

PROJECT PLAN AMENDMENT ONE
TAX INCREMENTAL FINANCE DISTRICT
NUMBER THIRTEEN



CITY OF LA CROSSE, WISCONSIN

July 9, 2009



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NUMBER THIRTEEN**

CITY OF LA CROSSE, WISCONSIN

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

**Recommended by the La Crosse City Plan Commission
June 29, 2009**

**Adopted by the Common Council
July 9, 2009**

**Adopted by Joint Review Board
July 16, 2009**

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**AMENDMENT NUMBER ONE
TO TAX INCREMENTAL FINANCE 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, improve or develop industrial sites and improve or develop mixed-use areas. 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 Increment 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 values from such development or redevelopment to pay for eligible costs which they incur to improve the District. This law assumes that all governmental units which 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 amendment 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, directly serve to promote industrial development or directly serve to promote 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 amended, 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 amendment 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 (depending upon the type of TID).
3. The local legislative body, by resolution, dissolves the District at which time the City becomes 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 Amendment One to Tax Incremental Finance District Number Thirteen (TID #13), “the District,” in the City of La Crosse has been prepared in compliance with s. 66.1105(4)(h), Wisconsin Statutes. The amended TID #13 is defined by the boundary shown on Map 1 found on Page 13 (all of the maps are located in the back of this plan). Pursuant to s. 66.1105(4)(f), the amended 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)(d), sub. (2)(f)1.k. and (2)(f)1.n., Wisconsin Statutes, outside the district;
- an economic feasibility study;
- a listing 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;
- an analysis of the overlying taxing districts;
- a map showing the district boundaries;
- existing uses and conditions of real property in the district;
- 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 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 AND IMPROVEMENTS WITHIN AND OUTSIDE OF THE DISTRICT

This section of the Project Plan outlines the proposed public improvements within the amended TID #13. The public works improvement activities are delineated on Table I found on Page 3, which provides a listing of all District activities; and Map 3 on Page 15, 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 TID #13. Any economic incentives granted will be consistent with the TID statutory requirements and must be approved by the Common Council via a developer’s agreement.

TABLE I									
La Crosse TID No. 13 - Amendment One									
Proposed Project Costs, Public Works and Improvements									
	Costs	YEAR							
		2009	2010	2011	2012	2013	2014	2015	2016
Capital Costs - Development of TID:									
Original TID Project Plan:									
Property Acquisition									
Misc. Land (conservation/mitigation/acquisition)	\$400,000	\$100,000	\$125,000	\$100,000	\$75,000				
Scenic Corridor Visual Improvements (Voluntary commercial on-premise sign reduction matching grants, billboard acquisition as part of economic development projects, burial of overhead wires).	\$550,000	\$150,000	\$150,000	\$125,000	\$125,000				
12th Ave Extension (Ebner Dev.) Expenses									
12th Ave Extended	\$1,000,000		\$750,000	\$250,000					
North/South Internal (Hwy 16 Frontage) Road	\$250,000			\$50,000	\$200,000				
Storm, Sanitary Sewer, Water	\$300,000		\$300,000						
State Trail Access	\$200,000			\$200,000					
Schaeffer/Thompson Dev. Related Expenses									
Utility Relocation	\$25,000		\$25,000						
Road Construction	\$75,000		\$75,000						
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			
Sub-total Original TID Project Plan	\$4,300,000								
Proposed TID Amendment Area:									
Property Acquisition	\$1,900,000	\$600,000	\$1,300,000						
Relocation Expenses	\$100,000		\$100,000						
Building Demolition & Site Prep	\$255,000		\$255,000						
Cunningham Street Extended (incl Storm Sewers)	\$300,000		\$300,000						
Environmental Work (soil, water)	\$250,000		\$250,000						
Less TEA Grant	-\$500,000		-\$500,000						
Sub-total Proposed TID Amendment Area	\$2,305,000								
Total Capital Costs	\$6,605,000								
Administrative Costs:									
TID Administration (Finance, Legal, Engineering, Public Works, Assessors, Planning)	\$40,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
Sub-total Administrative Costs	\$40,000								
Organization Costs:									
TID Planning, Managing, Audit (City Staff Costs)	\$20,000	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500
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 Services	\$45,000		\$45,000						
Applications	\$25,000		\$25,000						
Sub-total Organization Costs	\$205,000								
Financing Costs:									
Interest Costs	\$1,806,949	\$180,695	\$180,695	\$180,695	\$180,695	\$180,695	\$180,695	\$180,695	\$180,695
Total Project Costs	\$8,656,949	\$1,038,195	\$3,803,195	\$1,013,195	\$688,195	\$1,188,195	\$188,195	\$188,195	\$188,195

A. Capital Costs for Development of the TID:

Capital costs most often include projects located within the boundaries of the District or within one-half mile of the District boundaries per a recent change in the State's TIF Law. In addition, 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.
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, and wayfinding.
6. Construction of parking improvements.
7. Scenic improvements including billboard acquisitions that are part of an economic development project, voluntary commercial signage reduction matching grants, and burial of overhead wires.

B. Administrative Costs:

Administrative costs include, but are 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 include, but are 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, but are not limited to, finance fees, bond discounts, bond redemption premiums, bond legal opinions, bond fees, ratings, capitalized interest, bond insurance and other expenses related to financing.

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 for the amendment area including the Kwik Trip, Inc. expansion project, private construction and additional financing costs, but not including personal property totals approximately \$23,000,000.

SECTION III. LOCAL ACTION

Before TID #13 can be amended, the City Plan Commission must hold a public hearing(s) on the proposed amendment and the proposed boundaries thereof and on the proposed Project Plan for the District. The public hearing on the amendment 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 District boundaries and Project Plan to the local legislative body for action if it desires to create/amend a District. Before adopting such resolution, the local legislative body may amend both the proposed District boundaries and Project Plan. On June 11, 2009 the Resolution approving the amendment to the District was introduced by the Common Council. The Public Hearing for the District was held on June 29, 2009. Notice of the Public Hearing was published in the La Crosse Tribune on June 15, and June 22, 2009.

State Statutes require that the City that seeks to amend 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 Districts proposed by the City of La Crosse, the membership of the JRB 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 Technical College District, a representative chosen by the School District of La Crosse and one public member. The public member and the chairperson 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 or about June 22, 2009 with the final meeting to act on the Common Council's resolution scheduled on or about July 16, 2009. The procedure for amending the Project Plan follows essentially the same procedure as the adoption of the original plan.

Capacity to Create TID's

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 2008 total equalized value is \$3,127,195,600. The City can include up to twelve percent (12%) of the total equalized value of the community in existing and new districts. 12% of this value in the City of La Crosse is \$375,263,472.

The following table identifies the existing TIDs with their present certified value. The Department of Revenue (DOR), in its yearly recertification of existing Districts effective September 1, 2008, has provided this information. Amendment One to TID #13 slightly increases the overall base value; however, this addition has basically no change to the City's TID capacity.

**TABLE II - La Crosse TID No. 13 - Amendment One
Capacity to Create Tax Incremental Districts**

December 31, 2008 Total Equalized Value (including Tax Incremental Districts)	\$3,127,195,600
Twelve percent (12%) of Total Equalized Value	\$375,263,472
Actual value within TIF's as per State Statute 66.1105(4)(gm)4.c.	\$199,614,600
TIF Capacity (Over/Under)	\$175,648,872
TIF Capacity (%)	6.38%

District	When Created	Last Date to Incur Costs	Dissolution Date	Current Increment	Balance to Close TIF	Base Value	Value Increment	Increment Transfers	Overlap	Total Value
4	8/18/1987	8/18/2009	8/18/2014	\$997,008	\$233,354	\$0	\$ 36,455,400	To TIF 6		\$ 36,455,400
5	3/12/1992	3/12/2014	3/12/2019	\$216,827	-\$380	\$ 894,800	\$ 7,664,500	To TIF 6	TIF 11	\$ 8,559,300
6	4/14/1994	4/14/2016	4/14/2021	\$1,252,265	\$23,607,837	\$ 33,884,800	\$ 42,506,900		TIF 11	\$ 76,391,700
7	8/14/1997	8/14/2019	8/14/2024	\$172,639	\$1,076,557	\$ 14,218,300	\$ 6,034,600			\$ 20,252,900
8	7/10/1997	7/10/2015	7/10/2020	\$71,488	\$3,893	\$ 3,689,000	\$ 2,633,100	To TIF 6		\$ 6,322,100
9	6/22/1999	6/22/2017	6/22/2022	\$107,217	\$542,983	\$ 1,442,900	\$ 15,479,900			\$ 16,922,800
10	6/14/2003	6/24/2025	6/24/2030	\$8,764	\$746,769	\$ 2,540,100	\$608,400			\$ 3,148,500
11	10/12/2004	10/12/2026	10/12/2031	\$984,081	\$23,149,140	\$ 124,484,000	\$40,206,700			\$ 164,690,700
12	7/14/2005	7/14/2027	7/14/2032	\$458,801	\$7,524,367	\$ 2,760,200	\$18,023,900			\$ 20,784,100
13	5/11/2006	5/11/2021	5/11/2026	\$5,542	\$1,098,463	\$ 20,723,200	\$9,329,600			\$ 30,052,800
Amend.	6/11/2009	--	--	\$0	\$0	\$ 4,436,700	\$0			\$ 4,436,700
14	8/24/2006	8/24/2028	8/24/2033	\$87,382	-\$428,327	\$ 57,863,800	\$16,234,900			\$ 74,098,700
Totals						\$ 266,937,800	\$ 195,177,900			\$ 462,115,700

Source: Wisconsin Department of Revenue and City of La Crosse, 2008-09

Note: Annual increments from TIF 4, TIF 5, and TIF 8 are currently allocated to pay debt costs for TIF 6.

- | | | | |
|-----------------|---------------------------------|----------------------------|-------------------------|
| 4 = Airport | 7 = Amtrak Depot | 10 = Park Plaza | 13 = Kwik Trip |
| 5 = Marriott | 8 = Dura Tech | 11 = Gateway Redevelopment | 14 = Gunderson Lutheran |
| 6 = City Vision | 9 = International Business Park | 12 = Three Rivers Plaza | |

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

SECTION IV. DESCRIPTION OF TID #13

TID #13 was created in 2006 as the primary local financing tool to help Kwik Trip, Inc. expand its commissary and ice plant operations, as well as the tool for the development of the Sunset condominiums and future Ebner development west of State Highway 16 and north of the La Crosse River in the City of La Crosse. Since that time, Kwik Trip has completed the commissary and ice plant expansions and Larson Street has been relocated (and renamed Kwik Trip Way) in order to allow for additional future development by Kwik Trip. Phase one of the Sunset condominiums have been completed.

The proposed expansion of the Kwik Trip bakery operation and various public improvements including the extension of Cunningham Street are the impetus for this Project Plan amendment. The amendment proposes property acquisition, extension of Cunningham Street from Larson Street to Oak Street, stormwater improvements and other associated site preparation, and possible environmental remediation. Within the boundaries of this amended TID, the City hopes to encourage further development for industrial, commercial, residential and mixed-uses.

SECTION V. AMENDED DISTRICT BOUNDARY

The boundary for the amended TID #13 is delineated on Map 1 on Page 13.

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 expected by 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 in consultation with the City Assessor and project developer. With the examination of the last few years of data on the actual creation of increment, the projections of new tax base have been revised to reflect market conditions within the Interstate Industrial Park and Coulee Sites industrial area. The projections of tax increment revenues contained in this section are based on the potential development of certain sites. Projections of development within a three- to five-year period are based on the City's understanding of the general market conditions and feasibility in the Interstate Industrial Park and Coulee Sites industrial area. Projections beyond the five-year period are more speculative of market conditions. These projections are summarized in Table III which follows.

TABLE III
La Crosse TID No. 13 - Amendment One
Projected Development Assumptions

PROJECT		Square Feet	Time Frame
TID Value Increase (As of 09/2008)	\$9,329,600	100,000+	2006-08
Kwik Trip Bakery Expansion	\$4,784,800	80,000	2009-10
Additional Kwik Trip Expansion	\$5,000,000	50,000+	2010-12
Ebner Property Development	\$3,000,000	31,000	2010-2011
TOTAL VALUE INCREMENT	\$22,114,400	261,000+	

Sources: State of Wisconsin Department of Revenue & City of La Crosse Planning Department, 2009

Since creation of TID #13 in 2006, the net value increase has been \$9,329,600 according to the annual report from the Wisconsin DOR. In addition, the City is estimating that over the next few years an additional \$12,784,800 in net value increment will be generated not including inflation.

This amendment to the District was created primarily to assist the expansion of the Kwik Trip bakery operation and various public improvements in the surrounding area. 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 Amendment, surplus increments are defined as the maximum increments that can be generated over the life of the District, after the developer-project specific costs have been feasibly funded by the District. The economic feasibility projections are based on the full utilization of the allowed tax increment collection period, which is until May 11, 2026.

The economic feasibility analysis should be considered as a baseline projection that is annually monitored to ensure that projection 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 Amendment to maximize the potential of TID #13 to accomplish the proposed public improvements identified in Table I found on Page 3.

Table III summarizes the development assumptions that are used in the economic feasibility analysis. These projections were originally prepared by the La Crosse City Planning staff. 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. Assumption of the taxable value by type of use (i.e., industrial 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 Amendment. 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.

The economic feasibility analysis for TID #13 – Amendment One is presented in Table IV below. Table IV shows the current TID increments based on the City’s annual TID audit, the amount needed to retire the debt for TID #13, and the projected tax increments from the amended District based on the development assumptions made in Table III. It is projected that the development increment in the original TID #13 will generate \$5,194,987 in tax revenues (Column D below) over the remaining life of the TID (May 11, 2026).

It is estimated that the development increment from the amendment area could generate an additional \$5,979,233 in tax revenues (Column H) over the life of the TID based on the \$12,784,800 in additional tax increment plus a modest annual inflation amount (0.5%).

Table IV 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 2024, which is Year 18 of the District. The original TID Project Plan estimated the debt retirement to occur in 2019, so the proposed amendment stretches out the projected payback period by a few years as nearly all of the project costs from the original TID Project Plan remain.

	A	B	C	D	E	F	G	H	I	J
TIF Year	Assess. Date	Exist TID increment	Mill rate	Existing TID income	Outstanding Balance	Amend Area TID increment	Mill rate	Amend Area TID income	Remaining TID project costs	Outstanding balance
5/11/2006	1/1/2006		0.02804				0.02804			
5/11/2007	1/1/2007	\$195,900	0.02702	\$5,542	-\$1,098,463	\$0	0.02702	\$0	\$0	-\$1,098,463
5/11/2008	1/1/2008	\$9,329,600	0.02798	\$261,042	-\$837,421	\$0	0.02798	\$0	\$0	-\$837,421
5/11/2009	1/1/2009	\$9,376,248	0.02778	\$262,347	-\$575,073	\$0	0.02778	\$0	\$865,695	-\$1,440,768
5/11/2010	1/1/2010	\$9,423,129	0.02778	\$263,659	-\$311,414	\$6,784,800	0.02778	\$188,482	\$865,695	-\$1,854,322
5/11/2011	1/1/2011	\$9,470,245	0.02778	\$264,977	-\$46,437	\$9,818,724	0.02778	\$272,764	\$865,695	-\$2,182,276
5/11/2012	1/1/2012	\$9,517,596	0.02778	\$266,302	\$219,866	\$12,784,800	0.02778	\$355,162	\$865,695	-\$2,426,507
5/11/2013	1/1/2013	\$9,565,184	0.02778	\$267,634	\$487,499	\$12,848,724	0.02778	\$356,938	\$865,695	-\$2,667,630
5/11/2014	1/1/2014	\$9,613,010	0.02778	\$268,972	\$756,471	\$12,912,967	0.02778	\$358,722	\$865,695	-\$2,905,631
5/11/2015	1/1/2015	\$9,661,075	0.02778	\$270,317	\$1,026,788	\$12,977,532	0.02778	\$360,516	\$865,695	-\$3,140,493
5/11/2016	1/1/2016	\$9,709,380	0.02778	\$271,668	\$1,298,457	\$13,042,420	0.02778	\$362,318	\$865,695	-\$3,372,201
5/11/2017	1/1/2017	\$9,757,927	0.02778	\$273,027	\$1,571,484	\$13,107,632	0.02778	\$364,130	\$865,695	-\$3,600,739
5/11/2018	1/1/2018	\$9,806,717	0.02778	\$274,392	\$1,845,876	\$13,173,170	0.02778	\$365,951	\$865,695	-\$3,826,091
5/11/2019	1/1/2019	\$9,855,751	0.02778	\$275,764	\$2,121,639	\$13,239,036	0.02778	\$367,780	\$0	-\$3,182,547
5/11/2020	1/1/2020	\$9,905,029	0.02778	\$277,143	\$2,398,782	\$13,305,231	0.02778	\$369,619	\$0	-\$2,535,785
5/11/2021	1/1/2021	\$9,954,554	0.02778	\$278,528	\$2,677,311	\$13,371,757	0.02778	\$371,467	\$0	-\$1,885,789
5/11/2022	1/1/2022	\$10,004,327	0.02778	\$279,921	\$2,957,232	\$13,438,616	0.02778	\$373,325	\$0	-\$1,232,543
5/11/2023	1/1/2023	\$10,054,349	0.02778	\$281,321	\$3,238,552	\$13,505,809	0.02778	\$375,191	\$0	-\$576,031
5/11/2024	1/1/2024	\$10,104,621	0.02778	\$282,727	\$3,521,280	\$13,573,338	0.02778	\$377,067	\$0	\$83,763
5/11/2025	1/1/2025	\$10,155,144	0.02778	\$284,141	\$3,805,421	\$13,641,205	0.02778	\$378,953	\$0	\$746,857
5/11/2026	1/1/2026	\$10,205,919	0.02778	\$285,562	\$4,090,982	\$13,709,411	0.02778	\$380,847	\$0	\$1,413,266
				\$5,194,987				\$5,979,233	\$8,656,949	
Assumptions:										
Columns B & D		\$195,900 and \$5,542 amounts from 2008 Report on TIDs.								
Column E		\$261,042 amount in Column D = \$9,329,600 increment x 0.02798. 0.5% annual inflation thereafter.								
Column F		-\$1,098,463 balance from 2008 Report on TIDs. Original TID #13 debt retired in 2012 approximately.								
Columns C & G		Assumptions of new increment based on Table III projections. 0.5% annual inflation thereafter.								
Column I		2009 Mill rate held constant.								
Column J		Project costs include those remaining from original TID #13 plus costs from TID #13 amendment area.								
		TID #13 Amendment retires remaining debt by year 2024.								

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 June 29, 2009.

The assumptions on when development will occur, or "the rate of absorption," is based on a review of market conditions that exist in 2009, as well as actual development that has taken place since the creation of the District. It is expected and recommended that the City Plan Commission and Common Council annually review the financial condition of the amended TID #13.

The economic feasibility analysis projects that amended TID #13 is indeed **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 IV 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 the amended TID #13 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 and the strategy of financing are expected to be obtained from State Trust Fund loans and G.O. Bonds. The accounting for the amended TID #13 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 TID 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.

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 amended TID. 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 such as the proposed \$500,000 Transportation Economic Assistance (TEA) grant from the Wisconsin Department of Transportation will reduce the applicable TID project expenditure which, in turn, will reduce the total amount of TID 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 14, has been provided to give a general description of the existing uses and conditions within the amendment area. Map 4 is a zoning map that generally describes zoning categories within the District. These two maps should be used in combination when studying the existing land uses and conditions.

The criteria that should be highlighted in this section is that more than fifty percent (50%) of the lands within the amended TID boundary have been found to be suitable for mixed use development. The purpose and intent of this amended TID is to encourage mixed use development, redevelop vacant and underutilized properties, and extend Cunningham Street.

SECTION IX. PROPOSED LAND USE

The land uses proposed in the amended TID #13 are commercial, industrial, and residential. The proposed amended TID will promote the orderly development of the City by helping to eliminate underutilized land uses and by making it financially feasible for the City to replace such uses with higher and better uses.

SECTION X. EXISTING AND PROPOSED ZONING

Map 4 shows the amended District boundary overlaid onto an existing zoning map. Map 5 shows the proposed land uses and zoning. It is anticipated that the existing zoning categories within the amended TID #13 will not be changed 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 TID #13 which may cause displacements due to implementation of 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 AMENDING THE TID PROMOTES THE ORDERLY DEVELOPMENT OF THE CITY OF LA CROSSE

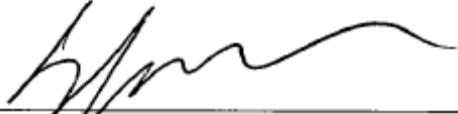
TID #13 is being amended to assist in the expansion of Kwik Trip Inc's bakery operation within the Coulee Sites industrial area. The amendment of this TID will provide the financial resources for the City to promote orderly development by improving the transportation network and access, by making sites within the City suitable for development 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 development stimulated by this TID Amendment will increase the overall tax base, increase employment and 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 amended TID #13 is suitable for mixed use development.
- B. The improvement of amended TID #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 was created.
- D. The equalized value of taxable property of amended TID #13, plus the value increment of all existing districts does not exceed 12% of the total equalized value of taxable property within the City.

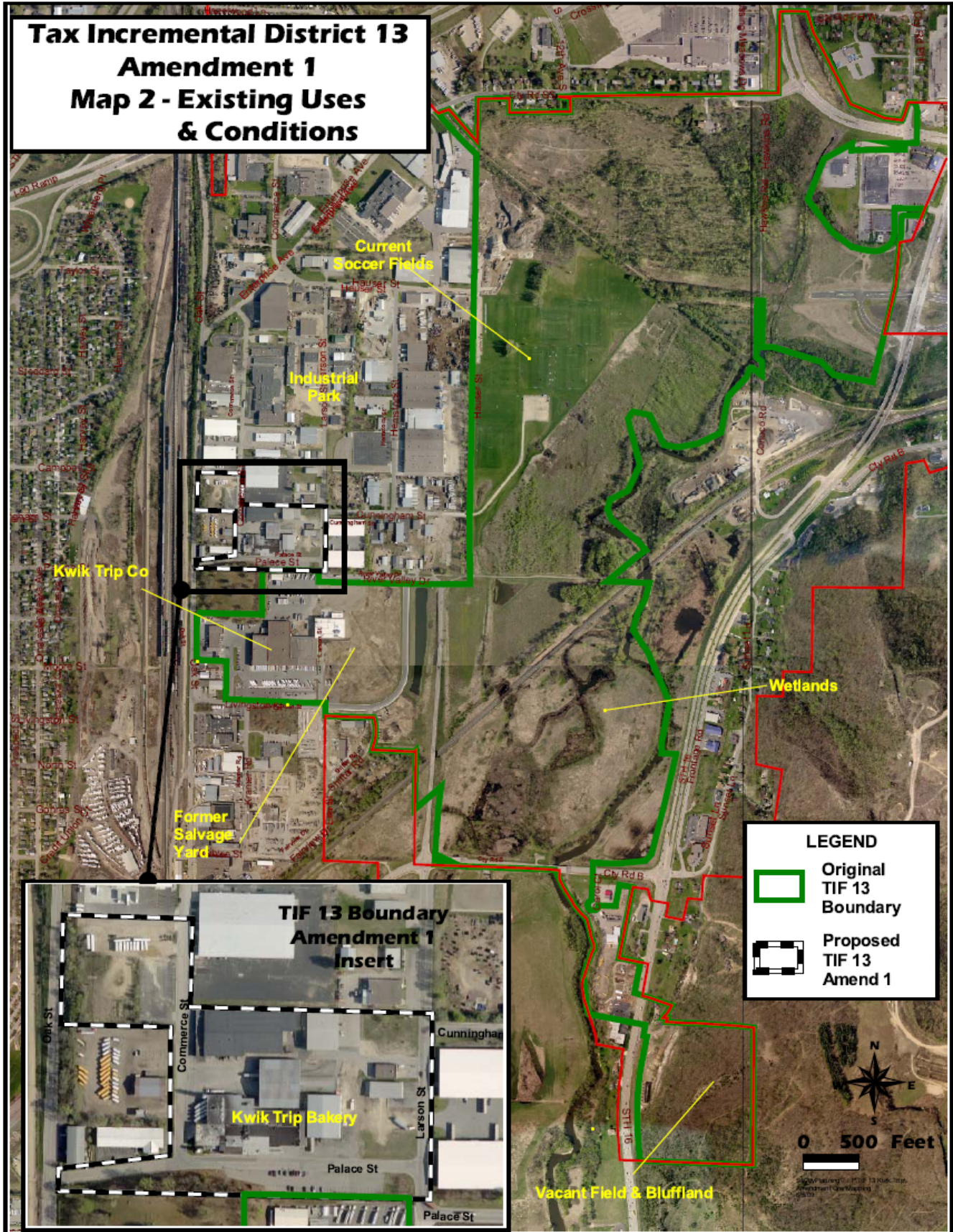
SECTION XV. CITY ATTORNEY OPINION

I, Stephen Matty, City Attorney for the City of La Crosse, Wisconsin, do hereby state that I have reviewed the Amended Project Plan for Tax Incremental Finance District Number Thirteen, City of La Crosse, Wisconsin, dated July 9, 2009, and have found that it is complete and complies with Section 66.1105, Wisconsin Statutes.

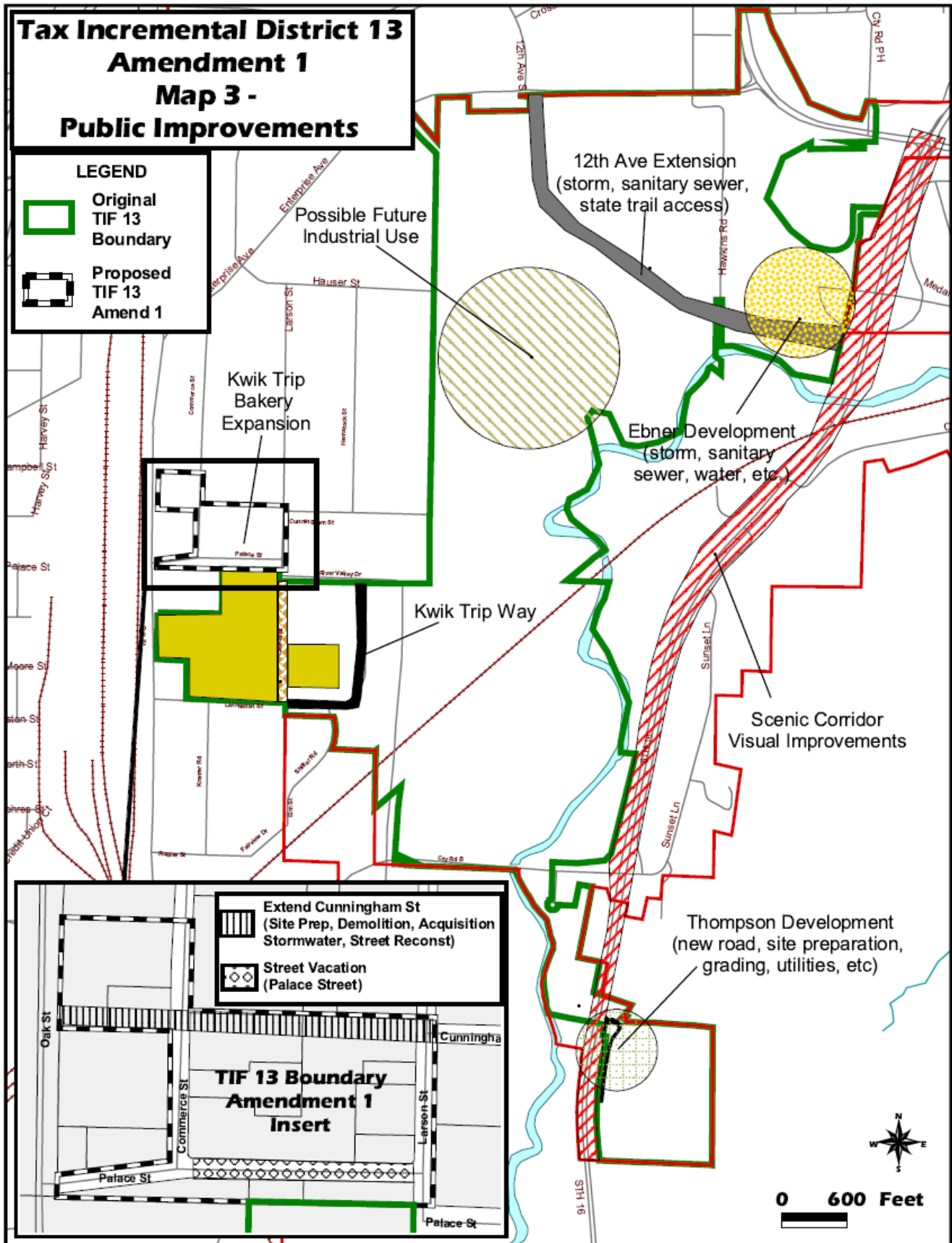


Stephen Matty
City Attorney

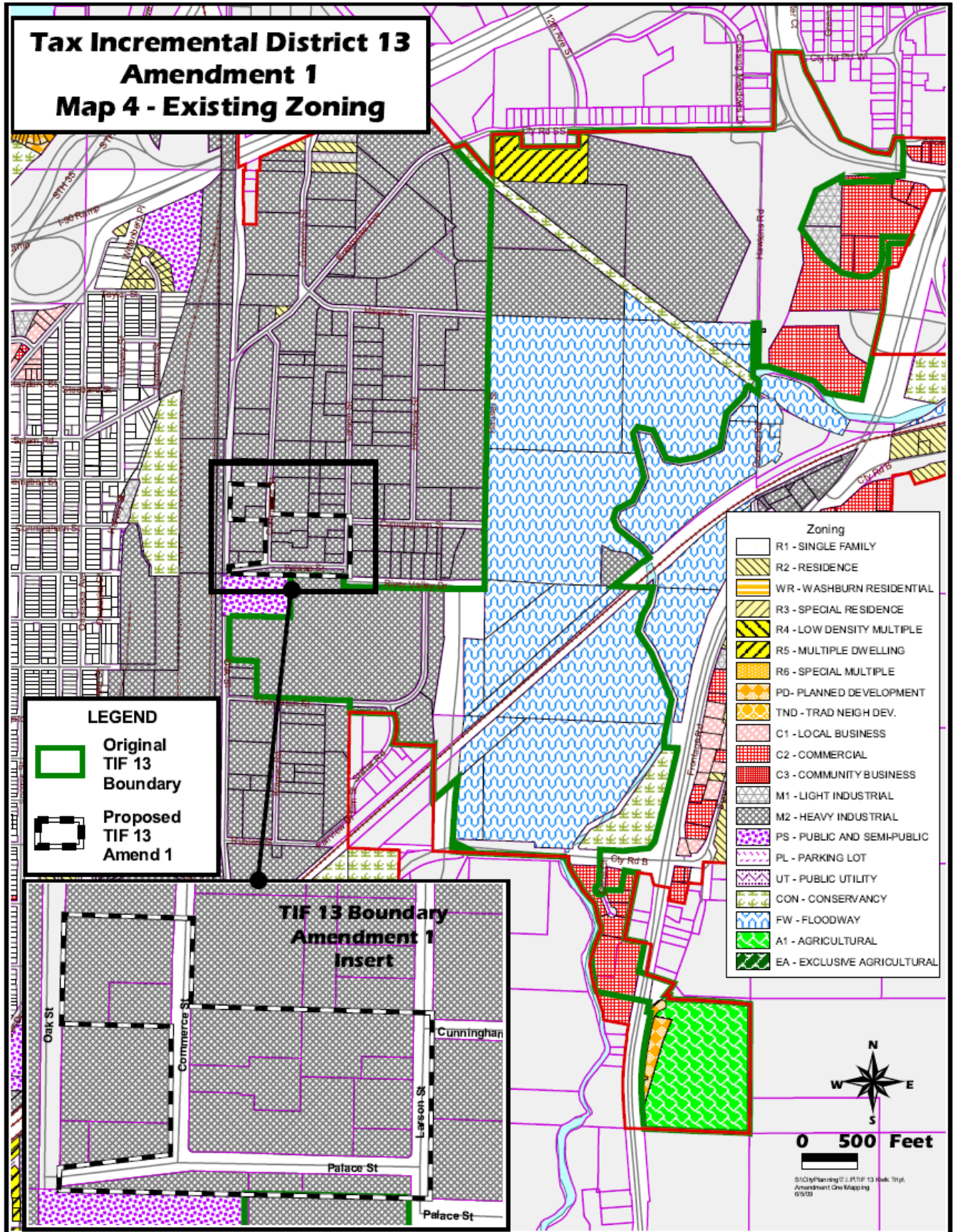
Map 2 – Existing Uses & Conditions



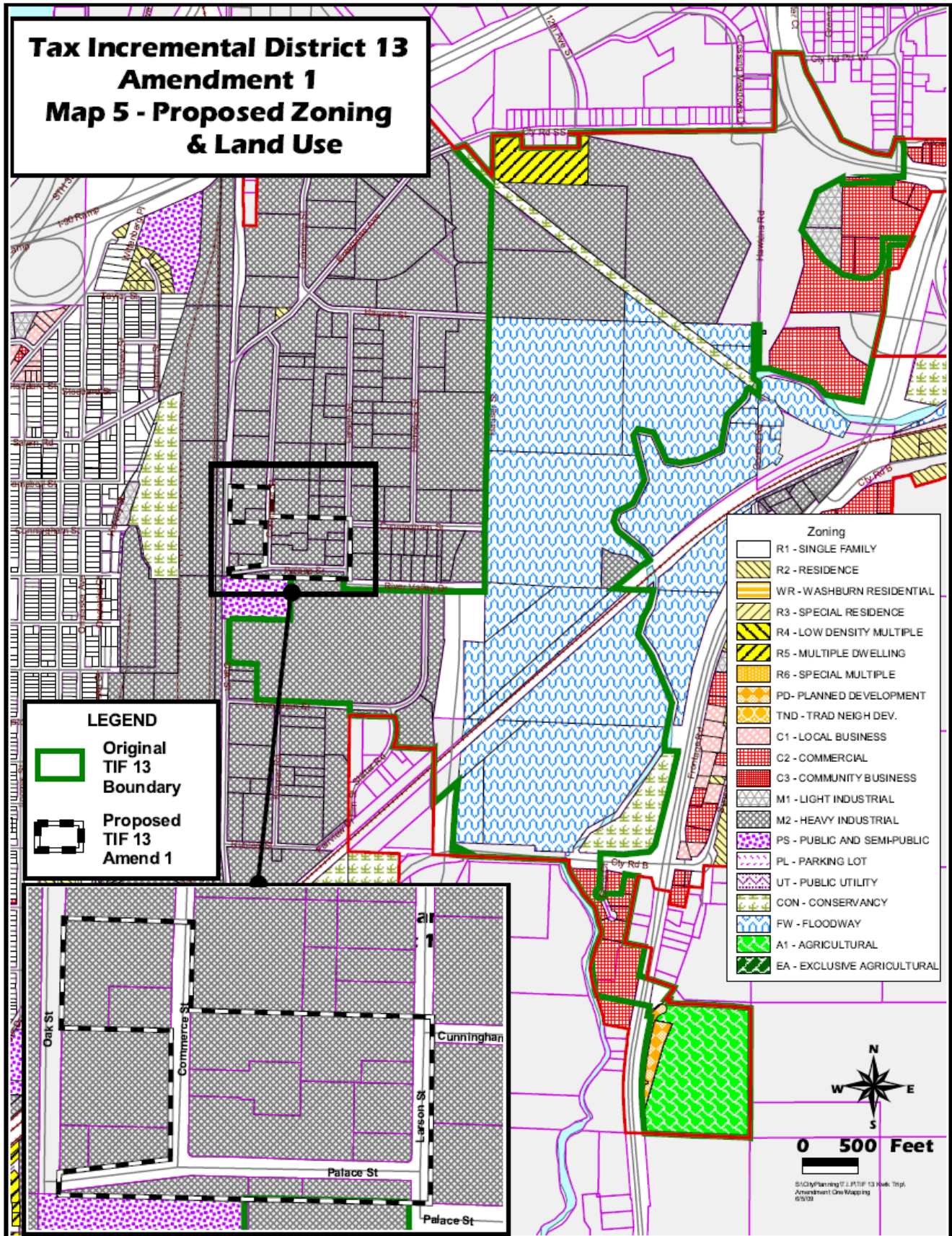
Map 3 – Proposed Improvements



Map 4 - Zoning



Map 5 – Proposed Zoning & Land Use



APPENDIX A LEGAL DESCRIPTION

The description of the resultant combined Tax Incremental Finance District Number Thirteen, City of La Crosse, La Crosse County, Wisconsin, is described as:

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 S 89°08'55" E 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 S 82°02'08" E, 134.34 feet 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 ¼ – SE ¼) and along the West line of government Lot 1, Section 16 (NE ¼ –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 ¼ of the NW ¼ 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 along said westerly r/w line 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 east right-of-way line of Larson Street; thence northerly along said east r/w line a distance of 597.08'; thence westerly a distance of 60.00' to the northeast corner of Lot 1 of a Certified Survey Map recorded on Page 47 of Volume 12 as Document #1415977; thence westerly along the north line of said Lot 1 to the northwest corner of thereof, also being the northeast corner of Lot 3 of the 1st Addition to Coulee Sites Industrial Addition; thence west along the north line of said Lot 3 to the northwest corner thereof, also being a point on the east right-of-way line of Commerce Street; thence north 283 feet more or less along said east right-of-way line; thence westerly a distance of 60.00' to the northeast corner of Lot 1 of a Certified Survey Map recorded on Page 46 of Volume 12 as Document #1415976; thence west along the north line of said Lot 1 to the northwest corner thereof, said corner being on the east right-of-way line of Oak Street; thence south along the west line of Lot 1, said line also being the east r/w line of Oak Street, to the southwest corner thereof; thence east along the south line of said Lot 1 to the southeast corner thereof, thence continuing east, now along the south line of Lot 2 of the previously mentioned Certified Survey Map recorded on Page 46 of Volume 12 as Document #1415976, to the southeast corner of Lot 2; said corner being on the west right-of-way line of Commerce Street; thence southerly along said west r/w line to the north right-of-way line of Palace Street; thence westerly along said north r/w line to the to the east right-of-way line of Oak Street; thence south along said east r/w line to the south line of Section 16, Township 16 North, Range Seven (7) West; thence east along said south line to the northwest corner of Lot 1 of a Certified Survey Map recorded on Page 187 of Volume 12 as Document #1450872; 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 Kwik Trip Way; 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 AMENDMENT NUMBER ONE TO
TAX INCREMENTAL FINANCE DISTRICT NUMBER THIRTEEN,
CITY OF LA CROSSE, WISCONSIN**

The City of La Crosse Plan Commission will hold a public hearing on the proposed amendment to Tax Incremental Finance District Number **Thirteen**, City of La Crosse, Wisconsin at 4:00 PM on Monday, June 29, 2009, in the Fifth Floor Conference Room, City Hall, 400 La Crosse Street, La Crosse, Wisconsin. The purpose of the amendment is to revise the Project Plan by adding and deleting Project Costs as permitted under Section 66.1105(4)(h)1., and by updating text and changing the boundary by adding territory to the existing District in accordance with Section 66.1105(4)(h)2., Wisconsin Statutes. The cost of the new amendment is approximately \$3.0 million of which a portion may be cash grants per a development agreement. The amendment will add territory to the existing District.

The description of the resultant combined Tax Incremental Finance District Number Thirteen, City of La Crosse, La Crosse County, Wisconsin, is described as:

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 S 89°08'55" E 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 S 82°02'08" E, 134.34 feet 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 ¼ – SE ¼) and along the West line of government Lot 1, Section 16 (NE ¼ –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 along said westerly r/w line 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 east right-of-way line of Larson Street; thence northerly along said east r/w line a distance of 597.08'; thence westerly a distance of 60.00' to the northeast corner of Lot 1 of a Certified Survey Map recorded on Page 47 of Volume 12 as Document #1415977; thence westerly along the north line of said Lot 1 to the northwest corner of thereof, also being the northeast corner of Lot 3 of the 1st Addition to Couleesites Industrial Addition; thence west along the north line of said Lot 3 to the northwest corner thereof, also being a point on the east right-of-way line of Commerce Street; thence north 283 feet more or less along said east right-of-way line; thence westerly a distance of 60.00' to the northeast corner of Lot 1 of a Certified Survey Map recorded on Page 46 of Volume 12 as Document #1415976; thence west along the north line of said Lot 1 to the northwest corner thereof, said corner being on the east right-of-way line of Oak Street; thence south along the west line of Lot 1, said line also being the east r/w line of Oak Street, to the southwest corner thereof; thence east along the south line of said Lot 1 to the southeast corner thereof, thence continuing east, now along the south line of Lot 2 of the previously mentioned Certified Survey Map recorded on Page 46 of Volume 12 as Document #1415976, to the southeast corner of Lot 2; said corner being on the west right-of-way line of Commerce Street; thence southerly along said west r/w line to the north right-of-way line of Palace Street; thence westerly along said north r/w line to the to the east right-of-way line of Oak Street; thence south along said east r/w line to the south line of Section 16, Township 16 North, Range Seven (7) West; thence east along said south line to the northwest corner of Lot 1 of a Certified Survey Map recorded on Page 187 of Volume 12 as Document

#1450872; 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 Kwik Trip Way; 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 Amendment Number One to Tax Incremental Finance District Number Thirteen. Persons desiring information on the proposed amendment should contact the City Planning Department, City Hall, 400 La Crosse Street, La Crosse, Wisconsin 54601, between the hours of 8:30 AM and 5:00 PM or telephone: (608) 789-7512. The proposed amendment package 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.
June 15, 2009 and June 22, 2009
Bill: City Planning Department
Furnish Affidavit of Publication

APPENDIX C
PROOF OF PUBLICATION

AFFIDAVIT OF PUBLICATION

505.90

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

Lisa Zobeck, 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 15 day of Jun, 2009

and thereafter on the following dates, to wit:

6/22/09

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

Lisa Zobeck

6/15/22 6204881
NOTICE OF PUBLIC HEARING ON PROPOSED AMENDMENT NUMBER ONE TO TAX INCREMENTAL FINANCE DISTRICT NUMBER THIRTEEN, CITY OF LA CROSSE, WISCONSIN
The City of La Crosse Plan Commission will hold a public hearing on the proposed amendment to Tax Incremental Finance District Number Thirteen, City of La Crosse, Wisconsin at 4:00 PM on Monday, June 29, 2009, in the Fifth Floor Conference Room, City Hall, 400 La Crosse Street, La Crosse, Wisconsin. The purpose of the amendment is to revise the Project Plan by adding and deleting Project Costs as permitted under Section 66.1105(4)(h)1., and by updating text and changing the boundary by adding territory to the existing District in accordance with Section 66.1105(4)(h)2., Wisconsin Statutes. The cost of the new amendment is approximately \$3.0 million, of which a portion may be cash grants per a development agreement. The amendment will add territory to the existing District.
The description of the resultant combined Tax Incremental Finance District Number Thirteen, City of La Crosse, La Crosse County, Wisconsin, is described as:
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 NW 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 the SE 1/4 of the NW 1/4, Section 15, T16N, R7W; and a part of 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 SW 1/4 of the NE 1/4, and the SE 1/4 of the NE 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 S 89°08'55" E 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 center 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.

before me this 22 day of Jun, A.D. 2009

Sue Anderson

Notary Public, La Crosse County, Wisconsin

1292

