

**Project Plan Amendment Two**

**Tax Incremental Finance District  
Number Thirteen**



**City Of La Crosse, Wisconsin**

**May 10, 2012**



# **Project Plan Amendment Two**

## **Tax Incremental Finance District Number Thirteen**

### **City Of La Crosse, Wisconsin**

**Prepared By The  
La Crosse City Planning Department**

**Recommended by the La Crosse City Plan Commission  
April 30, 2012**

**Adopted by the Common Council  
May 10, 2012**

**Adopted by Joint Review Board  
May 23, 2012**

## TABLE OF CONTENTS

SECTION I	INTRODUCTION	1
SECTION II	STATEMENT LISTING THE KIND, NUMBER AND LOCATION OF ALL PROPOSED PUBLIC WORKS AND IMPROVEMENTS WITHIN AND OUTSIDE OF THE DISTRICT	2
SECTION III	LOCAL ACTION	5
SECTION IV	DESCRIPTION OF TID #13	6
SECTION V	AMENDED DISTRICT BOUNDARY	7
SECTION VI	ECONOMIC FEASIBILITY STUDY	7
SECTION VII	FINANCING	11
SECTION VIII	EXISTING LAND USES AND CONDITIONS	11
SECTION IX	PROPOSED LAND USE	11
SECTION X	EXISTING AND PROPOSED ZONING	11
SECTION XI	BUILDING CODES AND CITY ORDINANCES	11
SECTION XII	RELOCATION	12
SECTION XIII	STATEMENT INDICATING HOW AMENDING THE TID PROMOTES THE ORDERLY DEVELOPMENT OF THE CITY OF LA CROSSE	12
SECTION XIV	FINDINGS	12
SECTION XV	CITY ATTORNEY OPINION	12

---

TABLE I	PROPOSED PROJECT COSTS, PUBLIC WORKS AND IMPROVEMENTS	3
TABLE II	CAPACITY TO CREATE TIF DISTRICTS	6
TABLE III	PROJECTED DEVELOPMENT ASSUMPTIONS	7
TABLE IV	CURRENT & PROPOSED DEBT RETIREMENT SCHEDULE	10

---

MAP 1	DISTRICT BOUNDARY	13
MAP 2	EXISTING LAND USES AND CONDITIONS	14
MAP 3	LOCATION OF PROPOSED PUBLIC IMPROVEMENTS	15
MAP 4	EXISTING ZONING	16
MAP 5	PROPOSED ZONING	17

---

APPENDIX A	LEGAL DESCRIPTION	18
APPENDIX B	PUBLIC HEARING NOTICE	21
APPENDIX C	PROOF OF PUBLICATION	25

**Amendment Number Two  
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 significantly enhance the value of a substantial portion of 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 created or 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 creation or 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 for any tax incremental bonds or notes issued.

The Project Plan for Amendment Two 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, or those within the ½ mile radius of the TID boundary;
- an economic feasibility study;
- a listing of estimated project costs;
- a description of the financing methods and the time when the costs are to be incurred;
- a map showing existing uses and conditions of real property in the district;
- a map showing proposed improvements and uses;
- 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 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 within the ½ mile District boundary, 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.

<b>TABLE I</b>									
<b>La Crosse TID No. 13 - Amendment Two</b>									
<b>Proposed Project Costs, Public Works and Improvements</b>									
<b>Capital Costs - Development of TID:</b>	<b>Costs</b>	<b>YEAR</b>							
		<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>Original TID Project Plan (remaining projects)</b>									
Property Acquisition									
Misc. Land (conservation/mitigation/acquisition)	\$400,000			\$100,000	\$100,000	\$100,000	\$100,000		
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		\$50,000	\$200,000	\$200,000	\$100,000			
12th Ave Extension (Ebner Dev.) Expenses									
12th Ave Extended	\$1,000,000						\$250,000	\$750,000	
North/South Internal (Hwy 16 Frontage) Road	\$250,000							\$250,000	
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			\$100,000	\$100,000				
Miscellaneous Expenses									
TID Grant/Loan	\$300,000						\$300,000		
Soccer Field Industrial Development	\$1,000,000							\$250,000	\$750,000
<b>Sub-total Original TID Project Plan</b>	<b>\$4,300,000</b>								
<b>1st Amendment Project Plan (remaining projects)</b>									
Building Demolition & Site Prep	\$255,000	\$100,000	\$155,000						
Cunningham Street Extended (incl Storm Sewers)	\$300,000	\$300,000							
Environmental Work (soil, water)	\$250,000		\$150,000	\$100,000					
Less TEA Grant	-\$500,000	-\$500,000							
<b>Sub-total 1st Amendment Project Plan</b>	<b>\$305,000</b>								
<b>Proposed 2nd Amendment Project Plan</b>									
Oak Street (Northern TID Border to Palace St City Share (24% match of segment \$554,000)	\$133,152		\$133,152						
Oak Street Local (From Palace to South End)	\$1,500,000			\$1,500,000					
Oak Street Storm Sewer	\$1,000,000			\$1,000,000					
Kramer Street	\$200,000				\$200,000				
Kramer Street Storm Sewer	\$500,000				\$500,000				
River Valley Drive	\$150,000					\$150,000			
River Valley Drive Storm Gates	\$60,000					\$60,000			
Commerce Street	\$150,000						\$150,000		
Commerce Street Storm	\$750,000						\$750,000		
Environmental Remediation	\$275,000	\$25,000	\$100,000	\$150,000					
Cemetery Sign	\$25,000			\$25,000					
Land Acquisition	\$450,000	\$450,000							
TID Grant/Loan	\$1,500,000	\$100,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$150,000	
Bike/Ped Infill/Connection Projects	\$950,000	\$100,000	\$450,000	\$100,000	\$100,000	\$100,000	\$100,000		
Public Safety Improvements	\$100,000			\$100,000					
<b>Sub-total Proposed TID Amendment Area</b>	<b>\$7,743,152</b>								
<b>Total Capital Costs</b>	<b>\$12,348,152</b>								
<b>Administrative Costs:</b>									
TID Administration (Finance, Legal, Engineering, Public Works, Assessors, Planning)	\$80,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
<b>Sub-total Administrative Costs</b>	<b>\$80,000</b>								
<b>Organization Costs:</b>									
TID Planning, Managing, Audit (City Staff Costs)	\$40,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
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 Services	\$45,000			\$10,000	\$10,000	\$15,000	\$10,000		
Applications	\$25,000		\$5,000	\$5,000	\$5,000	\$5,000	\$5,000		
<b>Sub-total Organization Costs</b>	<b>\$225,000</b>								
<b>Financing Costs:</b>									
Interest Costs	\$2,670,202	\$333,775	\$333,775	\$333,775	\$333,775	\$333,775	\$333,775	\$333,775	\$333,775
<b>Total Project Costs</b>	<b>\$15,323,354</b>	<b>\$948,775</b>	<b>\$1,806,927</b>	<b>\$4,013,775</b>	<b>\$1,813,775</b>	<b>\$1,128,775</b>	<b>\$2,563,775</b>	<b>\$1,948,775</b>	<b>\$1,098,775</b>

### **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 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 project costs. 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, remediation 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, sidewalks and other related improvements to facilitate bicycle and 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 may include a WDNR Brownfields grant (\$250,000) and a WisDOT Transportation Enhancement grant (\$500,000). It is not anticipated that any public works projects will benefit areas beyond a ½ mile of the TID boundary.

### **SECTION III. LOCAL ACTION**

Before TID #13 can be amended, the City Plan Commission must hold a public hearing(s) on the proposed amendment, the proposed boundaries thereof and on the proposed Project Plan for the District. The public hearing on the amendment and the District boundaries 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 the District. Before adopting such resolution, the local legislative body may amend both the proposed District boundaries and Project Plan. On April 12, 2012 the Resolution approving the amendment to the District was introduced by the Common Council. The Public Hearing for the District was held on April 30, 2012. Notice of the Public Hearing was published in the La Crosse Tribune on April 13<sup>th</sup> and April 20<sup>th</sup>, 2012.

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 April 25, 2012 with the final meeting to act on the Common Council's resolution scheduled on or about May 23, 2012. The procedure for amending the Project Plan follows essentially the same procedure as the adoption of the original plan.

### **Capacity to Create TID's**

Per section 66.1105(4)(gm)(4)(c) of the Wisconsin State Statutes, the Tax Incremental Financing Law states that the equalized value of taxable property of the new or expanded TID boundary plus the value increment of all existing districts does not exceed 12 percent of the total equalized value of taxable property within the city. The equalized value of TID 13 and the proposed expansion area of this amendment, plus the value increment of all existing districts is \$280,417,400 or 9.10% of the total equalized value of the city.

The following table identifies the existing TIDs with their present certified value. The Wisconsin Department of Revenue (DOR), in its yearly recertification of existing Districts effective August 15, 2011 has provided this information. Amendment Two to TID #13 increases the overall base value by \$14,659,600; however, this addition has minimal change to the City's TID capacity leaving more than an \$89,000,000 gap before reaching the 12% limit. The City should carefully monitor growth within existing Districts, as well as the capacity to create additional Districts.



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

2011 Total Equalized Value	\$3,083,167,100
Twelve percent (12%) Limit	\$369,980,052
Total Equalized Value per State Statute 66.1105(4)(gm)4.c. (TID 13 2nd Amend. Inc.)	\$280,417,400
Remaining TID Capacity (TID 13 2nd Amend. Inc.)	\$89,562,652
TID Capacity (%) (TID 13 2nd Amend. Inc.)	9.10%

District	When Created	Last Date to Incur Costs	Dissolution Date	Current Increment	Balance to Close TIF*	Base Value	Value Increment	Increment Transfers	Overlap	Current Total Equalized Value
4	8/18/1987	8/18/2009	8/18/2014	\$1,099,076	\$178,964	\$0	\$35,801,500	To TIF 6		\$35,801,500
5	3/12/1992	3/12/2014	3/12/2019	\$228,176	(\$11,463)	\$894,800	\$7,664,500	To TIF 6	TIF 11	\$8,559,300
6	4/14/1994	4/14/2016	4/14/2021	\$1,297,497	\$18,530,246	\$33,884,800	\$47,504,300		TIF 11	\$81,389,100
7	8/14/1997	8/14/2019	8/14/2024	\$175,831	\$712,135	\$15,660,400	\$8,864,000			\$24,524,400
8	7/10/1997	7/10/2015	7/10/2020	\$76,278	(\$2,383)	\$3,689,000	\$2,487,600	To TIF 6		\$6,176,600
9	6/22/1999	6/22/2017	6/22/2022	\$130,075	\$304,824	\$1,442,900	\$15,157,600			\$16,600,500
10	6/14/2003	6/24/2025	6/24/2030	\$9,151	\$720,335	\$2,540,100	\$544,400			\$3,084,500
11	10/12/2004	10/12/2026	10/12/2031	\$1,511,529	\$47,451,904	\$124,484,000	\$50,946,900			\$175,430,900
12	7/14/2005	7/14/2027	7/14/2032	\$536,208	\$9,979,138	\$19,363,800	\$20,135,400			\$39,499,200
13	5/11/2006	5/11/2021	5/11/2026	\$292,132	\$2,424,543	\$25,475,300	\$13,684,600			\$39,159,900
Amend. 2	4/5/2011	--	--	\$0	\$0	\$14,659,600				\$14,659,600
14	8/24/2006	8/24/2028	8/24/2033	\$1,007,127	\$23,828,472	\$57,863,800	\$37,491,700			\$95,355,500
<b>Totals</b>						\$299,958,500	\$240,282,500			\$540,241,000

Source: Wisconsin Department of Revenue and City of La Crosse, 2011-2012

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

\* Based on 2010 data

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

## 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 expansion of the Kwik Trip bakery operation and various public improvements including the extension of Cunningham Street were the impetus for the 1<sup>st</sup> Amended Project Plan. The 2<sup>nd</sup> amendment proposes resurfacing Kramer Street, River Valley Drive, Commerce Street, a portion of Oak Street, associated stormwater infrastructure, a cemetery sign, property acquisition, other associated site preparation, and possible environmental remediation as well as several proposed project by Kwik Trip to expand the Bakery and the Dairy Processing Plant. Within the boundaries of this amended TID, the City hopes to encourage further development for industrial and commercial mixed-uses.

## SECTION V. AMENDED DISTRICT BOUNDARY

The boundary for TID #13 Amendment Two is delineated on Map 1 on Page 13.

## SECTION VI. ECONOMIC FEASIBILITY STUDY

### Purpose

The purpose of this study is to determine whether the estimated project income to be generated from the tax increment expected by the development within the proposed District can 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 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 City of La Crosse and the surrounding area. Projections beyond the five-year period are more speculative of market conditions, but do reflect the market conditions of similar sized communities which have aggressively implemented a comprehensive plan. These projections are summarized in Table III.

**TABLE III**  
**La Crosse TID No. 13 - Amendment Two**  
**Projected Development**

PROJECT	Building	Existing Value Increment	Total	Time Frame
TID 13 Value Increase (As of 01/01/2012)		\$13,684,600	\$13,684,600	2006-2011
Kwik Trip Dairy Facility Expansion	\$11,000,000		\$11,000,000	2012-2014
Kwik Trip Bakery Renovation (Freezer)	\$3,000,000		\$3,000,000	2012-2013
Future Kwik Trip Expansion(s)	\$12,000,000		\$12,000,000	2014-2017
Kwik Trip Warehouse Expansion	\$5,000,000		\$5,000,000	2012
Kwik Trip Green Fueling Station	\$1,109,000			2012
<b>TOTAL</b>	<b>\$32,109,000</b>	<b>13,684,600</b>	<b>\$45,793,600</b>	

Sources: State of Wisconsin Department of Revenue & City of La Crosse Planning Department, 2012

Since creation of TID #13 in 2006, the net value increase has been \$13,684,600 according to the annual report from the Wisconsin DOR. In addition, Kwik Trip estimates it will spend \$42.2 million

between the years 2012-2014; however, this may not necessarily translate into dollar for dollar value increment to the TID.

This amendment to the District was created primarily to assist the expansion of the Kwik Trip and to complete 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 in place 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. 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 and 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. 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 development assumptions, projected in Table III, are estimates of construction costs, and are not factored to equate to the anticipated equalized value to which an annual mill rate will be applied. Construction values will be higher than the total increment increase because construction costs include some soft costs, not necessarily assessed by the City. Furthermore, the Wisconsin Department of Revenue makes all assessments of industrial improvements and any projection of future increment value for the projects listed in Table III are estimates. Market demand for specific industrial uses and equipment can also significantly fluctuate from year to year making real estate valuation difficult to predict. 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 Two is presented in Table IV. 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 \$11,503,701 in tax revenues (Column D. Table IV) 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 \$8,843,879 in tax revenues (Column H) over the life of the TID based on the \$24,109,000 in additional tax increment plus an annual inflation amount (2%).

Table IV indicates that the tax increments expected to be generated by the proposed development assumptions would be sufficient to pay for the debt incurred by the year 2025, which is Year 19 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 many of the project costs from the original TID Project Plan remain.

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 30, 2012.

The assumptions on when development will occur, or "the rate of absorption," is based on a review of market conditions that exist in 2012, 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 shows 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."

TABLE IV La Crosse TID #13 - Amendment One Current & Proposed Debt Retirement Schedule										
TIF Year	B Existing TID Boundary Projected Value	C Mill rate	D Projected Increment	E Outstanding Balance	F Amend Area TID Projected Value	G Mill rate	H Amend Area Projected Increment	I Project Costs	J Outstanding balance	
5/11/2010	\$12,942,900	0.02926	\$292,132	-\$2,424,543	\$0	0.02926	\$0	\$0	-\$2,424,543	
5/11/2011	\$13,684,600	0.02879	\$393,945	-\$2,030,598	\$0	0.02879	\$0	\$0	-\$2,030,598	
5/11/2012	\$18,958,292	0.02879	\$545,761	-\$1,484,837	\$1,109,000	0.02879	\$0	\$948,775	-\$2,433,612	
5/11/2013	\$22,337,458	0.02879	\$643,039	-\$841,798	\$12,131,180	0.02879	\$349,226	\$1,806,927	-\$3,248,274	
5/11/2014	\$22,784,207	0.02879	\$655,900	-\$185,898	\$14,373,804	0.02879	\$413,785	\$4,013,775	-\$6,192,365	
5/11/2015	\$23,239,891	0.02879	\$669,018	\$483,119	\$14,661,280	0.02879	\$422,061	\$1,813,775	-\$6,915,061	
5/11/2016	\$23,704,689	0.02879	\$682,398	\$1,165,517	\$20,063,505	0.02879	\$577,578	\$1,128,775	-\$6,783,861	
5/11/2017	\$24,178,783	0.02879	\$696,046	\$1,861,563	\$22,464,775	0.02879	\$646,704	\$2,563,775	-\$8,004,886	
5/11/2018	\$24,662,358	0.02879	\$709,967	\$2,571,530	\$22,914,071	0.02879	\$659,638	\$1,948,775	-\$8,584,056	
5/11/2019	\$25,155,606	0.02879	\$724,166	\$3,295,696	\$23,372,352	0.02879	\$672,831	\$1,098,775	-\$8,285,834	
5/11/2020	\$25,658,718	0.02879	\$738,650	\$4,034,346	\$23,839,799	0.02879	\$686,287	\$0	-\$6,860,897	
5/11/2021	\$26,171,892	0.02879	\$753,423	\$4,787,769	\$24,316,595	0.02879	\$700,013	\$0	-\$5,407,462	
5/11/2022	\$26,695,330	0.02879	\$768,491	\$5,556,260	\$24,802,927	0.02879	\$714,013	\$0	-\$3,924,957	
5/11/2023	\$27,229,236	0.02879	\$783,861	\$6,340,120	\$25,298,986	0.02879	\$728,294	\$0	-\$2,412,803	
5/11/2024	\$27,773,821	0.02879	\$799,538	\$7,139,658	\$25,804,965	0.02879	\$742,860	\$0	-\$870,405	
5/11/2025	\$28,329,298	0.02879	\$815,529	\$7,955,187	\$26,321,065	0.02879	\$757,717	\$0	\$702,841	
5/11/2026	\$28,895,884	0.02879	\$831,839	\$8,787,026	\$26,847,486	0.02879	\$772,871	\$0	\$2,307,551	
			\$11,503,701				\$8,843,879	\$15,323,354		
Assumptions:										
Columns B & D	Existing TID Value Increments for 2010 and 2011 came from the Department of Revenue and the 2010 TID Report									
Column E	-\$2,424,543 balance from 2008 Report on TIDs.									
Column F	Assumptions of new increment based on Table III projections. 2% annual inflation.									
Columns C & G	2012 Mill rate held constant.									
Column I	Project costs include those remaining from original TID #13 plus costs from TID #13 amendment area.									

## **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.

## **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.

## **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 operation within the Coulee Sites industrial area and various public improvements in the surrounding 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 in the area, 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.

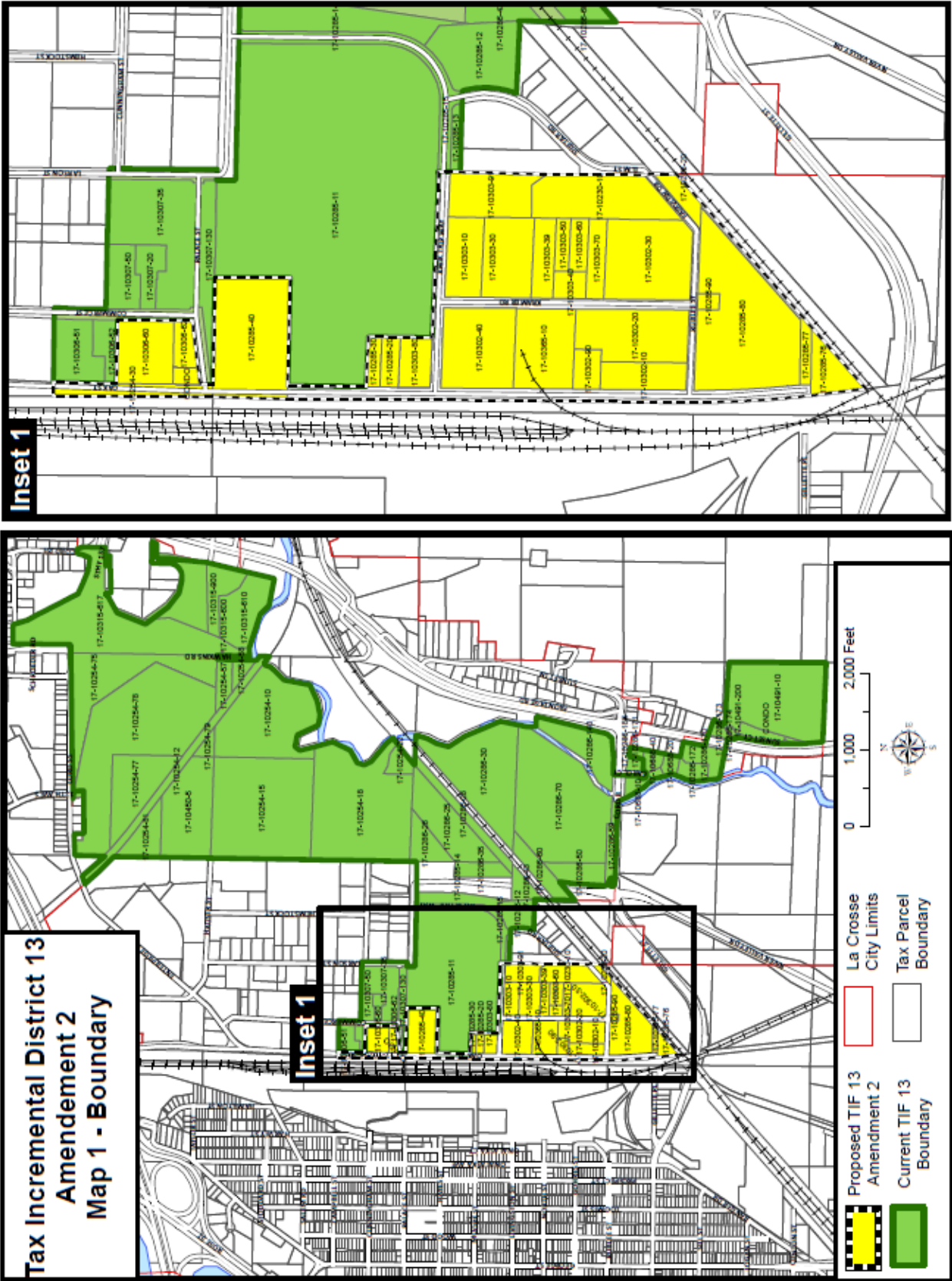
## **SECTION XV. CITY ATTORNEY OPINION**

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 \_\_\_\_\_, and have found that it is complete and complies with Section 66.1105, Wisconsin Statutes.

---

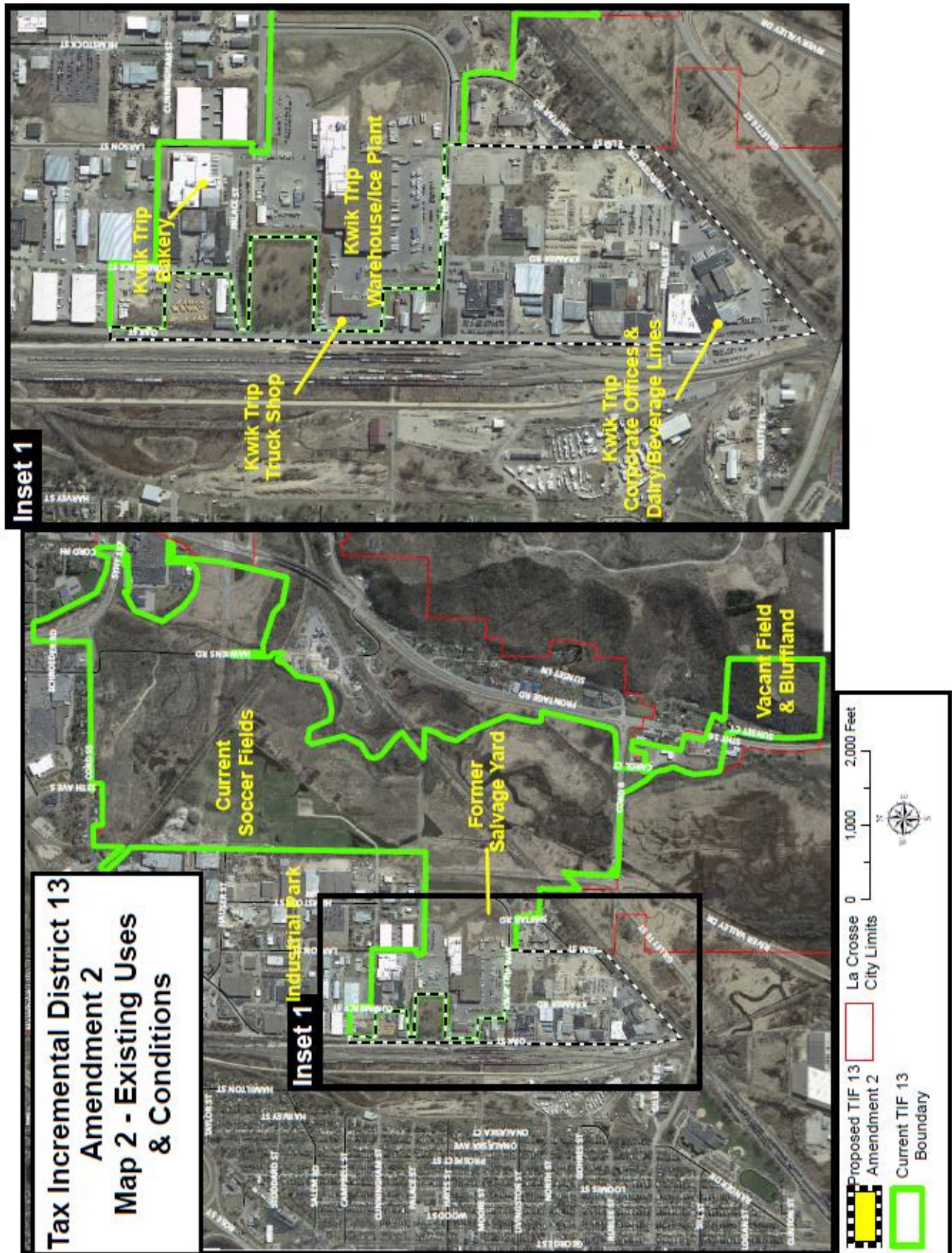
Stephen Matty, City Attorney

Map 1 – TIF Boundary

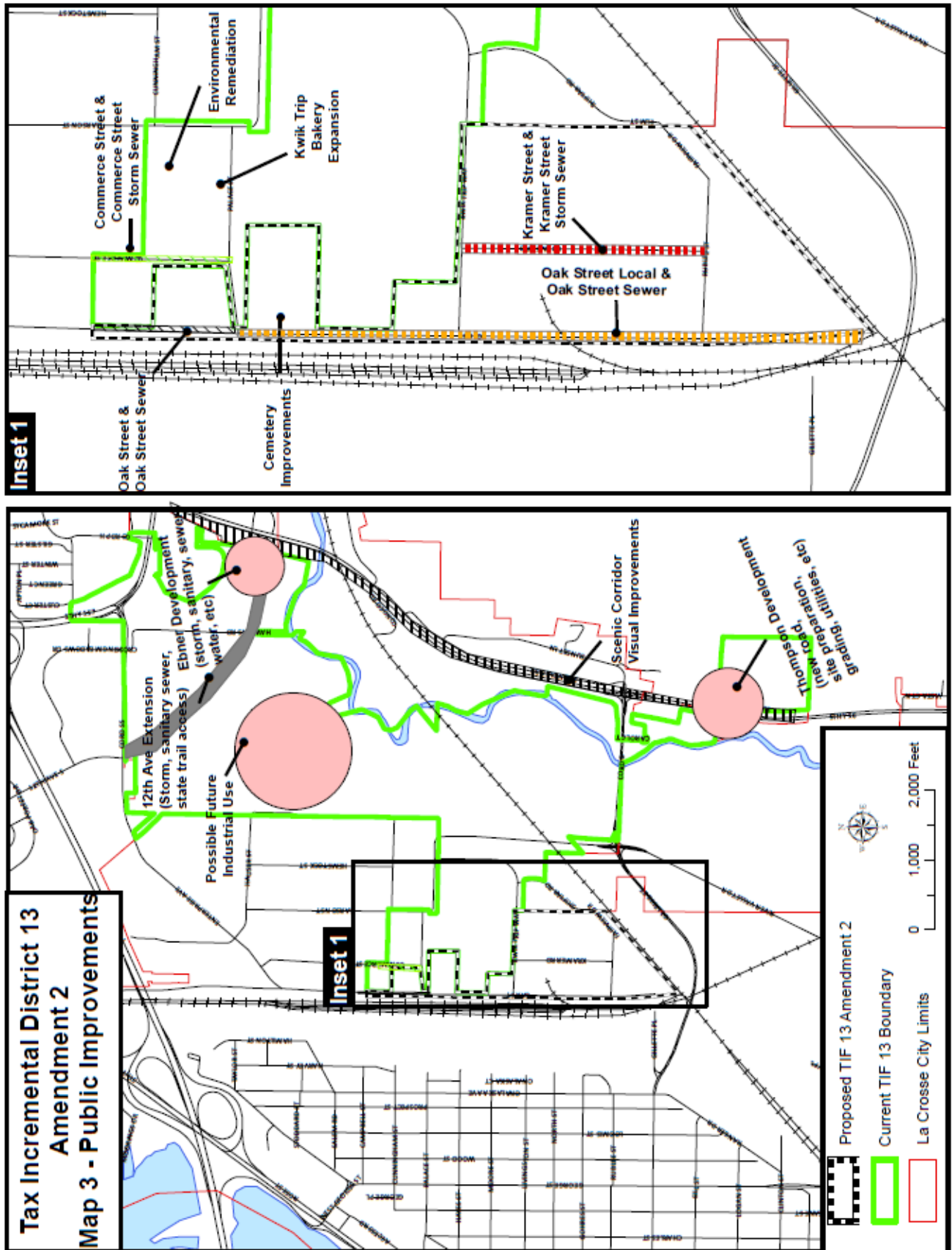




Map 2 – Existing Uses & Conditions

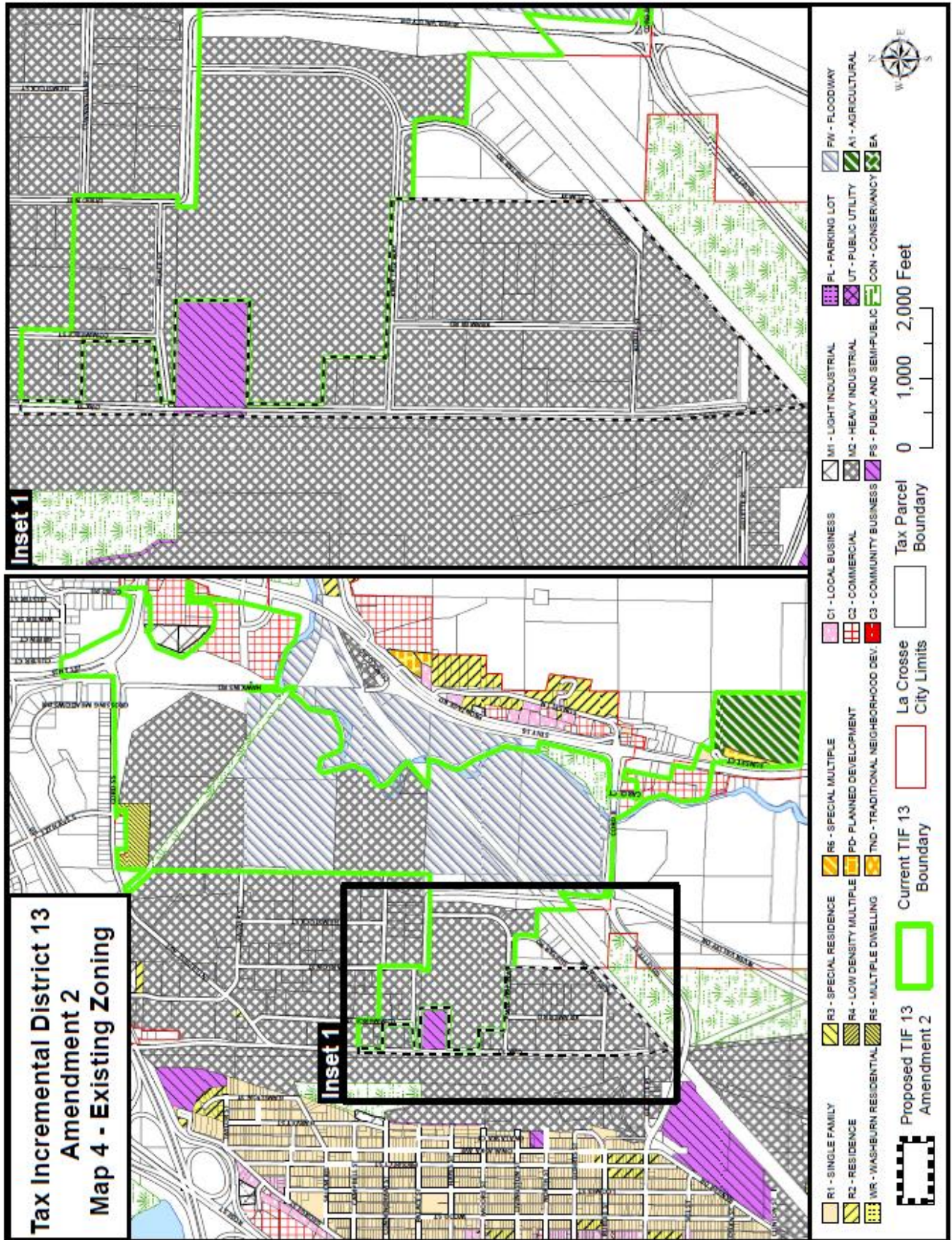


Map 3 – Proposed Improvements



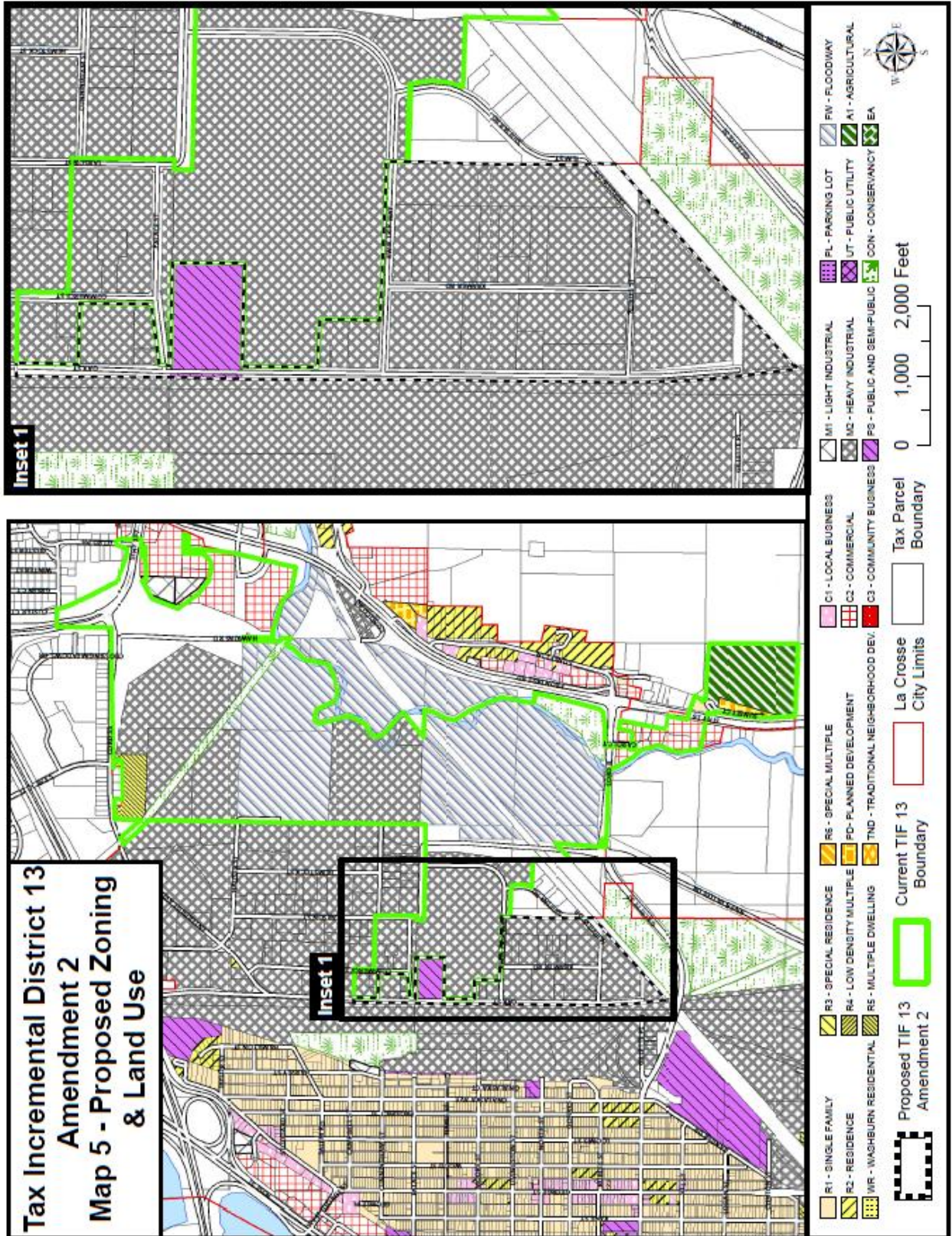


Map 4 - Zoning





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 SW 1/4 of the SW 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, the SW 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; and a part of the NW 1/4 of the SW 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 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 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; thence continuing west on the prolongation of said north line, crossing Oak Street, to the west right of way line thereof, said west line also being the east right of way line of the former G. B. & W. Railroad (now operated by BNSF); thence south along said east line to its intersection with the northwest right of way line of CP Rail (formerly C. M. St. P. & P. Railroad); thence northeasterly along said northwest line to the west line of the NE quarter of the NW quarter of said Section 21; thence northerly along said west line to the southwest corner of Outlot 1 of a Certified Survey Map recorded on Page 187 of Volume 12 as Document #1450872, said corner also being the southwest corner of the northeast quarter of the northwest quarter of said Section 21 and the point of beginning.



**APPENDIX B  
PUBLIC HEARING NOTICE**

**NOTICE OF PUBLIC HEARING  
ON PROPOSED AMENDMENT NUMBER TWO 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, April 30, 2012, in the Third 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 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 SW 1/4 of the SW 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, the SW 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; and a part of the NW 1/4 of the SW 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  $88^{\circ}21'14''$  East along said South line 1,036.30 feet to the Southeast corner of government Lot 5 and Section 21; thence North  $0^{\circ}20'26''$  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  $87^{\circ}03'$  West 379.9 feet; thence S  $89^{\circ}31'$  W 74.0 feet; thence N  $87^{\circ}25'$  W 184.35 feet; thence N  $19^{\circ}18'$  E 39.2 feet to the North line of Lot 1 of a Certified Survey Map number 92, Volume 2; thence N  $88^{\circ}23'07''$  W along said North line 44.12 feet; thence N  $37^{\circ}30''$  East 37.84 feet; thence North  $35^{\circ}$  E 50.0 feet; thence North  $27^{\circ}30'$  E 40.15 feet; thence North  $86^{\circ}20'$  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  $10^{\circ}20'$  East 304.04 feet; thence North  $79^{\circ}40'$  West 270 feet; thence N  $10^{\circ}20'$  East, 670 feet more or less to the southerly right-of-way line of County Trunk Highway "B" also being Gillette Street; thence S  $82^{\circ}02'08''$  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 N  $41^{\circ}20'28''$  East 82.60 feet; thence continuing on said line, N  $14^{\circ}22'02''$  E 555.24 feet; thence continuing on said line, N  $13^{\circ}11'04''$  E 394.06 feet; thence N  $86^{\circ}15'22''$  W 150 feet to the La Crosse River and the West line of government Lot 7, Section 21 (SE  $\frac{1}{4}$  - SE  $\frac{1}{4}$ ); thence Northerly along the West line of said government Lot 7 and along the West line of government Lot 3, Section 16 (SE  $\frac{1}{4}$  - SE  $\frac{1}{4}$ ) and along the West line of government Lot 1, Section 16 (NE  $\frac{1}{4}$  - SE  $\frac{1}{4}$ ) 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  $\frac{1}{4}$  - SW  $\frac{1}{4}$ ); 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, N  $74^{\circ}11'00''$  E 136.14 feet; thence S  $71^{\circ}58'00''$  E 441.76 feet; thence S  $44^{\circ}53'30''$  E 166.36 feet; thence S  $77^{\circ}35'00''$  E 360.00 feet to the Westerly right-of-way line of State Highway 16; thence along said line N  $12^{\circ}11'00''$  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  $11^{\circ}59'14''$  E 93.19 feet to the end of said curve; thence N  $00^{\circ}47'32''$  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  $45^{\circ}47'32''$  E 21.21 feet to the end of said curve; thence S  $89^{\circ}12'28''$  E 177.69 feet to the Westerly right-of-way line of State Highway 16; thence along said line N  $22^{\circ}56'49''$  E 71.25 feet; thence N  $89^{\circ}12'28''$  W 285.56 feet; thence S  $00^{\circ}47'32''$  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  $45^{\circ}47'32''$  W 246.07 feet to the end of said curve; thence N  $89^{\circ}12'28''$  W 39.65 feet; thence N  $77^{\circ}56'22''$  W 173.00 feet; thence N  $52^{\circ}56'21''$  W 234.09 feet; thence N  $37^{\circ}28'43''$  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  $61^{\circ}30'$  W 2.69 feet; thence S  $1^{\circ}02'$  W 58.78 feet; thence N  $89^{\circ}09'20''$  E 489.25 feet to the East line of said parcel; thence along said East line N  $0^{\circ}54'$  E to the southern right-of-way line of State Highway 157; thence Easterly along said line to the East line of the NW  $\frac{1}{4}$  of the NW  $\frac{1}{4}$  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; thence continuing west on the prolongation of said north line, crossing Oak Street, to the west right of way line thereof, said west line also being the east right of way line of the former G. B. & W. Railroad (now operated by BNSF); thence south along said east line to its intersection with the northwest right of way line of CP Rail (formerly C. M. St. P. & P. Railroad); thence northeasterly along said northwest line to the west line of the NE quarter of the NW quarter of said Section 21; thence northerly along said west line to the southwest corner of Outlot 1 of a Certified Survey Map recorded on Page 187 of Volume 12 as Document #1450872, said corner also being the southwest corner of the northeast quarter of the northwest quarter of said Section 21 and 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 Two to Tax Incremental Finance District Number Thirteen. Cash grants and/or other incentives may be provided within this TID per a developer agreement. 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 9 point.  
April 13, 2012 and April 20, 2012  
Bill: City Planning Department  
Furnish Affidavit of Publication

**APPENDIX C  
PROOF OF PUBLICATION**

57548

**Affidavit of Publication**

STATE OF WISCONSIN } ss.  
La Crosse County

Kim Bednar, being duly sworn, says that she is the principal clerk of the **LA CROSSE TRIBUNE**, a public daily newspaper of general circulation, 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

**NOTICE OF PUBLIC HEARING ON PROPOSED AMENDMENT NUMBER TWO 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, April 30, 2012, in the Third 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 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 SE 1/4 of the NE 1/4, and the SW 1/4 of the NE 1/4, 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 SE 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, and the SW 1/4 of the SE 1/4, and a part of the NE 1/4 of the NW 1/4, and

13<sup>th</sup> day of April 2012

and thereafter on the following dates, to wit:

4-20-12

being at least once in each week for 2 successive week(s)

Kim Bednar  
Kim Bednar

Sworn to and subscribed before me this 20<sup>th</sup> day of April 2012



Sue Anderson  
Notary Public, La Crosse County, Wisconsin

My Commission as Notary Public will expire on the 10 day of January 2016



La Crosse Tribune, Winona Daily News, Westby Times, Vernon County Broadcaster, West Salem Coulee News, Tomah Journal/Monitor Herald, Melrose Chronicle, Onalaska Community Life, Holmen Courier, Tri-County Foxy Publications