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: July 7, 2026
Resolution Number: RES-26-00392
Legistar # - 93416

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

TABLE OF CONTENTS

INTENT AND PURPOSE	3
PROPOSED CHANGES IN ORDINANCES, CODES OR PLANS	4
PROPOSED PROJECT COSTS	5
SUMMARY OF TOTAL PROJECT COSTS AND ECONOMIC FEASIBILITY	13
PROMOTION OF ORDERLY LAND DEVELOPMENT	15
EXPECTATIONS FOR DEVELOPMENT	15
METHODS FOR THE RELOCATION OF DISPLACED PERSONS AND BUSINESSES	16
LEGAL DESCRIPTION	16
District Boundary – 2025	28
Blight Findings – 2023	29
Existing Zoning	30
Proposed Zoning – 2025	31
Existing Land Use – 2025	32
Proposed Land Use – 2025	33
Proposed Half Mile Boundary – 2025	34
City Attorney Opinion Letter	35
Donor Plan Appendix	36

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] 2,750,000[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~~ 2,750,000		~~10,500,000~~ ~~7,750,000~~ 2,750,000
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;

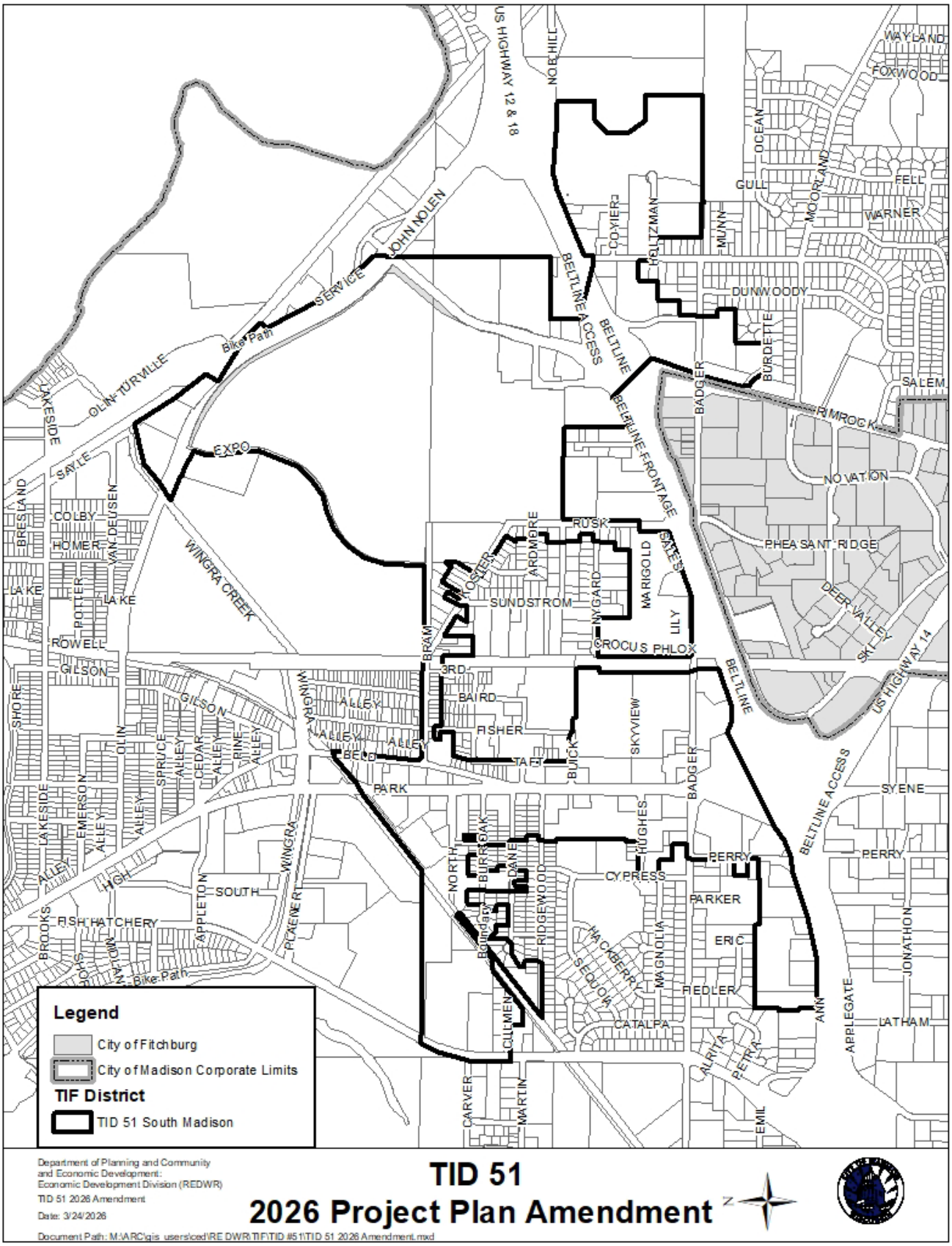
Thence southerly 120 feet more or less along the westerly line of said Lot 4 of Block 6 of the First Addition to Oak Ridge Subdivision to the Southwest corner of said Lot 4 of Block 6 of the First Addition to Oak Ridge Subdivision also being on the northerly right-of-way of Dane Street;
Thence southerly 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;

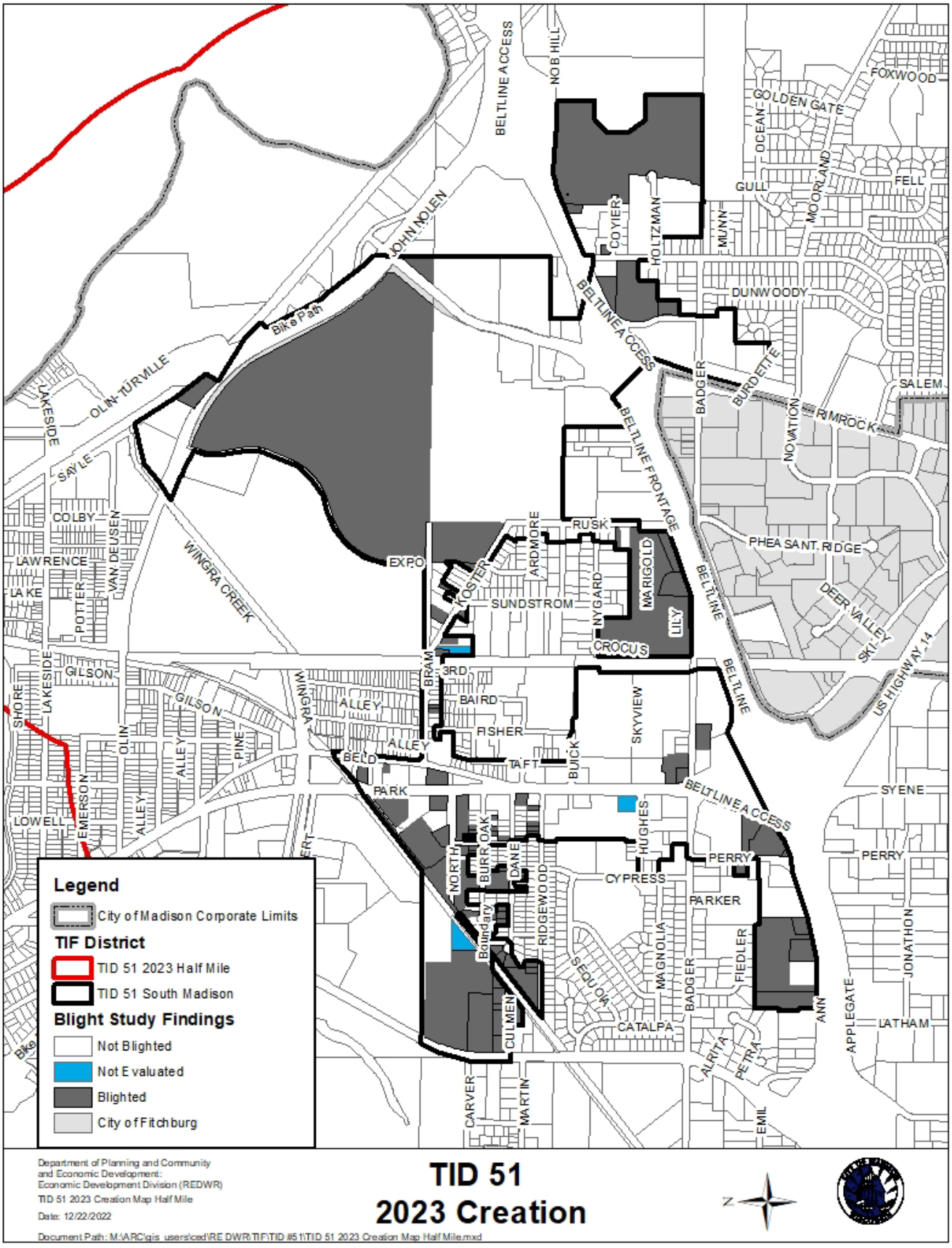
Thence easterly 889.2 feet more or less along the said northerly right-of-way of Bram Street and being along the southerly line of Blocks 5, 6, and 7 of the said Fair View Addition to South Madison to the Southeast corner of Lot 20 of said Block 7 of the Fair View Addition to South Madison also being 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.

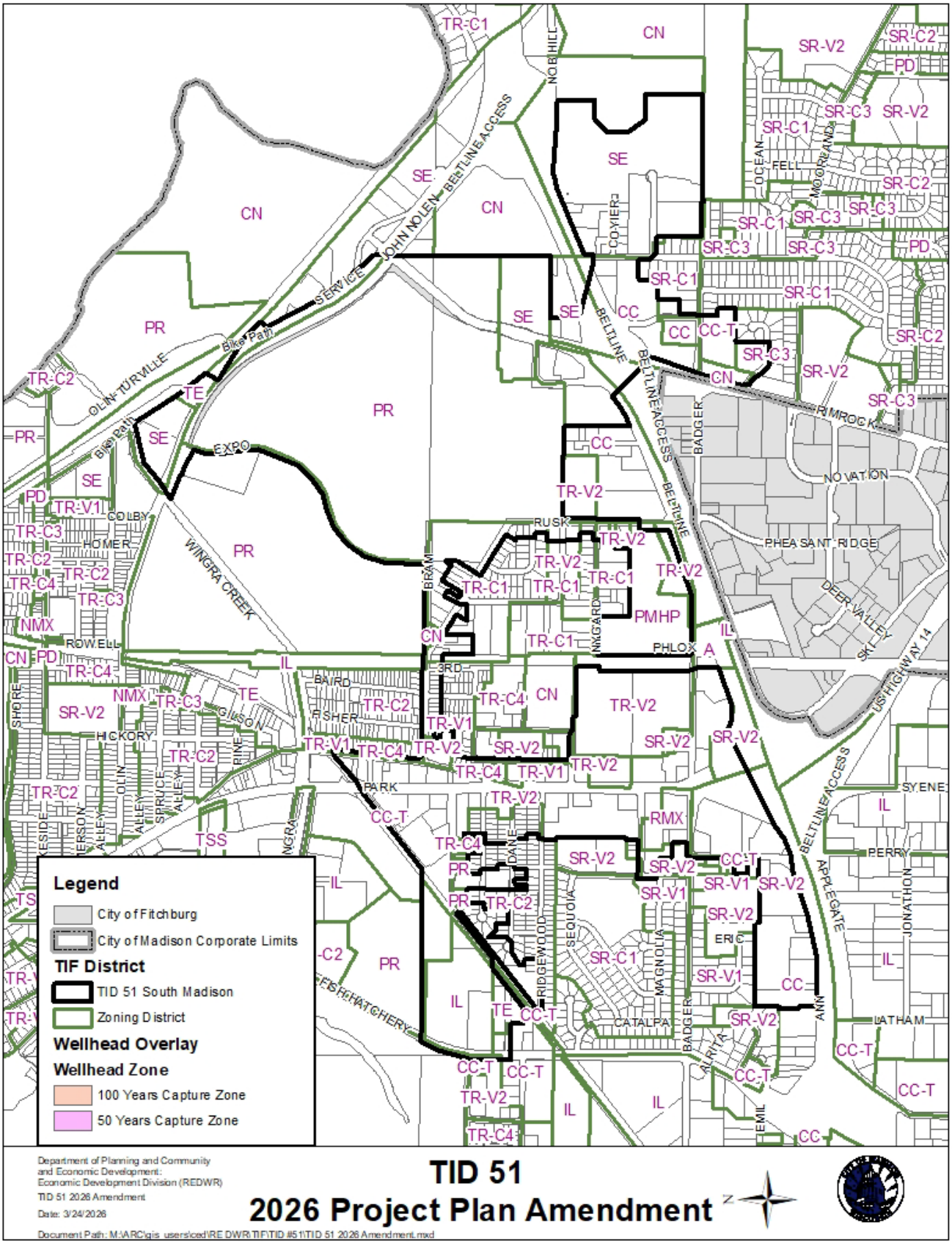
District Boundary – 2026



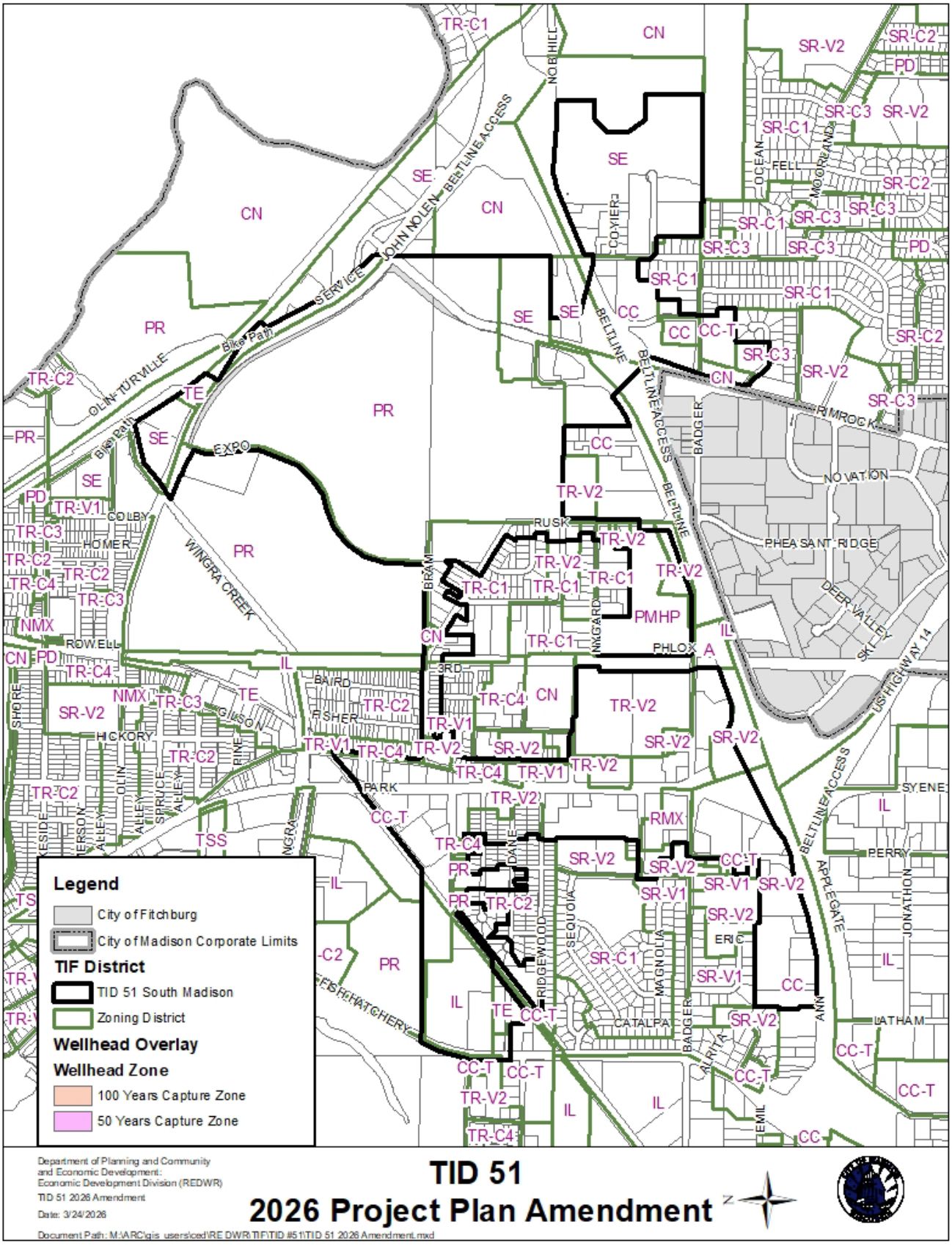
Blight Findings – 2023



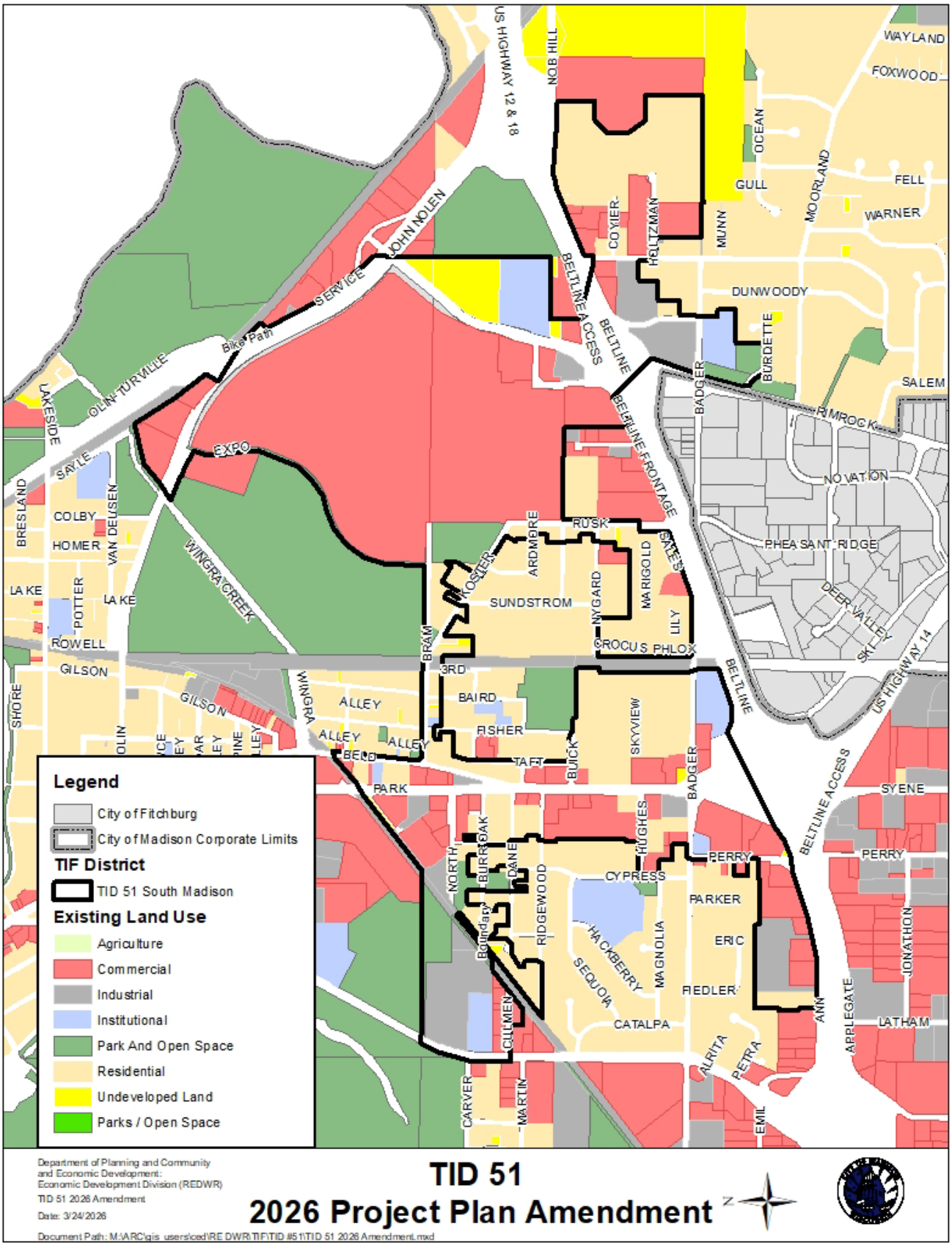
Existing Zoning – 2026



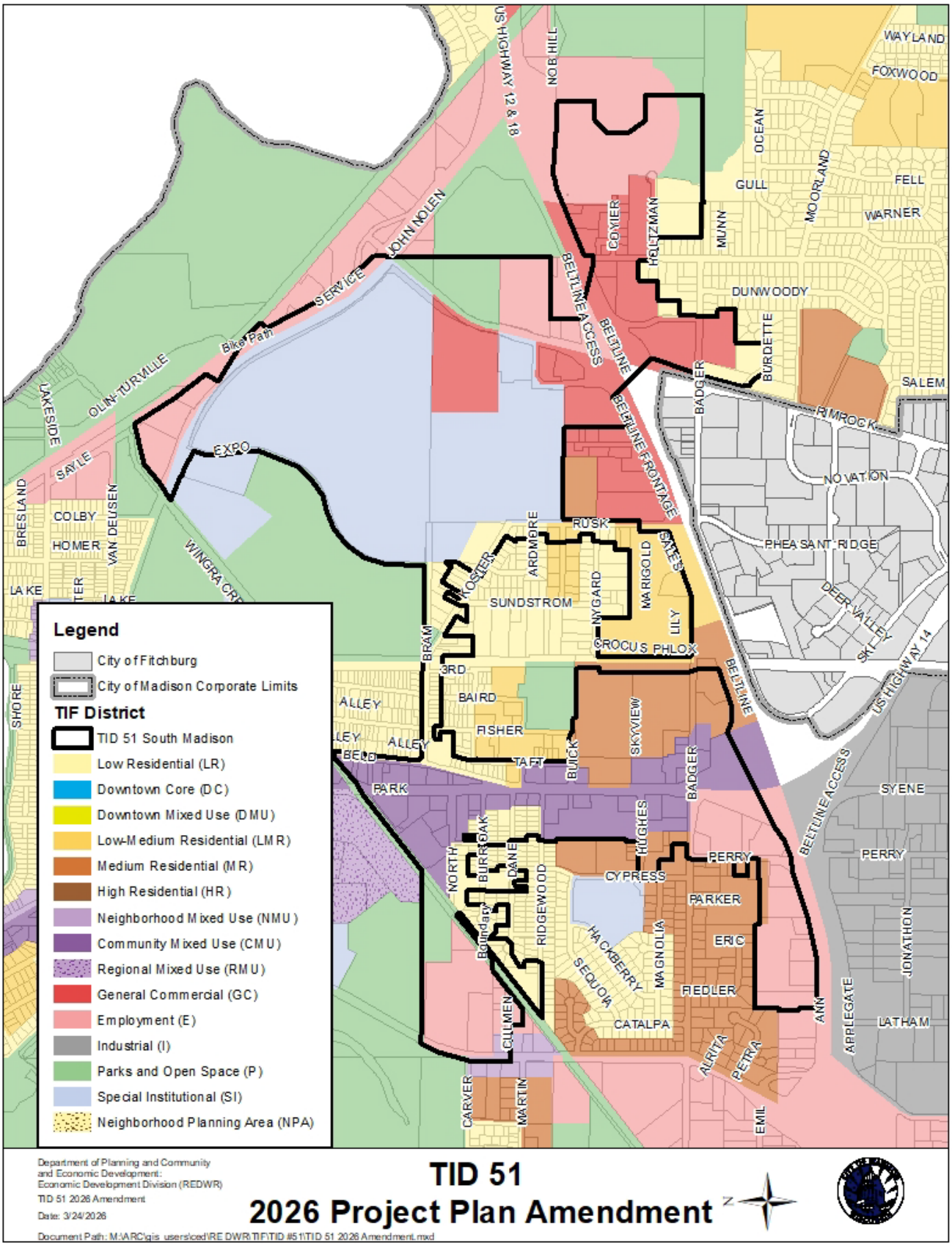
Proposed Zoning – 2026



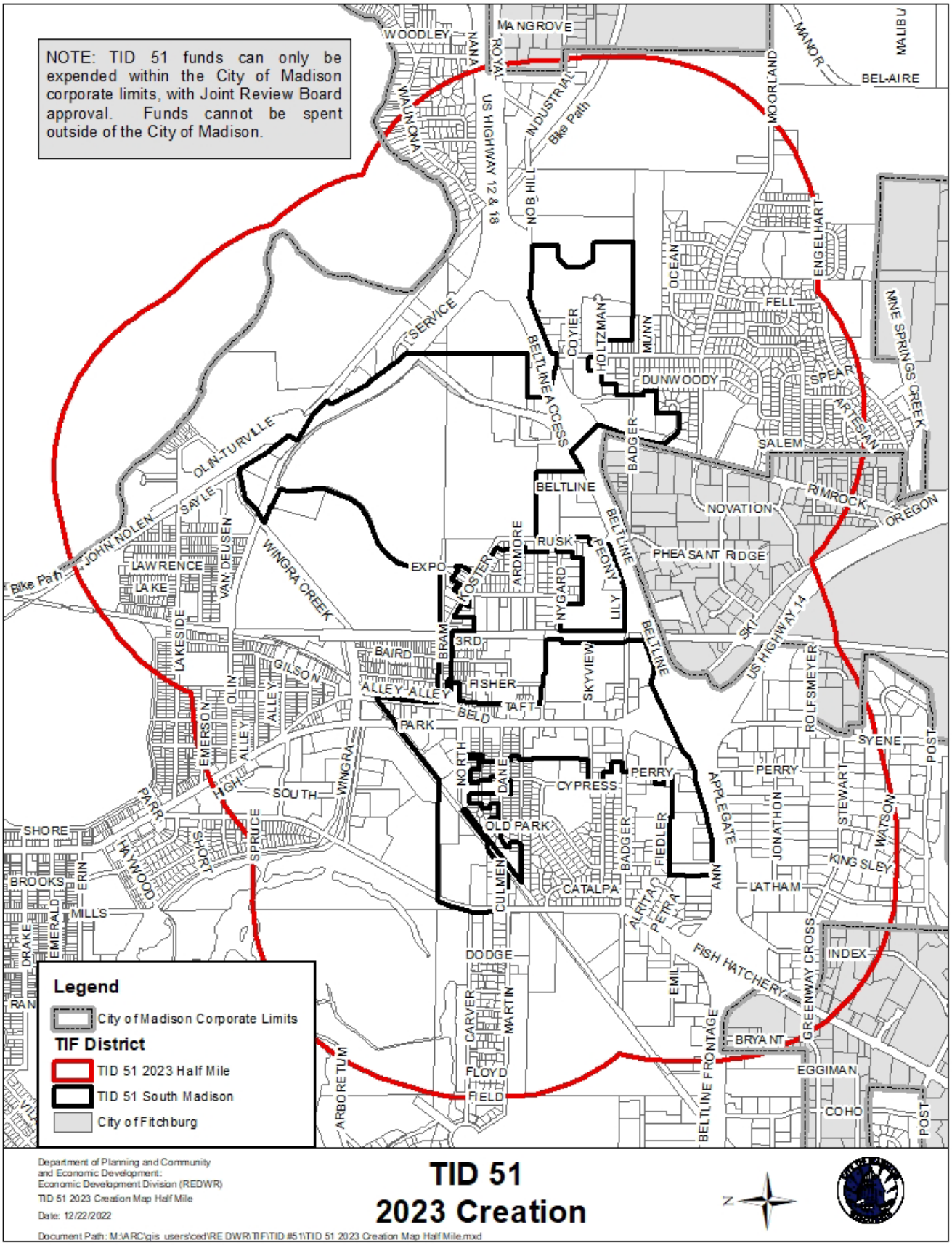
Existing Land Use – 2026



Proposed Land Use – 2026



Proposed Half Mile Boundary – 2023



City Attorney Opinion Letter

Office of the City Attorney

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

ASSISTANT CITY ATTORNEYS

Benjamin C. Becker
Jason P. Donker
Eric A. Finch
Marcia A. Kurtz
Lara M. Mainella
Amber R. McReynolds
Adriana M. Peguero
Matthew D. Robles
Andrew D. Schauer
Avery J. Schulman
Kate M. Smith
Jaime L. Staffaroni
Doran E. Viste
Brittany A. Wilson
Jennifer Zilavy

PARALEGAL
Ryan M. Riley

City-County Building, Room 401
210 Martin Luther King, Jr. Boulevard
Madison, Wisconsin 53703-3345

(Telephone) 608-266-4511
(Facsimile) 608-267-8715
attorney@cityofmadison.com

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**