less along the southwesterly line of said CSM No. 11946 and being along the northeasterly right-of-way of Third Street to the intersection of the northeasterly extension of the northwesterly line of Lot 12 of Block 315 of the said Madison Square Riley Plat;
Thence southwesterly 69.63 feet more or less along the said northeasterly extension of the northwesterly line of Lot 12 of Block 315 to the most northerly corner of said Lot 12 of Block 315 and being on the southwesterly right-of-way of Third Street;
Thence southwesterly 127.56 feet more or less along the northwesterly line of Lots 10, 11, and 12 of Block 315 of the said Madison Square Riley Plat also being the southeasterly line of Upham Street to the northeasterly corner of the Award of Damages to the City of Madison in Document No. 2227035;
Thence southerly 50.69 feet more or less along the east line of said Document No. 2227035 to an angle in said east line;
Thence southeasterly 3.33 feet more or less along the east line of said Document No. 2227035 to an angle in said east line;
Thence southerly 89.43 feet more or less along the east line of said Document No. 2227035 to a point on the southwesterly line of Lot 8 of Block 315 of the said Madison Square Riley Plat;
Thence southeasterly 21.5 feet more or less along the said southwesterly line of Lot 8 of Block 315 of the Madison Square Riley Plat to the northwest corner of a parcel described in the said Award of Damages to the City of Madison in Document No. 2227035;
Thence southeasterly 204 feet more or less to the most northerly corner of Lot 8 of Block 316 of the said Madison Square Riley Plat and being on the southeasterly right-of-way of East Johnson Street;
Thence southwesterly 272 feet more or less along the northwesterly line of said Block 316 of the Madison Square Riley Plat and being the southeasterly right-of-way of East Johnson Street to a point on Lot 2 of said Block 316;
Thence southwesterly 95 feet more or less along a line to a point on the southwesterly line of Lot 1 of said Block 316 of the Madison Square Riley Plat being 30.3 feet more of less southeasterly of the most westerly corner of said Lot 1 and being on the northeasterly right-of-way line of Second Street;
Thence southwesterly 96 feet more or less along the southeasterly right-of-way of East Johnson Street to a point of curvature along the said right-of-way as described in Document No. 1323941;
Thence southwesterly 130 feet more or less along a curve to the right having a radius of 692.10 feet to a point of tangency along the said southeasterly right-of-way of East Johnson Street;
Thence southwesterly 339 feet more or less along the said southeasterly right-of-way of East Johnson Street to a point on the Southwest line of Lot 3 of Block 312 of the said Madison Square Riley Plat being 66.5 feet more or less northwesterly from the most southerly corner of said Lot 3 of Block 312;
Thence continuing southwesterly 97.3 feet more or less along the northwesterly line of the southeasterly 66 feet of Lots 1 and 2 of said Block 312 of the Madison Square Riley Plat to a point on the southwesterly line of said Lot 1 and being on the northeasterly right-of-way of First Street;
Thence southwesterly 547 feet more or less along the said southeasterly right-of-way of East Johnson Street crossing First Street to the intersection of the westerly right-of-way of the Wisconsin and Southern Railroad;

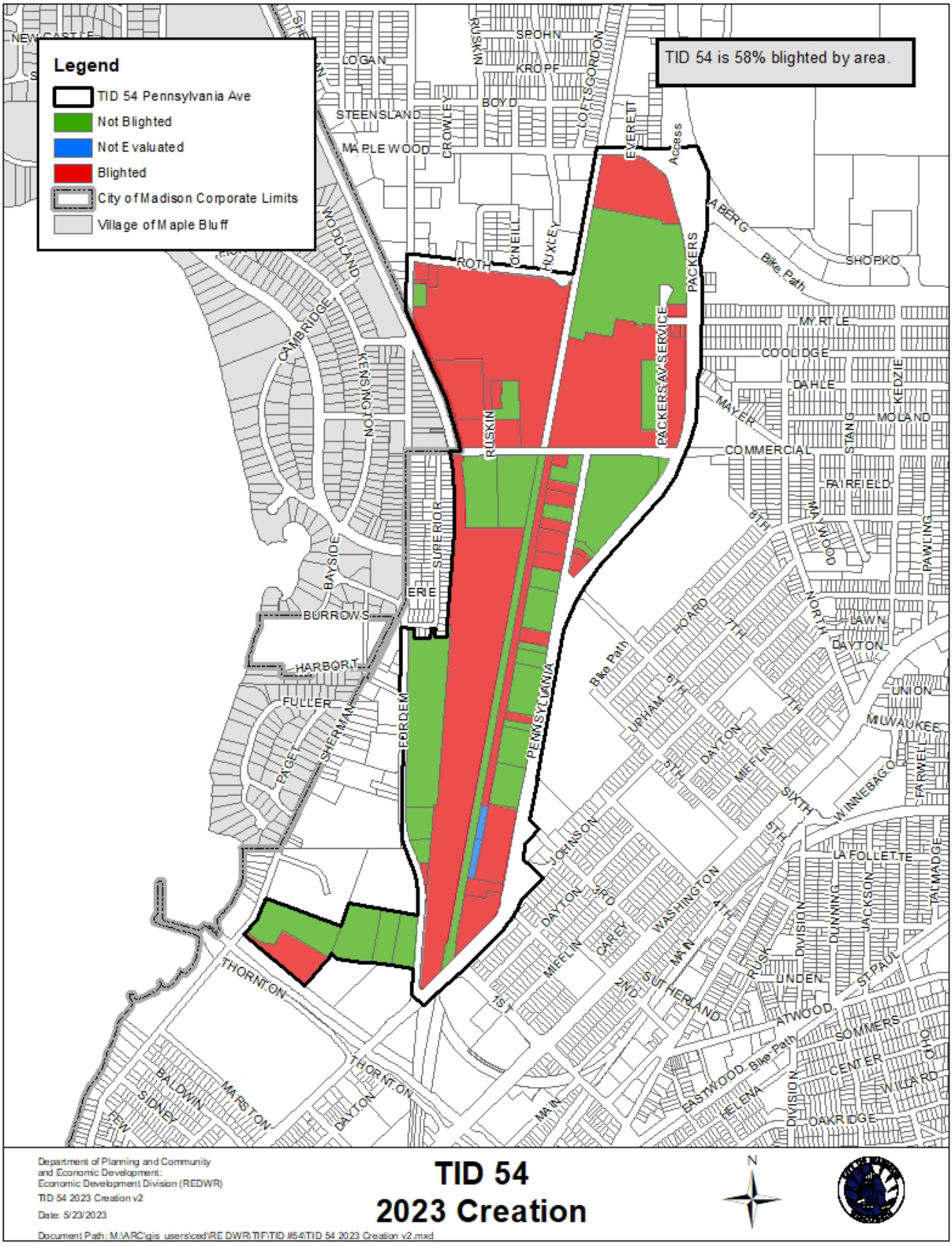
Thence northwesterly 136 feet more or less across East Johnson Street to a point on the westerly right-of-way of Fordem Avenue and also being at a point of curvature on Lot 1 of CSM No. 1689 recorded as Document No. 1428551;
Thence northerly 241.93 feet more or less being on the said easterly line of Lot 1 of CSM No. 1689 and the westerly right-of-way of Fordem Avenue to the Southeast corner of Lot 1 of CSM No. 3728 recorded as Document No. 1710425;
Thence westerly 314.56 feet more or less along the southerly line of Lots 1 and 2 of said CSM No. 3728 to an angle point in the southerly line of said Lot 2 also being the northeasterly corner of Lot 4 of said CSM No. 3728;
Thence westerly 152.94 feet more or less along the southerly line of Lots 2 and 3 of said CSM No. 3728 to an angle point in the said southerly line of Lot 3;
Thence westerly 220.16 feet more or less along the southerly line of said Lot 3 of CSM No. 3728 to an angle point in the said southerly line of Lot 3;
Thence northwesterly 76.52 feet more or less along the southerly line of said Lot 3 of CSM No. 3728 to the Southwest corner of said Lot 3;
Thence southerly 20.67 feet more or less along the westerly line of Lot 4 of said CSM No. 3728 to an angle point in the said westerly line;
Thence southwesterly 364.28 feet more or less along the westerly line of said Lot 4 of CSM No. 3728 to the Southwest corner of said Lot 4 and also being the Southeast corner of the lands described in Document No. 2994874;
Thence northwesterly 392.91 feet more or less along the southerly line of said Document No. 2994874 to an angle point in the said southerly line;
Thence continuing northwesterly 38.08 feet more or less along the said southerly line of Document No. 2994874 to an angle point in the said southerly line;
Thence northwesterly 280.98 feet more or less along the said southerly line of Document No. 2994874 to the intersection of the easterly right-of-way of Sherman Avenue;
Thence northeasterly 128.70 feet along the said easterly right-of-way of Sherman Avenue to an angle point in the said easterly right-of-way;
Thence northeasterly 63.50 feet more or less along the said easterly right-of-way of Sherman Avenue to an angle point in the said easterly right-of-way;
Thence northeasterly 111.78 feet more or less along the said easterly right-of-way of Sherman Avenue to an angle point in the said easterly right-of-way;
Thence northerly 80.02 feet more or less along the said easterly right-of-way of Sherman Avenue to the Northwest corner of said Document No. 2994874 and being the Southwest corner of the Sherman Terrace Condominiums;
Thence southeasterly 715.85 feet along the north line of said Document No. 2994874 to a point on the westerly line of said Lot 3 of CSM No. 3728;
Thence northerly 209.48 feet more or less along the westerly line of said Lot 3 of CSM No. 3728 to the Northwest corner of said Lot 3;
Thence easterly 625.86 feet more or less along the northerly line of Lots 1, 2, and 3 of said CSM No. 3728 to the intersection of the westerly right-of-way of Fordem Avenue and being the Southeast corner of Lot 1 of CSM No. 2007 recorded as Document No. 1468548;
Thence northerly 86.98 feet more or less along the easterly line of said Lot 1 of CSM No. 2007 and being on the westerly right-of-way of Fordem Avenue to a point of curvature along the said easterly line;
Thence northerly 450 feet more or less along the easterly line of said Lot 1 of CSM No. 2007 and the westerly right-of-way of Fordem Avenue being a curve to the left having a radius of 834.40 feet to a point of reverse curvature along the said easterly line;
Thence northerly 83 feet more or less along the easterly line of said Lot 1 of CSM No. 2007 and the westerly right-of-way of Fordem Avenue being a curve to the right having a radius of 1053.90 feet to the Northeast corner of said Lot 1 and also being the Southeast corner of Lakewood Gardens Condominium Homes Plat recorded as Document No. 2691638;
Thence continuing northerly 115 feet more or less along the easterly line of the said Lakewood Gardens Condominium Homes Plat and being on the westerly right-of-way of Fordem Avenue to the intersection of the Northeast ¼ of Section 12, Township 7 North, Range 9 East;

Thence northerly 993 feet more or less along the easterly line of the said Northeast ¼ of 12 to a point lying 1096.7 feet more or less northerly of the East ¼ corner of the said Section 12;
Thence westerly 33.7 feet more or less to a point on the westerly right-of-way of Fordem Avenue also being the Northeast corner of Document 4365528 excepting the right-of-way of Fordem Avenue;
Thence northerly 254 feet more or less along the said westerly right-of-way of Fordem Avenue to the intersection of the said westerly right-of-way of Fordem Avenue and the southerly right-of-way of McGuire Street;
Thence northerly 57 feet more or less along the said westerly right-of-way of Fordem Avenue to the intersection of the said westerly right-of-way of Fordem Avenue and the northerly right-of-way of McGuire Street;
Thence northerly 563 feet more or less along the said westerly right-of-way of Fordem Avenue to a point of intersection on the said westerly right-of-way also being on the easterly line of CSM No. 14103 recorded as Document No. 5192649 with the westerly extension of the southerly right-of-way of Northfield Place;
Thence easterly 117 feet more or less along the westerly extension of the southerly right-of-way of Northfield Place and the southerly right-of-way of Northfield Place to the Northwest corner of Lot 12 of the Plat of Northfield Park recorded as Document No. 632437;
Thence southerly 96 feet more or less along the West line of said Lot 12 of the Plat of Northfield Park to a point of intersection of the westerly extension of the South line of Lots 10 and 11 of the said Plat of Northfield Park;
Thence easterly 147.4 feet more or less along the southerly line of Lots 10 and 11 and said line extended westerly of the said Plat of Northfield Park to the Southeast corner of said Lot 10;
Thence northerly 26 feet more or less along the easterly line of said Lot 10 of the Plat of Northfield Park being a curve to the left having a radius of 34 feet to a point of reverse curvature;
Thence northerly 57 feet more or less along the easterly line of said Lot 10 of the Plat of Northfield Park being a curve to the right having a radius of 281.6 feet to a point of reverse curvature;
Thence northwesterly 30 feet more or less along the easterly line of said Lot 10 of the Plat of Northfield Park being a curve to the left having a radius of 18 feet to a point of tangency on the southerly right-of-way of Northfield Place;
Thence easterly 57 feet more or less along the easterly extension of the southerly right-of-way of Northfield Place to the intersection of Lot 5 of the said Plat of Northfield Park;
Thence southerly 85 feet more or less along the westerly line of Lots 5 and 6 of the said Plat of Northfield Park being a curve to the left having a radius of 241.6 feet to the Southwest corner of said Lot 6;
Thence easterly 98 feet more or less along the South line of said Lot 6 to the Southeast corner of said Lot 6 also lying on the westerly right-of-way of the Wisconsin and Southern Railroad;
Thence northerly 1669.43 feet more or less along the said westerly right-of-way of the Wisconsin and Southern Railroad also being along the easterly line of Lots 1 through 6 of the said Plat of Northfield Park and Lots 1 through 31 of Block 3 of the Koltes Plat recorded as Document No. 320311 to the Northeast corner of said Lot 31 of the Koltes Plat also being the intersection of the said westerly right-of-way of the Wisconsin and Southern Railroad and the southerly right-of-way of Commercial Avenue;
Thence continuing 37.5 feet more or less northerly along the said westerly right-of-way of the Wisconsin and Southern Railroad to the **Point of Beginning**.

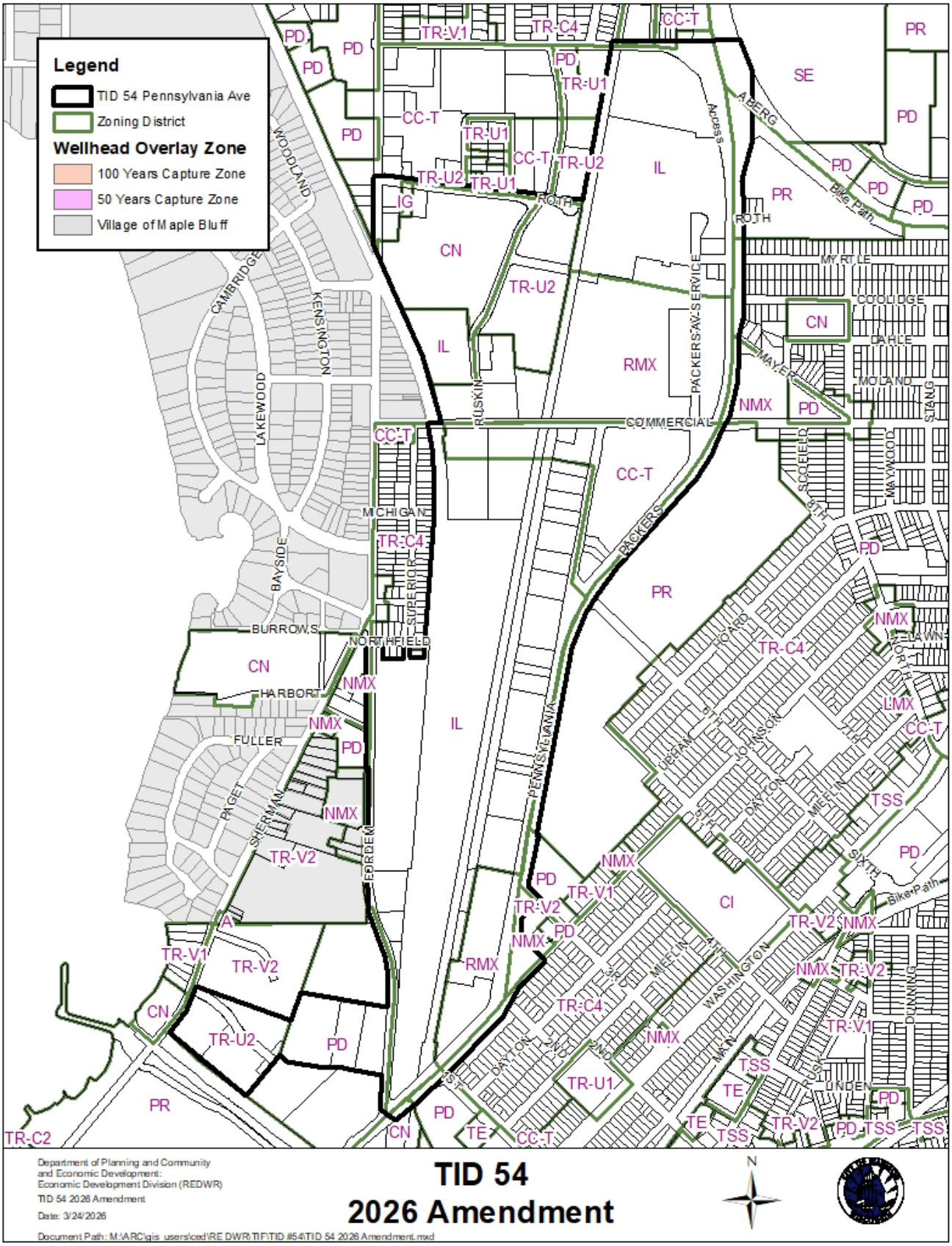
District Boundary – 2026



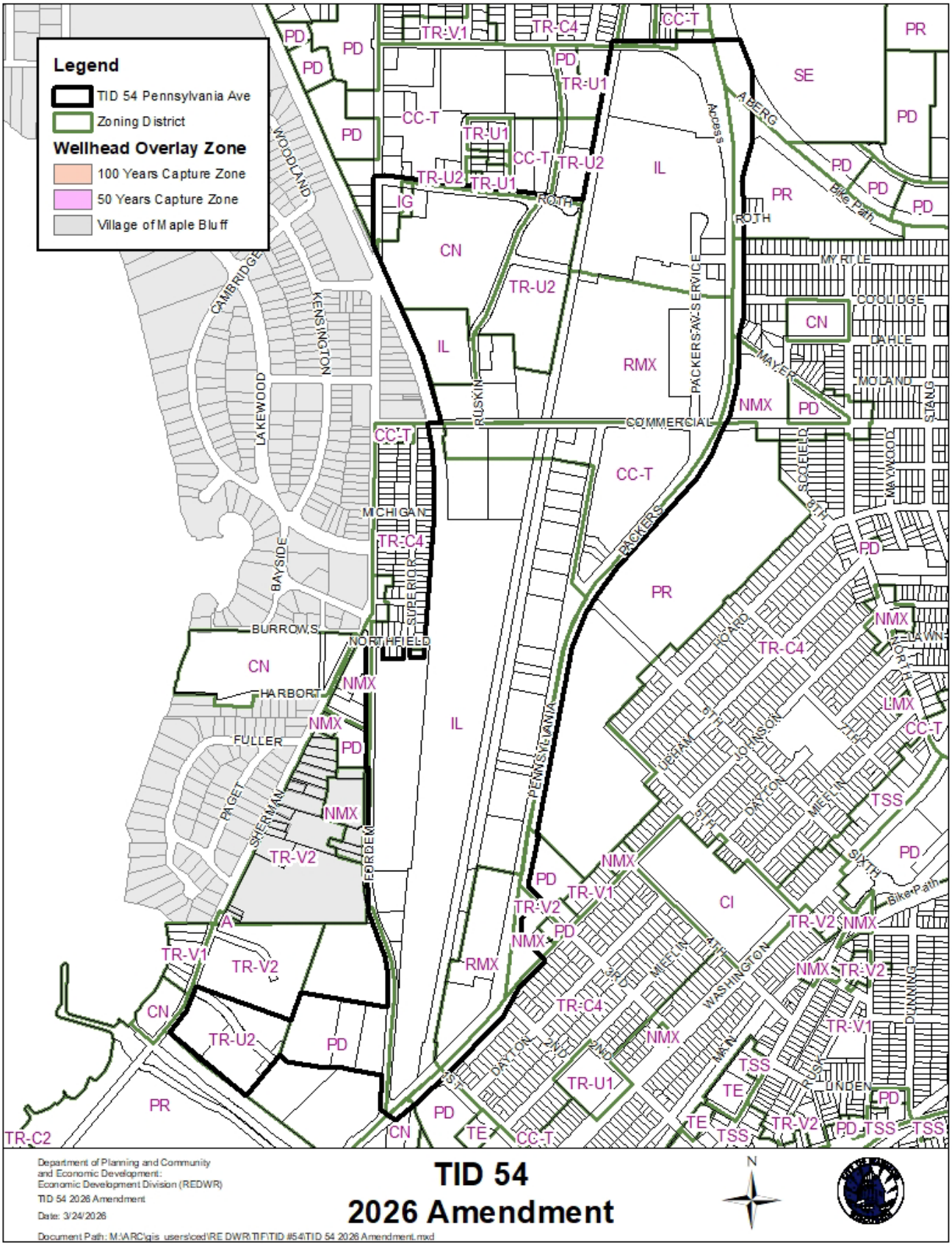
Blight Findings – 2023



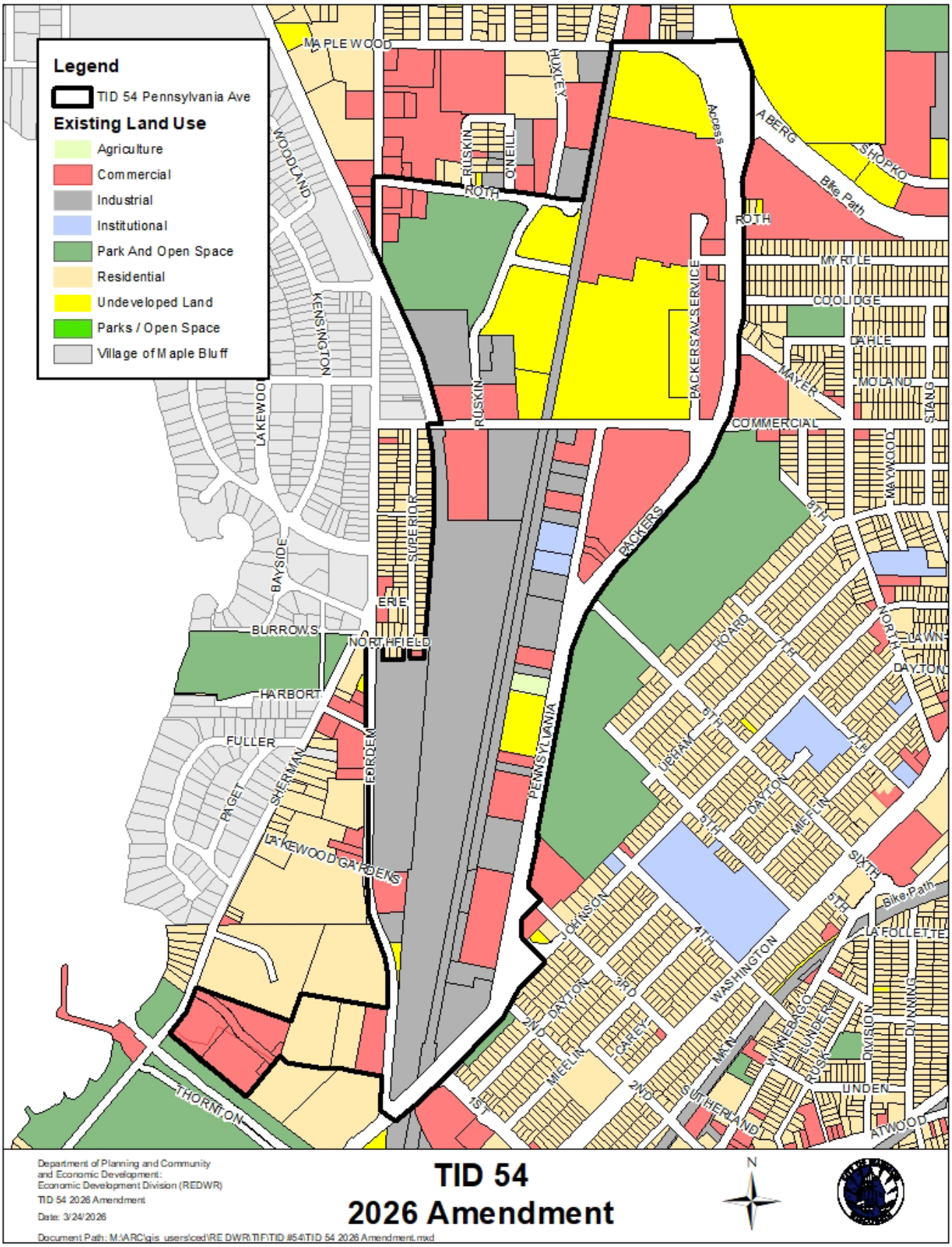
Existing Zoning – 2026



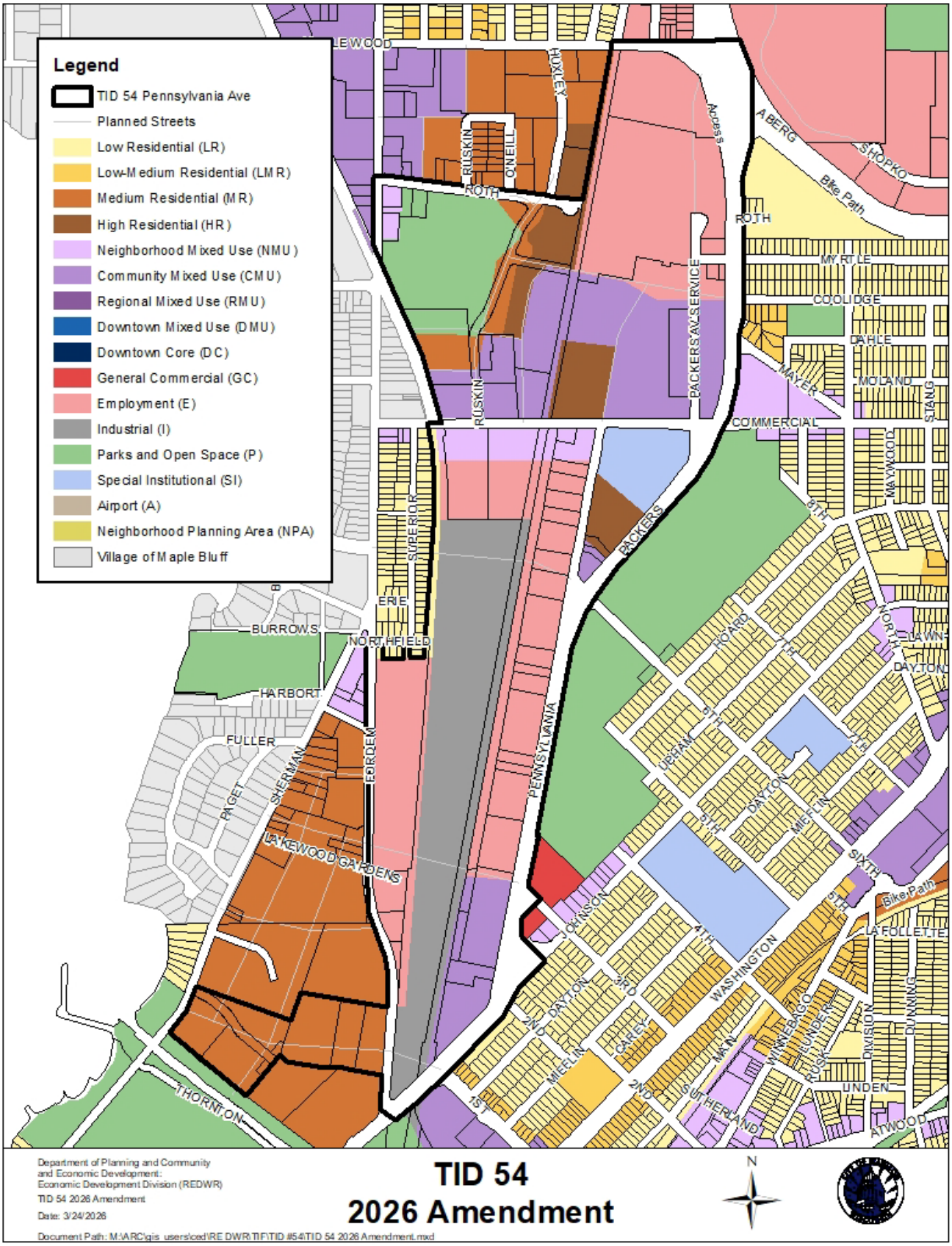
Proposed Zoning – 2026



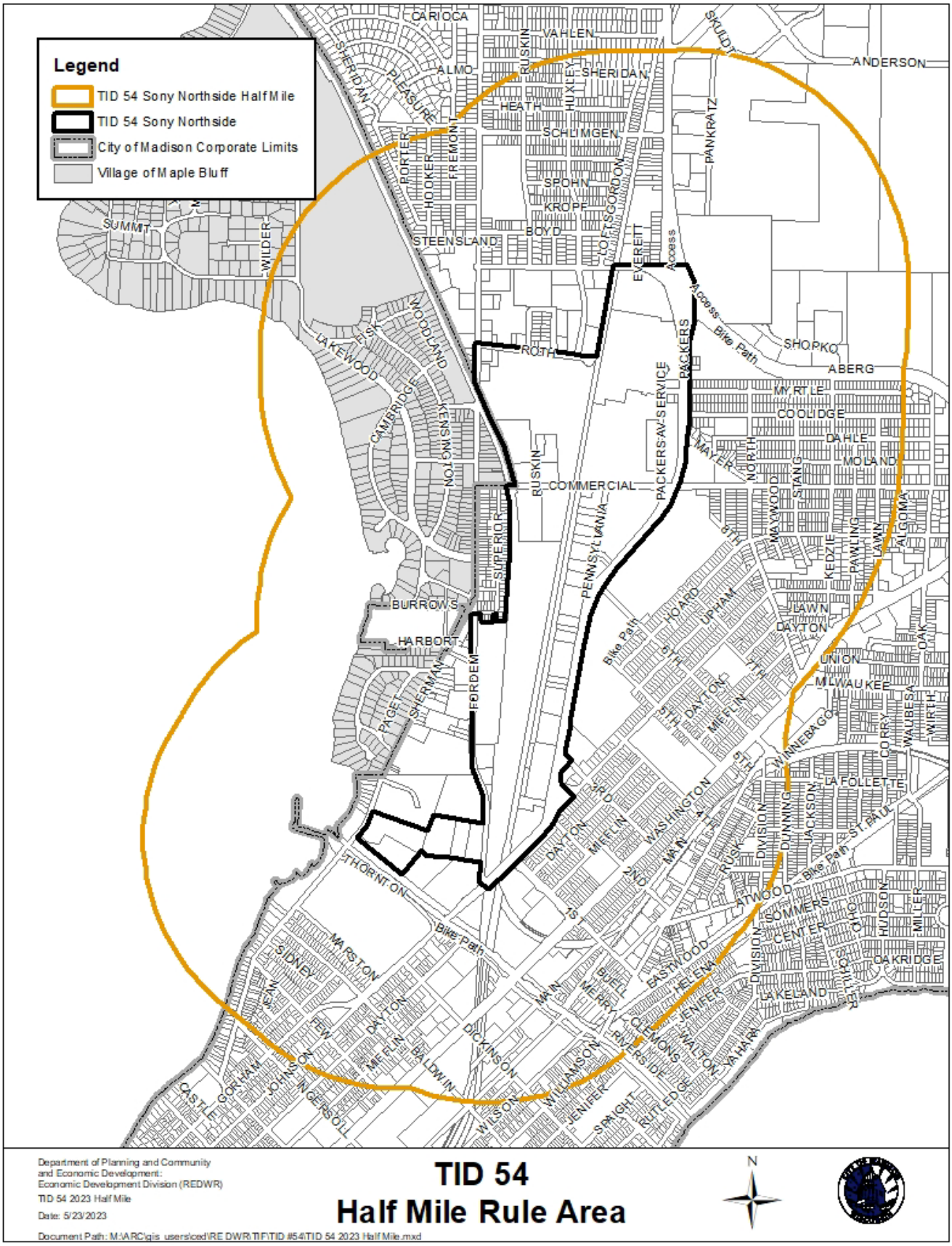
Existing Land Use – 2026



Proposed Land Use – 2026



Proposed Half Mile Boundary – 2023



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May 28, 2026

TO: Daniel Rolfs, Real Estate Development Manager
FROM: Matthew Robles, Assistant City Attorney
SUBJECT: Project Plan Amendment for TIF District No. 54 - City of Madison (Pennsylvania Avenue)

Dear Mr. Rolfs:

In my capacity as Assistant City Attorney for the City of Madison, Wisconsin, I have examined the proposed 2026 Amendment to the Project Plan for Tax Incremental Finance District No. 54, City of Madison, Wisconsin (Pennsylvania Avenue). Based on this examination, I am of the opinion that the amended Project Plan is complete and complies with the provisions of Secs. 66.1105(4)(f) and (h), 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 to the Plan.

Sincerely,

Matthew D. Robles
Assistant City Attorney

TIF Increment Projection
TID#54 - 2026 Project Plan Amendment
(Realta)

Rolfs, Daniel: 2026 Incremental Value

Rolfs, Daniel: Used 2026 incremental value to estimate initial revenue.

	TAX RATE PROJECTION			INCREMENT CALCULATION				AVAILABLE FOR ASSISTANCE	
YEAR	CITYWIDE TAX BASE AS OF JAN 1 PRIOR YEAR	NET TAX LEVY	TAX RATE	DISTRICT VALUE AS OF JAN 1	PROJECT VALUE ADDED	INCREMENTAL VALUE AS OF JAN 1	INCREMENT REVENUE	INCREMENT AFTER COVERAGE	PRESENT VALUE
2026	49,360,901,400	920,891,785	0.01866	0	16,657,800		310,773		
2027	52,322,555,484	957,727,456	0.01830	16,657,800	3,050,000	16,657,800	310,773	155,386	145,221
2028	55,461,908,813	996,036,555	0.01796	20,040,956	13,725,000	20,040,956	304,909	152,455	133,160
2029	58,789,623,342	1,035,878,017	0.01762	34,166,775	13,725,000	34,166,775	359,914	179,957	146,899
2030	62,317,000,742	1,077,313,138	0.01729	48,575,111	2,300,000	48,575,111	602,021	301,011	229,640
2031	66,056,020,787	1,120,405,663	0.01696	51,846,613	10,350,000	51,846,613	839,748	419,874	299,365
2032	70,019,382,034	1,165,221,890	0.01664	63,233,545	0	63,233,545	879,394	439,697	292,989
2033	74,220,544,956	1,211,830,765	0.01633	64,498,216	0	64,498,216	1,052,296	526,148	327,659
2034	78,673,777,653	1,260,303,996	0.01602	65,788,180	0	65,788,180	1,053,090	526,545	306,454
2035	83,394,204,313	1,310,716,156	0.01572	67,103,944	0	67,103,944	1,053,885	526,942	286,622
2036	88,397,856,571	1,363,144,802	0.01542	68,446,023	0	68,446,023	1,054,680	527,340	268,073
2037	93,701,727,966	1,417,670,594	0.01513	69,814,943	0	69,814,943	1,055,476	527,738	250,725
2038	99,323,831,644	1,474,377,418	0.01484	71,211,242	0	71,211,242	1,056,273	528,136	234,499
2039	105,283,261,542	1,533,352,514	0.01456	72,635,467	0	72,635,467	1,057,070	528,535	219,323
2040	111,600,257,235	1,594,686,615	0.01429	74,088,176	0	74,088,176	1,057,868	528,934	205,130
2041	118,296,272,669	1,658,474,079	0.01402	75,569,940	0	75,569,940	1,058,666	529,333	191,855
2042	125,394,049,029	1,724,813,043	0.01376	77,081,339	0	77,081,339	1,059,465	529,733	179,439
2043	132,917,691,971	1,793,805,564	0.01350	78,622,965	0	78,622,965	1,060,265	530,132	167,826
2044	140,892,753,489	1,865,557,787	0.01324	80,195,425	0	80,195,425	1,061,065	530,533	156,965
2045	149,346,318,698	1,940,180,098	0.01299	81,799,333	0	81,799,333	1,061,866	530,933	146,807
2046	158,307,097,820	2,017,787,302	0.01275	83,435,320	0	83,435,320	1,062,667	531,334	137,307
2047	167,805,523,690	2,098,498,794	0.01251	85,104,026	0	85,104,026	1,063,469	531,735	128,421
2048	177,873,855,111	2,182,438,746	0.01227	86,806,107	0	86,806,107	1,064,272	532,136	120,110
2049	188,546,286,418	2,269,736,296	0.01204	88,542,229	0	88,542,229	1,065,075	532,538	112,337
2050	199,859,063,603	2,360,525,748	0.01181	90,313,073	0	90,313,073	1,065,879	532,939	105,067
				Incremental Value	59,807,800		22,670,860	11,335,430	4,791,890
				Add: Base Value	0		0		
				Total Est. Value	59,807,800	**NPV=**	9,894,554	**4,791,890**	**at 50% of TIF**

ASSUMPTIONS:

Annual Increase in Citywide Tax Base	6.00%
Annual Increase in Tax Levy	4.00%
Annual Increase in Assessment after construction	2.00%
Percent of Estimated Increment Available	50.00%
Assumed Interest Rate (Discount Rate)	7.00%
NPV Assumes Discounting to	2026
Est. Incremental Value	**$ 59,807,800**

TIF Request **$ 2,800,000** **28%** of TIF

Rolfs, Daniel: Estimated Closure date to recover $21.1M in costs. Includes $17.1M of incremental revenue from project plan creation TIF run.

5/21/2026 13344 TID 54 2026 Amendment TIF Run.xlsx 2026 Template

TID Year	Realta Phase 1	Realta Phase 2	Project C	Project D	Project E	Project F	Project G	Annual Increment
2026								
2027	$ 3,050,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,050,000
2028	$ 13,725,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 13,725,000
2029	$ 13,725,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 13,725,000
2030	$ 2,300,000		$ -	$ -	$ -	$ -	$ -	$ 2,300,000
2031	$ 10,350,000		$ -	$ -	$ -	$ -	$ -	$ 10,350,000
2032	$ 10,350,000		$ -	$ -	$ -	$ -	$ -	$ 10,350,000
2033	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2034	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2035	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2036	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2037	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2038	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2039	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2040	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2041	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TOTALS	$ 53,500,000	$ -	$ -	$ -	$ -	$ -	$ -	**$ 53,500,000**

-	units
$ -	AV/Unit
-	Est Incr. Value

Hypothetical TID
Ten Year Debt Service - Level Principal

Principal = $ 2,800,000.00
Interest Rate = 0.05

Year	Beginning Balance	Principal	Interest	Total Payments	Ending Balance
1	$ 2,800,000	$ 280,000.00	$ 140,000	$ 420,000	$ 2,520,000
2	2,520,000.00	280,000.00	126,000.00	406,000.00	2,240,000.00
3	2,240,000.00	280,000.00	112,000.00	392,000.00	1,960,000.00
4	1,960,000.00	280,000.00	98,000.00	378,000.00	1,680,000.00
5	1,680,000.00	280,000.00	84,000.00	364,000.00	1,400,000.00
6	1,400,000.00	280,000.00	70,000.00	350,000.00	1,120,000.00
7	1,120,000.00	280,000.00	56,000.00	336,000.00	840,000.00
8	840,000.00	280,000.00	42,000.00	322,000.00	560,000.00
9	560,000.00	280,000.00	28,000.00	308,000.00	280,000.00
10	280,000.00	280,000.00	14,000.00	294,000.00	-
Totals		$ 2,800,000.00	$ 770,000.00	$ 3,570,000.00	

LEGAL DESCRIPTION

NOTE: Wetland areas are specifically excluded from inclusion within TID 54.

A parcel of land located in the Southeast ¼ of the Northeast ¼ and the Northeast ¼ of the Southeast ¼ of Section 1, Township 7 North, Range 9 East; and the Southeast ¼ of the Northwest ¼, the Southwest ¼ of the Northeast ¼, the Northwest ¼ of the Southeast ¼, the Southwest ¼ of the Southeast ¼, and the Southwest ¼ all of Section 31, Township 8 North, Range 10 East; and the Northwest ¼ of the Northeast ¼, the Northeast ¼ of the Southwest ¼, the Northwest ¼ of the Southwest ¼, the Southwest ¼ of the Southwest ¼, and the Northwest ¼ all of Section 6, Township 7 North, Range 10 East; and the Northeast ¼ of the Northeast ¼, the Southeast ¼ of the Northeast ¼, the Northeast ¼ of the Southeast ¼, and the Northwest ¼ of the Southeast ¼ all of Section 12, Township 7 North, Range 9 East all in the City of Madison, Dane County, Wisconsin, more particularly described as follows:

Commencing at the Southwest corner of Section 31, Township 8 North, Range 10 East in the City of Madison;

Thence easterly along the south line of the Southwest ¼ of said Section 31, a distance of 375.6 feet more or less to a point on the westerly right-of-way of the Wisconsin and Southern Railroad also being the **Point of Beginning**;

Thence continuing 100 feet more or less along the said south line of the Southwest ¼ of Section 31 to a point of intersection of the easterly right-of-way of the Wisconsin and Southern Railroad;

Thence northwesterly 28.5 feet more or less along the said easterly right-of-way of the Wisconsin and Southern Railroad to the intersection of the said easterly right-of-way of the Wisconsin and Southern Railroad and the northerly right-of-way of Commercial Avenue;

Thence continuing northwesterly 1190.2 feet more or less along the said easterly right-of-way of the Wisconsin and Southern Railroad to the easterly intersection of Sherman Avenue;

Thence continuing northwesterly along the extension of the said easterly right-of-way line of the Wisconsin and Southern Railroad to a point of intersection of the northeasterly right-of-way of the Wisconsin and Southern Railroad and the westerly right-of-way of Sherman Avenue;

Thence northerly 407.5 feet more or less along the westerly right-of-way of Sherman Avenue to the intersection of the North line of the Southeast ¼ of Section 1, Township 7 North, Range 9 East;

Thence continuing northerly 68 feet more or less along the said westerly right-of-way of Sherman Avenue also being along the East line of Lot 4 of the plat of Northgate Annex recorded as Document No. 1154092 to a point perpendicular across Sherman Avenue from the Southwest corner of Outlot 1 of the Burke Assessor's Plat No. 1 recorded as Document No. 593673;

Thence easterly 66 feet more or less across said Sherman Avenue to the said Southwest corner of Outlot 1 of the Burke Assessor's Plat No. 1;

Thence easterly 1442.5 feet more or less along the northerly right-of-way of Roth Street also being along the southerly line of Outlot 1 and Outlot 2 of the said Burke Assessor's Plat No. 1 and the southerly line of Lots 8 through 13 of the C. E. Roth Plat recorded as Document No. 531689 to the Southeast corner of the said Outlot 2 of the Burke Assessor's Plat No. 1 also being on the westerly right-of-way of the Canadian Pacific Railroad – Soo Line Railroad;

Thence northerly 1082.4 feet more or less along the said westerly right-of-way of the Canadian Pacific Railroad – Soo Line Railroad also being on the easterly line of Outlot 2 and Outlot 3 of the said Burke Assessor's Plat No. 1, Lot 2 of Certified Survey Map (CSM) No. 3949 recorded as Document No. 1747445, and Lot 1 of CSM No. 5208 recorded as Document No. 2009466 to the Northeast corner of said Lot 1 of CSM No. 5208 and being at the intersection of the said westerly right-of-way of the Canadian Pacific Railroad – Soo Line Railroad and the southerly right-of-way of Aberg Avenue;

Thence northerly 67.15 feet more or less along the said westerly right-of-way of the Canadian Pacific Railroad – Soo Line Railroad to the intersection of the said westerly right-of-way and the northerly right-of-way of Aberg Avenue also being the Southeast corner of Lot 1 of Block 6 of Clyde A. Gallagher's Sherman Ave. Subdivision recorded as Document No. 497382A;

Thence easterly 67.15 feet more or less along the said northerly right-of-way of Aberg Avenue to the Southwest corner of Outlot 13 of the said Burke Assessor's Plat No. 1;

Thence continuing easterly 504.7 feet more or less along the said northerly right-of-way of Aberg Avenue also being along the southerly line of Outlot 5 through Outlot 8 and Outlot 13 of the said Burke Assessor's Plat No. 1 to the Southeast corner of said Outlot 8 and being on the westerly right-of-way of the Packers Avenue Service Road;

Thence continuing easterly 340 feet more or less on an extension of the said northerly right-of-way of Aberg Avenue to a point of intersection of the easterly right-of-way of Packers Avenue;

Thence southeasterly 207 feet more or less along the easterly right-of-way of Packers Avenue;

Thence southerly 532 feet more or less to the southerly point of curvature of a 87-foot radius curve being on the easterly right-of-way of Packers Avenue;

Thence continuing southerly 226.2 feet more or less along the said easterly right-of-way of Packers Avenue being a curve to the left having a radius of 703.2 feet;

Thence continuing southerly 168.53 feet more or less along the said easterly right-of-way of Packers Avenue to the intersection of the North line of the South 111 feet of Outlot 2 of the said Plat of Woodland;

Thence easterly 12.5 feet more or less along the said North line of the South 111 feet of Outlot 2 to a point on a line being 308 feet easterly of the platted Packers Avenue on the said Plat of Woodland and also being a northerly extension of the West line of Lot 8 of Block 3 of the said Plat of Woodland;

Thence southerly 859.2 feet more or less along the said easterly right-of-way of Packers Avenue also being along the West line of Lots 8 and 13 of Block 3, West line of Lots 8 and 13 of

Block 2, and the West line of Lot 7 of Block 1 all of the said Plat of Woodland to the Southwest corner of said Lot 7 of Block 1;

Thence southeasterly 46.5 feet more or less along the southwesterly line of said Lot 7 of Block 1 of the Plat of Woodland also being along the said easterly right-of-way of Packers Avenue to the Southeast corner of the said Lot 7 of Block 1;

Thence southwesterly 110.11 feet more or less along the northwesterly line of Lot 13 of Block 1 of the Plat of Woodland also being along the easterly right-of-way of Packers Avenue;

Thence southerly 8.35 feet more or less along a parcel excluded from said Lot 13 of Block 1 to a point on the southwesterly line of said Lot 13 of Block 1 also being at the intersection of the said easterly right-of-way of Packers Avenue and the northeasterly right-of-way of Mayer Avenue;

Thence southerly 135.5 feet more or less along the said easterly right-of-way of Packers Avenue to the Northwest corner of CSM No. 6197 recorded as Document No. 2218732 also being at the intersection of the said easterly right-of-way of Packers Avenue and the southwesterly right-of-way of Mayer Avenue;

Thence southerly 449.40 feet more or less along the said easterly right-of-way of Packers Avenue and the westerly line of said CSM No. 6197 being a curve to the right having a radius of 1492.39 feet to the most southwesterly corner of said CSM No. 6197 along Packers Avenue;

Thence southwesterly 125 feet more or less along the said easterly right-of-way of Packers Avenue to the intersection of the said easterly right-of-way of Packers Avenue and the southerly right-of-way of Commercial Avenue;

Thence southwesterly 1460 feet more or less along the said easterly right-of-way of Packers Avenue to the intersection of the said easterly right-of-way of Packers Avenue and the northeasterly right-of-way of Sixth Street;

Thence southwesterly 140 feet more or less along the said easterly right-of-way of Packers Avenue to the intersection of the easterly right-of-way of Pennsylvania Avenue (Packers Avenue) and the southwesterly right-of-way of Sixth Street;

Thence southwesterly 420 feet more or less along the said easterly right-of-way of Pennsylvania Avenue being a curve to the left having a radius of 1377.39 feet to a point on the said easterly right-of-way of Pennsylvania Avenue;

Thence southwesterly 1215 feet more or less along the easterly right-of-way of Pennsylvania Avenue to the intersection of the northwesterly extension of the northeasterly line of Lot 6 of Block 322 of the Madison Square Riley Plat recorded as Document No. 253138;

Thence southeasterly 10 feet more or less along the said northwesterly extension of the northeasterly line of said Lot 6 of Block 322 also being along the easterly right-of-way of Pennsylvania Avenue to the Northeast corner of the said Lot 6 of Block 322 also being the most northerly corner of CSM No. 11946 recorded as Document No. 4245745;

Thence southwesterly 14.61 feet more or less along the westerly line of said CSM No. 11946 also being the easterly right-of-way of Pennsylvania Avenue to an angle point in the said westerly line of CSM No. 11946;

Thence southerly 361.77 feet more or less along the westerly line of said CSM No. 11946 also being the easterly right-of-way of Pennsylvania Avenue to the southwesterly corner of said CSM No. 11946 also being the intersection of the said easterly right-of-way of Pennsylvania Avenue and the northeasterly right-of-way of Third Street;

Thence southeasterly 130 feet more or less along the southwesterly line of said CSM No. 11946 and being along the northeasterly right-of-way of Third Street to the intersection of the northeasterly extension of the northwesterly line of Lot 12 of Block 315 of the said Madison Square Riley Plat;

Thence southwesterly 69.63 feet more or less along the said northeasterly extension of the northwesterly line of Lot 12 of Block 315 to the most northerly corner of said Lot 12 of Block 315 and being on the southwesterly right-of-way of Third Street;

Thence southwesterly 127.56 feet more or less along the northwesterly line of Lots 10, 11, and 12 of Block 315 of the said Madison Square Riley Plat also being the southeasterly line of Upham Street to the northeasterly corner of the Award of Damages to the City of Madison in Document No. 2227035;

Thence southerly 50.69 feet more or less along the east line of said Document No. 2227035 to an angle in said east line;

Thence southeasterly 3.33 feet more or less along the east line of said Document No. 2227035 to an angle in said east line;

Thence southerly 89.43 feet more or less along the east line of said Document No. 2227035 to a point on the southwesterly line of Lot 8 of Block 315 of the said Madison Square Riley Plat;

Thence southeasterly 21.5 feet more or less along the said southwesterly line of Lot 8 of Block 315 of the Madison Square Riley Plat to the northwest corner of a parcel described in the said Award of Damages to the City of Madison in Document No. 2227035;

Thence southeasterly 204 feet more or less to the most northerly corner of Lot 8 of Block 316 of the said Madison Square Riley Plat and being on the southeasterly right-of-way of East Johnson Street;

Thence southwesterly 272 feet more or less along the northwesterly line of said Block 316 of the Madison Square Riley Plat and being the southeasterly right-of-way of East Johnson Street to a point on Lot 2 of said Block 316;

Thence southwesterly 95 feet more or less along a line to a point on the southwesterly line of Lot 1 of said Block 316 of the Madison Square Riley Plat being 30.3 feet more of less southeasterly of the most westerly corner of said Lot 1 and being on the northeasterly right-of-way line of Second Street;

Thence southwesterly 96 feet more or less along the southeasterly right-of-way of East Johnson Street to a point of curvature along the said right-of-way as described in Document No. 1323941;

Thence southwesterly 130 feet more or less along a curve to the right having a radius of 692.10 feet to a point of tangency along the said southeasterly right-of-way of East Johnson Street;

Thence southwesterly 339 feet more or less along the said southeasterly right-of-way of East Johnson Street to a point on the Southwest line of Lot 3 of Block 312 of the said Madison Square Riley Plat being 66.5 feet more or less northwesterly from the most southerly corner of said Lot 3 of Block 312;

Thence continuing southwesterly 97.3 feet more or less along the northwesterly line of the southeasterly 66 feet of Lots 1 and 2 of said Block 312 of the Madison Square Riley Plat to a point on the southwesterly line of said Lot 1 and being on the northeasterly right-of-way of First Street;

Thence southwesterly 547 feet more or less along the said southeasterly right-of-way of East Johnson Street crossing First Street to the intersection of the westerly right-of-way of the Wisconsin and Southern Railroad;

Thence northwesterly 136 feet more or less across East Johnson Street to a point on the westerly right-of-way of Fordem Avenue and also being at a point of curvature on Lot 1 of CSM No. 1689 recorded as Document No. 1428551;

Thence northerly 241.93 feet more or less being on the said easterly line of Lot 1 of CSM No. 1689 and the westerly right-of-way of Fordem Avenue to the Southeast corner of Lot 1 of CSM No. 3728 recorded as Document No. 1710425;

Thence westerly 314.56 feet more or less along the southerly line of Lots 1 and 2 of said CSM No. 3728 to an angle point in the southerly line of said Lot 2 also being the northeasterly corner of Lot 4 of said CSM No. 3728;

Thence westerly 152.94 feet more or less along the southerly line of Lots 2 and 3 of said CSM No. 3728 to an angle point in the said southerly line of Lot 3;

Thence westerly 220.16 feet more or less along the southerly line of said Lot 3 of CSM No. 3728 to an angle point in the said southerly line of Lot 3;

Thence northwesterly 76.52 feet more or less along the southerly line of said Lot 3 of CSM No. 3728 to the Southwest corner of said Lot 3;

Thence southerly 20.67 feet more or less along the westerly line of Lot 4 of said CSM No. 3728 to an angle point in the said westerly line;

Thence southwesterly 364.28 feet more or less along the westerly line of said Lot 4 of CSM No. 3728 to the Southwest corner of said Lot 4 and also being the Southeast corner of the lands described in Document No. 2994874;

Thence northwesterly 392.91 feet more or less along the southerly line of said Document No. 2994874 to an angle point in the said southerly line;

Thence continuing northwesterly 38.08 feet more or less along the said southerly line of Document No. 2994874 to an angle point in the said southerly line;

Thence northwesterly 280.98 feet more or less along the said southerly line of Document No. 2994874 to the intersection of the easterly right-of-way of Sherman Avenue;

Thence northeasterly 128.70 feet along the said easterly right-of-way of Sherman Avenue to an angle point in the said easterly right-of-way;

Thence northeasterly 63.50 feet more or less along the said easterly right-of-way of Sherman Avenue to an angle point in the said easterly right-of-way;

Thence northeasterly 111.78 feet more or less along the said easterly right-of-way of Sherman Avenue to an angle point in the said easterly right-of-way;

Thence northerly 80.02 feet more or less along the said easterly right-of-way of Sherman Avenue to the Northwest corner of said Document No. 2994874 and being the Southwest corner of the Sherman Terrace Condominiums;

Thence southeasterly 715.85 feet along the north line of said Document No. 2994874 to a point on the westerly line of said Lot 3 of CSM No. 3728;

Thence northerly 209.48 feet more or less along the westerly line of said Lot 3 of CSM No. 3728 to the Northwest corner of said Lot 3;

Thence easterly 625.86 feet more or less along the northerly line of Lots 1, 2, and 3 of said CSM No. 3728 to the intersection of the westerly right-of-way of Fordem Avenue and being the Southeast corner of Lot 1 of CSM No. 2007 recorded as Document No. 1468548;

Thence northerly 86.98 feet more or less along the easterly line of said Lot 1 of CSM No. 2007 and being on the westerly right-of-way of Fordem Avenue to a point of curvature along the said easterly line;

Thence northerly 450 feet more or less along the easterly line of said Lot 1 of CSM No. 2007 and the westerly right-of-way of Fordem Avenue being a curve to the left having a radius of 834.40 feet to a point of reverse curvature along the said easterly line;

Thence northerly 83 feet more or less along the easterly line of said Lot 1 of CSM No. 2007 and the westerly right-of-way of Fordem Avenue being a curve to the right having a radius of 1053.90 feet to the Northeast corner of said Lot 1 and also being the Southeast corner of Lakewood Gardens Condominium Homes Plat recorded as Document No. 2691638;

Thence continuing northerly 115 feet more or less along the easterly line of the said Lakewood Gardens Condominium Homes Plat and being on the westerly right-of-way of Fordem Avenue to the intersection of the Northeast ¼ of Section 12, Township 7 North, Range 9 East;

Thence northerly 993 feet more or less along the easterly line of the said Northeast ¼ of 12 to a point lying 1096.7 feet more or less northerly of the East ¼ corner of the said Section 12;

Thence westerly 33.7 feet more or less to a point on the westerly right-of-way of Fordem Avenue also being the Northeast corner of Document 4365528 excepting the right-of-way of Fordem Avenue;

Thence northerly 254 feet more or less along the said westerly right-of-way of Fordem Avenue to the intersection of the said westerly right-of-way of Fordem Avenue and the southerly right-of-way of McGuire Street;

Thence northerly 57 feet more or less along the said westerly right-of-way of Fordem Avenue to the intersection of the said westerly right-of-way of Fordem Avenue and the northerly right-of-way of McGuire Street;

Thence northerly 563 feet more or less along the said westerly right-of-way of Fordem Avenue to a point of intersection on the said westerly right-of-way also being on the easterly line of CSM No. 14103 recorded as Document No. 5192649 with the westerly extension of the southerly right-of-way of Northfield Place;

Thence easterly 117 feet more or less along the westerly extension of the southerly right-of-way of Northfield Place and the southerly right-of-way of Northfield Place to the Northwest corner of Lot 12 of the Plat of Northfield Park recorded as Document No. 632437;

Thence southerly 96 feet more or less along the West line of said Lot 12 of the Plat of Northfield Park to a point of intersection of the westerly extension of the South line of Lots 10 and 11 of the said Plat of Northfield Park;

Thence easterly 147.4 feet more or less along the southerly line of Lots 10 and 11 and said line extended westerly of the said Plat of Northfield Park to the Southeast corner of said Lot 10;

Thence northerly 26 feet more or less along the easterly line of said Lot 10 of the Plat of Northfield Park being a curve to the left having a radius of 34 feet to a point of reverse curvature;

Thence northerly 57 feet more or less along the easterly line of said Lot 10 of the Plat of Northfield Park being a curve to the right having a radius of 281.6 feet to a point of reverse curvature;

Thence northwesterly 30 feet more or less along the easterly line of said Lot 10 of the Plat of Northfield Park being a curve to the left having a radius of 18 feet to a point of tangency on the southerly right-of-way of Northfield Place;

Thence easterly 57 feet more or less along the easterly extension of the southerly right-of-way of Northfield Place to the intersection of Lot 5 of the said Plat of Northfield Park;

Thence southerly 85 feet more or less along the westerly line of Lots 5 and 6 of the said Plat of Northfield Park being a curve to the left having a radius of 241.6 feet to the Southwest corner of said Lot 6;

Thence easterly 98 feet more or less along the South line of said Lot 6 to the Southeast corner of said Lot 6 also lying on the westerly right-of-way of the Wisconsin and Southern Railroad;

Thence northerly 1669.43 feet more or less along the said westerly right-of-way of the Wisconsin and Southern Railroad also being along the easterly line of Lots 1 through 6 of the said Plat of Northfield Park and Lots 1 through 31 of Block 3 of the Koltes Plat recorded as Document No. 320311 to the Northeast corner of said Lot 31 of the Koltes Plat also being the intersection of the said westerly right-of-way of the Wisconsin and Southern Railroad and the southerly right-of-way of Commercial Avenue;

Thence continuing 37.5 feet more or less northerly along the said westerly right-of-way of the Wisconsin and Southern Railroad to the **Point of Beginning**.

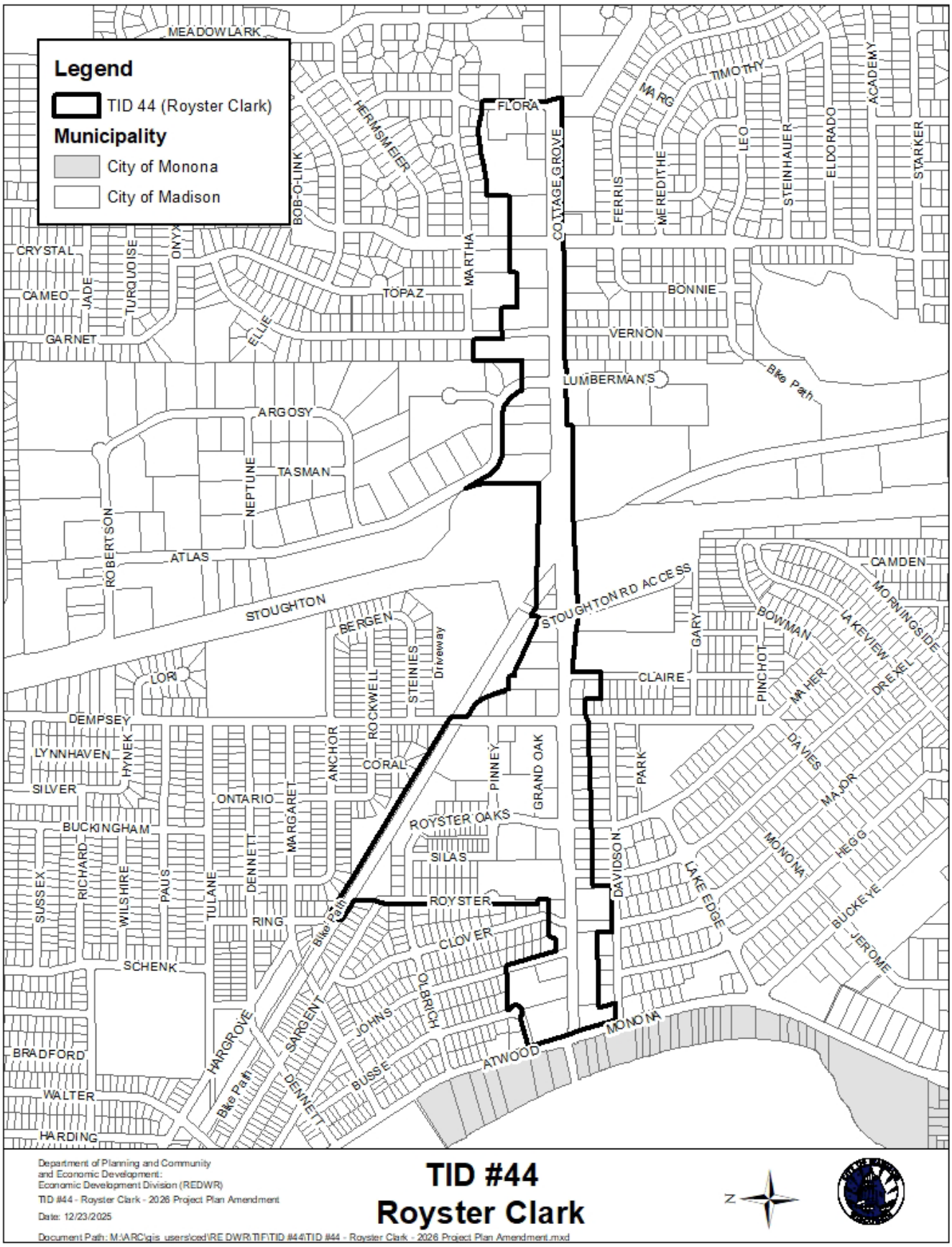
TID Project Plan Amendments & Creations

TIDs 44, 46, 50, 51, & 54 (Amendments)
TIDs 56 & 57 (Creation)

Plan Commission meeting
June 15, 2026

Plan Commission Role

- Per State of WI TIF Law, the Plan Commission's role in reviewing TID amendments and creations is:
  - That the plan conforms to, and is consistent with, the Comprehensive Plan of the City of Madison;
  - Not less than 50%, by area, of the TID is suitable and zoned for mixed-use or industrial use (as applicable by TID) or blighted (within the meaning of SS 66.1105(2) Wisconsin Statutes);
  - That the improvement of the area in the TID is likely to significantly enhance the value of substantially all the other real property in the TID, and;
  - The aggregate value of equalized taxable property in the TID, plus existing TIDs, does not exceed 12% of the total equalized assessed taxable property within the City of Madison.


Legend
TID 44 (Royster Clark)
Municipality
City of Monona
City of Madison
MEADOWLARK
HERMSMEIER
BOB-O-LINK
FLORA
COTTAGE GROVE
MARG
TIMOTHY
FERRIS
MEREDITHE
LEO
STEINHAUER
ELDORADO
ACADEMY
STARKER
CRYSTAL
CAMEO
JADE
TURQUOISE
ONYX
GARNET
ELLIE
TOPAZ
MARTHA
BONNIE
VERNON
LUMBERMAN'S
Bike Path
ARGOSY
TASMAN
NEPTUNE
ROBERTSON
ATLAS
STOUGHTON
BERGEN
STEINIES
Driveway
LORI
STOUGHTON RD ACCESS
CAMDEN
MORNINGSIDE
LAKEVIEW
DREXEL
BOWMAN
GARY
CLAIRE
PINCHOT
MAHER
DEMPSEY
LYNNHAVEN
HYNEK
SILVER
ROCKWELL
ANCHOR
CORAL
PINNEY
GRAND OAK
PARK
DAVIES
MAJOR
ONTARIO
MARGARET
BUCKINGHAM
ROYSTER OAKS
SILAS
DAVIDSON
MONONA
HEGG
LAKE EDGE
BUCKEYE
JEROME
SUSSEX
RICHARD
WILSHIRE
PAUS
DENNETT
TULANE
RING
ROYSTER
CLOVER
SCHENK
JOHNS
OLBRICH
SARGENT
HARGROVE
BUSSE
ATWOOD
BRADFORD
WALTER
HARDING
Bike Path
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID #44 - Royster Clark - 2026 Project Plan Amendment
Date: 12/23/2025
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TID #44
Royster Clark
N

TID 44

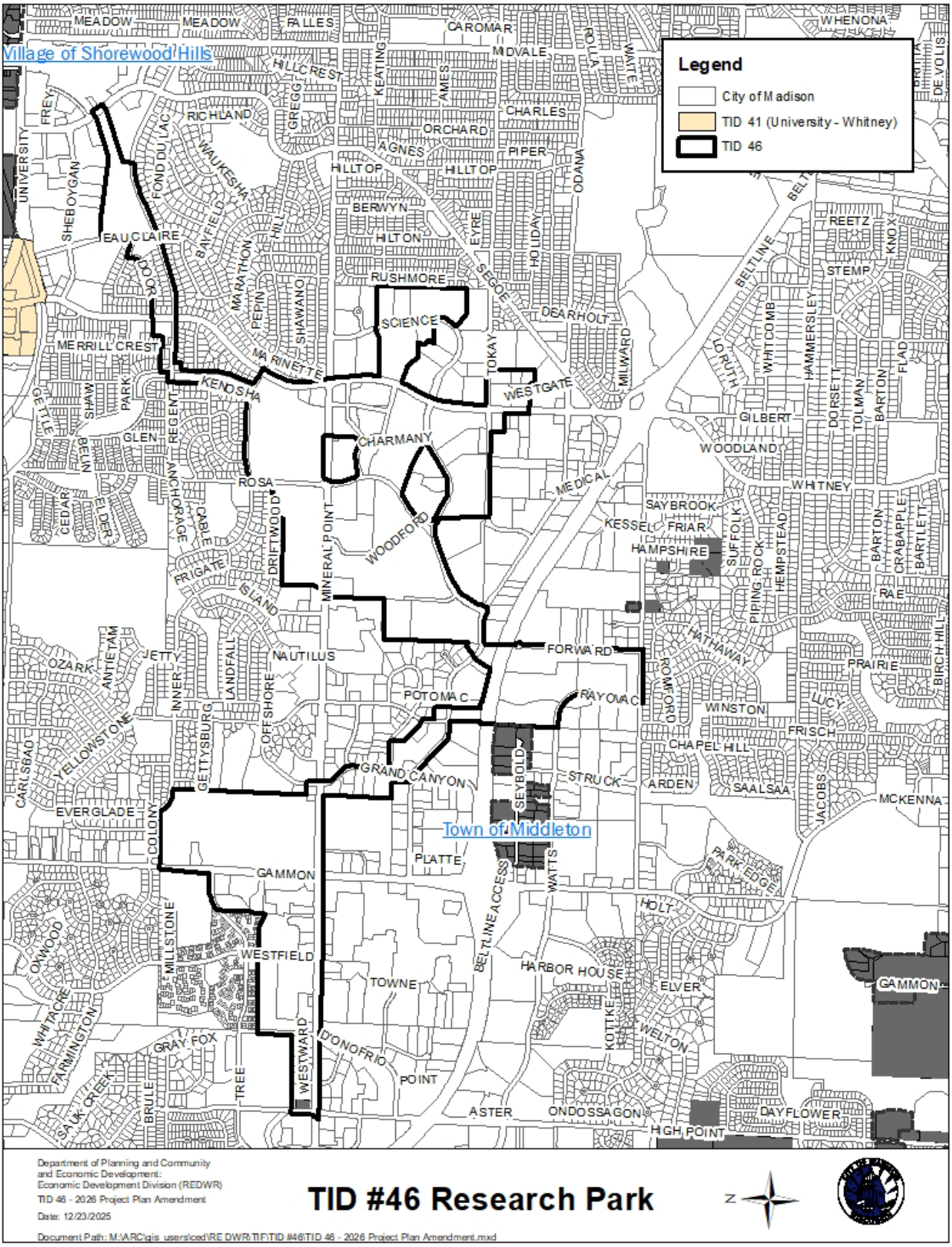
TID 44 – Key Changes

- **$4,000,000 -** Land Acquisition (Royster Corners)
- **$2,000,000 –** Cottage Grove Road stormwater retention pond
- **$500,000 –** Small Business Assistance
- **Total Change 2026 - $6,500,000**

- **Total TIF Funded Project Costs - $15,369,700**

TID 44 – Summary

- Projected to close: 2029*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $114 million


Legend
City of Madison
TID 41 (University - Whitney)
TID 46
Village of Shorewood Hills
Town of Middleton
MEADOW
FALLES
CAROMAR
MIDVALE
WHENONA
HILLCREST
KEATING
AMES
RICHLAND
CHARLES
ORCHARD
AGNES
PIPER
HILLTOP
BERWYN
HILTON
RUSHMORE
SCIENCE
DEARHOLT
MERRILL CREST
MARINETTE
KENDSHA
WESTGATE
TOKAY
CHARMANY
ROSA
MEDICAL
WOODFORD
MINERAL POINT
DRIFTWOOD
FRIGATE
ISLAND
SAYBROOK
FRIAR
KESSEL
HAMPSHIRE
WOODLAND
GILBERT
WHITNEY
REETZ
STEMP
BELTLINE
FORWARD
NAUTILUS
POTOMAC
RAYOVAC
HATHAWAY
PRAIRIE
WINSTON
CHAPEL HILL
FRISCH
GRAND CANYON
STRUCK
SEYBOLD
ARDEN
SAALSAA
MCKENNA
EVERGLADE
PLATTE
GAMMON
WATTS
HOLT
PARK EDGE
WESTFIELD
TOWNE
HARBOR HOUSE
ELVER
WELTON
DONOFRIO
POINT
ASTER
ONDOSSAGON
DAYFLOWER
HIGH POINT
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 46 - 2026 Project Plan Amendment
Date: 12/23/2025
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TID #46 Research Park
N

TID 46

TID 46 – Key Changes

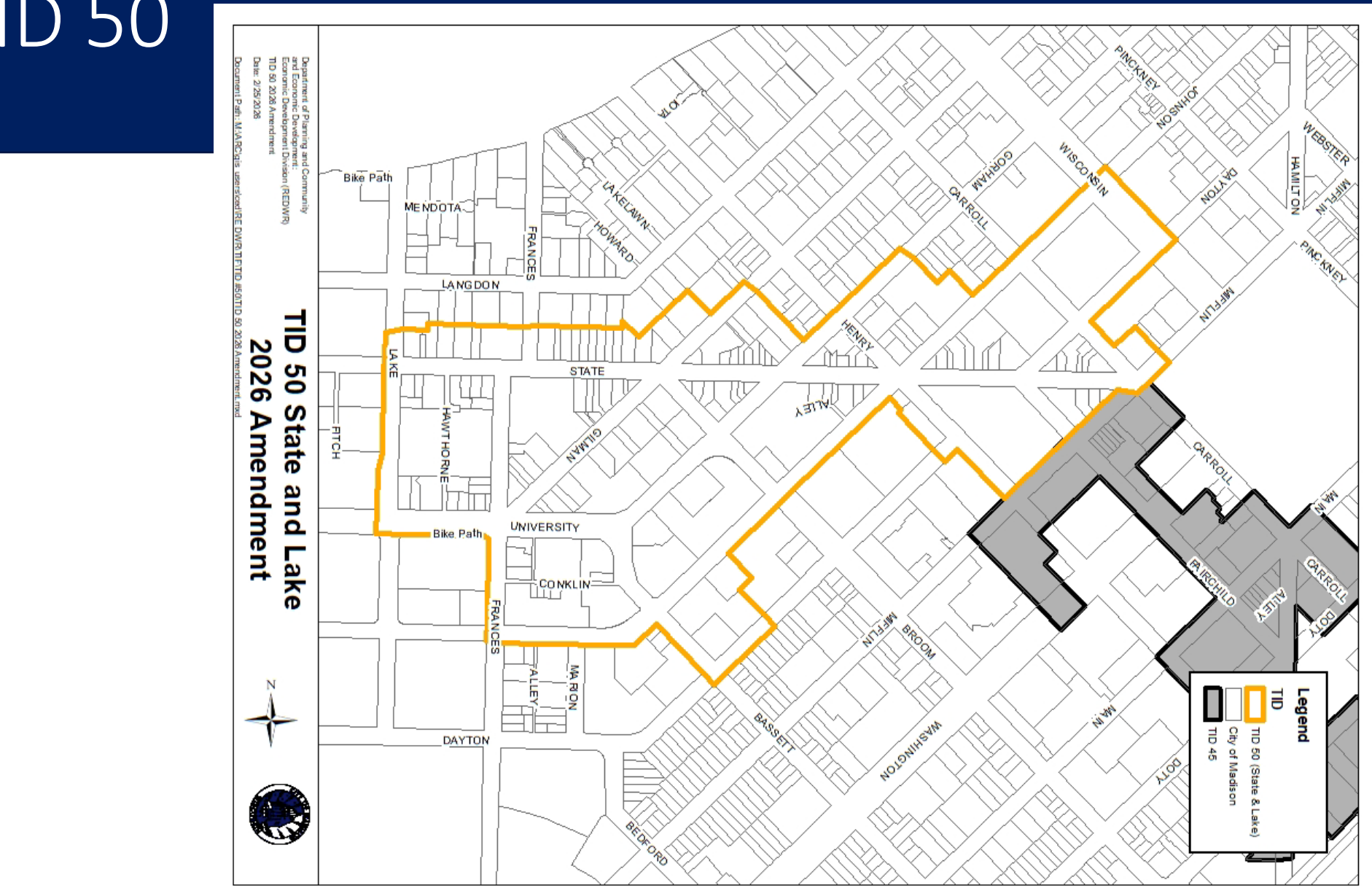
- **$1,000,000** – Yellowstone Drive sanitary sewer improvements
- **$3,000,000 –** West Towne area park improvements
- **$400,000 –** Research Park stormwater improvements
- **$1,000,000 –** Science Drive improvements
- **$1,000,000 –** Small Business Assistance
- **TOTAL CHANGE 2026 - $6,400,000**

- **Total TIF Funded Project Costs - $60,158,000**

TID 46 – Summary

- Projected to close: 2028
- TID estimated incremental value at closure: $540 million

TID 50


TID 50 State and Lake
2026 Amendment
Department of Planning and Community and Economic Development
Economic Development Division (REDWR)
TID 50 2026 Amendment
Date: 2/25/2026
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N
Legend
TID
TID 50 (State & Lake)
City of Madison
TID 45
Bike Path
MENDOTA
FRANCES
LANGDON
LAKE
FITCH
HAWTHORNE
STATE
UNIVERSITY
CONKLIN
ALLEY
MARION
DAYTON
BASSETT
BROOM
WASHINGTON
BEDFORD
MIFFLIN
HENRY
GILMAN
LAKELAWN
HOWARD
CARROLL
GORHAM
WISCONSIN
PINCKNEY
JOHNSON
DAYTON
HAMILTON
WEBSTER
MAIN
DOTY
FAIRCHILD

TID 50

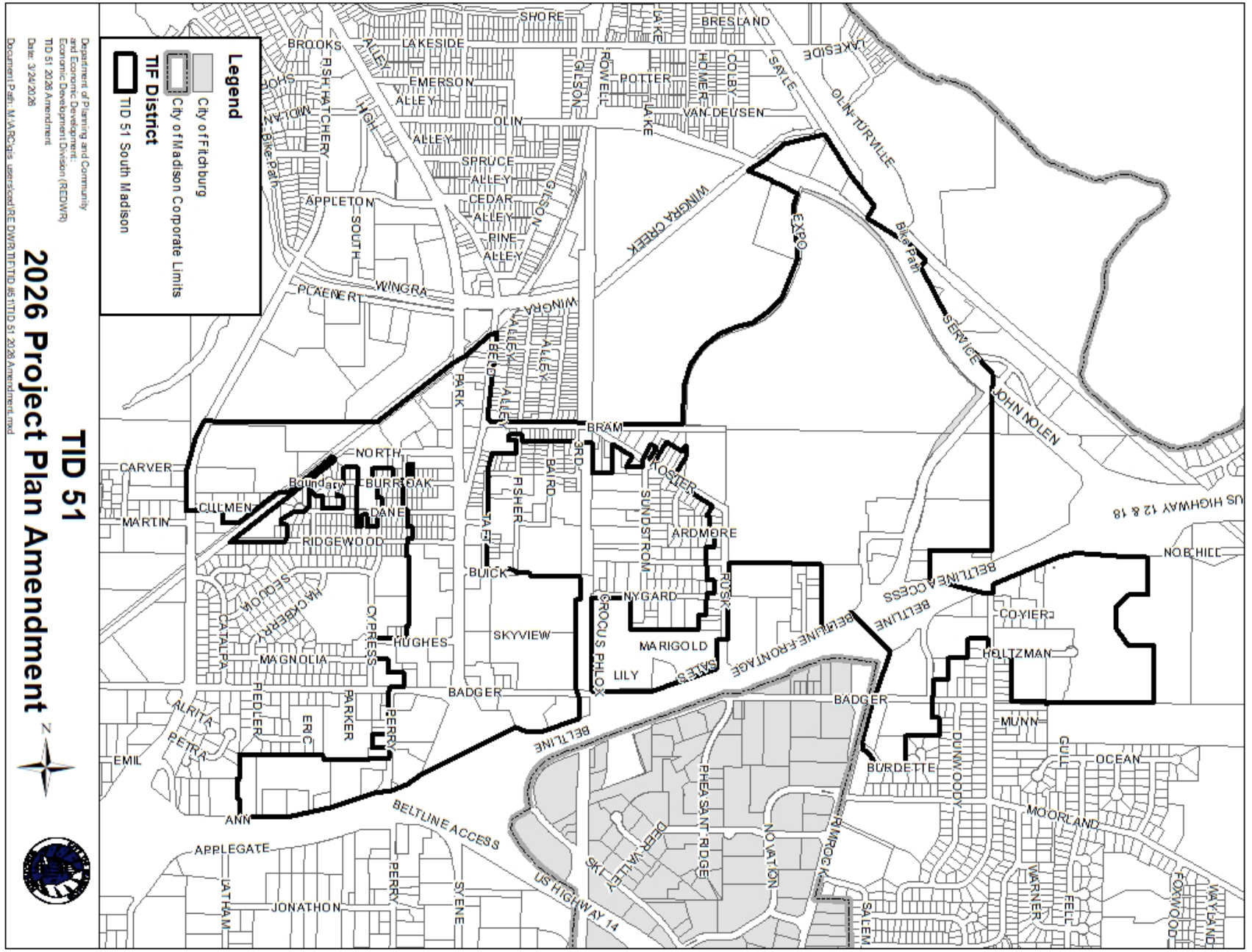
- **$285,000** – Dayton St Sanitary improvements
- **TOTAL CHANGE 2026 - $285,000**

- **Total TIF Funded Project Costs - $26,785,000**

TID 50 – Summary

- Projected to close: 2029
- TID estimated incremental value at closure: $342 million

TID 51


TID 51
2026 Project Plan Amendment
Legend
City of Fitchburg
City of Madison Corporate Limits
TIF District
TID 51 South Madison
Department of Planning and Community and Economic Development
Economic Development Division (REDWR)
TID 51 2026 Amendment
Date: 3/24/2026
Document Path: M:\ARCGIS\...\TID 51 2026 Amendment.mxd
N
Boundary
CARVER
MARTIN
CULLMEN
NORTH
BURR OAK
DANE
RIDGEWOOD
MAGNOLIA
CATALPA
SEQUOIA
CYPRESS
HUGHES
BUICK
SKYVIEW
BADGER
LILY
CROCUS
PHLOX
NYGARD
MARIGOLD
ARDMORE
SUNDSTROM
FISHER
BAIRD
3RD
BRAM
FOSTER
PARK
WINGRA
APPLETON
SOUTH
PLAENERT
CEDAR
PINE
SPRUCE
OLIN
EMERSON
LAKESIDE
SHORE
BRESLAND
POTTER
ROWELL
GILSON
HOMER
COLBY
VAN DEUSEN
OLIN-TURVILLE
WINGRA CREEK
BIKE PATH
SERVICE
JOHN NOLEN
US HIGHWAY 12 & 18
BELTLINE ACCESS
BELTLINE FRONTAGE
BELTLINE
COYIER
HOLTZMAN
NOEL HILL
MUNN
BURDETTE
DUNWOODY
GULL
OCEAN
MOORLAND
WARNER
FELL
FOXWOOD
WAYLAND
PHEASANT RIDGE
NOVATION
DEER VALLEY
SKY VALLEY
US HIGHWAY 14
APPLEGATE
JONATHON
LATHAM
SYENE
ANN
EMIL
PETRA
ALRITA
REDLER
ERIC
PARKER
BERRY
FISH HATCHERY
BROOKS
ALLEY
HIGH
SALEM

TID 51 – Key Reallocations & Changes

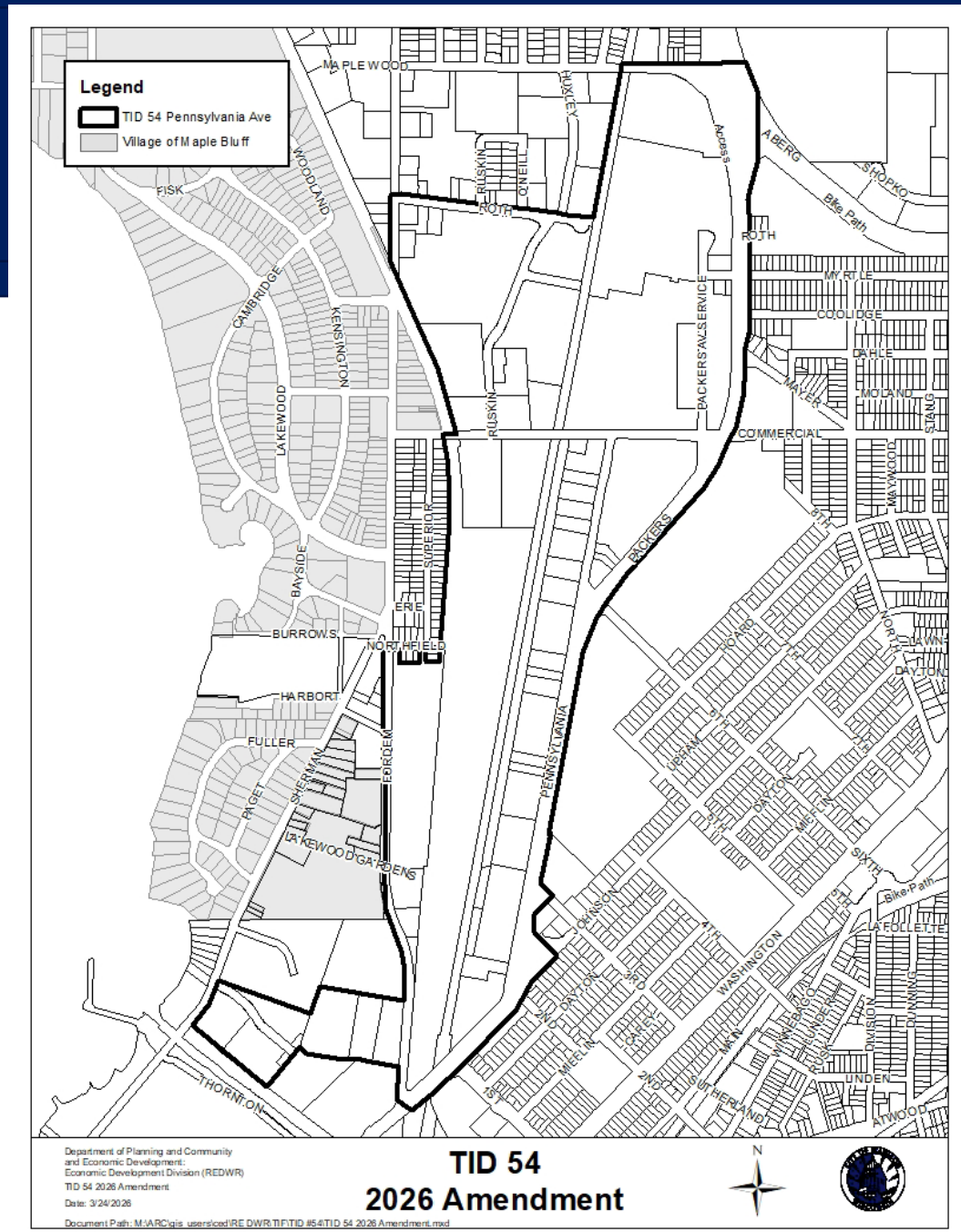
- **$25,000,000 – Housing Development in the South Park Street Corridor**
  - (This project category and cost are created in the 2026 project plan amendment, using re-allocated funds from previously approved projects);
- **(-$9,000,000) – Development Loans**
  - (South Transfer Point – This project cost and category are eliminated and the funds re-allocated to the “Housing Development in South Park Street Corridor” line item);
- **(-$6,000,000) – Development Loans**
  - (Village on Park Improvements - This project cost and category are eliminated and the funds re-allocated to the “Housing Development in South Park Street Corridor” line item);
- **(-$5,000,000) – Development Loans**
  - (Financial Assistance to Rental Housing - This project cost is reduced by $5,000,000 and those funds re-allocated to the “Housing Development in South Park Street Corridor” line item);
- **(-$5,000,000) – New Small Cap Homeownership Program / Development Loans (for owner occupied)**
  - This project cost is reduced by $5,000,000 and those funds re-allocated to the “Housing Development in South Park Street Corridor” line item);

- **TOTAL CHANGE 2026: $0** (There is no net change to the project plan as a result of the 2026 amendment)
- **Total TIF Funded Project Costs - $99,480,000**

TID 51 – Summary

- Projected to close: 2037*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $290 million

TID 54


Legend
TID 54 Pennsylvania Ave
Village of Maple Bluff
MAPLEWOOD
HUXLEY
ABERG
SHOPKO
Bike Path
FISK
WOODLAND
RUSKIN
O'NEILL
ROTH
MYRTLE
COOLIDGE
DAHLE
MAYER
MOLAND
STANG
CAMBRIDGE
KENSINGTON
LAKEWOOD
PACKERS AV-SERVICE
COMMERCIAL
MAYWOOD
SUPERIOR
BAYSIDE
ERIE
BURROWS
NORTHFIELD
HARBORT
FULLER
EDGEWOOD
SHERMAN
PAGET
LAKEWOOD GARDENS
PENNSYLVANIA
PACKERS
DAYTON
LAWN
MIFFLIN
SIXTH
Bike Path
LAFOLLETTE
JOHNSON
WASHINGTON
DIVISION
DUNNING
UNDEN
ATWOOD
THORNTON
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 54 2026 Amendment
Date: 3/24/2026
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TID 54
2026 Amendment
N

TID 54 – Costs

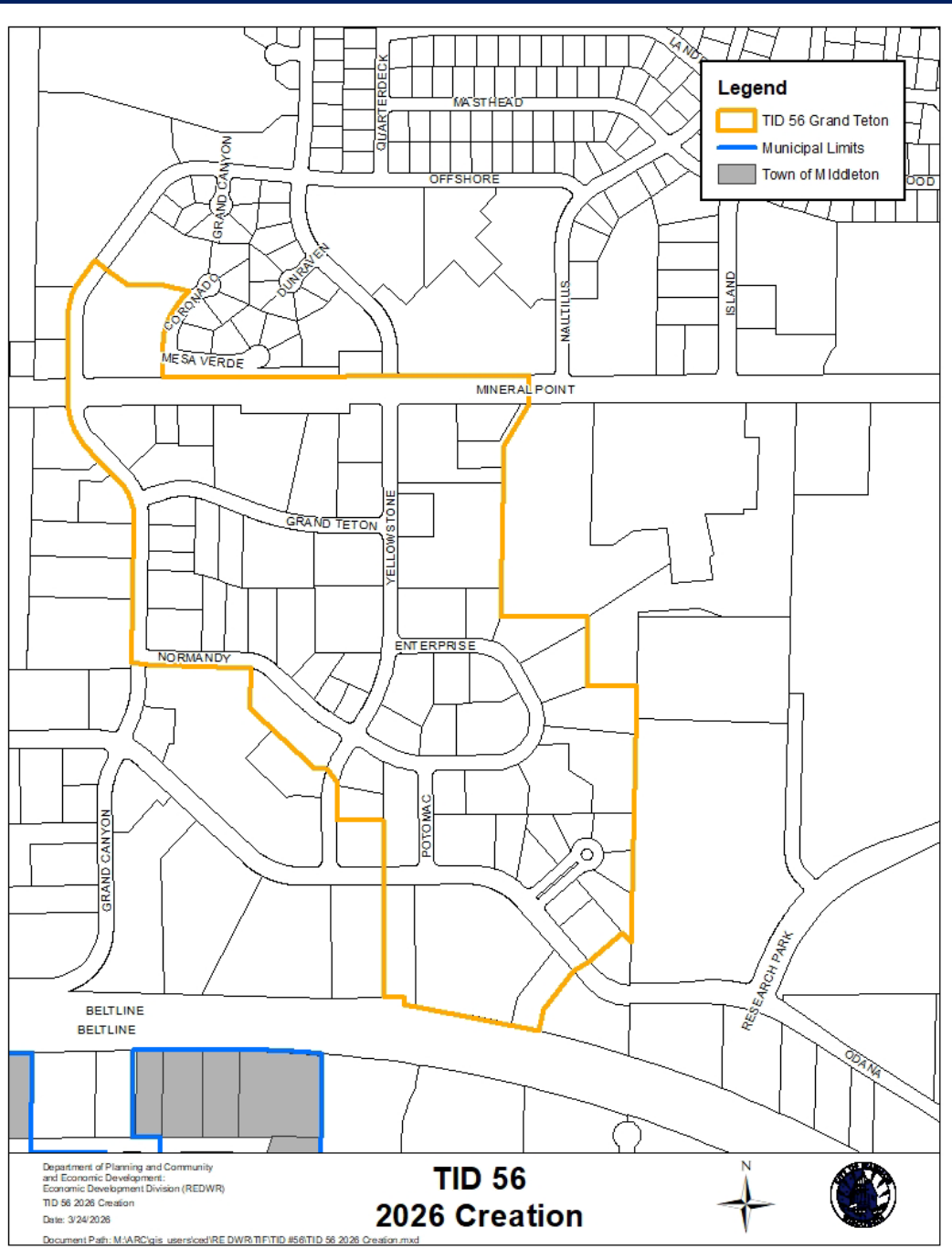
- **Development Loans (Realta Fusion Jobs TIF)** – $2,800,000

- **TOTAL CHANGE 2026: $2,800,000**
- **Total TIF Funded Project Costs - $21,747,000**

TID 54 – Summary

- Projected to close: 2034*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $215 million

TID 56


Legend
TID 56 Grand Teton
Municipal Limits
Town of Middleton
MASTHEAD
OFFSHORE
QUARTERDECK
GRAND CANYON
CORONADO
DUNRAVEN
MESA VERDE
NAUTILUS
ISLAND
MINERAL POINT
GRAND TETON
YELLOWSTONE
ENTERPRISE
NORMANDY
POTOMAC
GRAND CANYON
BELTLINE
BELTLINE
RESEARCH PARK
ODANA
TID 56
2026 Creation
N
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 56 2026 Creation
Date: 3/24/2026
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TID 56 – Costs

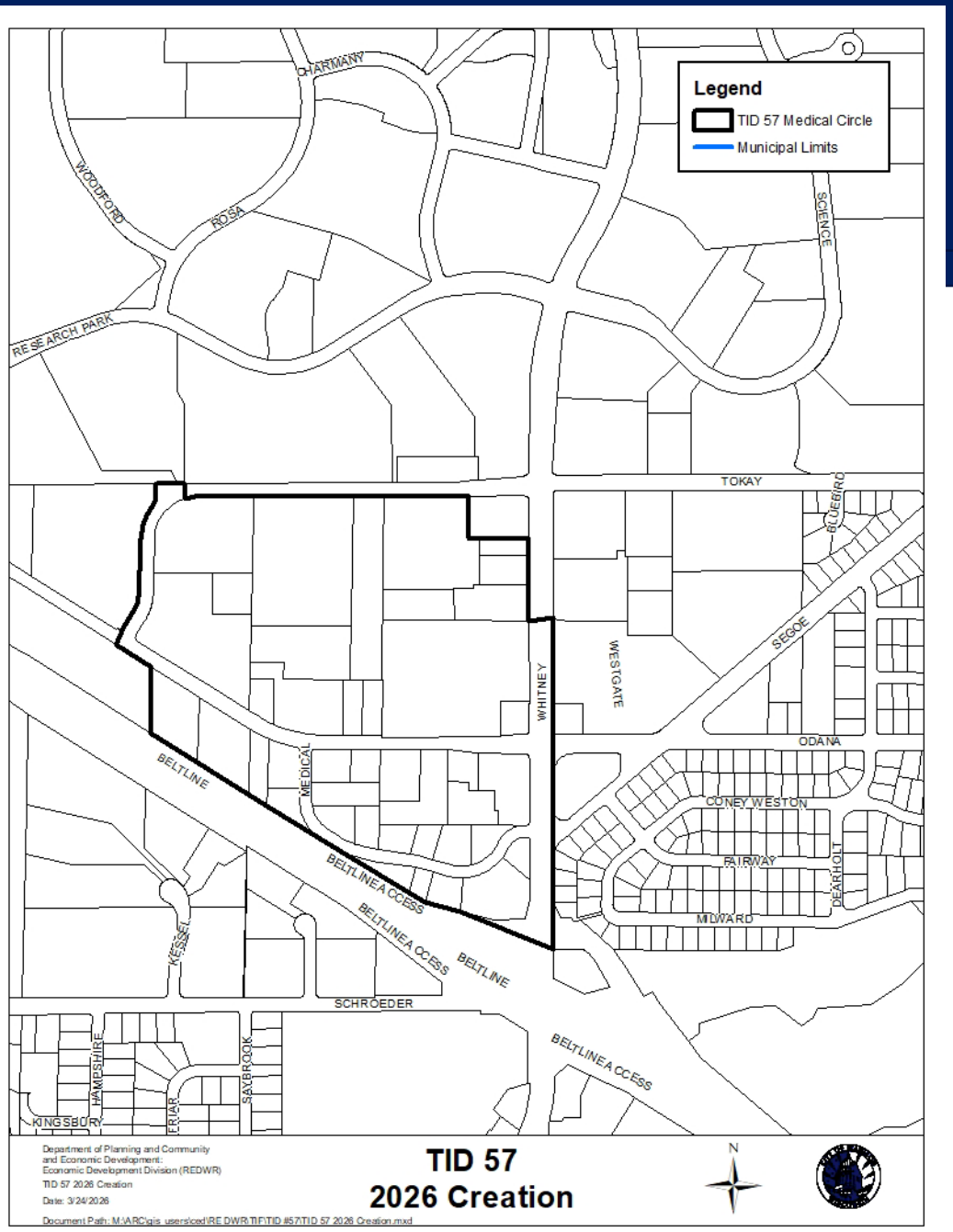
- **$10,100,000** – Public works / infrastructure projects in the Mineral Point Road, Grand Canyon Drive, Grand Teton Plaza, Yellowstone Drive, and Odana Road area;
- **$1,500,000** – Parks improvements in the West Towne area
- **$2,900,000** – Development Loans
- **$2,000,000** – Small Business Assistance, including grants
- **$500,000** – Administrative and professional costs.

- **TOTAL 2026: $17,000,000**
- **Total TIF Funded Project Costs - $17,000,000**

TID 56 – Summary

- Projected to close: 2045*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $104 million

TID 57


Legend
TID 57 Medical Circle
Municipal Limits
CHARMANY
WOODFORD
ROSA
RESEARCH PARK
SCIENCE
TOKAY
BLUEBIRD
SEGOE
WESTGATE
WHITNEY
ODANA
MEDICAL
BELTLINE
CONEY WESTON
FAIRWAY
DEARHOLT
MIDWARD
BELTLINE ACCESS
BELTLINE ACCESS
BELTLINE
KESSEL
SCHROEDER
BELTLINE ACCESS
HAMPSHIRE
SAYBROOK
FRIAR
KINGSBURY
Department of Planning and Community and Economic Development: Economic Development Division (REDWR)
TID 57 2026 Creation
Date: 3/24/2026
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TID 57
2026 Creation
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TID 57 – Costs

- **$8,500,000** – Public works / infrastructure projects in the Whitney Way, Odana Road, Tokay Blvd., and Medical Circle of the City of Madison
- **$2,000,000** – Development Loan to 5555 Odana Road / 5534 Medical Circle
- **$2,000,000** – Small Business Assistance, including grants
- **$500,000** – Administrative and professional costs.

- **Total TIF Funded Project Costs - $13,000,000**

TID 57 – Summary

- Projected to close: 2045*
  - **Assuming no additional project plan amendments, significant economic changes, or changes to TIF Law*
- TID estimated incremental value at closure: $87 million

Questions?

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City of Madison

City of Madison
Madison, WI 53703
www.cityofmadison.com

Master

File Number: 93677

File ID:	93677	**File Type:**	Presentation	**Status:**	Presentation
Version:	1	**Reference:**		**Controlling Body:**	FINANCE COMMITTEE
				File Created Date :	06/22/2026
File Name:				**Final Action:**	

Title: 2027 Operating Budget Outlook and Request Guidance

Notes:

Sponsors:

Effective Date:

Attachments: _2027 Operating Request Overview for FC.pdf

Enactment Number:

Author:

Hearing Date:

Entered by: abannon@cityofmadison.com

Published Date:

History of Legislative File

Ver-sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	FINANCE COMMITTEE	06/22/2026	Refer	FINANCE COMMITTEE			

Action Text: This Discussion Item was Refer to the FINANCE COMMITTEE

Text of Legislative File 93677

Title
2027 Operating Budget Outlook and Request Guidance

2027 Operating Budget Overview

Finance Committee
June 29, 2026

Agenda

- Budget Calendar and Deadlines
- 2027 Operating Outlook
  - Limitations on Budget
  - Cost to Continue Revenue & Expenditures Assumptions
  - 5-Year Outlook
  - Approach for 2027
- Budget Guidance
- Completing Proposals in Munis & Submitting Forms

Key Dates for 2027 Budget Development

Capital Budget

- Kick Off: **March 17**
- Agency Requests Due: **April 17**
- Agency Briefings: **May 13-15**
- Executive Budget Introduced: **September 8**
- FC Briefings: **September 14-15**
- FC Amendment Meeting: **September 28**
- CC Budget Meetings: **November 10-12**

Operating Budget

- Kick Off: **June 9**
- Agency Requests Due: **July 17**
- Agency Briefings: **August 12-21**
- Executive Budget Introduced: **October 6**
- FC Briefings: **October 12-13**
- FC Amendment Meeting: **October 26**
- CC Budget Meetings: **November 10-12**

*FC = Finance Committee
*CC = Common Council

Operating Budget Considerations

The operating budget must be balanced (revenues = expenditures). There are constraints on both sides of the equation.

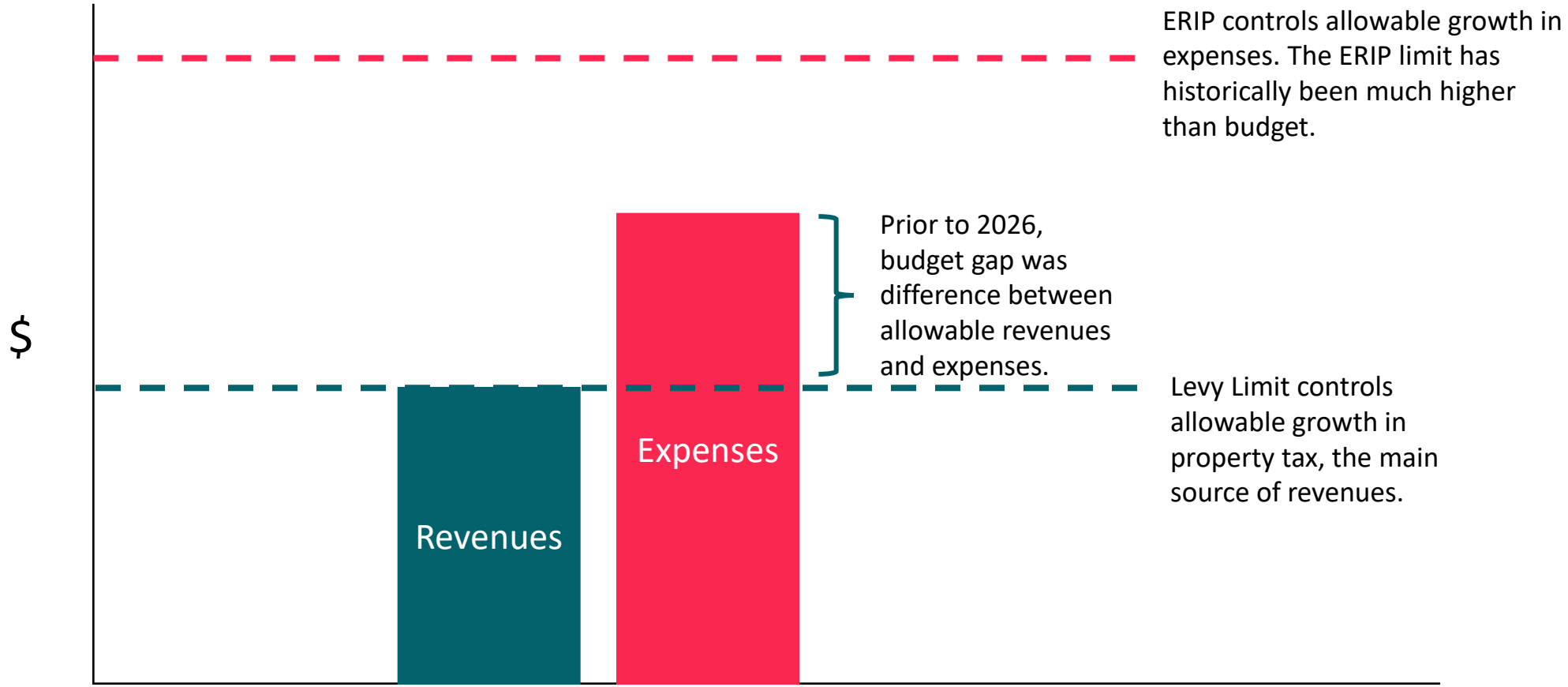
Revenue Limits

- The levy limit and other limits on local revenues have been the primary challenge with structural deficit. Allowable growth in revenues does not keep pace with expenditures.
- Voters approved a $22 million referendum in 2024 to close the budget gap in 2025. This amount is permanently added to tax base but does not grow with inflation or rising expenses.
- The 5-year plan in the 2026 budget shows the structural gap and options to balance the budget (e.g. fund balance, special charges).

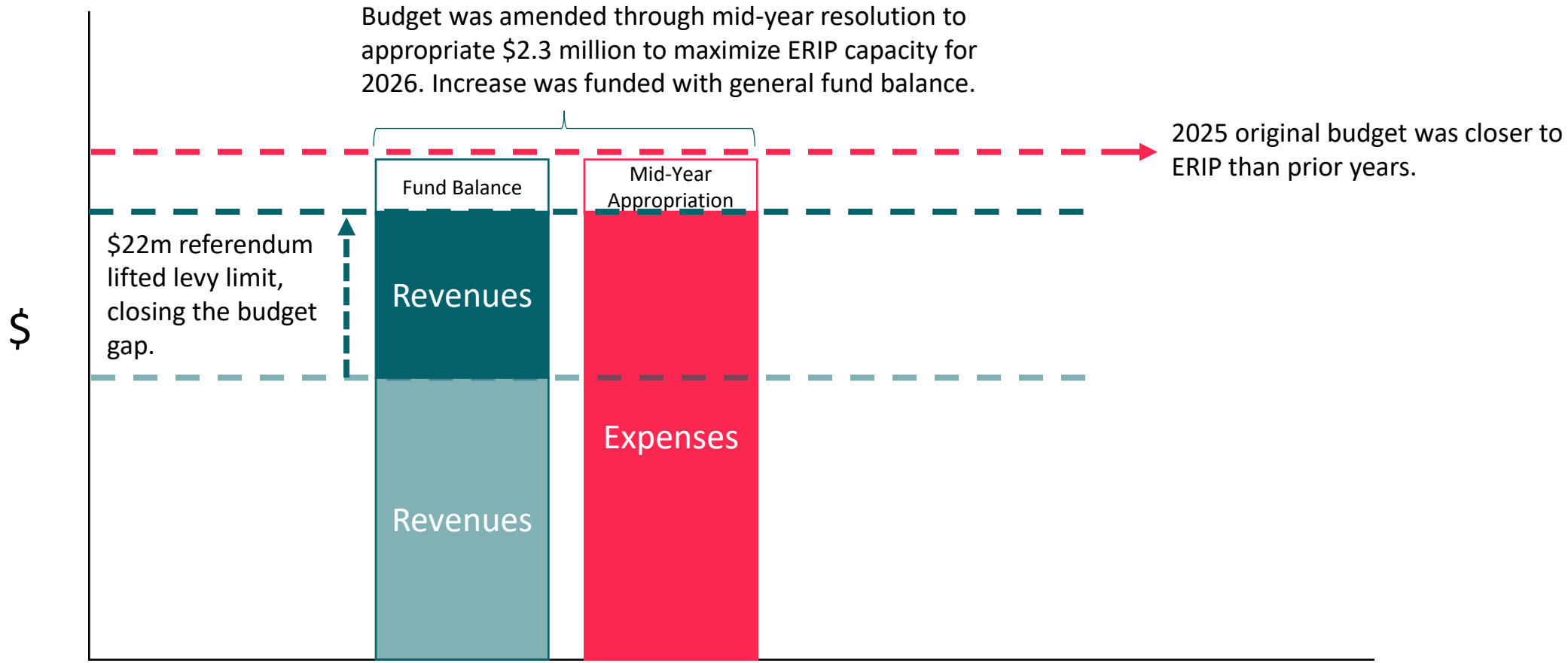
Expenditure Limits

- The Expenditure Restraint Incentive Program (ERIP) limits growth in year over year expenditures.
- Compliance results in annual State Aid payments of $7m-$9m.
- Prior to 2026, ERIP limit had been significantly higher than levy limit, meaning we could have increased expenditures if revenues allowed.
- 2026 is first budget that had an ERIP constraint before levy constraint.

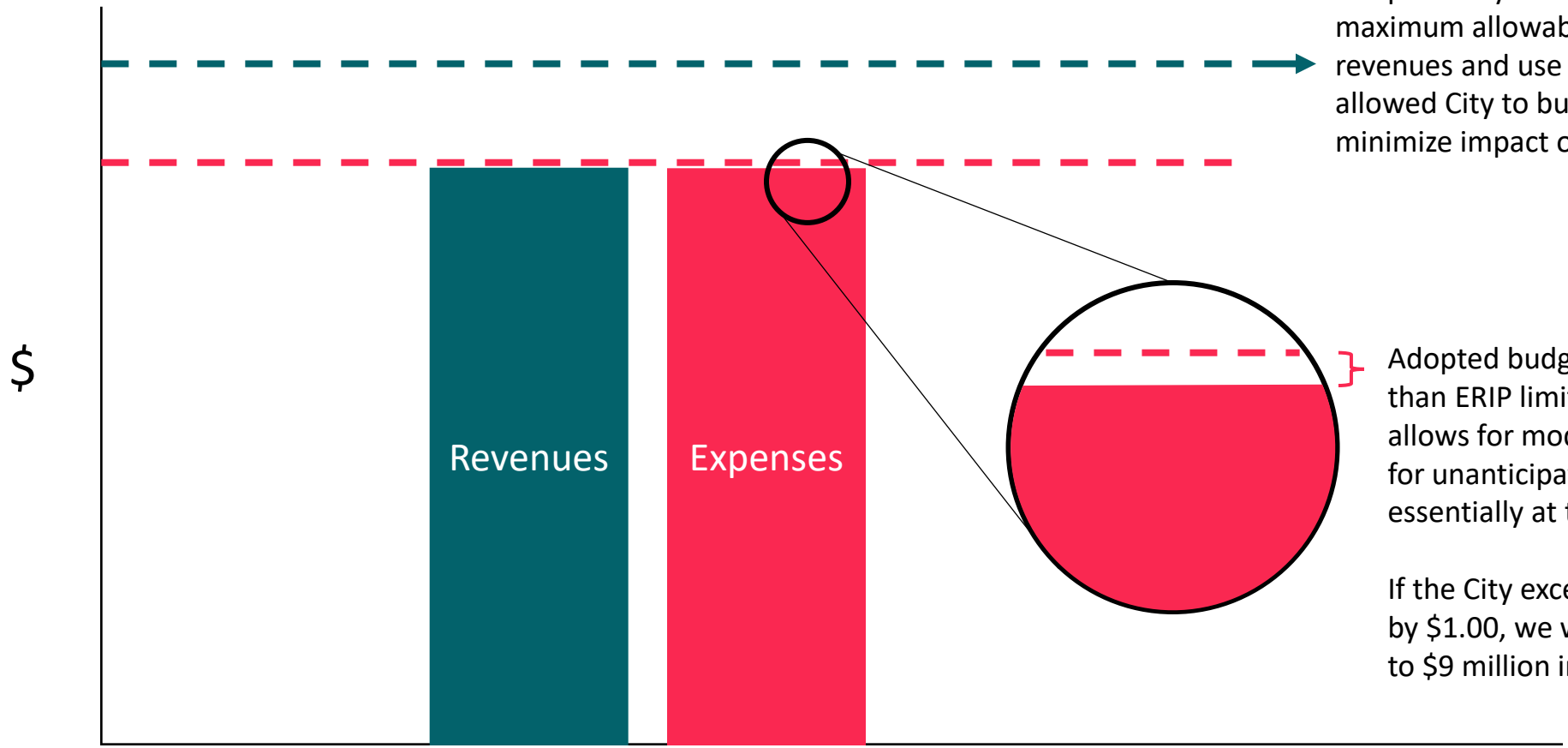
Historically, the levy limit has been the primary budget challenge.



In 2025 budget, the property tax levy referendum helped close the gap.



The 2026 budget was the first time we hit the ERIP limit before the levy limit.



Adopted levy was $4.9 million *less than* maximum allowable. Increase in other revenues and use of fund balance allowed City to buy down the levy to minimize impact on tax payers.

Adopted budget is $200,000 less than ERIP limit. This margin allows for modest readjustments for unanticipated costs, but is essentially at the ERIP limit.

If the City exceeds the ERIP limit by $1.00, we will lose $7 million to $9 million in state aid in 2027.

2027 Cost to Continue Process

Cost to Continue (C2C) is the first step of developing the city's operating budget. It is a baseline estimate of how much it will cost the City to provide the same level of service in the upcoming year.

City-Wide Adjustments

- Update revenue projections and remove one-time funding used to balance the 2026 Budget
- Personnel Costs
  - Estimated through a salary & benefit projection that incorporates step & longevity increases and negotiated increases
  - Includes placeholders for benefits rates, which will be updated later in the year
  - Based on 2026 payroll allocations
- ID Charges for internal services (Fleet, Insurance, Workers Compensation) and cost allocation plan

Agency-Specific Adjustments

- Remove one-time funding and expenses from the 2026 Adopted Budget
- Annualize partial year commitments
- Build in contractually required increases for purchased services
- Agency C2C determined through meetings between agencies and budget staff

2027 Cost to Continue projects a revenue gap and exceeds the ERIP limit.

General and Library Funds

Revenues = $472.1 million

Total revenues are $19.4 million (4.3%) higher than the 2026 adopted budget. Assumptions:

- + $18.5m: Levy increase
- + $2.6m: Increase in ambulance fees
- +$1.0m: Increase in building permit revenue
- - $1.2m: Decrease in municipal service payment
- -$1.0m: Decrease in interest earnings
- -$2.2m: Removing fund balance applied
- +1.8m: Other adjustments to state aid, licenses, transfers, and other sources

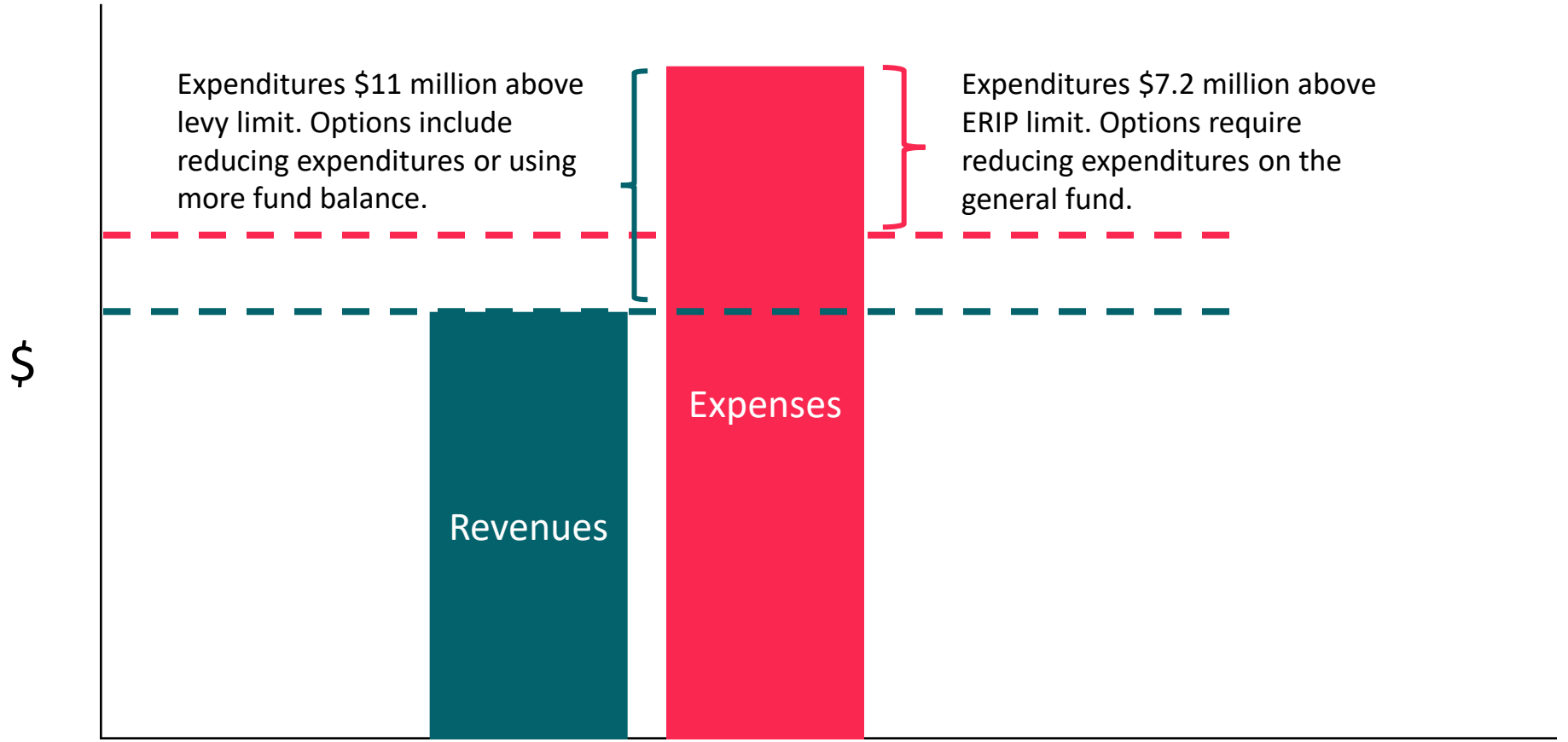
Expenditures = $483.2 million

Total expenses are $30.4 million (6.7%) higher than 2026 adopted budget. Major changes:

- + $9.7m: Salary + benefits increases
- + $9.5m: Metro subsidy increase
- + $6.0m: Placeholder for GF Debt Service; excluded from ERIP calculations
- + $2.6m: Non-Personnel Costs. Half of increase for software costs ($1.3m). Library contract with Dane County ($289,000), legal services and consulting for property tax challenges ($225,000), building maintenance costs ($170,000), and other expenses
- +$1.5m: Fleet charges, primarily for increased fuel costs

$11.0 million gap between revenues and expenditures
$7.2 million above ERIP limit

2027 Cost to Continue projects a revenue gap and exceeds the ERIP limit.



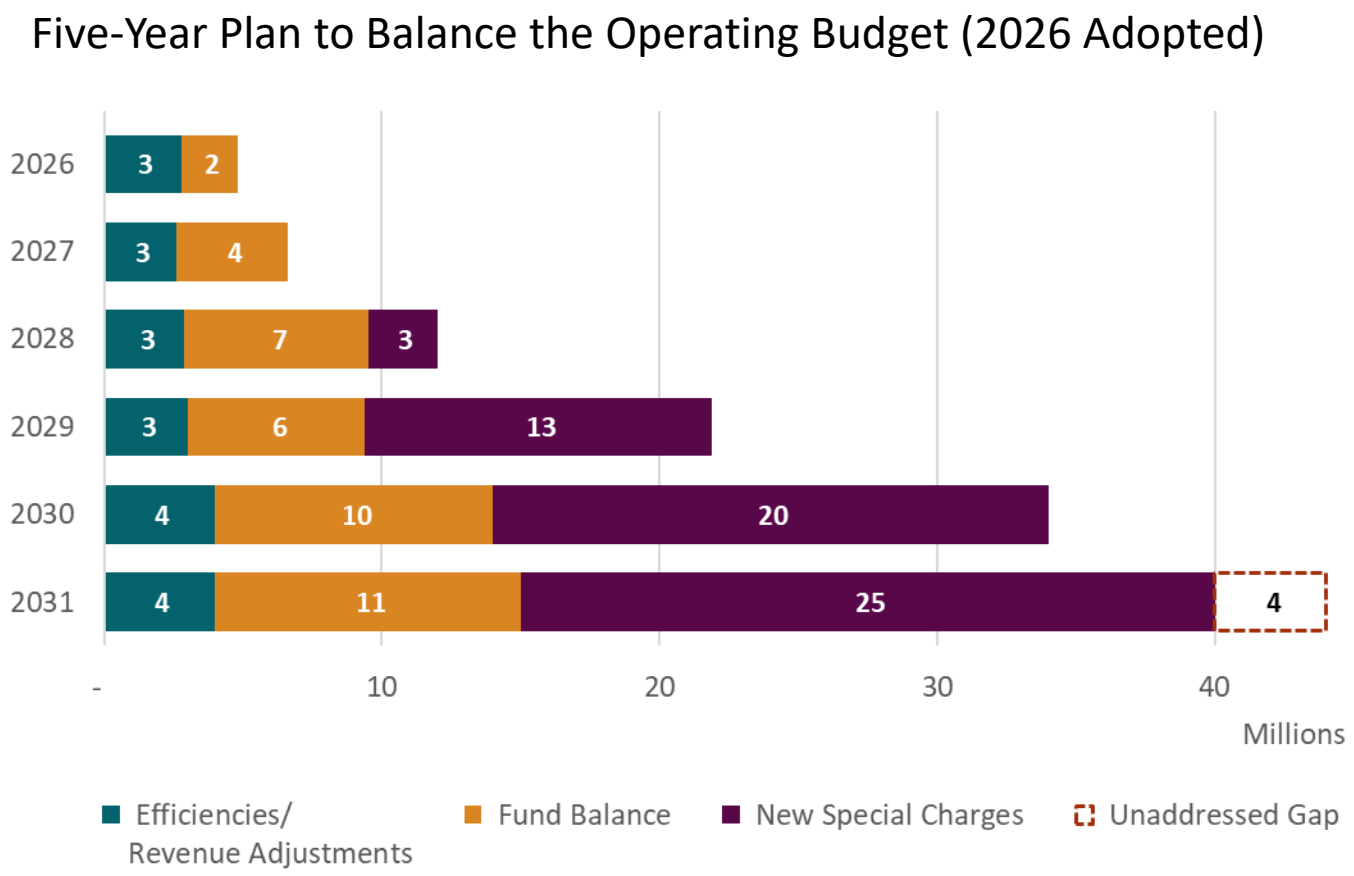
Cost to Continue Adjustments:
Expense Details(GF + Library)

Category	Assumptions
Personnel Costs	$9.7 million increase in salaries and benefits • $6.6 million increase in perm wages: 3% increase for GMEs and protective service based on negotiated agreements and Step/Longevity adjustments. Partially offset by $2 million decrease in pending personnel that was associated with partial year positions in 2026. • $466,000 reduction in Clerk's Office: elections staffing for two fewer elections • $2.7 million increase in health insurance: anticipated increase of 8.5% on local plans • $1.6 million increase in WRS and FICA: increase on base wages and assuming 2.5% WRS rate increase • Maintain citywide salary savings rate of 3% and maintain 0.75% budget efficiency reduction • Recalculation of salary savings and budget efficiency added $0.6 million to budget, despite being calculated on a higher base. This is related to one-time adjustments and reallocations that resulted in more savings from these two items in 2026.
Elections	• $592,000 reduction for elections-related expenses including staffing and postage costs • Overall Clerk costs reduced $211,000; savings from biennial election cycle offset by increases for purchased services (facility rental, other costs) and higher insurance charges
Direct Appropriations	• Adds $6.0m placeholder for Debt Service • $95,000 increase to reverse additional Room Tax support for the Zoo in 2026 • $225,000 increase in consulting and legal service costs for Assessor-related property assessment challenges
Purchased Services	• Adds $1.3m in agencies for software costs ($971,000 in IT, $274,000 in Police, $35,000 other agencies) • $170k increase in building maintenance costs • Other major changes: Library Dane County contract ($289,000); Police non-software purchased services ($170,000); Clerk storage facility rental ($149,000)

Cost to Continue Adjustments:
Other Adjustments(GF + Library)

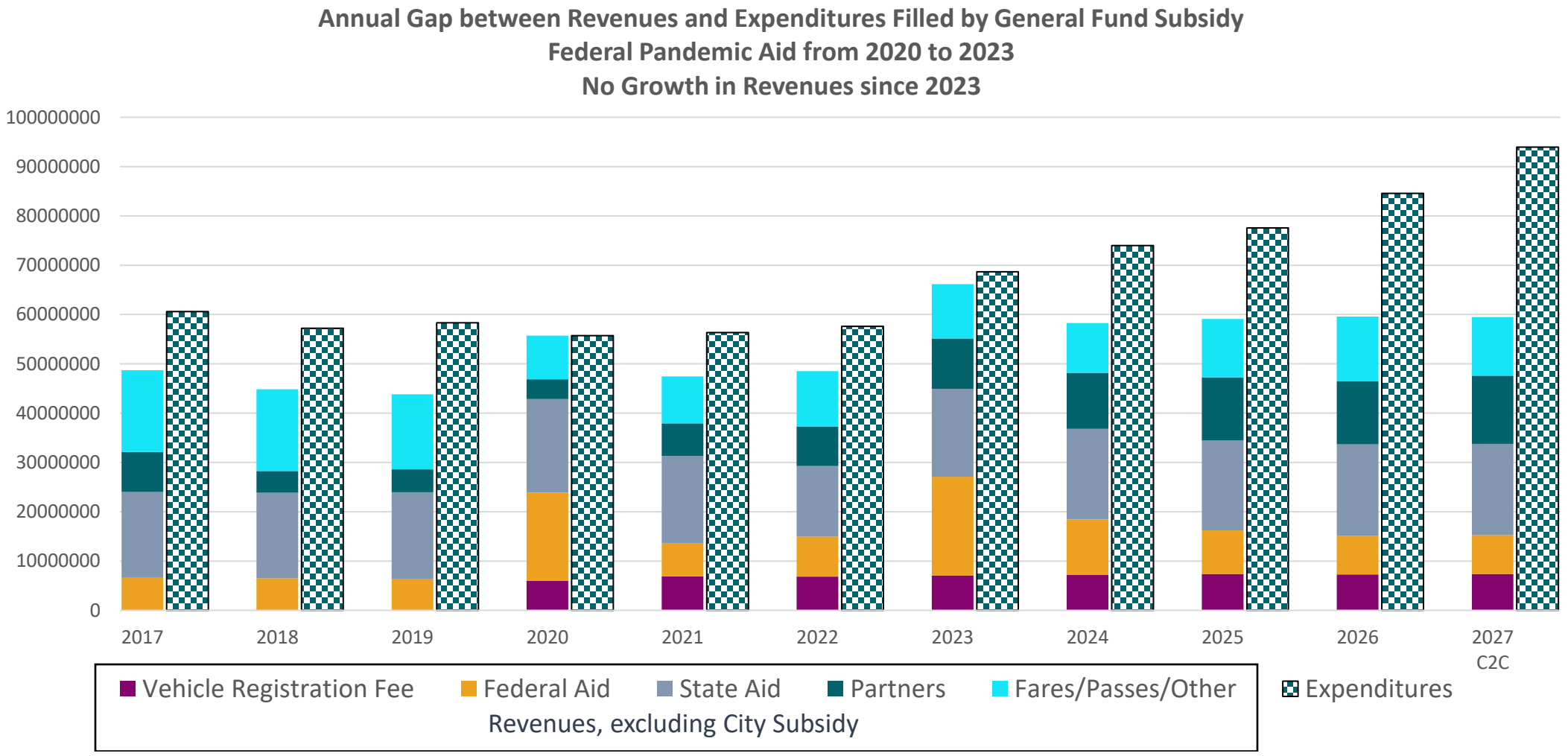
Category	Assumptions
General Fund Subsidies	
Metro Subsidy	• Adds $9.5m to Metro subsidy (2027 total: $34.5 million) • Reflects increased personnel, fuel, and paratransit provider costs
PHMDC Subsidy	• Increased $744,000 based on cost to continue and equalized value
Billings and Charges	
Fleet Rate	• Fleet budget increased by $2.2 million related to increased fuel ($1.5 million) other adjustments • $1.5 million increase in GF billings
Cost Allocation	• Updated plan increases billings to enterprise agencies by $148,000
Other billings and charges	• Insurance: Charges to the General Fund increased by $167,000 • Worker's Compensation: Charges to the General Fund increased $27,000

Five-year operating budget plan presents a roadmap for closing the revenue gap.



- Five-year plan first introduced in 2025 adopted budget, updated for 2026.
- Plan assumed using $40m of fund balance to close future gaps.
- Model assumed growth in personnel costs and inflation for non-personnel costs, but did not factor in current fuel prices or significant growth in Metro subsidy.
- Applying fund balance helps with the levy limit but does not solve the ERIP issue. Reductions will be required to comply with ERIP.
- Plan will be updated in the 2027 executive budget summary.

Context on Metro Transit Revenues



2027 Budget Guidance

2027 budget will include 2% reduction scenarios and no supplemental requests

- Due to expenditure limits, **all** agencies will be required to submit 2% reduction scenarios as part of their request.
- Baseline budget will continue a 3% average salary savings rate (All Funds) and 0.75% “Budget Efficiency” reduction for General, Library, and Fleet Funds.
- No new positions and no supplemental requests will be allowed.
- This year’s guidance on reductions and supplementals applies to enterprise and restricted funds, which have been historically excluded from budget cuts, to examine affordability of all City services.

Budget Guidance:
Base Budget

- **General, Library, and Fleet Funds:** Base budget will be 99.25% of cost-to-continue levels. This includes a built-in 0.75% budget reduction to reflect historic underspending levels. Department heads will be expected to manage to the 99.25% budget throughout the 2027 fiscal year.
- **Enterprise and Restricted Funds:** Agencies are directed to develop an operating budget plan consistent with current revenue projections for 2027. Revenue projections should limit the growth in user rates to the extent possible.
- **Salary Savings:** "Salary Savings" is used to reflect turnover and vacancies in an agency budget. All agencies, including enterprises, budget for salary savings. The citywide average is 3% of permanent wages, which is the same rate as 2026. Rates will be tiered from 0%-4% based on agency size.

Budget Guidance:
Reduction Scenarios (All, excluding grants)

- All agencies, including enterprise funds and restricted funds, must propose service reductions equal to at least 2% of the department's 2027 base budget. Grant funds are exempted from submitting a reduction proposal.
- Department heads are directed to review all services and activities. Our goal is to preserve core services while identifying lower priority services that could be eliminated. Plans should avoid, to the extent practicable, one-time savings from holding positions vacant and reductions in administrative costs (e.g. travel, training, office supplies) that do not impact service levels.
- Enterprise and restricted funds have been excluded from prior cut exercises based on the availability of revenue sources aside from the property tax. However, it is priority to examine affordability of all City services. The target for enterprise and restricted funds will be 2% of the request budget, excluding debt service and certain fixed costs determined by external entities.

Budget Guidance:
Reallocations, Personnel, and Supplementals

- **Reallocations:** Agencies may reallocate funding across services so long as the changes are net neutral and do not increase the agency's overall expenditures. Agencies may not change inter-departmental charges or shift costs to other departments.
- **Personnel:** Agencies will **not** be allowed to submit new position requests for 2027. This includes enterprise agencies. Agencies may request to recreate or reclassify existing positions, but must consult with HR on proposed changes.
- **Supplemental Requests:** Agencies will **not** be allowed to submit supplemental requests for 2027. Agencies may submit an optional 5-year planning document to identify future operating cost needs related to known projects (e.g. completion of a new facility, implementation of new software or equipment) that should be considered for future budget cycles.

Budget Guidance:
Other Considerations

- **Citywide Priorities:** Agency requests should be aligned with citywide priorities, including racial equity, social justice, and sustainability.
- **Creativity and Innovation:** Agencies are directed to be creative in developing proposals to reduce the cost-of-service delivery, including working across agencies to create cost-saving efficiencies.
- **Data-Informed Proposals:** Agencies that have completed the Results Madison data engagement will be expected to select 2-3 service indicators to present as part of their budget. These indicators will be published as part of the executive budget in October.