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Project Plan and Boundary for

TAX INCREMENTAL FINANCE DISTRICT 53
(EAST WILSON)

City of Madison

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Department of Planning and Community and Economic Development
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TAX INCREMENTAL FINANCE DISTRICT #53
(EAST WILSON ST.)

INTENT AND PURPOSE

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

In particular, the City of Madison is proposing to create Tax Incremental District (TID) #53 (East Wilson) as a mixed-use TID, for the purposes of capturing incremental value to fund public works improvements that will benefit the TID and the larger community. TID 53 will be generally located along the East Wilson Street corridor between Carroll and Blair streets, and includes other key development and redevelopment parcels east and southeast of the Capitol Square.

PROPOSED CHANGES IN ORDINANCES, CODES OR PLANS

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

This TID is presently zoned PD, DC, and UMX. These zoning districts are suitable for mixed-use development.

Consistency with the City of Madison Comprehensive Plan

The Common Council of the City of Madison adopted an update to the City of Madison Comprehensive Plan on August 7, 2018. The Comprehensive Plan contains six sections, each with its own set of overarching Goals and implementation Strategies that are consistent with the projects and activities planned for TID 53 include, but are not limited to, the following:

Land Use and Transportation

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

Strategies:
- Maintain downtown Madison as a major Activity Center for the region while improving access and inclusivity.
- Expand and improve the city's pedestrian and bicycle networks to enable safe and convenient active transportation.

Consistency with TIF Policy

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

Section 1: TIF Goals

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

PROPOSED PROJECT COSTS

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

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 53. This will allow funds from TID 53 to be spent within a half mile of TID 53.

Public Works Improvements
The City intends to complete multiple public works projects in TID 53. These projects include:

E. Wilson / W. Wilson:	$3,600,000
S. Pinckney / S. Doty:	$1,200,000
E. Main / Butler / Hancock	$3,000,000
New John Nolen / Lake Monona Waterfront Infrastructure:	$2,500,000

Subtotal Estimated TIF Cost – Public Works Improvements: $10,300,000

Community Development Authority Revitalization Activities

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

Estimated Cost: $0

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 53 pays off all of its aggregate costs, as provided for in State Statute the City may extend the life of TID 53 for one year to benefit affordable housing and to improve housing stock. In the event that an affordable housing project is determined to need financial assistance and meets the City's TIF Goals and Underwriting policies, if necessary, the City will propose an amendment to this project plan and seek the necessary approvals from the Joint Review Board.

Estimated Cost: $2,250,000

Economic Development Assistance

Development Loans

Where necessary or convenient to the implementation of the Project Plan, TIF assistance in the form of loans may be provided to private development projects, that demonstrate that "but for" such TIF assistance, the project would not occur. TIF Law allows such funds to be used to reduce the cost of site acquisition or site improvements including the construction or razing of buildings, parking facility construction, site preparation, environmental remediation, landscaping and similar types of related activities.

Estimated Cost: $0

Land Acquisition

In order to construct the public improvements and for the revitalization and development of private property, the acquisition of property and relocation of occupants may be necessary in this TIF District. The acquisitions could vary from rights-of-way and air space to entire parcels.

Estimated Cost: $0

Economic Development Assistance – Small Business Grants

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

Building Improvement Grants

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

Estimated Cost: $850,000

Façade Grants

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

Estimated Cost: $290,000

Commercial Ownership Assistance Program

The Commercial Ownership Assistance program (COA) is a new City of Madison effort focused on helping business owners expand their enterprises by transitioning from leasing space to owning commercial property for their business. The program is structured as a 0% interest loan with no payment due to the City unless the property is sold. The loan can be used for businesses to purchase an existing space or to develop a new building for their businesses. The program will focus on assisting communities that have historically faced barriers to accessing capital to start or grow a business enterprise and own commercial properties. These targeted populations for this program include communities of color, immigrant communities, women, LGBTQ+, disabled residents, and veterans. The program will also prioritize investments that support businesses in under-invested geographic areas. The maximum loan amount is $250,000.

Estimated Cost: $500,000

Subtotal Estimated TIF Cost – Small Business Grants **$1,640,000**

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

Estimated Cost: $500,000

Total Project Costs: **$14,690,000**

Financing Costs

The total TIF-eligible cost authorized in the Detailed Estimate of Project Cost and Timing represents the total TIF Capital Budget for which TIF funds may be used. Finance costs represent the estimated amount of interest incurred if the City were to borrow funds to pay for the entire TIF-eligible costs. Staff estimates that in the event the City of Madison borrows funds to pay for the capital costs authorized herein that tax increments estimated to be generated by the district over its life may be sufficient to repay all of the **$13,660,000** of estimated non-assessable project costs and an estimated **$3,756,000** financing cost.

DETAILED ESTIMATE OF TIMING AND PROJECT COSTS

The following are the eligible project costs as provided for under Section 66.1105 (2)(f), Wisconsin Statutes and the timing in which certain project costs will be incurred. TIF Law requires that all project plan expenditures be made within a mixed-use TID within 15 years of its creation**.** Certain project costs will be subject to the anticipated long-term development expectations as described elsewhere in this Plan. **The actual eligible project costs herein (shown below) may vary or may be adjusted without a project plan amendment, so long as the total amount of eligible costs does not exceed the amount adopted in the Project Plan.**

TID #53	Proposed TIF Funded Non-Assessable Cost	Assessable/ Non-Project Costs	Total	Time Frame
Total Public Improvements				
E. Wilson / W. Wilson	$3,240,000	$360,000	$3,600,000	2023-2028
S. Pinckney / S. Doty	$1,080,000	$120,000	$1,200,000	2023-2028
E. Main / Butler / Hancock	$2,700,000	$300,000	$3,000,000	2023-2028
New John Nolen / Lake Monona Waterfront Infrastructure	$2,250,000	$250,000	$2,500,000	2023-2028
SUBTOTAL PUBLIC IMPROVEMENTS	**$9,270,000**	**$1,030,000**	**$10,300,000**	
Affordable Housing	$2,250,000	$0	$2,250,000	2023-2028
Building Improvement Grants (BIG)	$850,000	$0	$850,000	2023-2030
Façade Grants	$290,000	$0	$290,000	2023-2030
Commercial Ownership Assistance	$500,000	$0	$500,000	2023-2030
Administrative and Professional Costs	$500,000	$0	$500,000	2023-2038
TOTAL PROJECT COSTS	**$13,660,000**	**$1,030,000**	**$14,690,000**	
Finance Costs (financing costs for entire project plan)	$3,756,000		$3,756,000	2023-2038

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

SUMMARY OF TOTAL PROJECT COSTS AND ECONOMIC FEASIBILITY

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

How Tax Increments Are Generated, Used

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

Per TIF Law, the maximum life of a mixed-use TID is 20 years and all project expenditures must be made five (5) years prior to the termination of the TID. Therefore, all project expenditures must be made by December 31, 2038. Tax increments may be received until project costs are recovered or until the TID reaches its maximum life of 20 years, at which time the TID must close.

TIF-Eligible Capital Budget

The cost of public improvements and other project costs is **$14,690,000.** There are **$1,030,000** of anticipated costs that will be assessable to property owners. Assessments are determined in accordance with the City and Board of Public Works standard special assessment policies. Given that there are $1,030,000 of costs that are assessable to property owners, the **$13,660,000** balance of the TIF-eligible project costs (i.e. net of assessable costs) represents the authorized TIF Capital Budget for this Project Plan and will require financial support by incremental taxes from the District.

Estimate of Economic Feasibility, TIF Generator(s)

TIF Policy requires a proposed TID have an economic "generator" i.e. at least one private development project that generates increment to finance TID costs, or a TID shall be identified as a "speculative TID". TID 53 has multiple "generators" of tax increments, as described below.

- *121 E. Wilson*—Developer is constructing a 337-unit market-rate housing project at an estimated incremental value of approximately $41.3M.

- *408 E. Washington*—Developer is constructing a 48-unit apartment development generates an estimated $1.2M incremental value.

- *St. John's Redevelopment Site*—Developer is constructing 130 units of affordable housing at an estimated incremental value of approximately $14.6M.

- *317 E. Wilson*—Developer proposes construction of a 45-room boutique hotel, generating an estimated $1.5M of incremental value.

Total Estimated Incremental Value: $60,205,000

As demonstrated in the section entitled Expectations for Development, a conservative estimate of total incremental value resulting from potential development projects, and economic growth or value appreciation over the life of the TID is estimated to be **$182,078,000.** This value includes the **$60,205,000** generated from projects outlined above, along with an additional **$121,873,000** of value appreciation over the life of the TID. This value is projected to produce incremental revenues sufficient to support the project costs stated above.

Project expenditures will be contingent upon development actually occurring or committed to occur. Since the majority of the project cost is financed with long-term debt, borrowing would be undertaken only when sufficient development actually occurs to support each borrowing segment and the expenditure of such funds.

Based on the current tax rates and conservative financial market assumptions, the anticipated economic growth of tax incremental revenues over the life (i.e. the total amount of tax increments over 20 years) of the TID should total approximately **$33,041,000.** The present value of the total incremental revenues that are anticipated to be generated is **$14,600,000.**

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

Finance Cost

Staff estimates that TID increment could support interest payments on capital borrowing. The estimated interest and finance cost of to borrow the entire estimated capital cost is **$3,756,000**.

PROMOTION OF ORDERLY LAND DEVELOPMENT

The area in this TID is identified for "Downtown Core" and "Medium Density Residential" land uses in the City of Madison Comprehensive Plan. Descriptions of this use and its corresponding density can be found in the City of Madison Comprehensive Plan at this link:

https://imaginemadisonwi.com/sites/imaginemadisonwi.com/files/document/pdf/180501%20Comprehensive%20Plan%20-%20Full.pdf

TID 53 is a mixed-use TID, as defined by State Statute.

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

EXPECTATIONS FOR DEVELOPMENT

The expectations for development in TID 53 have been developed from and predicated on the Comprehensive Plan for the City of Madison and the Downtown Plan, as adopted by the Common Council.

Potential Areas for Development
The Potential Areas for Development include redevelopment and infill upon parcels of land within the TID boundary. The known development on these sites is described in further detail in this project plan.

Annual Value Increment Estimates

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

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

Anticipated Development: The actual timing and value of new growth within the TID depends upon variables that are unpredictable at this time. However, based upon projects that have already been proposed or are underway (shown in the "Estimate of Economic Feasibility, TIF Generators" section of this project plan), the City estimates that these TIF Generators will create **$60,205,000** of incremental value. The total incremental value (including estimated TIF Generators and appreciation of property value with in the TID) generated over the 20-year life of the district is estimated at approximately **$182,078,000**. This growth is estimated to generate approximately **$33,041,000** of tax increments over the life of the TID. The estimated present value of these tax increments is **$14,600,000.**

METHODS FOR THE RELOCATION OF DISPLACED PERSONS AND BUSINESSES

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

LEGAL DESCRIPTION

A parcel of land located in the Southwest ¼ of the Southwest ¼ and the Southeast ¼ of the Southwest ¼ of Section 13, Township 7 North, Range 9 East and the Northeast ¼ of the Northwest ¼, the Northwest ¼ of the Northwest ¼, and the Southwest ¼ of the Northwest ¼ of Section 24, Township 7 North, Range 9 East all in the City of Madison, Dane County, Wisconsin, more particularly described as follows:

Beginning at the most northerly corner of Lot 1 of Certified Survey Map (CSM) No. 15680 recorded as Document No. 5718436 being along the southwesterly right-of-way of Franklin Street;

Thence southeasterly 132 feet more or less along the northeasterly right-of-way of said CSM No. 15680 being the southwesterly right-of-way of Franklin Street to the most easterly corner of CSM No. 15680 and being the southwesterly right-of-way of Franklin Street and the northwesterly right-of-way of E. Washington Avenue;

Thence southeasterly 132 feet across the said right-of-way of E. Washington Avenue to the most northerly corner of Lot 1 of Block 267 of the Plat of Madison, The Capitol of Wisconsin recorded in Vol. A, Page 3 and being the intersection of the southwesterly right-of-way of Franklin Street and the southeasterly right-of-way of E. Washington Avenue;

Thence southwesterly 198 feet more or less along the northwesterly line of said Lot 1 of Block 267 of the Plat of Madison, The Capitol of Wisconsin and being along the southeasterly right-of-way of E. Washington Avenue to the most westerly corner of said Lot 1 of Block 267 also being the intersection of southeasterly right-of-way of E. Washington Avenue and the northeasterly right-of-way of Hancock Street;

Thence southeasterly 330 feet more or less along the southwesterly line of Lots 1 through 5 of said Block 267 of the Plat of Madison, The Capitol of Wisconsin to the most southerly corner of said Lot 5 and being the intersection of the northeasterly right-of-way of Hancock Street and the northwesterly right-of-way of Main Street;

Thence continuing southeasterly 66 feet across the said right-of-way of Main Street to the most westerly corner of Lot 1 of Block 268 of the said Plat of Madison, The Capitol of Wisconsin and being the intersection of the southeasterly right-of-way of Main Street and the northeasterly right-of-way of Hancock Street;

Thence southwesterly 66 feet across the said right-of-way of Hancock Street to the most northerly corner of Lot 1 of Block 114 of the said Plat of Madison, The Capitol of Wisconsin and being the intersection of the southwesterly right-of-way of Hancock Street and the southeasterly right-of-way of Main Street;

Thence southwesterly 264 feet more or less along the northwesterly line of Lots 1 and 18 of said Block 114 of the Plat of Madison, The Capitol of Wisconsin being along the southeasterly right-of-way of Main Street to the most westerly corner of said Lot 18 of Block 114 and being the intersection of the southeasterly right-of-way of Main Street and the northeasterly right-of-way of Butler Street;

Thence southeasterly 569.5 feet more or less along the southwesterly line of Lots 10 through 18 of said Block 114 of the Plat of Madison, The Capitol of Wisconsin to a point on the southwesterly line of said Lot 10 being 41.5 feet more or less southeasterly of the most westerly corner of said Lot 10 measured along the southwesterly line of said Lot 10 and being the intersection of the northeasterly right-of-way of Butler Street and the northwesterly right-of-way of Wilson Street;

Thence northeasterly 66 feet more or less along the said northwesterly right-of-way of Wilson Street to a point lying 46 feet southeasterly as measured perpendicular to the northwesterly line of Lot 10 of Block 114 of the said Plat of Madison, The Capitol of Wisconsin with the point being 66 feet southwesterly of the northeasterly line of said Lot 10 measured perpendicular to the said northeasterly line;

Thence northeasterly 66 feet more or less along the said northwesterly right-of-way of Wilson Street being a line lying 46 feet perpendicular from and southeasterly of the northwesterly line of Lot 10 of Block 114 of the said Plat of Madison, The Capitol of Wisconsin to a point on the northeasterly line of said Lot 10 lying 46 feet southeasterly of the most northerly corner of said Lot 10 measured along the said northeasterly line of Lot 10;

Thence continuing northeasterly 99 feet more or less along the said northwesterly right-of-way of Wilson Street being a line lying 46 feet perpendicular from and southeasterly of the northwesterly line of Lot 9 of Block 114 of the said Plat of Madison, The Capitol of Wisconsin to an angle point in the said northwesterly right-of-way of Wilson Street;

Thence northeasterly 33 feet more or less along the said northwesterly right-of-way of Wilson Street to a point on the northeasterly line of said Lot 9 of Block 114 of the Plat of Madison, The Capitol of Wisconsin being 52 feet southeast of the most northerly corner of said Lot 9 measured along the northeasterly line of said Lot 9 and being at the intersection of the northwesterly right-of-way of Wilson Street and the southwesterly right-of-way of Hancock Street;

Thence northeasterly 66 feet more or less across Hancock Street to the most southerly corner of Lot 9 of Block 268 of the said Plat of Madison, The Capitol of Wisconsin also being the intersection of the northwesterly right-of-way of Wilson Street and the northeasterly right-of-way of Hancock Street;

Thence northeasterly 129 feet more or less along the northwesterly right-of-way of Wilson Street being along the southeasterly line of Lot 9 of Block 268 of the said Plat of Madison, The Capitol of Wisconsin being to a point 69 feet southwesterly of the most easterly corner of said Lot 9 measured along the said southeasterly line of said Lot 9 also being the most southerly corner of Cardinal Condominium as recorded in Document No. 1894944;

Thence northwesterly 118 feet more or less along the southwesterly line of the said Cardinal Condominium to the most westerly corner of the said Cardinal Condominium;

Thence northeasterly 69 feet more or less along the northwesterly line of the said Cardinal Condominium to the most northerly corner of the said Cardinal Condominium and being along the southwesterly right-of-way of Franklin Street;

Thence northeasterly 66 feet more or less across Franklin Street to the most southerly corner of the Germania Condominium recorded as Document No. 3012054;

Thence northeasterly 58.15 feet more or less along the southeasterly line of the said Germania Condominium being perpendicular to the northeasterly right-of-way of Franklin Street to an angle point in the said southeasterly line;

Thence northwesterly 8.08 feet more or less along the said southeasterly line of the Germania Condominium to a point of curvature in the said southeasterly line;

Thence northerly 9.36 feet more or less on a chord of a curve to the right having a radius of 7.2 feet being along the said southeasterly line of the Germania Condominium to a point of tangency;

Thence northeasterly 12.34 feet more or less along the said southeasterly line of the Germania Condominium to the most easterly corner of the said Germania Condominium;

Thence northwesterly 203.99 feet more or less along the northeasterly line of the said Germania Condominium and being parallel with the said northeasterly right-of-way of Franklin Street to the most northerly corner of the said Germania Condominium also being a point on the northwesterly line of Lot 5 of Block 115 of the said Plat of Madison, The Capitol of Wisconsin;

Thence northeasterly 186.42 feet more or less along the northwesterly line of Lots 5 and 14 of Block 115 of the said Plat of Madison, The Capitol of Wisconsin to the most northerly corner of said Lot 14 and being on the southwesterly right-of-way of Blair Street;

Thence southeasterly 330 feet more or less along the northeasterly line of said Block 115 of the Plat of Madison, The Capitol of Wisconsin to the most easterly corner of said Lot 10 of the said Block 115;

Thence south-southeasterly 105 feet more or less to the northeasterly extension of northwesterly railroad lands now owned by Wisconsin Department of Transportation (WDOT);

Thence south-southeasterly 125 feet more or less along the northeasterly extension of northwesterly railroad lands now owned by Wisconsin Department of Transportation (WDOT) to a point on the southerly right-of-way of Wilson Street also being the northwest corner of the railroad lands now owned by Wisconsin Department of Transportation (WDOT);

Thence southwesterly 373.39 feet more or less along the northwesterly right-of-way line of the said railroad now owned by WDOT being a curve to the right having a radius of 1980.88 feet to a point on the northeasterly right-of-way of Hancock Street;

Thence southwesterly 66.77 feet across Hancock Street to the northwesterly corner of the former railroad parcel currently owned by WDOT;

Thence southwesterly 164.26 feet more or less along the northwesterly right-of-way line of the said railroad now owned by WDOT being a curve to the right having a radius of 1980.88 feet to a point of tangency along the said northwesterly right-of-way line;

Thence southwesterly 158.65 feet more or less along the said northwesterly right-of-way line of the railroad now owned by WDOT to an angle point in the said northwesterly right-of-way line;

Thence northwesterly 13.75 feet more or less to the most easterly corner of the lands conveyed from the WDOT to the City of Madison in Document No. 5318247;

Thence southwesterly 105.60 feet more or less along a 1947.32-foot radius curve to the right being the southeasterly boundary of the lands described in Document No. 5318247;

Thence northwesterly 15.11 feet more or less along the southwest line of the lands described in Document No. 5318247 to the most easterly corner of the First Addendum to Marina Condominiums recorded as Document No. 4218803 and the northwesterly right-of-way line of the railroad now owned by WDOT;

Thence southwesterly 1489 feet more or less along the northwesterly right-of-way of the railroad now owned by WDOT also being along the southeasterly line of First Addendum to Marina Condominiums recorded as Document No. 4218803 and said southeasterly line extended southwesterly to a point on the northeasterly line of Lot 8 of Block 70 of the said Plat of Madison, The Capitol of Wisconsin;

Thence southeasterly 5.64 feet more or less along the said northeasterly line of Lot 8 of Block 70 of the said Plat of Madison, The Capitol of Wisconsin also being along the northwesterly right-of-way of the said railroad now owned by the WDOT;

Thence southwesterly 132.50 feet along the said northwesterly right-of-way of the railroad now owned by WDOT to a point on the southwesterly line of Lot 7 of Block 70 of the said Plat of Madison, The Capitol of Wisconsin;

Thence northwesterly 250 feet more or less along the said southwesterly line of Lot 7 of Block 70 of the Plat of Madison, The Capitol of Wisconsin to the most westerly corner of said Lot 7 also being on the southeasterly right-of-way of Wilson Street;

Thence northwesterly 66 feet across Wilson Street along the northwesterly extension of the said southwesterly line of Lot 7 of Block 70 of the Plat of Madison, The Capitol of Wisconsin to a point on the southeasterly line of CSM No. 15409 recorded as Document No. 5593589 and being on the northwesterly right-of-way of Wilson Street;

Thence northeasterly 200 feet more or less along the said northwesterly right-of-way of Wilson Street and being on the southeasterly line of said CSM No. 15409 and the Carpenter Condominiums recorded as Document No. 3193640 to the most easterly corner of the said Carpenter Condominiums also being at the intersection of the northwesterly right-of-way of Wilson Street and the southwesterly right-of-way of Carroll Street;

Thence northeasterly 66 feet across Carroll Street to the most southerly corner of Block 85 of the said Plat of Madison, The Capitol of Wisconsin and being at the intersection of the northeasterly right-of-way of Carroll Street and the northwesterly right-of-way of Wilson Street;

Thence northeasterly 330 feet more or less along the southeasterly line of said Block 85 of the Plat of Madison, The Capitol of Wisconsin to the most easterly corner of said Block 85 and being the intersection of the northwesterly right-of-way of Wilson Street and the southwesterly right-of-way of Martin Luther King Jr. Blvd.;

Thence northeasterly 132 feet across Martin Luther King Jr. Blvd. to the most southerly corner of Lot 1 of CSM No. 14577 recorded as Document No. 5348219 also being the most southerly corner of Block 88 of the said Plat of Madison, The Capitol of Wisconsin and being the intersection of the northeasterly right-of-way of Martin Luther King Jr. Blvd and the northwesterly right-of-way of Wilson Street;

Thence northeasterly 330 feet more or less along the southeasterly line of Lots 1 and 2 of said CSM No. 14577 and being the northwesterly right-of-way line of Wilson Street to the most easterly corner of said Lot 2 of CSM No. 14577 also being the most easterly corner of said Block 88 of the Plat of Madison, The Capitol of Wisconsin and being the intersection of the northwesterly right-of-way of Wilson Street and the southwesterly right-of-way of Pinckney Street;

Thence northwesterly 264 feet more or less along the northeasterly line of said Lot 2 of CSM No. 14577 and being on the southwesterly right-of-way of Pinckney Street to the most northerly corner of said Lot 2 also being the most northerly corner of said Block 88 of the Plat of Madison, The Capitol of Wisconsin and being the intersection of the southwesterly right-of-way of Pinckney Street and the southeasterly right-of-way of Doty Street;

Thence northwesterly 66 feet across Doty Street to the most easterly corner of Block 89 of the said Plat of Madison, The Capitol of Wisconsin and being at the intersection of the southwesterly right-of-way of Pinckney Street and the northwesterly right-of-way of Doty Street;

Thence northwesterly 264 feet more or less along the northeasterly line of said Block 89 of the Plat of Madison, The Capitol of Wisconsin and being along the southwesterly right-of-way of Pinckney Street to the most northerly corner of said Block 89 and being the intersection of the southwesterly right-of-way of Pinckney Street and the southeasterly right-of-way of Main Street;

Thence northwesterly 66 feet across Main Street to the intersection of the southwesterly right-of-way of Pinckney Street and the northwesterly right-of-way of Main Street;

Thence northeasterly 66 feet across Pinckney Street to the most southerly corner of Block 102 Condominium Plat recorded as Document No. 4583981 and being the most southerly corner of Block 102 of the said Plat of Madison, The Capitol of Wisconsin and being the intersection of the northwesterly right-of-way of Main Street and the northeasterly right-of-way of Pinckney Street;

Thence northeasterly 264 feet more or less along the southeasterly line of said Block 102 Condominium Plat and being along the northwesterly right-of-way of Main Street to the most easterly corner of the said Block 102 Condominium Plat also being the most easterly corner of the said Block 102 of the Plat of Madison, The Capitol of Wisconsin and being the intersection of the northwesterly right-of-way of Main Street and the southwesterly right-of-way of Webster Street;

Thence northwesterly 330 feet more or less along the northeasterly line of said Block 102 Condominium Plat and being along the southwesterly right-of-way of Webster Street to the most northerly corner of said Block 102 Condominium Plat also being the most northerly corner of the said Block 102 of the Plat of Madison, The Capitol of Wisconsin and being the intersection of the southwesterly right-of-way of Webster Street and the southeasterly right-of-way of E. Washington Avenue;

Thence northwesterly 132 feet across E. Washington Avenue to the most easterly corner of Block 101 of the said Plat of Madison, The Capitol of Wisconsin and being the intersection of the northwesterly right-of-way of E. Washington Avenue and the southwesterly right-of-way of Webster Street;

Thence northeasterly 66 feet across Webster Street to the most southerly corner of CSM No. 14032 recorded as Document No. 5175143 also being the most southerly corner of Block 109 of the said Plat of Madison, The Capitol of Wisconsin and being the intersection of the northwesterly right-of-way of E. Washington Avenue and the northeasterly right-of-way of Webster Street;

Thence northeasterly 264.5 feet more or less along the southeasterly line of said Block 109 of the Plat of Madison, The Capitol of Wisconsin and being along the southeasterly line of said CSM No. 14032 and the Stewart Subdivision recorded as Document No. 264341 and being along the northwesterly right-of-way of E. Washington Avenue to the most easterly corner of Lot 3 of the said Stewart Subdivision and being the intersection of the northwesterly right-of-way of E. Washington Avenue and the southwesterly right-of-way of Butler Street;

Thence northeasterly 66 feet across Butler Street to the most southerly corner of Block 112 of the said Plat of Madison, The Capitol of Wisconsin and being the intersection of the northwesterly right-of-way of E. Washington Avenue and the northeasterly right-of-way of Butler Street;

Thence northeasterly 100 feet more or less along the southeasterly line of said Block 112 of the Plat of Madison, The Capitol of Wisconsin being along the northwesterly right-of-way of E. Washington Avenue to a point on the northeasterly line of the Southwest 34 feet of Lot 7 of said Block 112;

Thence northwesterly 132 feet more or less along the said northeasterly line of the Southwest 34 feet of said Lot 7 of Block 112 of the Plat of Madison, The Capitol of Wisconsin to a point on the northwesterly line of said Lot 7;

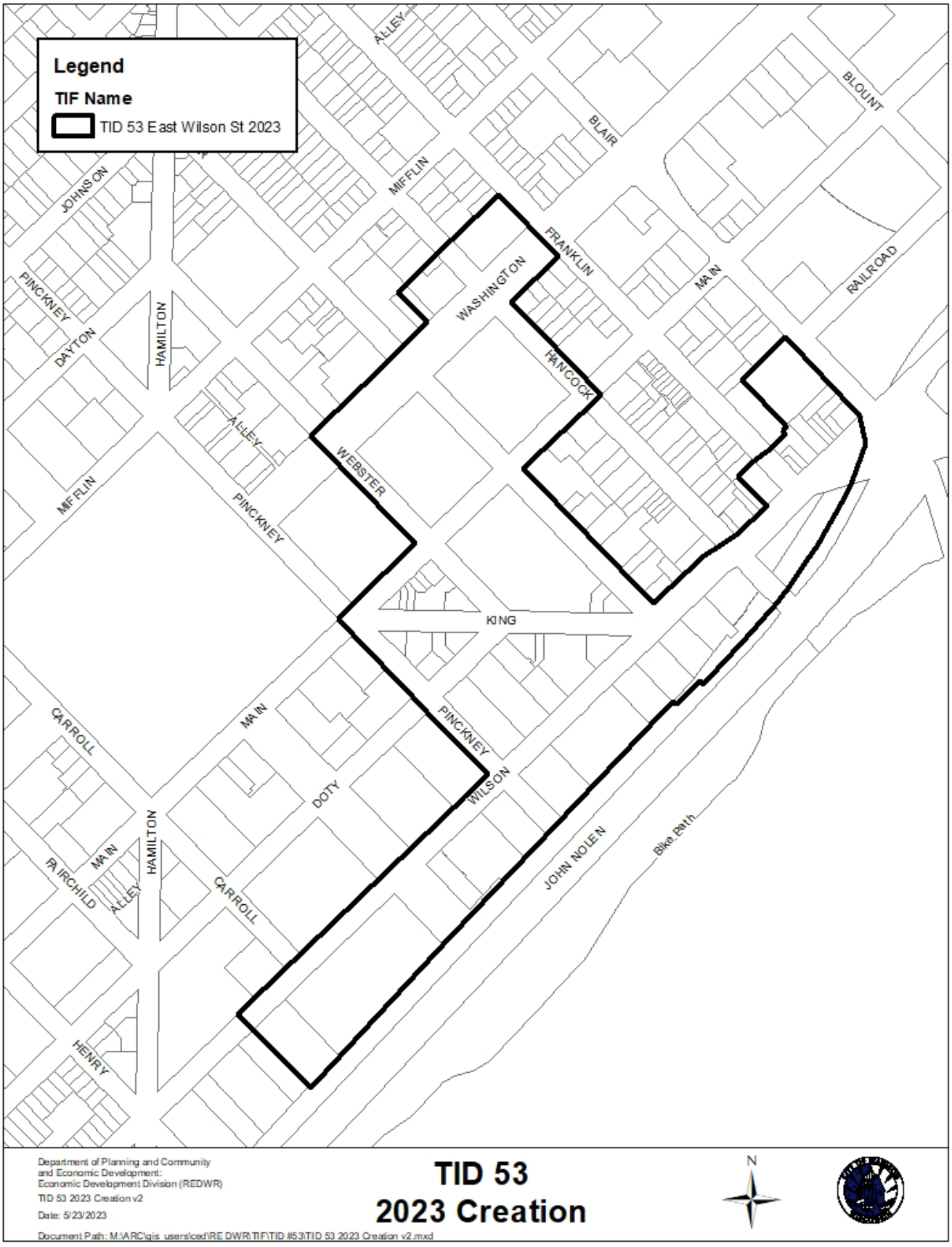
Thence northeasterly 164 feet more or less along the northwesterly line of Lots 5, 6, and 7 of the said Plat of Madison, The Capitol of Wisconsin to the most northerly corner of said Lot 5 and being on the southwesterly right-of-way of Hancock Street;

Thence northeasterly 66 feet across Hancock Street to the most westerly corner of said Lot 1 of CSM No. 15680 and being on the northeasterly right-of-way of Hancock Street;

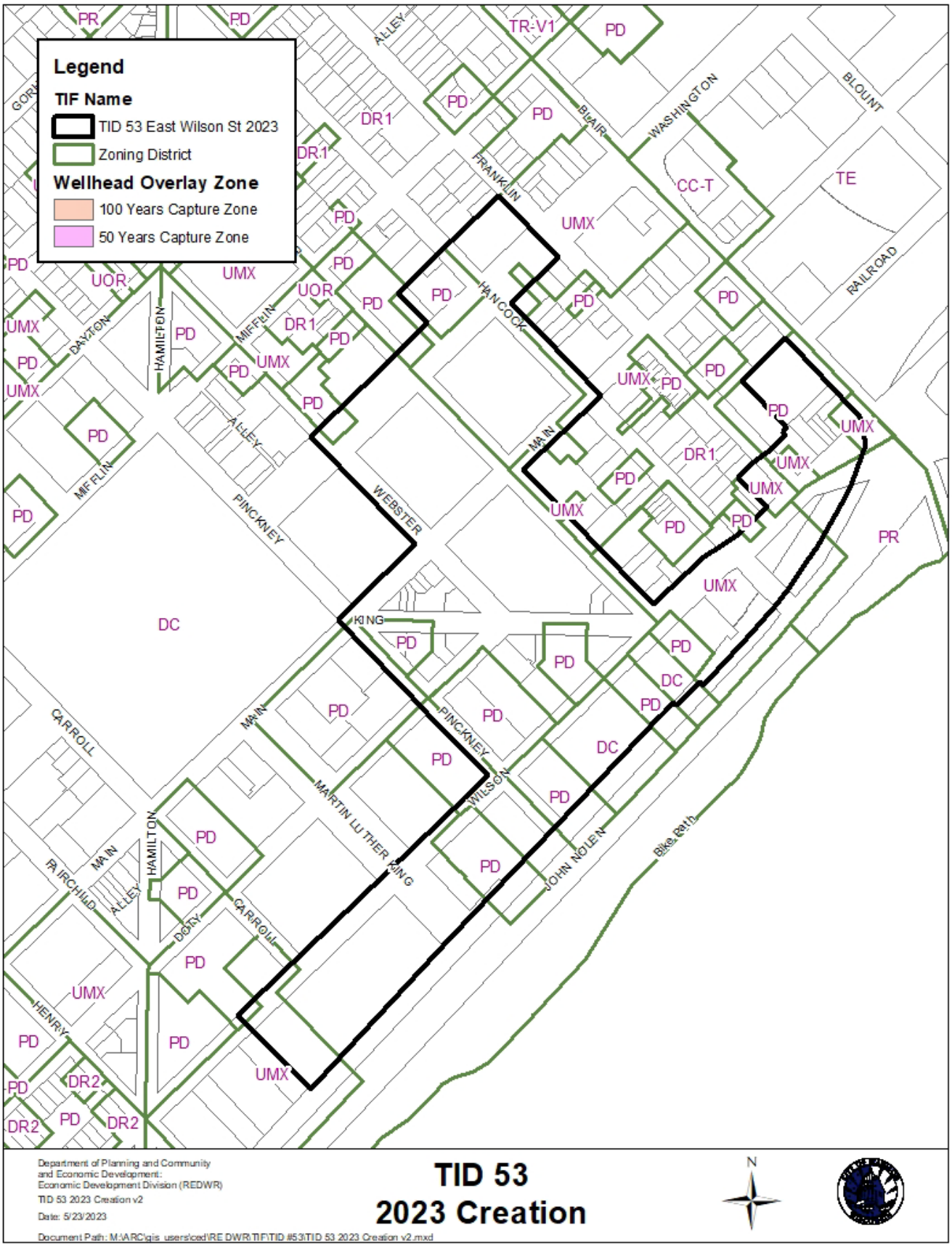
Thence northeasterly 198 feet more or less along the northwesterly line of said Lot 1 of CSM No. 15680 to the Point of Beginning.

NOTE: Wetlands are specifically and categorically excluded from inclusion in the TID 53 boundary.

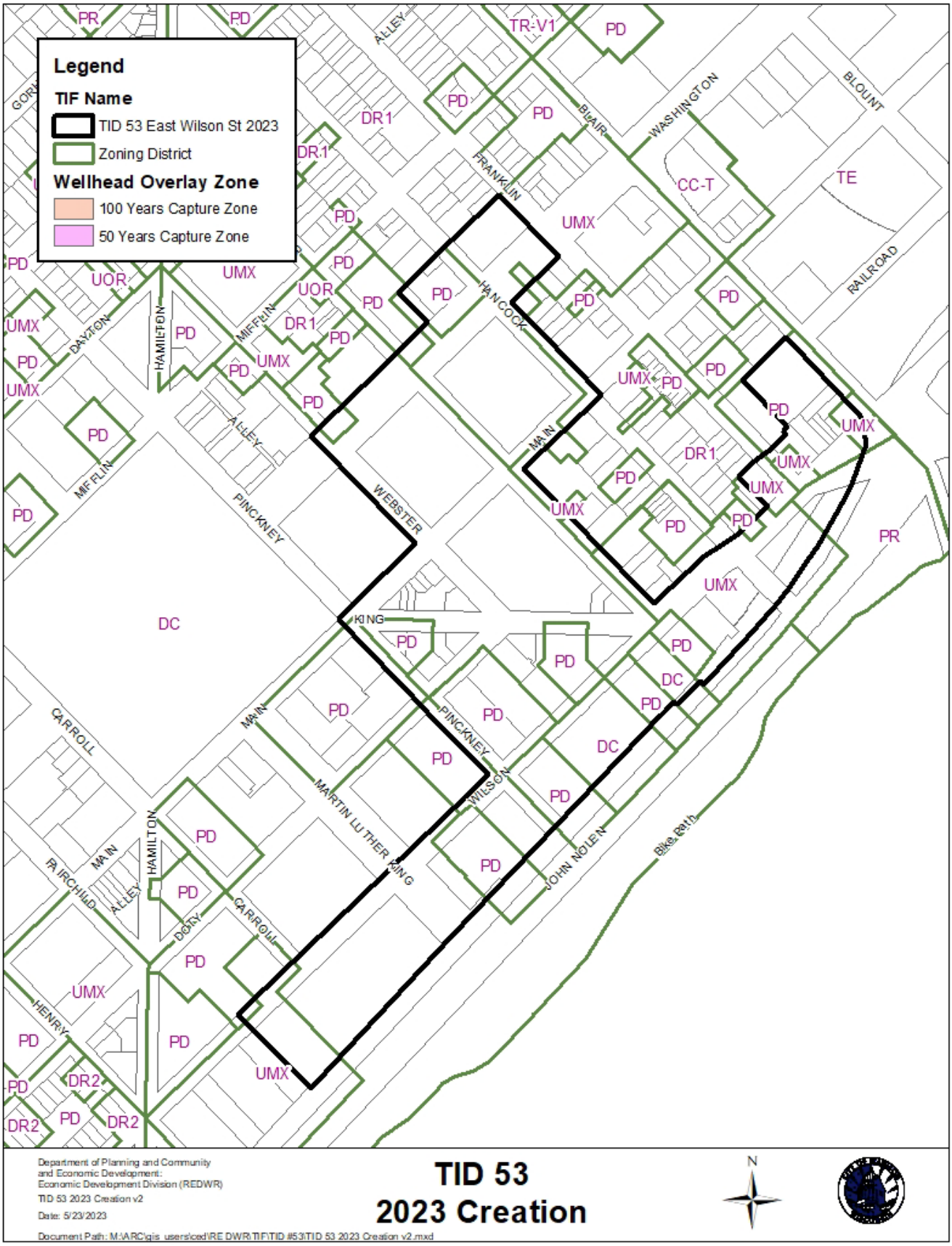
District Boundary – 2023



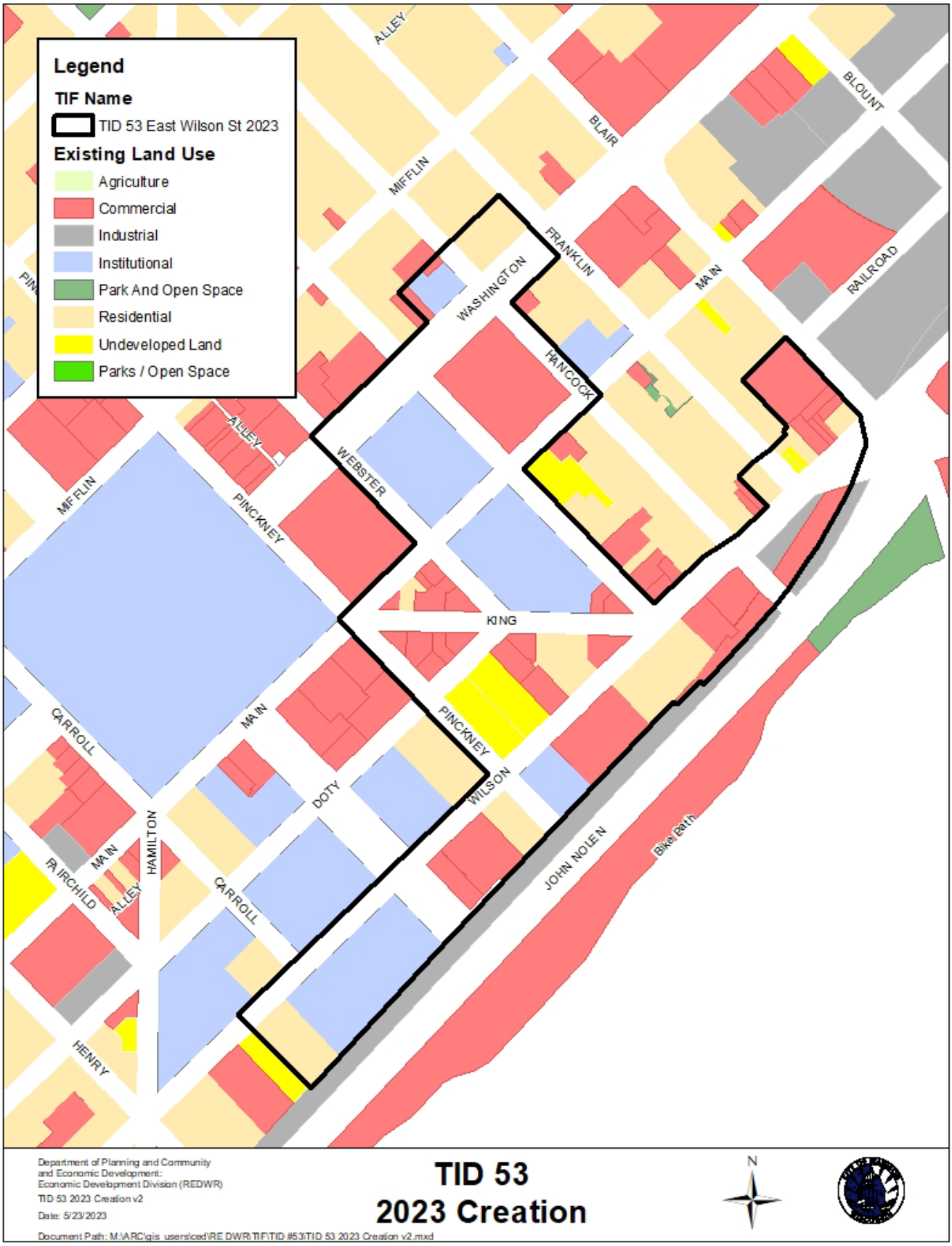
Existing Zoning – 2023



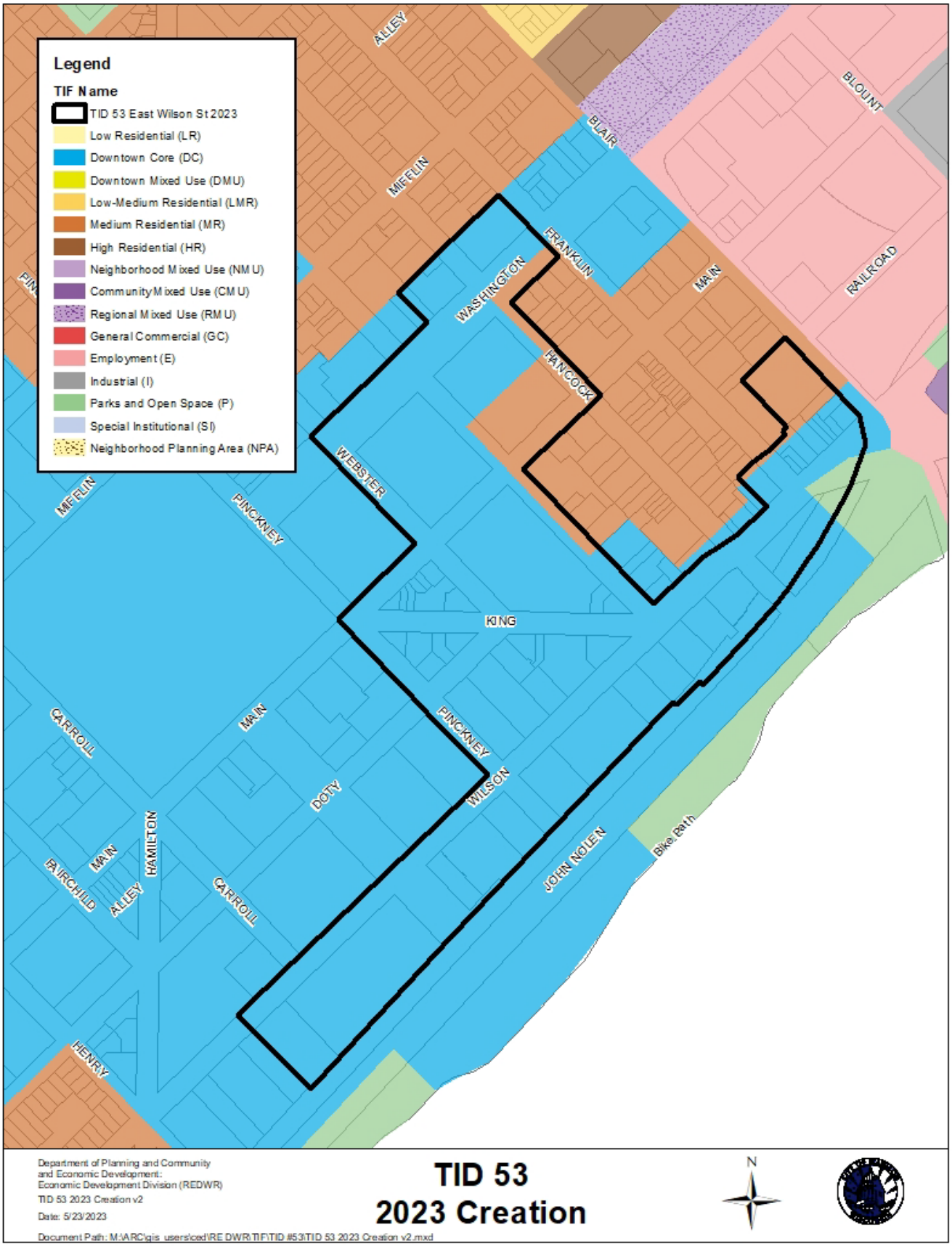
Proposed Zoning – 2023



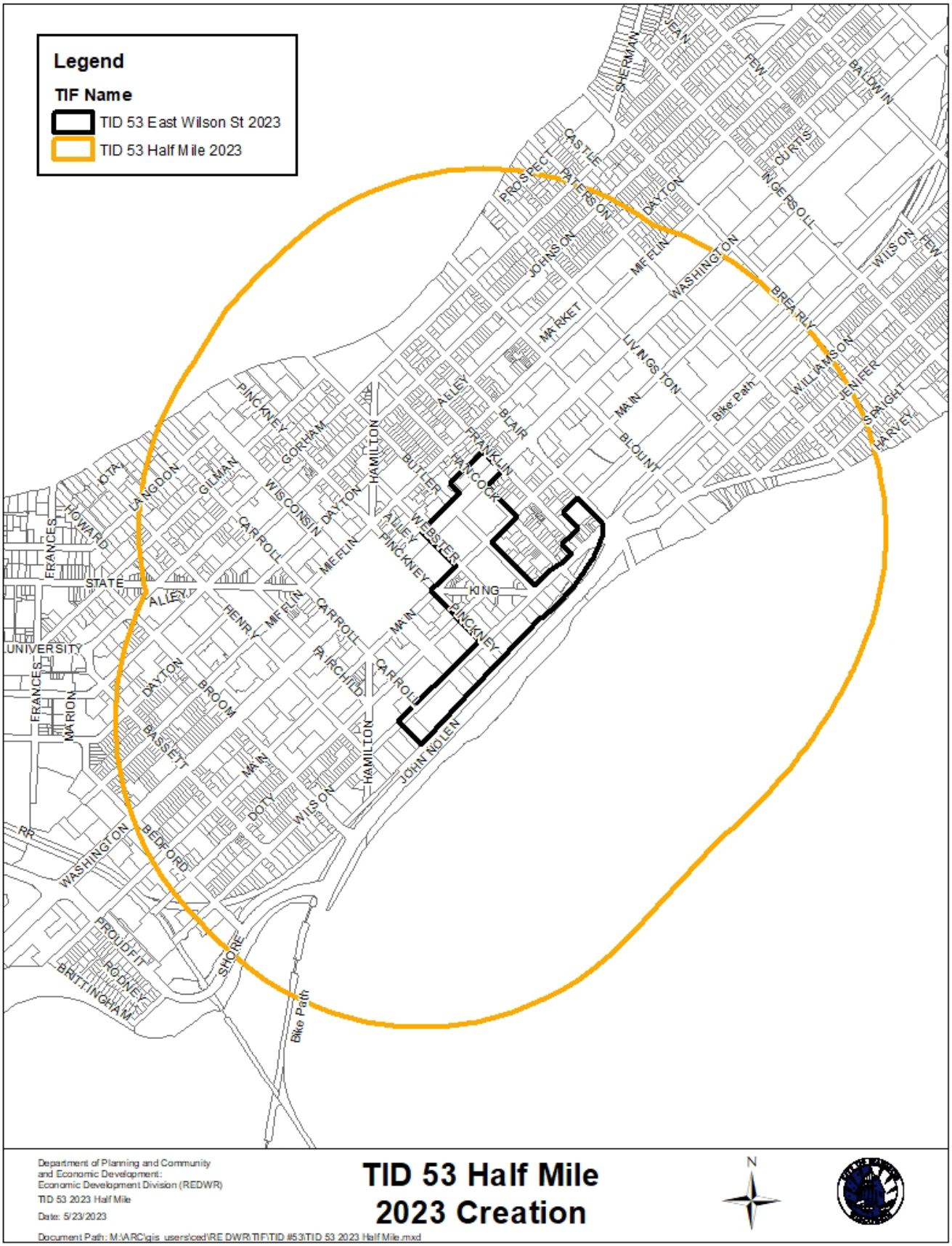
Existing Land Use – 2023



Proposed Land Use – 2023



Half Mile Boundary– 2023



City Attorney Opinion Letter

Office of the City Attorney

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

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PARALEGAL
Ryan M. Riley

June 7, 2023

TO: Joseph E. Gromacki, TIF Coordinator
FROM: Matthew Robles, Assistant City Attorney
SUBJECT: Project Plan for TIF District No. 53 - City of Madison (East Wilson)

Dear Mr. Gromacki:

In my capacity as Assistant City Attorney for the City of Madison, Wisconsin, I have examined the Project Plan for Tax Incremental Finance District No. 53, City of Madison, Wisconsin, dated June 7, 2023. Based on this examination, I am of the opinion that the Project Plan is complete and complies with the provisions of Secs. 66.1105(4)(f), Wis. Stats.

I render no opinion with respect to the accuracy or validity of any statement and/or finding contained in the Project Plan, but direct City officials to review the reports of City staff as regards to the Plan.

Sincerely,

Matthew D. Robles
Assistant City Attorney