

PROJECT PLAN FOR TAX INCREMENTAL

DISTRICT NUMBER THIRTEEN



CITY OF LA CROSSE, WISCONSIN

MAY 11, 2006

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**PREPARED BY THE
LA CROSSE CITY PLANNING DEPARTMENT**

**Recommended by the La Crosse City Plan Commission
April 24, 2006**

**Adopted by the Common Council
May 11, 2006**

**Adopted by Joint Review Board
May 15, 2006**

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**TAX INCREMENTAL DISTRICT NUMBER THIRTEEN
CITY OF LA CROSSE, WISCONSIN**

SECTION I. INTRODUCTION

Wisconsin's Tax Incremental Law was created to help cities and villages rehabilitate blighted areas and improve or develop industrial sites. In creating Wisconsin's Tax Incremental Law, the State Legislature expressed its concern that cities and villages had neither the incentive nor the financial resources necessary to carry out projects that benefited not only the city or village, but all jurisdictions which share in the tax base.

The Tax Incremental Law gives cities and villages the authority, under certain conditions, to designate a specific area within its boundaries as a Tax Incremental Finance District and requires them to prepare a plan to develop or redevelop the District. Cities or villages then may use all increased property taxes generated by the increased property value generated by such development or redevelopment to pay for eligible costs, which they incur to improve the District. This law assumes that all governmental units that tax properties within the District will eventually benefit from the increased value which will be generated. In the meantime, because it is making the improvements, the municipality that created the District is allowed to retain the increased taxes generated during the existence of the District to pay for the costs of the public improvements.

State Statutes place certain limitations upon the creation of Tax Incremental Districts. Only whole parcels of property that are assessed for general property tax purposes and which are contiguous can be included within a District. In addition, at least fifty per cent (50%) of the real property in a District must meet at least one of the following criteria:

1. It is a blighted area;
2. It is an area in need of conservation or rehabilitation work;
3. It is an area suitable for industrial sites and has been zoned for industrial use; or
4. It is an area suitable for mixed-use development.

It also must be found that:

1. The improvement of the area is likely to enhance significantly the value of substantially all the other real property in the District;
2. The project costs relate directly to eliminating blight, directly serve to rehabilitate or conserve the area or directly serve to promote industrial and/or mixed use development; and
3. The equalized value of taxable property of the District plus the value increment of all existing Districts does not exceed 12 percent of the total equalized value of taxable property within the City.

Before a Tax Incremental District is created, a Joint Review Board, which is comprised of representatives of the authorities having the power to levy taxes in the District and one public member, must approve the municipality's action relative to the creation of the District.

A Tax Incremental District shall terminate when the earlier of the following occurs:

1. That time when the City has received aggregate tax increments with respect to such District in an amount equal to the aggregate of all project costs under the Project Plan and any amendments to the Project Plan for such District.
2. Twenty years after the District is created for mixed use TIDs.
3. The local legislative body, by resolution, dissolves the District, at which time the City shall become liable for all unpaid project costs actually incurred, except this paragraph does not make the City liable for any tax incremental bonds or notes issued.

The Project Plan for Tax Incremental District No. 13, “the District,” in the City of La Crosse has been prepared in compliance with s. 66.1105(4), Wisconsin Statutes. TID No. 13 is defined by the boundary shown on Map 1 found on Page 15 (all of the maps are located in the back of this report). Pursuant to s. 66.1105(4)(f), the Project Plan shall include:

- A statement listing the kind, number and location of all proposed public works or improvements within the district or, to the extent provided in s. 66.1105(4)(f), sub. (2)(f)1.k., Wisconsin Statutes, outside the district;
- an economic feasibility study;
- a detailed list of estimated project costs;
- a description of the methods of financing all estimated project costs;
- the time when the related costs or monetary obligations are to be incurred;
- a map showing existing uses and condition of real property in the district;
- a map showing proposed improvements and uses in the district;
- proposed changes of zoning ordinances, master plan, if any, maps, building codes and city ordinances;
- a list of estimated non-project costs;
- a statement of the proposed method for the relocation of any persons to be displaced;
- an indication as to how creation of the tax incremental district promotes the orderly development of the city; and
- an analysis of the overlying taxing districts;
- a map showing the district boundaries;
- an opinion of the city attorney advising whether the plan is complete and complies with s. 66.1105(4)(f), Wisconsin Statutes.

SECTION II. STATEMENT LISTING THE KIND, NUMBER, AND LOCATION OF ALL PROPOSED PUBLIC WORKS OR IMPROVEMENTS WITHIN AND OUTSIDE OF THE DISTRICT

This section of the Project Plan outlines the proposed public improvements within Tax Incremental Finance District Number Thirteen. The public works improvement activities are delineated on Table I found on page 4, which provides a listing of all District activities; and Map 3 on Page 17, which shows the location of the proposed project costs, public works and improvements. The project costs are estimates only at this point in time. As development moves forward and specific project activities are undertaken, refinement in the scope of project activity, as well as preparation of plans and specifications will further define project activity costs. Some public improvements may

occur off-site, but are necessary expenditures in terms of benefiting the TIF District. Any economic incentives granted will be consistent with the TIF statutory requirements and must be approved by the Common Council via a developer's agreement.

A. Capital Costs for Development of the TID:

Capital costs most often include projects located within the boundaries of the District. Infrastructure costs for projects located outside of the District, benefiting or necessary for the development within the District may also be eligible District projects. Such costs must be shared in a reasonable manner relating to the amount of benefit to the District. Infrastructure costs may include:

1. Land acquisition, relocation, and building demolition to facilitate development or redevelopment within the District.
2. Street construction or reconstruction, installation/upgrading of sanitary sewer, water, and storm water infrastructure to facilitate development or redevelopment. Reconstruction and relocation of Larson Street by commercial business enterprise and including the related utility installation. Proposed work is to be performed solely by contractors engaged by the business enterprise, and upon completion will be deeded to the City. After inspection and acceptance of, and in consideration for said improvement, the City will reimburse said costs (up to \$850,000).
3. Installation or improvements to other utilities including electric, natural gas, telecommunications, cable TV, fiber optic, etc.
4. Construction of trails and other related improvements to facilitate pedestrian travel in and around the District.
5. Installation/construction of landscaping improvements, streetscaping/wayfinding.
6. Construction of parking improvements.

B. Administrative Costs:

Administrative costs including, but not limited to, a portion of the salaries of City personnel, consultants and others directly involved with planning and administering the projects and the District over the statutory expenditure period.

C. Organization Costs:

Organization costs including, but not limited to, the fees of the financial consultant, attorneys, engineers, planners, surveyors, relocation consultants, appraisers, and other contracted services related to the District. This shall include the District economic or environmental feasibility studies, traffic studies, preparation of this Project Plan for the District, financial projections, preliminary engineering to determine project costs, maps, legal services, and other payments made which are necessary or convenient to the District.

D. Financing Costs:

Financing costs include interest, finance fees, bond discounts, bond redemption premiums, bond legal opinions, bond fees, ratings, capitalized interest, bond insurance and other expenses related to financing.

**La Crosse TIF District #13 TABLE I
Proposed Project Costs, Public Works and Improvements**

Capital Costs for Development of the TIF:	Costs	YEAR					Totals
		2006	2007	2008	2009	2010	
Property Acquisition							
Misc. Land (conservation/mitigation/acquisition)	\$400,000	\$100,000	\$125,000	\$100,000	\$75,000		
Scenic Corridor Visual Improvements	\$550,000	\$150,000	\$150,000	\$125,000	\$125,000		
Kwik Trip Related Expenses							
**Roadway Improvements	\$316,900	\$316,900					
**Curb & Gutter	\$34,800	\$34,800					
**Asphalt Sawcut	\$214	\$214					
**Watermain	\$65,500	\$65,500					
**Sanitary Sewer	\$45,300	\$45,300					
**Storm Sewer	\$418,400	\$418,400					
**Trench Dewatering	\$20,000	\$20,000					
**Earthwork	\$132,100	\$132,100					
**Sidewalk	\$56,000	\$56,000					
**Street Lights	\$7,000	\$7,000					
**Demolition	\$26,500	\$26,500					
**Site Restoration	\$41,200	\$41,200					
**Contingency	\$60,000	\$60,000					
**Engineering	\$48,600	\$48,600					
TEA Grant	-\$375,000	-\$375,000					
12th Ave Extension (Ebner Dev.) Expenses							
**12th Ave Extended	\$1,000,000	\$750,000	\$250,000				
**North/South Internal (Hwy 16 Frntg) Road	\$250,000	\$50,000	200,000.00				
**Storm, Sanitary Sewer, Water	\$300,000	\$300,000					
**State Trail Access	\$200,000		\$200,000				
Schaeffer/Thompson Dev. Related Expenses							
**Utility Relocation	\$50,000	\$50,000					
**Road Construction	\$150,000	\$150,000					
**Streetscaping	\$200,000	\$200,000					
Miscellaneous Expenses							
***TID Grant/Loan	\$300,000		\$100,000	\$100,000	\$100,000		
Soccer Field Industrial Development	\$1,000,000					\$1,000,000	
							\$5,297,514
Administrative Costs:							
TID Administration (Finance, Legal, Engineering, Planning)	\$45,000	\$5,000	\$10,000	\$10,000	\$10,000	\$10,000	
							\$45,000
Organization Costs:							
TID Planning (City Staff Costs)	\$2,000	\$2,000					
Relocation Services	\$25,000	\$25,000					
Appraisals	\$30,000	\$30,000					
Environmental Site Assessments	\$25,000	\$25,000					
Title Work	\$20,000	\$20,000					
Alta Surveys	\$15,000	\$15,000					
Engineering Design Services	\$45,000	\$45,000					
Applications	\$30,000	\$30,000					
							\$192,000
Financing Costs:							
Interest costs of Money	\$1,459,940	\$145,994	\$145,994	\$145,994	\$145,994	\$145,994	
							\$1,459,940
Total Project Costs		\$2,990,508	\$1,180,994	\$480,994	\$455,994	\$1,155,994	\$6,994,454
		2006	2007	2008	2009	2010	

**City to provide per Developer's Agreement

***City to provide a TIF grant/loan incentive per Developer's Agreement

TEA Grant - \$375,000 from WisDOT

-Reconstruction and relocation of Larson Street by commercial business enterprise and including the related utility installation. Proposed work is to be performed solely by contractors engaged by the business enterprise, and upon completion will be deeded to the City. After inspection and acceptance of, and in consideration for said improvement, the City will reimburse said costs (up to \$850,000).

The activities listed previously will provide necessary facilities and incentives to enable and encourage development and redevelopment within the District. A detailed list of estimated project costs, including the time frame for when these costs are anticipated, is included in Table I.

E. Non-project Costs:

Non-project costs including private construction and additional financing costs, but not including personal property totals approximately \$6,994,454.

SECTION III. LOCAL ACTION

Before a Tax Incremental District can be created, the City Plan Commission must hold a public hearing(s) on the proposed creation of a District and the proposed boundaries thereof and on the proposed Project Plan for the District. The public hearing on the creation of and the boundaries for the District may be held separately from or concurrent with a public hearing on the proposed Project Plan. After the public hearing(s), the City Plan Commission must submit the recommended Tax Incremental District boundaries and Project Plan to the local legislative body for action if it desires to create a District. Before adopting such resolution, the local legislative body may amend both the proposed District boundaries and Project Plan. On March 9, 2006 the resolution approving the District was introduced to the Common Council. The Public Hearing for the District was held on April 24, 2006. Notice of the Public Hearing was published in the La Crosse Tribune on April 10 and April 17, 2006 and was also sent to all property owners within the TID.

State Statutes require that the City that seeks to create a Tax Incremental District convene a Joint Review Board (JRB) to review the proposal. The first meeting of the JRB must be held within fourteen days after the Notice of the above-referenced hearing(s) is published. For Tax Incremental Districts proposed by the City of La Crosse, the membership of the Joint Review Board would consist of a representative chosen by the City of La Crosse, a representative chosen by La Crosse County, a representative chosen by the Western Wisconsin Technical College District, a representative chosen by the School District of La Crosse and one public member. The public member and the chair of the JRB must be selected by a majority vote of the other JRB members. It is the responsibility of the JRB to review the public record, planning documents and the resolution passed by the local legislative body creating the District, or City Plan Commission, if applicable, and to either approve or not approve such resolution based on certain criteria by a majority vote after receiving the resolution. The first meeting of the JRB was held on April 13th, with the final meeting to act on the Common Council's resolution tentatively scheduled on May 15.

Capacity to Create TIF Districts

In 2004 the State Legislature amended the Tax Incremental Financing Law to allow up to 12% of the total equalized value of taxable property within the City to be included within Tax Incremental Districts. The City of La Crosse's 2005 total equalized value was \$2,687,781,300. The City can include up to twelve percent (12%) of the total equalized value of the community in existing and new tax incremental finance districts. 12% of this value in the City of La Crosse is \$322,533,756.

The following table identifies the existing tax incremental districts with their present certified value. The Department of Revenue, in its yearly recertification of existing Districts effective September 30, 2005, has provided this information. The Department of Revenue will recertify the values in the existing tax incremental districts on or about September 30, 2006, which will then identify the new increment(s).

La Crosse TIF District #13 TABLE II

Capacity to create Tax Incremental Districts

December 31, 2005 Total Equalized Value (including Tax Incremental Districts)	\$2,687,781,300
Twelve percent (12%) of Total Equalized Value	\$322,533,756
Actual value within TIF's as of 2005	\$101,565,600
TIF Capacity (Over/Under)	\$220,968,156

District	When Created	Base Value	Increment	Overlap	Total Value
1	Retired	\$0	\$0		\$0
2	Retired	\$0	\$0		\$0
3	Disolved NA		NA	NA	
4	8/18/1987	\$0	\$31,932,100		\$31,932,100
5	3/12/1992	\$894,800	\$7,664,500	TIF 11	\$8,559,300
6	4/14/1994	\$33,884,800	\$33,905,800	TIF 11	\$67,790,600
7	8/14/1997	\$9,705,000	\$3,963,000		\$13,668,000
8	7/10/1997	\$3,689,000	\$2,228,500		\$5,917,500
9	6/22/1999	\$1,442,900	\$8,299,500		\$9,742,400
10	6/14/2003	\$2,045,700	\$0		\$2,045,700
11	10/12/2004	\$91,480,800	\$0		\$91,480,800
12	7/14/2005	\$2,262,200	\$0		\$2,262,200
13	Proposed	\$13,572,200	\$0		\$13,572,200
Sub-Total		\$158,977,400	\$87,993,400		\$246,970,800
Overlap					\$0
Total					\$246,970,800

The City should carefully monitor the growth within the existing TIF Districts as well as the capacity to create additional TIF Districts in order to allow the City to create additional TIF Districts as the need arises.

SECTION IV. GENERAL DESCRIPTION OF TAX INCREMENTAL DISTRICT NUMBER THIRTEEN

Tax Incremental District Number Thirteen is being proposed as the primary local financing tool for redeveloping the Shiftar/Kwik Trip, Schaeffer/Thompson, and Ebner properties in the City of La Crosse. Within the boundaries of this Tax Incremental District are sites suitable for business creation, residential development and/or mixed uses. The area is approximately 490 acres in size.

The Shiftar/Kwik Trip property is to be developed as part of a 57,000 sq ft expansion to the existing warehouse and distribution center, creating 75 jobs (and 73,000 sq ft including ice plant expansion). In addition, future additions are in the planning stages. The Schaeffer/Thompson property is to be developed into 18 condominiums on approximately three acres, while the remaining 27 acres are transferred to the Mississippi Valley Conservancy as part of the City's Bluffland Preservation Program. There is an access road construction needed with this project. The Ebner property is to be developed in commercial uses. There will be an extension of 12th Street in association with this project. The surrounding areas consist largely of undeveloped marshland and old fields. In the future there may also be expansion of the industrial park on the current soccer field site, but this is more of a long term issue. The project boundaries are described in the next section.

With the adoption of this Project Plan, the Common Council is enabled to make TIF-eligible expenditures for developing these areas, as well as off-site if the expenditures are related to the Tax Incremental District (e.g. relocating the overhead utility lines). As with all municipal expenditures, each expenditure will require specific action of the Common Council.

SECTION V. DISTRICT BOUNDARY

The boundary for Tax Incremental District Number Thirteen is delineated on Map 1 on Page 15. As shown, it includes the properties north of County Rd. B (Gillette St), largely west of the La Crosse River and east of Oak St, South the of River Valley Drive, north to Enterprise Ave and Hwy 157.

SECTION VI. ECONOMIC FEASIBILITY STUDY

Purpose

The purpose of this study is to determine whether the project income expected to be generated from the tax increments as a result of the development of land within the proposed District could finance the costs associated with the implementation of the Project Plan.

General Development Potential Description

The emphasis of this section is on the projection of new development and its corresponding increment value. These projections were prepared by the La Crosse City Planning staff and Kwik Trip.

The projections of tax increment revenues contained in this section are based on the potential development of certain buildings and/or sites to accommodate land uses. Projections of

development within a three- to five-year period are based on the City’s understanding of the general market conditions and feasibility within the La Crosse and area. Projections beyond the five-year period are more speculative of market conditions, but do reflect the market conditions of similarly-sized communities which have aggressively implemented a comprehensive plan. These projections are summarized in Table III below.

**La Crosse TIF District #13 TABLE III
Projected Development**

PROJECT	Value	Square Feet
Kwik Trip Expansion & Ice Plant	\$14,000,000	73,000
Ebner Property Development	\$3,000,000	31,000
Schaeffer Property Development	\$5,000,000	18 condominiums*
TOTAL VALUE INCREMENT	\$22,000,000	104,000

Source: Kwik Trip & City of La Crosse Planning Department, 2006
*assumes \$278,000 per unit

The City is estimating that, over the first five years, the net increment would equal approximately \$22.0 million. This District was created in part due to the proposed Kwik Trip development, which identified a portion of the development projects and costs. Other areas identified for new development increment will require development agreements after the City has created the TIF Project Plan and has the ability to fund activities needed to make projects feasible. It is expected that, prior to the City making project expenditures related to stimulating specific private-sector projects, individual developer agreements will be entered into as has been the City's past practice. In this Project Plan, surplus increments are defined as the maximum increments that can be generated over the life of the TIF District after the project specific costs have been feasibly funded by the TIF District. The economic feasibility projections are based on the full utilization of the allowed tax increment collection period (20 years for mixed use TIDs).

The economic feasibility analysis should be considered as a baseline projection that is annually monitored to ensure that projected targets are being met. The annual monitoring should attempt to ensure that a total increment value is being achieved rather than whether a specific identified project created those increments. Public borrowing and/or expenditures should be based on this annual review process. It is the intent of this Project Plan to maximize the potential of Tax Incremental Finance District Number Thirteen to accomplish the proposed public improvements identified in Table I found on Page 4.

Table III and Map 3 summarize the development assumptions that are used in the economic feasibility analysis. Some of these projections were originally prepared by Kwik Trip, however more detailed market studies and/or reliance upon developer agreements will be required if the City intends to borrow solely based on the projections in Table III.

Projections in Table III include assumptions to the land use square footage that are being proposed via developer agreements. Assumptions of the taxable value by type of use (i.e., residential or

commercial) is based on a review of comparable real estate values occurring within the La Crosse trade area.

The assumptions of increment, projected in Table III, are not estimates of construction costs, but are factored to equate to the anticipated equalized value to which an annual mill rate will be applied. The actual construction values would be higher than those projected because those values include some soft costs not necessarily assessed by the City. Real estate valuation can also significantly fluctuate from year to year. For that reason, there should be an annual review and evaluation of the stability of the increment value prior to making annual borrowing and/or spending decisions.

In compliance with the statutory requirements of tax incremental financing, a finding has been made that the private development activities projected would "not otherwise occur without the use of tax incremental financing." It must be understood that these projected private development increments will not naturally occur without the proactive implementation of this Project Plan. The implementers of the Project Plan will need to be aggressive in stimulating the identified private development projects. The posture cannot be to expect that private developers will have financially feasible projects without implementation of the public improvement activities identified in this Plan.

Each of the development increments projected will require some form of public/private relationship. The general market conditions within La Crosse and the surrounding area, as they currently exist, are not capable of supporting the identified developments without such a partnership.

The economic feasibility analysis for Tax Incremental Finance District Number Thirteen is presented in Tables IV and V, found on the following pages. Table IV shows the projected tax increments from the District based on the development assumptions made in Table III. The projections assumed that there would be \$8 million of net value in 2007; \$10.5 million of value in 2008; \$13 million in 2009; \$17 million in 2010; and \$22 million in 2011. It is assumed that the development increment in Tax Incremental Finance District Number Thirteen could potentially be \$31.9 million in year 2026, based on a two and one-half percent annual inflation rate.

**La Crosse TIF District #13 TABLE IV
Projected Tax Increments**

YEAR	BASE VALUE OF DISTRICT	NET PROJECTED VALUE	MILL RATE	ANNUAL PROJECTED TAX INCREMENT	CUMULATIVE TAX INCREMENT
2007	\$13,936,300	\$8,000,000	0.02804000	\$224,320	\$224,320
2008	\$13,936,300	\$10,500,000	0.02804000	\$294,420	\$518,740
2009	\$13,936,300	\$13,000,000	0.02804000	\$364,520	\$883,260
2010	\$13,936,300	\$17,000,000	0.02804000	\$476,680	\$1,359,940
2011	\$13,936,300	\$22,000,000	0.02804000	\$616,880	\$1,976,820
2012	\$13,936,300	\$22,550,000	0.02804000	\$632,302	\$2,609,122
2013	\$13,936,300	\$23,113,750	0.02804000	\$648,110	\$3,257,232
2014	\$13,936,300	\$23,691,594	0.02804000	\$664,312	\$3,921,544
2015	\$13,936,300	\$24,283,884	0.02804000	\$680,920	\$4,602,464
2016	\$13,936,300	\$24,890,981	0.02804000	\$697,943	\$5,300,407
2017	\$13,936,300	\$25,513,255	0.02804000	\$715,392	\$6,015,799
2018	\$13,936,300	\$26,151,087	0.02804000	\$733,276	\$6,749,075
2019	\$13,936,300	\$26,804,864	0.02804000	\$751,608	\$7,500,684
2020	\$13,936,300	\$27,474,985	0.02804000	\$770,399	\$8,271,082
2021	\$13,936,300	\$28,161,860	0.02804000	\$789,659	\$9,060,741
2022	\$13,936,300	\$28,865,906	0.02804000	\$809,400	\$9,870,141
2023	\$13,936,300	\$29,587,554	0.02804000	\$829,635	\$10,699,776
2024	\$13,936,300	\$30,327,243	0.02804000	\$850,376	\$11,550,152
2025	\$13,936,300	\$31,085,424	0.02804000	\$871,635	\$12,421,787
2026	\$13,936,300	\$31,862,560	0.02804000	\$893,426	\$13,315,213

Table V shows the proposed debt retirement schedule for the funds the City intends to use to pay for the improvements it is proposing to make and the annual tax increments and annual accumulative tax increment deficit/surplus expected to be generated by the proposed development assumptions from Table III. Table V indicates that the tax increments that are expected to be generated by the proposed development assumptions would be sufficient to pay for the debt incurred by the year 2019, which is year 13 of the District.

**La Crosse TIF DISTRICT #13 TABLE V
Proposed Debt Retirement Schedule**

YEAR	PROJECT COSTS	TOTAL EXPENSES (DEBT RETIREMENT)	TAX INCREMENTS	ACCUMULATIVE DEFICIT/SURPLUS
2007	\$2,990,508	\$695,654	\$224,320	(\$471,334)
2008	\$1,180,994	\$695,654	\$294,420	(\$872,568)
2009	\$480,994	\$695,654	\$364,520	(\$1,203,702)
2010	\$455,994	\$695,654	\$476,680	(\$1,422,676)
2011	\$1,155,994	\$695,654	\$616,880	(\$1,501,450)
2012	\$145,203	\$695,654	\$632,302	(\$1,564,802)
2013	\$145,203	\$695,654	\$648,110	(\$1,612,346)
2014	\$145,203	\$695,654	\$664,312	(\$1,643,688)
2015	\$145,203	\$695,654	\$680,920	(\$1,658,422)
2016	\$115,201	\$695,654	\$697,943	(\$1,656,133)
2017	\$0	\$0	\$715,392	(\$940,741)
2018	\$0	\$0	\$733,276	(\$207,465)
2019	\$0	\$0	\$751,608	\$544,144
2020	\$0	\$0	\$770,399	\$1,314,542
2021	\$0	\$0	\$789,659	\$2,104,201
2022	\$0	\$0	\$809,400	\$2,913,601
2023	\$0	\$0	\$829,635	\$3,743,236
2024	\$0	\$0	\$850,376	\$4,593,612
2025	\$0	\$0	\$871,635	\$5,465,247
2026	\$0	\$0	\$893,426	\$6,358,673
TOTAL	\$6,960,497	\$6,956,540	\$13,315,213	

The retirement of the District, taking into consideration the assumptions identified in Table I (Proposed Project Costs, Public Works & Improvements) and Table III (Projected Development Assumptions), is based on the property tax collection that was in place at the time of the Public Hearing held on April 24, 2006.

The assumptions on when development will occur, or "the rate of absorption," is based on a review of market conditions that existed in 2006, as well as actual development that has taken place over the past couple of years. If the state or national economy takes a downswing, these projections on absorption will have to be modified. It is expected and recommended that the City Plan Commission

and Common Council annually review the financial condition of Tax Incremental Finance District Number Thirteen. The economic feasibility analysis projects that Tax Incremental Finance District Number Thirteen is feasible, provided that the development assumptions are being achieved as a total estimated value of future development. The City should not spend at levels projected in Tables I and V without either developer agreements that guarantee repayment of expenditures or without a "risk assessment" that defines the City's financial exposure that the Common Council finds acceptable. The City should analyze the fiscal condition of Tax Incremental Finance District Number Thirteen on the basis of how well the development assumptions are being met. Decisions to continue spending annually should be based on the "state of the district."

SECTION VII. FINANCING

Financing for the proposed project will be done primarily as General Obligation Bonds, revenue bonds, loans, and/or grants. The amount of borrowing or the strategy of financing is yet to be determined, but is expected to be obtained from State Trust Fund loans and G.O. Bonds. The accounting for TIF District Number Thirteen will be done as a separate fund. The City will make its final decision on where and how to borrow funds on a case-by-case basis and with the advice of the City's financial consultant, Finance & Personnel Committee and Director of Finance. It is expected that the TIF borrowing may be done annually or on a project-specific basis. It is not anticipated that the total amount of project costs would ever be considered for one borrowing. The Wisconsin Department of Transportation has indicated that the City will receive a \$375,000 Transportation Economic Assistance (TEA) grant for part of the Kwik Trip expansion.

Tables IV & V, which were also referenced in the Economic Feasibility Study Section, give a summary of project costs, the proposed debt retirement schedule, expected project income and expected tax increments by year during the expected duration of the proposed tax incremental district. As can be seen in these tables, it is projected that all project costs ultimately will be paid for by tax increments and project income within the twenty year statutory-required retirement period. The TIF Project Plan has been written to enable project costs to be completed in order to encourage new development and redevelopment within the District boundaries. An annual analysis should be made to strategize financing alternatives in consideration of potential shortfalls between tax increments collected and debt service required to pay the bonds. Excess tax increments will be available to cover potential shortfalls with repayment to the City prior to retirement of the TIF District. The City will, on a case-by-case basis and annually, review the proposed expenditures and decide the economic feasibility of the District prior to authorizing additional expenditures.

The total scope of activities is estimated within the project cost estimates in Table I. Any non-tax revenues received will reduce the applicable TIF project expenditure which, in turn, will reduce the total amount of TIF project costs. This reduction will allow the Common Council more flexibility in determining the timeframe for other project expenditures.

SECTION VIII. EXISTING LAND USES AND CONDITIONS

Map 2, found on Page 16, has been provided to give a general description of the conditions within the area. Map 4 is a zoning map that generally describes the existing uses within the District. These two maps should be used in combination when studying the Project Plan.

The criteria that should be highlighted in this section is that more than fifty percent (50%) of the lands within the TIF boundary have been found to be suitable for mixed use development. The purpose and intent of this TIF District is to encourage mixed use development, redevelop a former auto salvage yard, and move Larson Street.

SECTION IX. PROPOSED LAND USE

The land uses proposed in TIF District Number Thirteen are commercial, industrial, and residential. The proposed Tax Incremental District will promote the orderly development of the City by helping to eliminate under-utilized land uses and by making it financially feasible for the City to replace such uses with more appropriate uses.

SECTION X. EXISTING AND PROPOSED ZONING

Map 4 shows the TIF District boundary overlaid onto an existing zoning map. The Heavy Industrial, Single Family Residence, Residence, Local Business, Commercial, Planned Development, Public and Semi-Public, Agricultural, and Floodway categories indicated on the map are the existing zoning categories within the City of La Crosse Zoning Ordinance.

It is anticipated that many of these zoning districts will remain with their associated parcels unless future proposed uses are in conflict with the existing zoning.

SECTION XI. BUILDING CODES AND CITY ORDINANCES

No changes are currently being anticipated in the City's Building Code or other City codes.

SECTION XII. RELOCATION

If acquisition occurs within the Tax Incremental Finance District Number Thirteen which may cause displacements due to implementation of these specific projects, the City will conform to the requirements as set forth by the Department of Commerce in the State of Wisconsin Relocation Laws. If federal funds are used in the relocation process, the federal relocation process will also be followed.

SECTION XIII. STATEMENT INDICATING HOW CREATION OF THE TID PROMOTES THE ORDERLY DEVELOPMENT OF THE CITY OF LA CROSSE

TID No. 13 is being created to assist the expansion of businesses, commerce, and residential growth within the City of La Crosse. The creation of this TID will provide the financial resources for the

City to promote orderly development by making sites within the City suitable for redevelopment that otherwise would not be occurring, by providing new employment opportunities that would not otherwise be available, and, in general, promoting the public health, safety and general welfare. The redevelopment stimulated by the use of this TID will increase the overall tax base of the City, increase employment, increase household income, and generally improve the quality of life in the City.

SECTION XIV FINDINGS

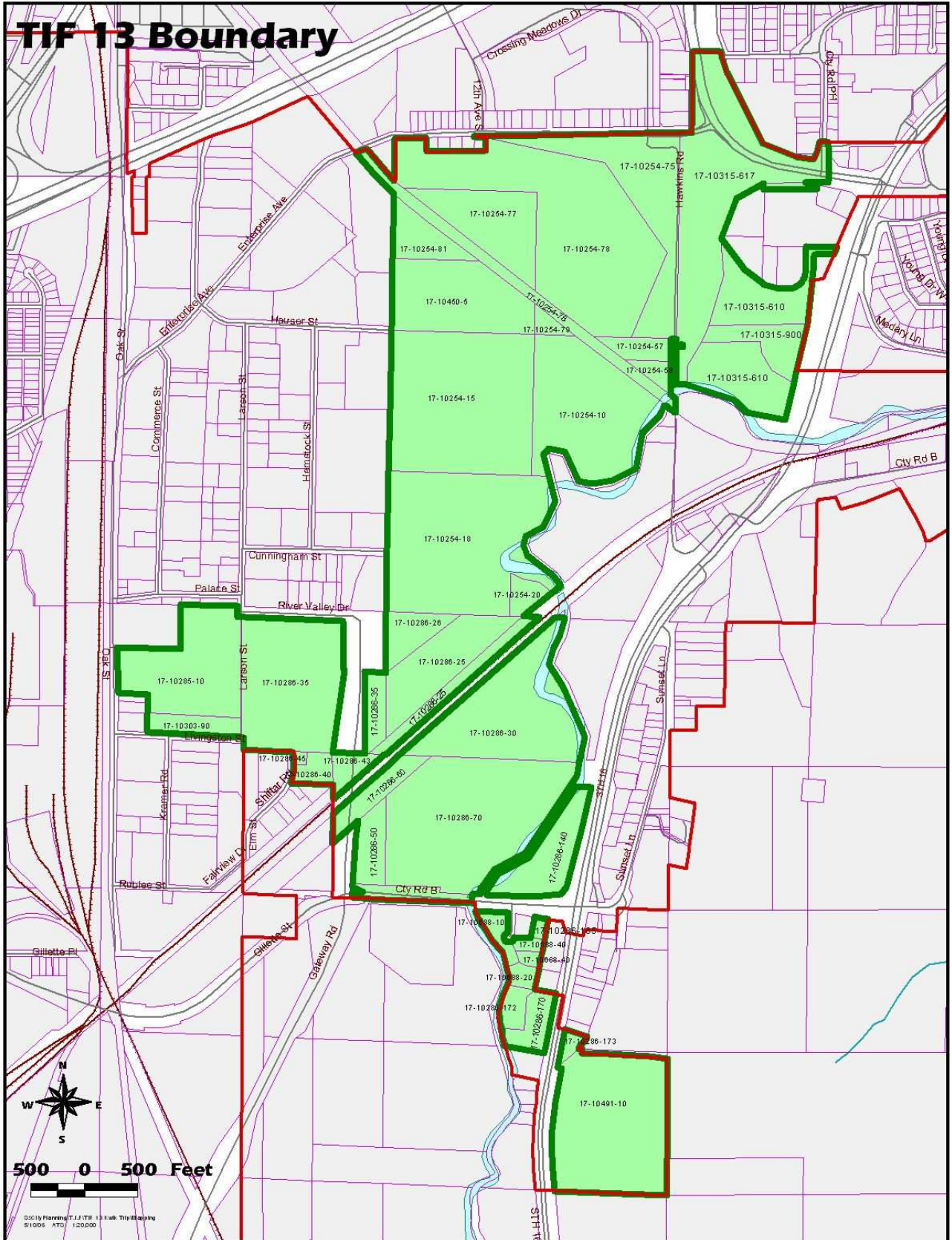
- A. A minimum of 50% of the area occupied by real property within TID No. 13 is suitable for mixed use development.
- B. The improvement of TID No. 13 is likely to significantly enhance the value of substantially all of the other real property in the district.
- C. The project costs relate directly to promoting mixed use development, consistent with the purpose for which the district is created.
- D. The equalized value of taxable property of TID No. 13, plus the value increment of all existing districts, does not exceed 12% of the total equalized value of taxable property within the City.

SECTION XV. CITY ATTORNEY OPINION

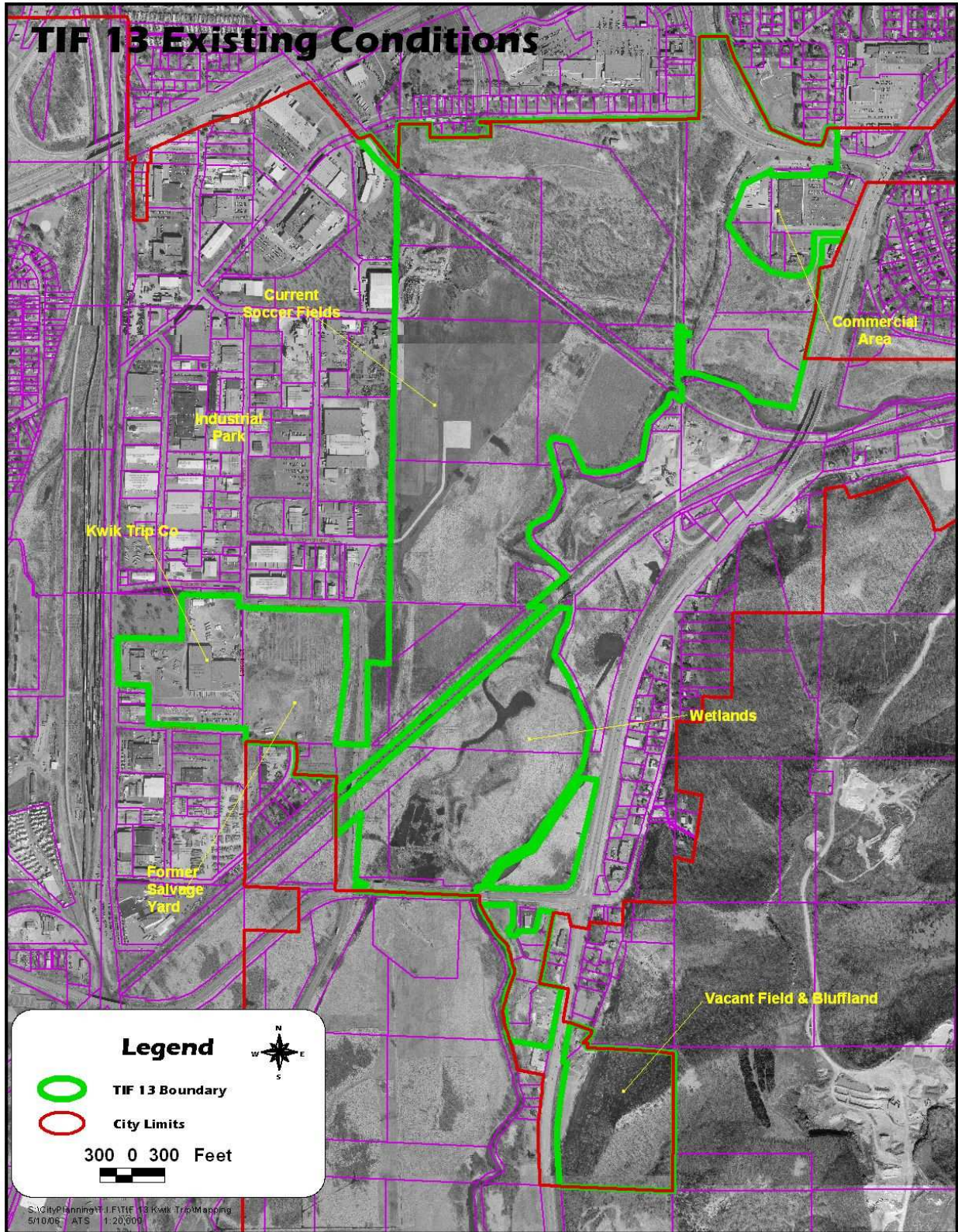
I, Patrick J. Houlihan, City Attorney for the City of La Crosse, Wisconsin, do hereby state that I have reviewed the Project Plan for Tax Incremental Finance District Number Thirteen, City of La Crosse, Wisconsin, dated May 11, 2006, and have found that it is complete and complies with Section 66.1105, Wisconsin Statutes.


Patrick J. Houlihan
City Attorney

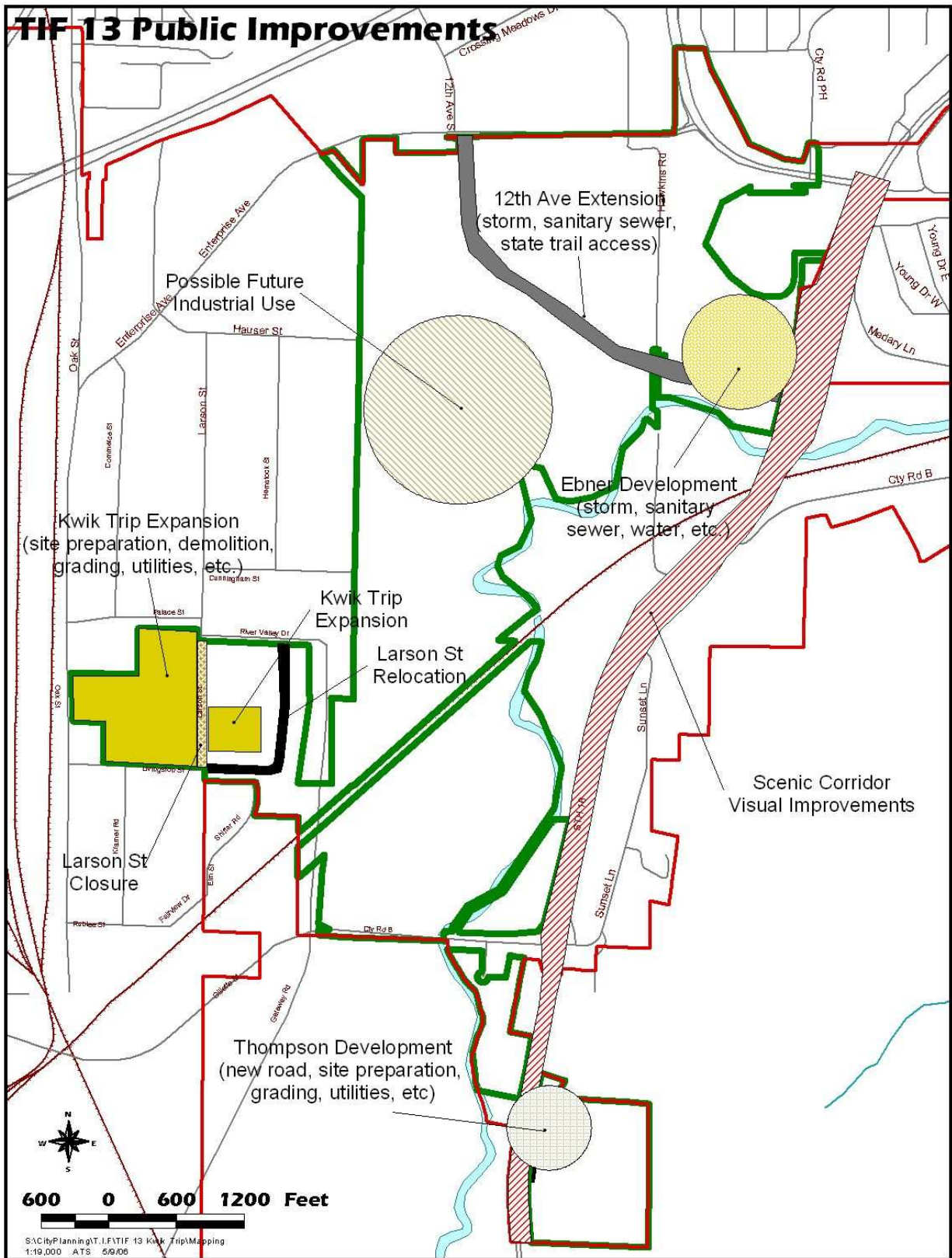
Map 1 – TIF 13 Boundary



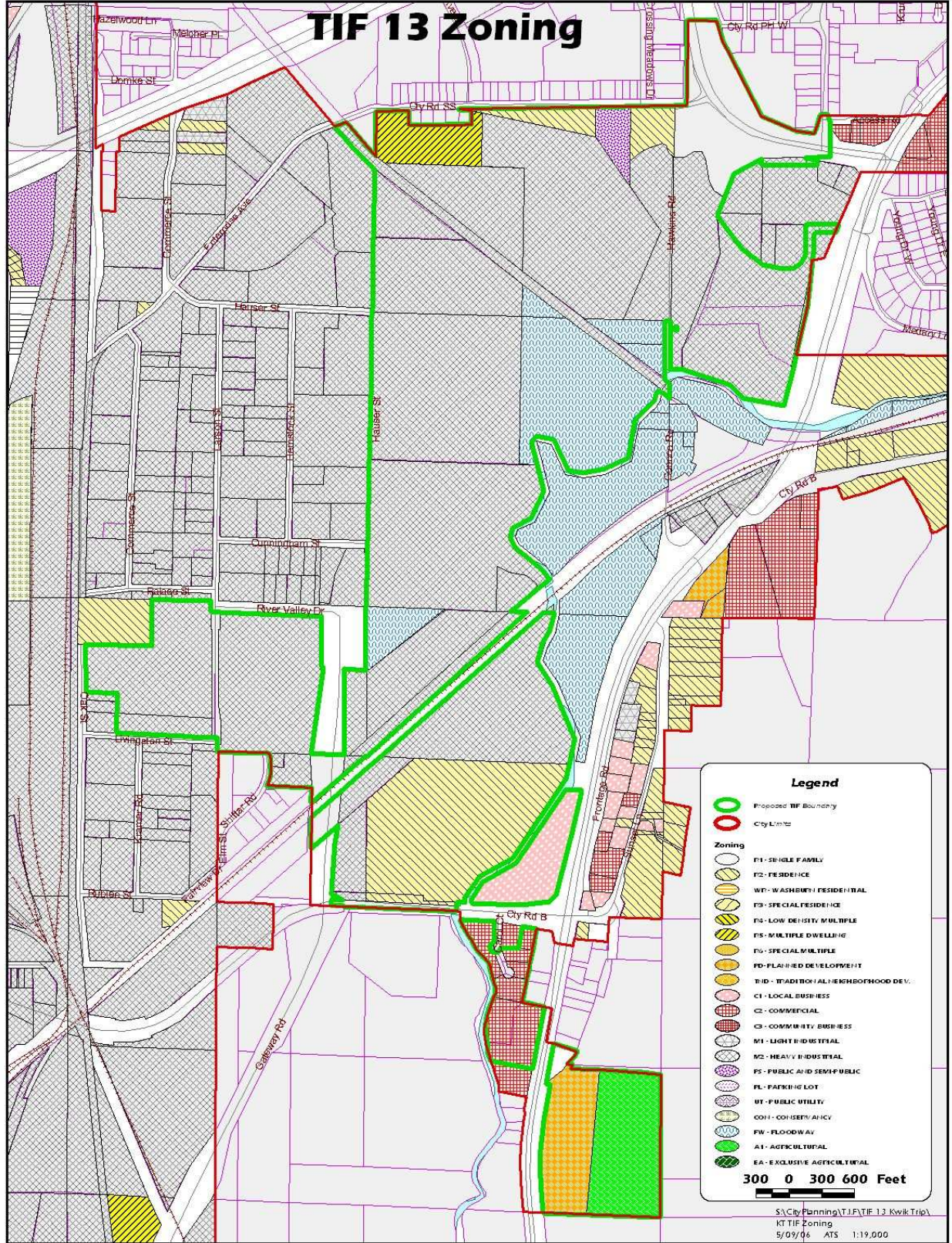
Map 2 – Existing Land Use & Conditions



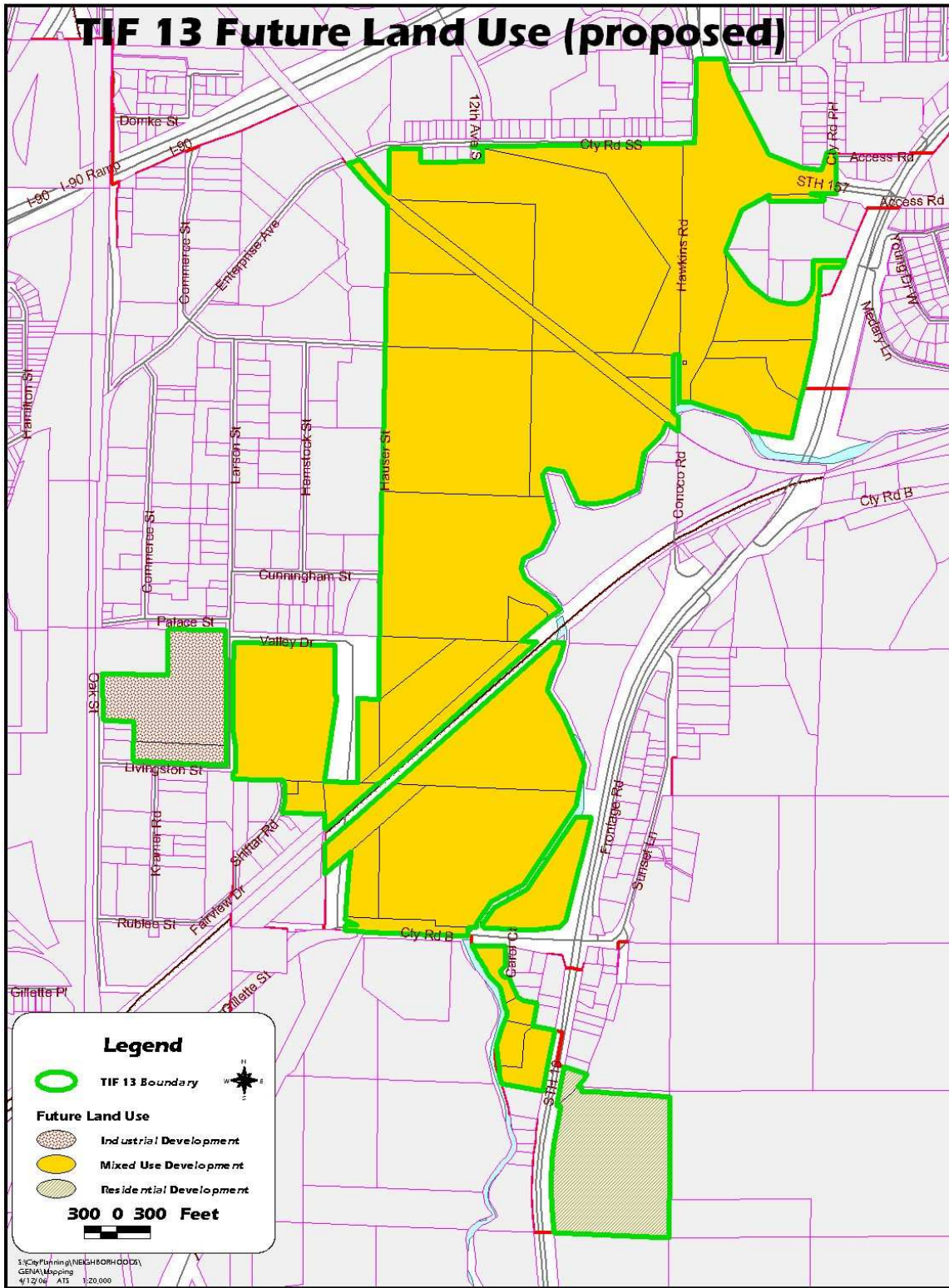
Map 3 – Location of Proposed Public Improvements



Map 4 – Existing Zoning



Map 5 – Proposed Land Use & Zoning



APPENDIX A LEGAL DESCRIPTION

The description of the proposed boundaries of the Tax Incremental District being considered is located in the City of La Crosse, La Crosse County, Wisconsin, largely south of I-90, west of Hwy 16, north of Gillette St, and east of Oak St, more particularly described as follows:

A part of the NE 1/4 of the NE 1/4, and the NW 1/4 of the NE 1/4, and the SW 1/4 of the NE 1/4, and the SE 1/4 of the NE 1/4, Section 16, T16N, R7W; and a part of the NE 1/4 of the SE 1/4, and the NW 1/4 of the SE 1/4, and the SW 1/4 of the SE 1/4, and the SE 1/4 of the SE 1/4, Section 16, T16N, R7W; and a part of the NE 1/4 of the NW 1/4, and the SE 1/4 of the NW 1/4, Section 16, T16N, R7W; and a part of the NW 1/4 of the NW 1/4, and SW 1/4 of the NW 1/4, and the SE 1/4 of the NW 1/4, Section 15, T16N, R7W; and a part of the NW 1/4 of the SW 1/4, Section 15, T16N, R7W; and a part of the NE 1/4 of the NW 1/4, and the NW 1/4 of the NW 1/4, and the SE 1/4 of the NW 1/4, Section 21, T16N, R7W; and a part of the NE 1/4 of the NE 1/4, and the NW 1/4 of the NE 1/4, and the SW 1/4 of the NE 1/4, and the SE 1/4 of the NE 1/4, Section 21, T16N, R7W; and a part of the NE 1/4 of the SE 1/4, and the NW 1/4 of the SE 1/4, and the SW 1/4 of the SE 1/4, and the SE 1/4 of the SE 1/4, Section 21, T16N, R7W more particularly described as follows:

Beginning at the southwest corner of the northeast quarter of the northwest quarter of said Section 21; thence N89°08'55" W 446.97 feet to the East right of way line of Shiftar Road; thence along said right of way line S 15°12'47" E 8.75 feet; thence continuing along said right of way line, 294.87 feet along the arc of a 458.35 foot radius curve, concave to the southeast, the chord of which bears S 02°52'09" W 289.81 feet to the end of said curve and the North line of a parcel described in Volume 1000, Page 92 of County Records; thence along said North line, S 88°29'43" E 393.08 feet; thence N 05°34'56" E 11.28 feet to the northwesterly right of way line of the former Chicago & Northwestern Railroad; thence Southerly on a line parallel to the North-South Quarter line of said Section 21 to the East-West Quarter line of said Section 21, also being the centerline of County Trunk Highway "B"; thence East along said Quarter line and the South line of said Government Lot 2 of said Section 21 also being the centerline of County Trunk Highway "B" to the Easterly bank of the La Crosse River; thence Southeasterly along said Easterly bank of the La Crosse River to the Northwesterly corner of a Parcel of land as described in Volume 462 of Records, Page 727, Register of Deeds Office; thence along the Northerly line of said parcel S 79°40'E, 237 feet to the West right of way line of STH 16; thence following southerly along said Westerly right-of-way line to the South line of government Lot 5 of Section 21; thence S 88° 21' 14" East along said South line to the Eastern right-of-way line of State Trunk Highway 16; thence continuing South 88°21'14" East along said South line 1,036.30 feet to the Southeast corner of government Lot 5 and Section 21; thence North 0° 20' 26" West along the East line of said government Lot 5 a distance of 1,265.03 feet; then North 84 degrees 21' West 166.4 feet; thence North 87 °03' West 379.9 feet; thence S 89 °31' W 74.0 feet; thence N 87°25' W 184.35 feet; thence N 19°18' E 39.2 feet to the North line of Lot 1 of a Certified Survey Map number 92, Volume 2; thence N 88°23'07" W along said North line 44.12 feet; thence N 37°30" East 37.84 feet; thence North 35°E 50.0 feet; thence North 27°30' E 40.15 feet; thence North 86°20' West 213.6 feet to the East right-of-way line of U.S. Highway 16; thence Westerly 80 feet at right angle to said right-of-way line; thence N 10°20' East 304.04 feet; thence North 79°40' West 270 feet; thence N 10°20' East, 670 feet more or less to the southerly right-of-way line of County Trunk Highway "B" also being Gillette Street; thence North 82°02'08" East, 136 feet more or less to the Westerly right-of-way line of State Trunk Highway 16;

Thence northwesterly 260 feet more or less to a point at the North right-of-way line of said County Trunk Highway "B" and at the Westerly right-of-way line of State Highway 16; thence along said Westerly right-of-way line N41°20'28" East 82.60 feet; thence continuing on said line, N14°22'02" E 555.24 feet; thence continuing on said line, N13°11'04" E 394.06 feet; thence N86°15'22" W 150 feet to the La Crosse River and the West line of government Lot 7, Section 21 (SE ¼ -SE ¼); thence Northerly along the West line of said government Lot 7 and along the West line of government Lot 3, Section 16 (SE 1/4 – SE ¼) and along the West line of government Lot 1, Section 16 (NE 1/4 –SE ¼) to the southwesterly right-of-way line of abandoned Chicago & Northwestern Railroad Company; thence southeasterly along said line to the East line of said Section 16; thence northerly along said Section line to the South line of government Lot 5, Section 15 (NW ¼ – SW ¼);

Thence continue northerly to the intersection of the East right-of-way line of Hawkins Road (formerly Darling Road) with a meander line which follows along the northern bank of the La Crosse River and is a part of the southern line of a parcel described in document number 1379013 of County records (said intersection point is also the southwestern corner of said parcel); thence along said meander line, the following three courses and distances, N74°11'00" E 136.14 feet; thence S 71°58'00" E 441.76 feet; thence S 44°53'30" E 166.36 feet; thence S 77° 35'00" E 360.00 feet to the Westerly right-of-way line of State Highway 16; thence along said line N 12°11'00" E 1,311.83 feet; thence 93.79 feet along the arc of 240.00 foot radius curve, concave to the northwest, the chord of which bears N 11°59'14" E 93.19 feet to the end of said curve; thence N 00°47'32" E 145.00 feet; thence 23.56 feet along the arc of a 15.0 foot radius curve, concave to the southeast, the chord of which bears N 45°47'32" E 21.21 feet to the end of said curve; thence S 89°12'28" E 177.69 feet to the Westerly right-of-way line of State Highway 16; thence along said line N 22°56'49" E 71.25 feet; thence N 89°12'28" W 285.56 feet; thence S 00°47' 32" W 226.00 feet; thence 273.32 feet along the arc of a 174.00 foot radius curve, concave to the northwest, the chord of which bears S 45°47'32" W 246.07 feet to the end of said curve; thence N 89°12'28" W 39.65 feet; thence N 77°56'22" W 173.00 feet; thence N 52°56'21" W 234.09 feet; thence N 37°28'43" W 365.87 feet to the southeasterly right-of-way line of State Highway 157; thence along said right-of-way line northeasterly to the West line of a parcel described in Volume 1441 Page 397 as document number 1272265 of County Records; thence along said parcel West line S 61°30' W 2.69 feet; thence S 1°02' W 58.78 feet; thence N 89°09'20" E 489.25 feet to the East line of said parcel; thence along said East line N 0°54' E to the southern right-of-way line of State Highway 157; thence Easterly along said line to the East line of the NW 1/4 of the NW 1/4 of said Section 15;

Thence North along said East line to the North right-of-way line of Jansen Place extended West; thence Westerly along said extended North line of Jansen Place to the Westerly right-of-way line of County Trunk Highway "PH"; thence South and southwesterly to the northern right-of-way line of State Highway 157; thence Westerly and northwesterly along said right-of-way line to the North line of said Section 15; thence West along said North line to a point 33 feet East of the West line of said Section 15; thence South on a line 33 feet East of and parallel to said West line of Section 15, 759 feet to the South line of County Trunk Highway "SS"; thence South 88°30' West along said South line, 1986.85 feet; thence South 84° 25' East, 115.84 feet; thence South 1°30' East, 125.7 feet; thence South 88° 30' West 560 feet; thence North 1°30' West, 131.8 feet to the South line of County Trunk Highway "SS"; thence southwesterly along said South line to the north-South one-quarter line of Section 16, Township 16 north, Range Seven (7) West; thence South along said North-South one-quarter line to the Northeasterly right-of-way line of the abandoned Chicago & Northwestern Railroad Co.; thence Northwesterly along said Northeasterly right-of-way line to the South line of County Trunk Highway "SS"; thence Southwesterly along said South line to the Southwesterly right-of-way line of the abandoned Chicago & Northwestern Railroad Company;

Thence Southeasterly along said Southwesterly right-of-way line to the North-South quarter line of said Section 16; thence Southerly along said quarter line to the South line of said Section 16, also being the North right-of-way line of Palace Street; thence Westerly along said line to the West right-of-way line of Larson Street; thence continue along said South line of Section 16, N 89°41'12" West 519.21 feet; thence S 00°15'50" E 412.56 feet; thence N 89°42'06" W 593.56 feet to the East right-of-way line of Oak Street; thence S 00°11'38" East along said East line 431.62 feet; thence S 88°24'20" E 274.98 feet; thence S 00°13'21" E 349.97 feet to the North right-of-way line of Livingston Street; thence S 88°25'14" E along said line to the West line of the Northeast quarter of the Northwest quarter of said Section 21; thence Southerly along said West line to the point of beginning.

APPENDIX B PUBLIC HEARING NOTICE

NOTICE OF PUBLIC HEARING ON PROPOSED CREATION OF TAX INCREMENTAL DISTRICT NUMBER THIRTEEN, CITY OF LA CROSSE, WISCONSIN, AND THE PROPOSED BOUNDARIES THEREOF AND ON THE PROPOSED PROJECT PLAN FOR SUCH TAX INCREMENTAL DISTRICT

The City of La Crosse Plan Commission will hold a public hearing on the proposed creation of Tax Incremental District Number **Thirteen**, City of La Crosse, Wisconsin, and the proposed boundaries thereof, and on the proposed Project Plan for such District at 4:00 p.m. on Monday, April 24, 2006, in the Fifth Floor Conference Room, City Hall, 400 La Crosse Street, La Crosse, Wisconsin.

The description of the proposed boundaries of the Tax Incremental District being considered is located in the City of La Crosse, La Crosse County, Wisconsin, largely south of I-90, west of Hwy 16, north of Gillette St, and east of Oak St, more particularly described as follows:

A part of the NE 1/4 of the NE 1/4, and the NW 1/4 of the NE 1/4, and the SW 1/4 of the NE 1/4, and the SE 1/4 of the NE 1/4, Section 16, T16N, R7W; and a part of the NE 1/4 of the SE 1/4, and the NW 1/4 of the SE 1/4, and the SW 1/4 of the SE 1/4, and the SE 1/4 of the SE 1/4, Section 16, T16N, R7W; and a part of the NE 1/4 of the NW 1/4, and the SE 1/4 of the NW 1/4, Section 16, T16N, R7W; and a part of the NW 1/4 of the NW 1/4, and SW 1/4 of the NW 1/4, and the SE 1/4 of the NW 1/4, Section 15, T16N, R7W; and a part of the NW 1/4 of the SW 1/4, Section 15, T16N, R7W; and a part of the NE 1/4 of the NW 1/4, and the NW 1/4 of the NW 1/4, and the SE 1/4 of the NW 1/4, Section 21, T16N, R7W; and a part of the NE 1/4 of the NE 1/4, and the NW 1/4 of the NE 1/4, and the SW 1/4 of the NE 1/4, and the SE 1/4 of the NE 1/4, Section 21, T16N, R7W; and a part of the NE 1/4 of the SE 1/4, and the NW 1/4 of the SE 1/4, and the SW 1/4 of the SE 1/4, and the SE 1/4 of the SE 1/4, Section 21, T16N, R7W more particularly described as follows:

Beginning at the southwest corner of the northeast quarter of the northwest quarter of said Section 21; thence N89°08'55" W 446.97 feet to the East right of way line of Shiftar Road; thence along said right of way line S 15°12'47" E 8.75 feet; thence continuing along said right of way line, 294.87 feet along the arc of a 458.35 foot radius curve, concave to the southeast, the chord of which bears S 02°52'09" W 289.81 feet to the end of said curve and the North line of a parcel described in Volume 1000, Page 92 of County Records; thence along said North line, S 88°29'43" E 393.08 feet; thence N 05°34'56" E 11.28 feet to the northwesterly right of way line of the former Chicago & Northwestern Railroad; thence Southerly on a line parallel to the North-South Quarter line of said Section 21 to the East-West Quarter line of said Section 21, also being the centerline of County Trunk Highway "B"; thence East along said Quarter line and the South line of said Government Lot 2 of said Section 21 also being the centerline of County Trunk Highway "B" to the Easterly bank of the La Crosse River; thence Southeasterly along said Easterly bank of the La Crosse River to the Northwesterly corner of a Parcel of land as described in Volume 462 of Records, Page 727, Register of Deeds Office; thence along the Northerly line of said parcel S 79°40'E, 237 feet to the West right of way line of STH 16; thence following southerly along said Westerly right-of-way line to the South line of government Lot 5 of Section 21; thence S 88° 21' 14" East along said South line to the Eastern right-of-way line of State Trunk Highway 16; thence continuing South 88°21'14" East along said South line 1,036.30 feet to the Southeast corner of government Lot 5 and Section 21; thence North 0° 20' 26" West along the East line of said government Lot 5 a distance of 1,265.03 feet; then North 84

degrees 21' West 166.4 feet; thence North 87°03' West 379.9 feet; thence S 89°31' W 74.0 feet; thence N 87°25' W 184.35 feet; thence N 19°18' E 39.2 feet to the North line of Lot 1 of a Certified Survey Map number 92, Volume 2; thence N 88°23'07" W along said North line 44.12 feet; thence N 37°30" East 37.84 feet; thence North 35°E 50.0 feet; thence North 27°30' E 40.15 feet; thence North 86°20' West 213.6 feet to the East right-of-way line of U.S. Highway 16; thence Westerly 80 feet at right angle to said right-of-way line; thence N 10°20' East 304.04 feet; thence North 79°40' West 270 feet; thence N 10°20' East, 670 feet more or less to the southerly right-of-way line of County Trunk Highway "B" also being Gillette Street; thence North 82°02'08" East, 136 feet more or less to the Westerly right-of-way line of State Trunk Highway 16;

Thence northwesterly 260 feet more or less to a point at the North right-of-way line of said County Trunk Highway "B" and at the Westerly right-of-way line of State Highway 16; thence along said Westerly right-of-way line N41°20'28" East 82.60 feet; thence continuing on said line, N14°22'02" E 555.24 feet; thence continuing on said line, N13°11'04" E 394.06 feet; thence N86°15'22" W 150 feet to the La Crosse River and the West line of government Lot 7, Section 21 (SE ¼ -SE ¼); thence Northerly along the West line of said government Lot 7 and along the West line of government Lot 3, Section 16 (SE 1/4 – SE ¼) and along the West line of government Lot 1, Section 16 (NE 1/4 –SE ¼) to the southwesterly right-of-way line of abandoned Chicago & Northwestern Railroad Company; thence southeasterly along said line to the East line of said Section 16; thence northerly along said Section line to the South line of government Lot 5, Section 15 (NW ¼ – SW ¼);

Thence continue northerly to the intersection of the East right-of-way line of Hawkins Road (formerly Darling Road) with a meander line which follows along the northern bank of the La Crosse River and is a part of the southern line of a parcel described in document number 1379013 of County records (said intersection point is also the southwestern corner of said parcel); thence along said meander line, the following three courses and distances, N74°11'00" E 136.14 feet; thence S 71°58'00" E 441.76 feet; thence S 44°53'30" E 166.36 feet; thence S 77° 35'00" E 360.00 feet to the Westerly right-of-way line of State Highway 16; thence along said line N 12°11'00" E 1,311.83 feet; thence 93.79 feet along the arc of 240.00 foot radius curve, concave to the northwest, the chord of which bears N 11°59'14" E 93.19 feet to the end of said curve; thence N 00°47'32" E 145.00 feet; thence 23.56 feet along the arc of a 15.0 foot radius curve, concave to the southeast, the chord of which bears N 45°47'32" E 21.21 feet to the end of said curve; thence S 89°12'28" E 177.69 feet to the Westerly right-of-way line of State Highway 16; thence along said line N 22°56'49" E 71.25 feet; thence N 89°12'28" W 285.56 feet; thence S 00°47' 32" W 226.00 feet; thence 273.32 feet along the arc of a 174.00 foot radius curve, concave to the northwest, the chord of which bears S 45°47'32" W 246.07 feet to the end of said curve; thence N 89°12'28" W 39.65 feet; thence N 77°56'22" W 173.00 feet; thence N 52°56'21" W 234.09 feet; thence N 37°28'43" W 365.87 feet to the southeasterly right-of-way line of State Highway 157; thence along said right-of-way line northeasterly to the West line of a parcel described in Volume 1441 Page 397 as document number 1272265 of County Records; thence along said parcel West line S 61°30' W 2.69 feet; thence S 1°02' W 58.78 feet; thence N 89°09'20" E 489.25 feet to the East line of said parcel; thence along said East line N 0°54' E to the southern right-of-way line of State Highway 157; thence Easterly along said line to the East line of the NW 1/4 of the NW 1/4 of said Section 15;

Thence North along said East line to the North right-of-way line of Jansen Place extended West; thence Westerly along said extended North line of Jansen Place to the Westerly right-of-way line of County Trunk Highway "PH"; thence South and southwesterly to the northern right-of-way line of State Highway 157; thence Westerly and northwesterly along said right-of-way line to the North line of said Section 15; thence West along said North line to a point 33 feet East of the West line of said Section 15; thence South on a line 33 feet East of and parallel to said West line of Section 15, 759

feet to the South line of County Trunk Highway "SS"; thence South 88°30' West along said South line, 1986.85 feet; thence South 84° 25' East, 115.84 feet; thence South 1°30' East, 125.7 feet; thence South 88° 30' West 560 feet; thence North 1°30' West, 131.8 feet to the South line of County Trunk Highway "SS"; thence southwesterly along said South line to the north-South one-quarter line of Section 16, Township 16 north, Range Seven (7) West; thence South along said North-South one-quarter line to the Northeasterly right-of-way line of the abandoned Chicago & Northwestern Railroad Co.; thence Northwesterly along said Northeasterly right-of-way line to the South line of County Trunk Highway "SS"; thence Southwesterly along said South line to the Southwesterly right-of-way line of the abandoned Chicago & Northwestern Railroad Company;

Thence Southeasterly along said Southwesterly right-of-way line to the North-South quarter line of said Section 16; thence Southerly along said quarter line to the South line of said Section 16, also being the North right-of-way line of Palace Street; thence Westerly along said line to the West right-of-way line of Larson Street; thence continue along said South line of Section 16, N 89°41'12" West 519.21 feet; thence S 00°15'50" E 412.56 feet; thence N 89°42'06" W 593.56 feet to the East right-of-way line of Oak Street; thence S 00°11'38" East along said East line 431.62 feet; thence S 88°24'20" E 274.98 feet; thence S 00°13'21" E 349.97 feet to the North right-of-way line of Livingston Street; thence S 88°25'14" E along said line to the West line of the Northeast quarter of the Northwest quarter of said Section 21; thence Southerly along said West line to the point of beginning.

During the public hearing, all interested parties will be afforded an opportunity to express their views on the proposed creation of the tax incremental district and the proposed boundaries thereof and on the proposed project plan for such district. Persons desiring information on the proposed tax incremental district and/or the proposed project plan should contact the City Planning Department, City Hall, 400 La Crosse Street, La Crosse, Wisconsin 54601, between the hours of 8:30 a.m. and 5:00 p.m. or telephone: (608) 789-7512. Cash grants may be awarded based upon the terms of any approved development agreement. The proposed project plan will be available for review at the above-referenced address and will be provided upon request.

Lawrence J. Kirch
Secretary, City Plan Commission

Publish: La Crosse Tribune as Legal Notice, caption as 16 point.
April 10, 2006 and April 17, 2006
Bill: City Planning Department
Furnish Affidavit of Publication

APPENDIX C
PROOF OF PUBLICATION

AFFIDAVIT OF PUBLICATION

STATE OF WISCONSIN, }
La Crosse County. } ss.

Katherine Peters, being duly sworn, says that she is the principal clerk of THE LA CROSSE TRIBUNE, a public daily newspaper of general circulation, printed and published in the City of La Crosse, in the county and State aforesaid, and that the notice of which the annexed is printed copy taken from the paper in which the same was published, was inserted and published in the said newspaper

on the 10 day of Apr, 2006

and thereafter on the following dates, to wit:

April 17th

being at least once in each week for 2 successive weeks.

Katherine Peters

Sworn and subscribed before me this 17 day of Apr, A.D. 2006



Chris D Moon
Notary Public, La Crosse County, Wisconsin

My Commission expires 9-14-08
4/10/17 4011425

**NOTICE OF PUBLIC HEARING
ON PROPOSED CREATION
OF TAX INCREMENTAL
DISTRICT NUMBER
THIRTEEN, CITY OF
LA CROSSE, WISCONSIN,
AND THE PROPOSED
BOUNDARIES THEREOF AND
ON THE PROPOSED
PROJECT PLAN FOR SUCH
TAX INCREMENTAL
DISTRICT**

The City of La Crosse Plan Commission will hold a public hearing on the proposed creation of Tax Incremental District Number Thirteen, City of La Crosse, Wisconsin, and the proposed boundaries thereof, and on the proposed Project Plan for such District at 4:00 p.m. on Monday, April 24, 2006, in the Fifth Floor Conference Room, City Hall, 400 La Crosse Street, La Crosse, Wisconsin.

The description of the proposed boundaries of the Tax Incremental District being considered is located in the City of La Crosse, La Crosse County, Wisconsin, largely south of I-90, west of Hwy 16, north of Gillette St, and east of Oak St, more particularly described as follows:

A part of the NE 1/4 of the NE 1/4, and the NW 1/4 of the NE 1/4, and the SW 1/4 of the NE 1/4, and the SE 1/4 of the NE 1/4, Section 16, T16N, R7W; and a part of the NE 1/4 of the SE 1/4, and the NW 1/4 of the SE 1/4, and the SW 1/4 of the SE 1/4, and the SE 1/4 of the SE 1/4,