



City of La Crosse, WI

Chart
Tax Increment District #15
Project Plan

Joint Review Board Meeting	July 15, 2013
Public Hearing	July 22, 2013
Plan Commission	July 29, 2013
City Council	August 8, 2013
Joint Review Board	September 13, 2013



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1 Executive Summary

DESCRIPTION OF THE DISTRICT

- Type of the District, Size and Location – The Tax Incremental District (TID) No. 15 (The “District”) is proposed to be created as a mixed use area district. A map of the District boundary is located in Section 3 of this Plan.
- Estimated Total Project Expenditures – Total project expenditures are estimated to cost \$12,902,000 (2013 dollars). Actual project costs are estimated to increase dependent on variable inflation rates, and some projects listed on the project plan may not be fully funded due to insufficient increment revenues or access to other revenue sources. The project list is located in Section 6 of this Plan.

The City anticipates completing the project over a period of twenty years. The expenditure period of this District is fifteen years from the date of adoption of the Creation Resolution by the Common Council. The projects to be undertaken pursuant to the Project Plan are expected to be financed with general obligation bonds, however, the City may use other alternative financing methods which may provide overall lower costs of financing, preserve debt capacity, mitigate risk to the City, or provide other advantages as determined by the Common Council. A discussion and listing of other possible financing mechanisms, as well as a summary of total project financing is located in Section 8 of this Plan.

- Economic Development – As a result of the creation of this District, the City estimates that \$15,400,000 of new value will be created from the Chart Chemical, Inc. development, renovations and appreciation in the value of existing properties. This additional value will be a result of the projects undertaken within the District. A table detailing assumptions as to the timing of the developments and associated values is located in Section 8 of this Plan. In addition, creation of the District is expected to result in other economic benefits as detailed in the Summary of Findings, hereafter.
- Expected Termination of the District – Based on the economic feasibility study located in Section 8 of this Plan, this District would be expected to generate sufficient tax increments to recover allocated project costs by the year 2033 (20 years).

SUMMARY OF FINDINGS

As required by Section 66.1105 Wisconsin Statutes, and as documented in this Project Plan, the following findings are made:

1. That “but for” the creation of this District, the development projected to occur as detailed in the Project Plan: 1) would not occur; or 2) would not occur in the manner, at the values, or within the timeframe desired by the City. In making this determination, the City has considered the following information.

- The real estate included in the TID is essential to the economic health of the City and other taxing jurisdictions within the City.
 - The development projected in this project plan is an integral part of the manufacturing, commercial, retail, and housing needs of City residents and the surrounding area.
 - The benefits to be gained by the City as a result of the development are greater than the costs to the City.
 - The development will result in an economic and aesthetic benefit to the City and the surrounding area, including growth in the tax base and job creation and retention.
 - In order to retain existing companies in the City and assist them with their expansions, the City will need to make substantial investments in the form of development incentive payments. Due to the competitive manufacturing market, the City has determined that the additional investments by these companies would not solely occur as a result of private investment. Accordingly, the City finds that absent the use of tax incremental financing (TIF), the investments by these companies could occur elsewhere, or not at all, thereby removing the companies from the City's economic foundation.
 - Residential neighborhoods within this district are in need of revitalization. Many parcels within this district have improvement values less than \$50,000.
2. The economic benefits of the Tax Incremental District, as measured by increased employment, business and personal income, and property value, are sufficient to compensate for the cost of the improvements. In making this determination, the City has considered the following information:
- As demonstrated in the Economic Feasibility Section of this Project Plan, the tax increments projected to be collected are sufficient to pay for the proposed project costs. On this basis alone, the finding is supported.
 - The development expected to occur is likely to generate additional jobs over the life of the District. Chart anticipates that this expansion will attribute to the creation of 100 good paying jobs over two years, and maintained for a minimum of five years.
 - Trane/American Standard is among the top employers in the City of La Crosse. Trane/American Standard has stressed the need for City assistance to retain local employment levels.
 - Residential development and housing revitalization is an economic strategy that the City of La Crosse has adopted in recent years as a mechanism to spur investment and confidence in our neighborhoods.
3. The benefits of the proposal outweigh the anticipated tax increments to be paid by the owners of the property in the overlying taxing jurisdictions.
- If approved, the district creation would become effective for valuation purposes as of January 1, 2013. As of this date, the values of all existing development would be frozen and the property taxes collected on this base value would continue to be distributed amongst the various taxing entities as they currently are now. Taxes levied on any additional value established within the District due to new

construction, renovation or appreciation of property values occurring after January 1, 2013 would be collected by the District and used to repay the costs of TIF-eligible projects undertaken within the District.

- Since the development expected to occur is unlikely to take place or in the same manner without the use of TIF (see Finding #1) and since the District will generate economic benefits that are sufficient to compensate for the cost of the improvements (see Finding #2), the City reasonably concludes that the overall benefits of the District outweigh the anticipated tax increments to be paid by the owners of the property in the overlying taxing jurisdictions. It is further concluded that since the “but for” test is satisfied, there would, in fact, be no foregone tax increments to be paid in the event the District is not created. As required by Section 66.1105 (4)(i)4., a calculation of the share of projected tax increments estimated to be paid by the owners of property in the overlying taxing jurisdictions has been made and can be found in Section 17 of this Plan.
4. At least 50% of the land in the TID is suitable for a combination of industrial, commercial or residential development, and lands proposed for newly platted residential do not exceed 35%, by area, of the real property within the district.
 5. Activities and improvements within the TID are intended to encourage and attract mixed use development growth in this area of the City
 6. The improvement to the area is likely to maximize the private investment within the TID and significantly enhance the value of substantially all of the other real estate in the District.
 7. The equalized value of taxable property of the District, plus the value increment of all existing tax incremental districts within the City, does not exceed 12% of the total equalized value of taxable property in the City.
 8. Any newly platted residential will be located in a traditional neighborhood development as defined in Section 66.1027(1)(c) of the Wisconsin Statutes.
 9. Property within the TID was within the City municipal boundaries prior to January 1, 2004.
 10. Property within the District that is suitable and zoned for industrial use will remain zoned industrial for the life of the TID.
 11. The Project Plan for the District in the City is feasible, and is in conformity with the master plan for the City.

2 Type & General Description of District

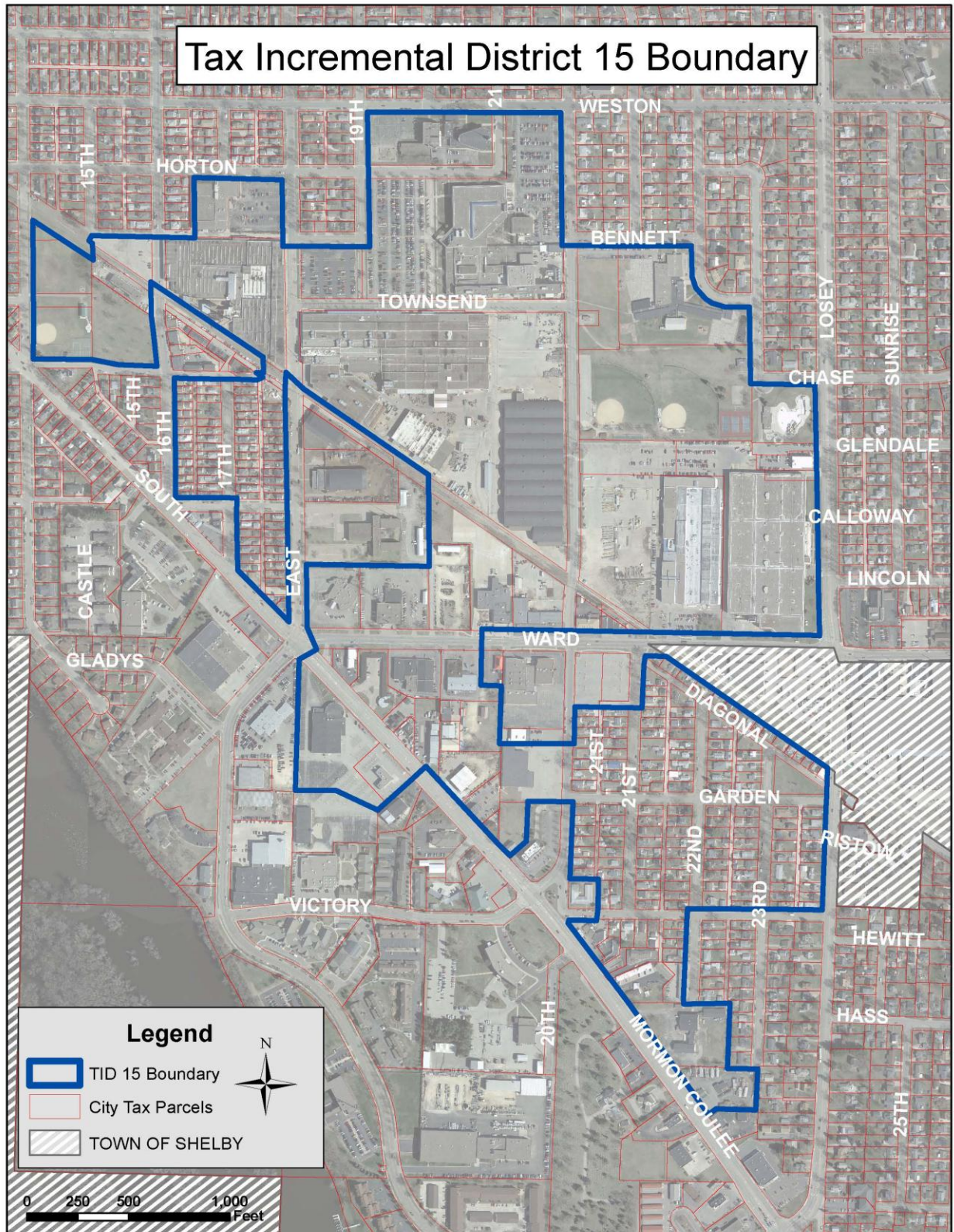
TID No. 15 is being created by the City of La Crosse under the authority provided by Wisconsin Statue Section 66.1105. The District is created as a Mixed Use District based upon a finding that at least 50% of the land in the District is suitable for a combination of industrial, commercial or residential development and that newly platted residential areas will not exceed 35% of the total area of the TID.

Property standing vacant for seven years immediately preceding adoption of the Creation Resolution for this District will not comprise more than 25% of the area in the District in compliance with Section 66.1105(4)(gm)1. of the Wisconsin State Statutes.

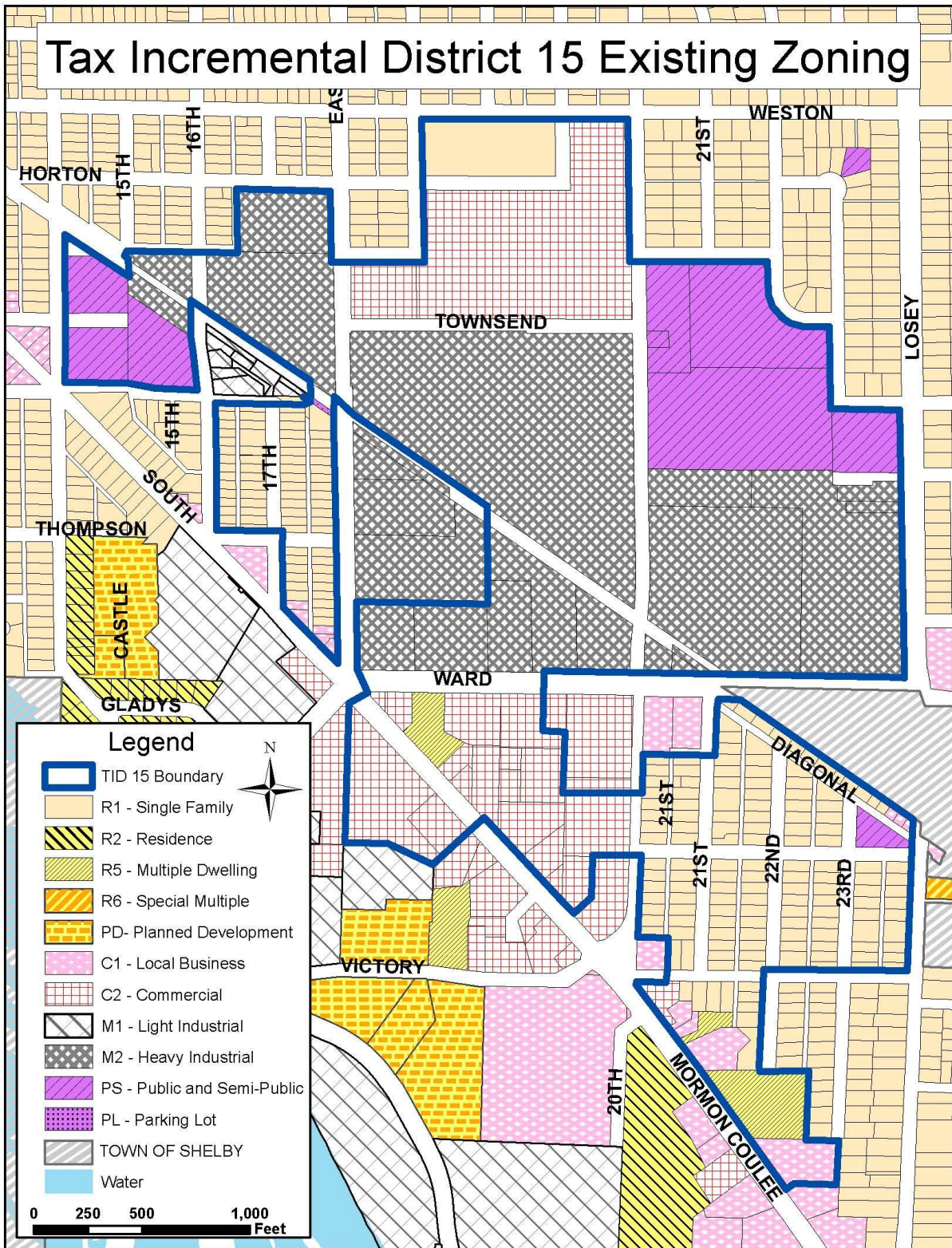
Trane Company and Chart Chemicals makeup the majority of land use within the TID. A mixture of residential and commercial uses covers the southern portion of the District. The residential neighborhood is predominately bound by three major thoroughfares (Losey Boulevard, Mormon Coulee, and Ward Avenue), and the neighborhood has shown signs of stress and disinvestment. The commercial strip along the southern edge of Ward Avenue as well as the eastern edge of Mormon Coulee consists of a hodgepodge of dilapidated motels, high density residential complexes, and other commercial uses. Potential redevelopment locations are highlighted in Section 7.

Maps depicting the District boundary as well as the proposed uses of the District are found in subsequent sections of this plan. The City of La Crosse intends that tax increment financing will be used to assure that private development occurs within the District consistent with the City's development and redevelopment objectives. This will be accomplished by installing public improvements and making necessary related expenditures to promote redevelopment within the District. The goal is to increase the tax base and to provide for and preserve employment opportunities within the City. The project costs included in this Plan relate directly to promoting the mixed use development sought in the District.

3 Map Of District Boundary



4 Map Of Existing Uses



5 Equalized Value Test

The following table demonstrates that the City is in compliance with Section 66.1105(4)(gm)4.c. Wisconsin Statutes, which requires that the equalized value of the taxable property in the proposed District, plus the value increment of all existing tax incremental districts, does not exceed 12% of the total equalized value of taxable property within the City.

The equalized value of the increment of existing districts within the City, plus the base value of the proposed District totals \$324,217,740. This value is less than the maximum of \$374,539,308 in equalized value that is permitted for the City of La Crosse. The City is therefore in compliance with the statutory equalized valuation test and may proceed with creation of this District.

TABLE I

City of La Crosse 2012 Total Equalized Value	\$3,121,160,900
12% Equalized Value Limit	\$374,539,308
Total Existing Increment of all Tax Increment Districts	\$256,968,000
Proposed Base Value of TID 15 ¹	\$67,249,740
Total	\$324,217,740
Percentage of Total Equalized Value (Required < 12%)	10.39%

1. Actual equalized values to be determined.

TABLE II

Existing Tax Incremental Districts 2012				
TID	Year Created	Last Day to Incur Costs	Dissolution Date	Increment Value
4	8/18/1987	8/18/2009	8/18/2014	36,821,300
5	3/12/1992	3/12/2014	3/12/2019	7,664,500
6	4/14/1994	4/14/2016	4/14/2021	46,380,600
7	8/14/1997	8/14/2019	8/14/2024	8,905,500
8	7/10/1997	7/10/2015	7/10/2020	2,606,400
9	6/22/1999	6/22/2017	6/22/2022	16,393,700
10	6/14/2003	6/24/2025	6/24/2030	523,200
11	10/12/2004	10/12/2026	10/12/2031	63,334,400
12	7/14/2005	7/14/2027	7/14/2032	19,408,300
13	5/11/2006	5/11/2021	5/11/2026	17,761,800
14	8/24/2006	8/24/2028	8/24/2033	37,168,300
Total				\$256,968,000

6 Detail Of Proposed Public Projects & Costs

Any costs necessary or convenient to the creation of the District or directly or indirectly related to the public works and other projects are considered “project costs” and are eligible to be paid with tax increment revenues of the District.

➤ Capital Costs

Capital costs include projects located within the boundaries of the District or within one half mile of the District boundaries as permitted 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. Project costs may include:

- Land acquisition, relocation, and building demolition to facilitate development, redevelopment, or rehabilitation of existing buildings and structures within the District.
- Street construction or reconstruction, installation/upgrading of sanitary sewer, water, and stormwater infrastructure to facilitate development or redevelopment.
- Installation or improvements to other utilities including electric, natural gas, telecommunications, cable TV, fiber optic, etc.
- Construction of trails, bicycle facilities, and other related improvements to facilitate pedestrian and bicycle travel in and around the District.
- Installation/construction of landscaping improvements, streetscaping, wayfinding, traffic calming.
- Construction of parking improvements.
- Scenic improvements including billboard acquisitions that are part of an economic development project, voluntary commercial signage reduction matching grants, and burial of overhead wires.

➤ Cash Grants (Development Incentives)

The City may enter into agreements with property owners, lessees, or developers of land located within the District for the purpose of sharing costs to encourage the desired kind of improvements and assure tax base is generated sufficient to recover project costs. No cash grants will be provided until the City executes a developer agreement with the recipient of the cash grant. Any payments of cash grant made by the City are eligible Project Costs.

➤ Professional Service and Organizational Costs

The costs of professional services rendered, and other costs incurred, in relation to the creation, administration and termination of the District, and the undertaking of the projects contained within the Plan, are eligible Project Costs. Professional services include, but are not limited to: architectural; environmental; planning; engineering;

legal, audit; financial; and the costs of informing the public with respect to the creation of the District and the implementation of the Plan.

➤ Administrative Costs

The City may charge to the district as eligible Project Costs reasonable allocations of administrative costs, including, but not limited to, employee salaries. Costs allocated will bear a direct connection to the time spent by City employees in connection with the implementation of the Plan.

➤ Financing Costs

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

With all projects, the costs of engineering, design, surveying, inspection, materials, construction, restoring property to its original condition, apparatus necessary for the public works, legal and other consultant fees, testing environmental studies, permits, updating City ordinances and plans, judgments or claims for damages and other expenses are included as project costs.

In the event any of the public works project expenditures are not reimbursable out of the special TIF fund under Wisconsin Statute Section 66.1105, in the written opinion of nationally recognized bond counsel retained by the City for such propose or a court of record so rules in a final order, then such project or projects shall be deleted herefrom and the remainder of the projects hereunder shall be deemed the entirety of the projects for the purposes of this Project Plan.

The City reserves the right to implement only those projects that remain viable as the Plan period proceeds.

Project costs include any expenditures made, estimated to be made, or monetary obligations incurred or estimated to be incurred, by the City and as outlined in this Plan. Project costs will be diminished by any income, special assessments or other revenues, including user fees or charges. To the extent the costs benefit the municipality outside the District, a proportionate share of the cost is not a project cost. Costs identified in this Plan are preliminary estimates made prior to design consideration and are subject to change after planning is completed. Proration of costs in the Plan are also estimates and subject to change based upon implementation, future assessment policies and user fees adjustments.

DETAILED LIST, COST AND TIMING

The following is a list of public works and other projects that the City expects to implement in conjunction with this District. All costs are based on 2013 prices and are preliminary estimates. Some projects or portions of projects are not funded at this time, but the City reserves the right

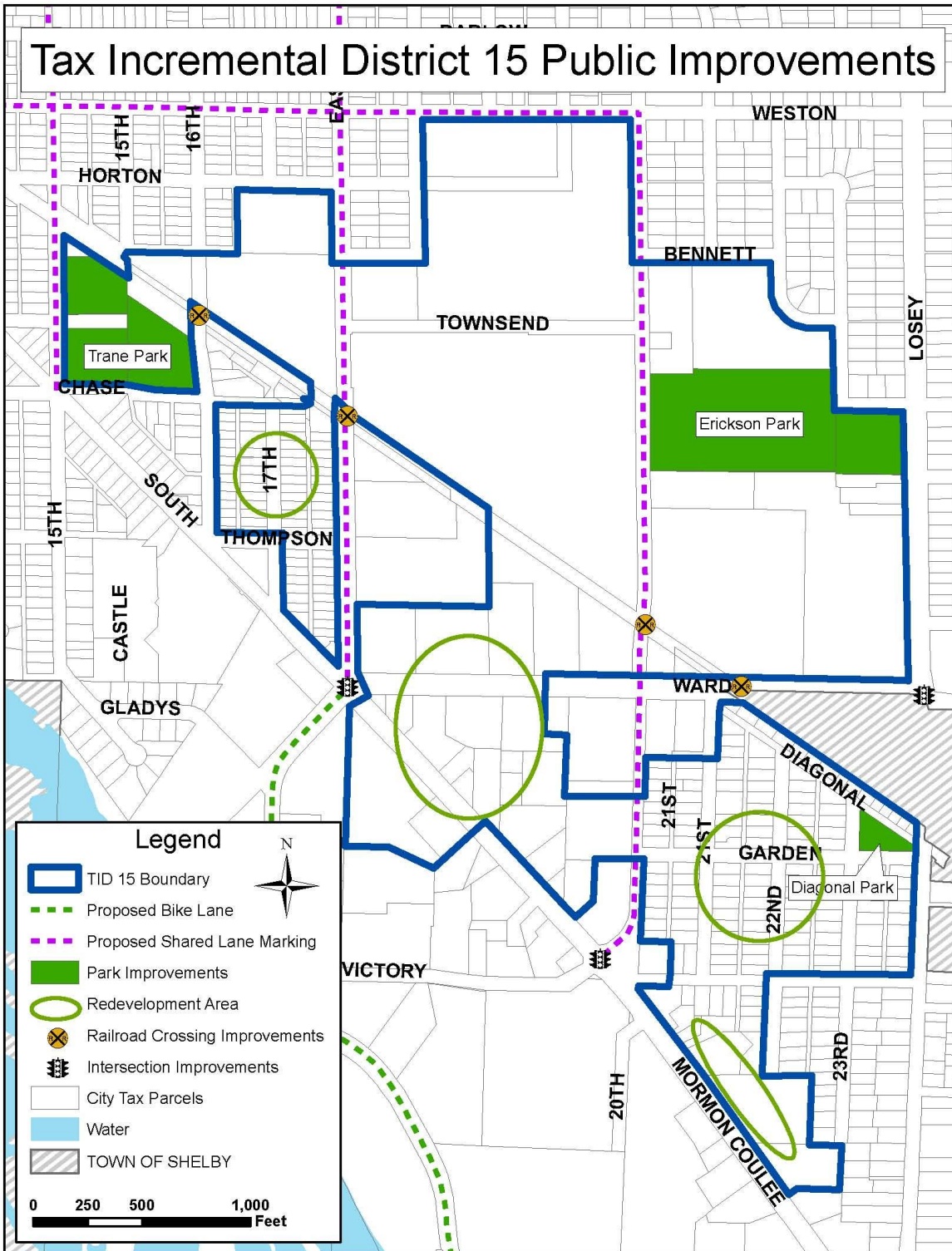
to include those costs if future TID projections show that it is feasible. The City reserves the right to increase these costs to reflect inflationary increases and other uncontrollable circumstances between 2013 and the time of construction. The City also reserves the right to increase certain project costs to the extent others are reduced or not implemented, without amending the Plan. The tax increment allocation is preliminary and is subject to adjustment based upon the implementation of the Plan.

This Plan is not meant to be a budget nor an appropriation of funds for specific projects, but a framework within which to manage projects. All costs included in the Plan are estimates based on best information available. The City retains the right to delete projects or change the scope and/or timing of projects implemented as they are individually authorized by the Common Council without amending the Plan.

TABLE III Project Cost & Balance Sheet

Project List	Rank	2013 Cost Estimate	Feasible Expenditures	% Feasible	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	
Chart Grant	High	1,275,000	1,275,000	100%			275,248	366,997	370,300	262,456																
Future Manuf. Reverse TID Grant	High	1,275,000	1,275,000	100%							127,500	127,500	127,500	127,500	127,500	127,500	127,500	127,500	127,500	127,500						
Public Works																										
Street Paving	Med	1,000,000	0	0%																						
Railroad Crossings	High	1,200,000	800,000	67%									400,000			400,000										
Traffic Control Signal	Med	750,000	0	0%																						
Intersection curb, sidewalk, pavement mkgs.	High	400,000	300,000	75%			150,000			75,000		75,000														
Streetscaping Mormon Coulee/Ward	Med	750,000	750,000	100%			150,000	150,000	150,000	150,000	150,000															
Stormwater Management	High	500,000	300,000	60%				150,000	150,000																	
Ped/Bike Plan																										
Island on Ward/M. Coulee Intersection	High	50,000	50,000	100%			50,000																			
Wayfinding Signage	High	10,000	10,000	100%				10,000																		
Bike Boulevard	High	80,000	80,000	100%							80,000															
Bike Lane- East Ave from Shelby to Ward	High	48,000	48,000	100%			48,000																			
Bike Lane- Gladys to VIP Trail	High	36,000	36,000	100%				36,000																		
Bike Lane- Ward from Losey to Pammel Creek	Med	10,000	10,000	100%					10,000																	
Shared Bike Lane- East Ave from Ward to Green Bay	Med	19,000	19,000	100%			19,000																			
Shared Bike Lane- Weston	Med	13,000	13,000	100%				13,000																		
Shared Bike Lane- Green Bay St	Med	18,000	18,000	100%						18,000																
Shared Bike Lane- 21st St	Med	19,000	19,000	100%							19,000															
Shared Bike Lane- 15th St	Med	19,000	19,000	100%								19,000														
Scenic Corridor Enhancements & Sign Program																										
Billboard acquisits., burial of wires, screening, landscpg.	Med	500,000	0	0%																						
Housing Revitalization Programs																										
Housing Demolition and/or Replacement	High	1,000,000	800,000	80%			100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000												
Paint & Fix-Up (100 units x \$700 ea.)	High	70,000	70,000	100%			5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	
Development Incentives (Reinvest La Crosse)	High	500,000	428,571	86%					35,714	35,714	35,714	35,714	35,714	35,714	35,714	35,714	35,714	35,714	35,714	35,714	35,714	35,714	35,714	35,714	35,714	
Commercial Revitalization																										
Land Assembly, Development Incentives	High	1,000,000	0	0%																						
Park & Rec																										
Erickson Park	High	1,000,000	500,000	50%			250,000	250,000																		
Trane Park	Med	600,000	300,000	50%							150,000		150,000													
Diagonal Park	Low	300,000	75,000	25%										75,000												
Administrative & Professional Services																										
Planning, Legal, Administrative, Marketing, Engineering, Con	High	460,000	460,000	100%	5,000	5,000	48,573	64,764	65,347	46,316	22,500	22,500	22,500	22,500	22,500	22,500	22,500	22,500	22,500	22,500	22,500	22,500	22,500	22,500	22,500	
Total Manuf. Grants		2,550,000	2,550,000	100%																						
Total Project Costs (2013 Dollars)		9,892,000	4,645,571	47%																						
Total Administrative & Professional Services		460,000	460,000	100%																						
Grand Total		12,902,000	7,655,571	59%																						
Expenditures																										
Chart & Other Manuf. Grants					0	0	275,248	366,997	370,300	262,456	127,500	127,500	127,500	127,500	127,500	127,500	127,500	127,500	127,500	127,500	127,500	127,500	0	0	0	0
Administrative & Professional Services					5,000	5,000	48,573	64,764	65,347	46,316	22,500	22,500	22,500	22,500	22,500	22,500	22,500	22,500	22,500	22,500	22,500	22,500	22,500	22,500	22,500	
Project Costs					0	0	772,000	714,000	450,714	383,714	539,714	215,714	709,714	215,714	40,714	440,714	40,714	40,714	40,714	40,714	40,714	40,714	0	0	0	0
Inflation Costs 2.526% Compounded Annually (Excluding Chart & Manuf. Grant, and Admin. & Prof. Services)					0	0	19,783	18,754	12,134	10,589	15,266	6,254	21,091	6,571	1,271	14,104	1,336	1,369	1,403	1,438	0	0	0	0	0	
Debt Service Sinking Fund					0	0	110,416	220,832	331,248	386,457	441,665	496,873	607,289	662,497	717,705	828,121	717,705	607,289	496,873	441,665	386,457	331,248	220,832	165,624	110,416	
Total Expenditures					5,000	5,000	1,226,019	1,385,347	1,229,744	1,089,531	1,146,645	868,841	1,488,094	1,034,782	909,690	1,432,939	909,755	799,372	688,990	633,817	386,457	331,248	220,832	165,624	110,416	
Revenue																										
Bond (City Surplus Loan)							1,000,000	1,000,000	1,000,000	500,000	500,000	500,000	1,000,000	500,000	500,000	1,000,000										
Balance from Previous Year							(5,000)	(10,000)	87,801	151,637	376,845	248,088	68,092	171,825	162,287	112,094	193,081	256,962	(149,774)	(439,873)	(613,279)	(725,145)	(583,226)	(379,617)	(59,050)	
Chart Development							323,821	431,761	435,647	439,568	443,524	447,516	451,543	455,607	459,708	463,845	468,020	472,232	476,482	480,770	485,097	489,463	493,868	498,313	0	
New Housing Program							0	0	1,727	3,470	5,228	7,002	8,792	10,598	12,421	14,259	16,115	17,987	19,876	21,782	23,705	25,645	27,603	29,579	0	
Natural Increase in Base Value							0	17,421	17,578	17,736	17,896	18,057	18,220	18,384	18,549	18,716	18,885	19,054	19,226	19,399	19,574	19,750	19,928	20,107	0	
Total Revenue					0	(5,000)	1,313,821	1,536,984	1,606,589	1,337,619	1,214,736	1,040,666	1,650,380	1,146,876	1,102,771	1,689,901	759,981	359,499	75,711	(91,328)	(196,770)	(48,368)	161,782	488,948	323,324	
Annual Balance					(5,000)	(10,000)	87,801	151,637	376,845	248,088	68,092	171,825	162,287	112,094	193,081	256,962	(149,774)	(439,873)	(613,279)	(725,145)	(583,226)	(379,617)	(59,050)	323,324	212,908	

7 Map Of Proposed Improvements



8 Economic Feasibility

The information contained in this Section demonstrates that the proposed District is economically feasible insofar as:

- The City has available to it the means to secure the necessary financing required to accomplish the projects contained within this Plan. A listing of “Available Financing Methods” follows.
- The City expects to complete the projects as outlined, but can adjust the timing of implementation as needed to coincide with the pace of private development. Proposed timing of project implementation is included in this Section.
- The development anticipated to occur as a result of the implementation of this Plan will generate sufficient tax increments to pay for the cost of the projects. Within this Section are tables identifying: 1) the development expected to occur, 2) a projection of tax increments to be collected resulting from that development and other economic growth within the District, and 3) a cash flow model demonstrating that the projected tax increment collections and all other revenues available to the District will be sufficient to pay all project costs.

Available Financing Methods

Implementation of this Plan will require that the City issue debt obligations to provide direct or indirect financing for the Projects to be undertaken. The following is a list of the types of obligations the City may choose to utilize.

➤ General Obligation (G.O.) Bonds or Notes

The City may issue G.O. Bonds or Notes to finance the cost of Projects included within this Plan. Wisconsin Statutes limit the principal amount of G.O. debt that a community may have outstanding at any point in time to an amount not greater than five percent of its total equalized value (including increment values). Not all anticipated Project Costs will need to be borrowed. For example, TID administration costs can be paid out of the City operating funds and reimbursed when TID funds are available. Other expenses can be paid out of TID cash flow as projects are constructed, and begin paying property taxes.

➤ Bonds Issued to Developers (Pay as You Go Financing)

The City may issue a bond or other obligation to one or more developers who provide financing for projects included in this Plan. Repayment of the amounts due to the developer under the bonds or other obligations are limited to an agreed percentage of the available annual tax increments collected that result from the improvements made by the developer. To the extent of the tax increments collected are insufficient to make

annual payments, or to repay the entire obligation over the life of the District, the City's obligation is limited to not more than the agreed percentage of the actual increments collected. Bonds or other obligations issued to developers in this fashion are not general obligation of the City and, therefore do not count against the City's statutory borrowing capacity.

➤ Tax Increment Revenue Bonds

The City has the authority to issue revenue bonds secured by the tax increments to be collected. These bonds may be issued directly by the City or as a form of lease revenue bond by a Community Development Authority (CDA). Tax Increment Revenue Bonds and Lease Revenue Bonds are not general obligations of the City if the bonds or other evidences of indebtedness state on their face that the bonds are not a debt of the City and that the City is not liable for the indebtedness. Per WI Statute 66.0913, any indebtedness created by this section is not an indebtedness of the city and shall not be included in determining the constitutional 5% debt limitations therefore do not count against the City's statutory borrowing capacity. To the extent that increments collected are insufficient to meet the annual debt service requirements of the revenue bonds, the City may be subject to either a permissive or mandatory requirement to appropriate on an annual basis a sum equal to the actual or projected shortfall.

➤ Utility Revenue Bonds

The City can issue revenue bonds to be repaid from revenues of the sewer and/or water systems, including revenues paid by the City that represent service of the system to the City. There is neither a statutory nor constitutional limitation on the amount of revenue bonds that can be issued, however, water rates are controlled by the Wisconsin Public Service Commission and the City must demonstrate to bond purchasers its ability to repay revenue debt with the assigned rates. To the extent the City utilizes utility revenues other than tax increments to repay a portion of the bonds; the City must reduce the total eligible Project Costs in an equal amount.

➤ Special Assessment B Bonds

The City has the ability to levy special assessment against benefited properties to pay part of the costs for street, curb, gutter, sewer, water, storm sewers and other infrastructure. In the event that the City determines that special assessments are appropriate, the City can issue Special Assessment B bonds pledging revenues from special assessment installments to the extent assessment payments are outstanding. These bonds are not counted against the City's statutory borrowing capacity. If special assessments are levied, the City must reduce the total eligible Project Costs under this Plan in an amount equal to the total collected.

➤ Federal/State Loan and Grant Programs

The State and Federal Government often sponsor grant and loan programs that municipalities may potentially use to supplement TIF expenditures or provide financing for capital costs which positively impact the District. These programs may include

Transportation Economic Assistance Grants, Economic Development Administration Grants, Wisconsin Department of Natural Resources trail and site cleanup grants, among others. These programs require local match funding to insure State and federal participation in the project.

Plan Implementation

Projects identified will provide the necessary anticipated governmental services to the area. A reasonable and orderly sequence is outlined previously in the Project Section. However, public debt and expenditures should be made at the pace private development occurs to assure increment is sufficient to cover expenses.

The order in which public improvements are made should be adjusted in accordance with development and execution of developer agreements. The City reserves the right to alter the implementation of this Plan to accomplish this objective.

Interest rates projected are based on current market conditions. Municipal interest rates are subject to constantly changing market conditions. In addition, other factors such as the loss of tax-exempt status of municipal bonds or broadening the purpose of future tax-exempt bonds would affect market conditions. Actual interest expense will be determined once the methods of financing have been approved and securities or other obligations are issued.

If financing as outlined in this Plan proves unworkable, the City reserves the right to use alternate financing solutions for the projects as they are implemented.

TABLE IV

New Development Assumptions			
Year	Type of Development	Estimated Development Value	Square Feet
2013-2033	Chart Industrial Development	\$ 17,300,000 ¹	100,000
2014-2033	Housing & Commercial Improvements	\$ 1,725,000	
Total		\$ 19,025,000	100,000

¹This estimate is based on 2013 Development Agreement

TABLE V
Increment Revenue Projections

Type of TID	Mixed Use	Projected Base Value	67,249,740
Creation Date	9/5/2013	Current Tax Rate	0.028784072
Maximum Life	20	Projected Tax Rate	no change
Expenditure Period	15	Natural Growth Rate of Assessed Values	0.90%
End of Expenditure Period	9/5/2028	Annual Value Increase of New Housing Program	60,000
Latest Termination Date	9/5/2033		
Eligible for Extension/Yrs.	Yes/+3		

Construction Year	Valuation Year	Revenue Year	Value Increment			Revenue Increment			Total Increment
			Chart Development	New Housing Program	Natural Increase of Base Value	Chart Dev.	New Housing Program	Natural Increase of Base Value	
2013	2014	2015	11,250,000	0	0	323,821	0	0	323,821
2014	2015	2016	15,000,000	0	605,248	431,761	0	17,421	449,183
2015	2016	2017	15,135,000	60,000	610,695	435,647	1,727	17,578	454,952
2016	2017	2018	15,271,215	120,540	616,191	439,568	3,470	17,736	460,774
2017	2018	2019	15,408,656	181,625	621,737	443,524	5,228	17,896	466,648
2018	2019	2020	15,547,334	243,259	627,332	447,516	7,002	18,057	472,575
2019	2020	2021	15,687,260	305,449	632,978	451,543	8,792	18,220	478,555
2020	2021	2022	15,828,445	368,198	638,675	455,607	10,598	18,384	484,589
2021	2022	2023	15,970,901	431,512	644,423	459,708	12,421	18,549	490,677
2022	2023	2024	16,114,639	495,395	650,223	463,845	14,259	18,716	496,821
2023	2024	2025	16,259,671	559,854	656,075	468,020	16,115	18,885	503,019
2024	2025	2026	16,406,008	624,892	661,980	472,232	17,987	19,054	509,273
2025	2026	2027	16,553,662	690,517	667,938	476,482	19,876	19,226	515,584
2026	2027	2028	16,702,645	756,731	673,949	480,770	21,782	19,399	521,951
2027	2028	2029	16,852,969	823,542	680,015	485,097	23,705	19,574	528,376
2028	2029	2030	17,004,646	890,954	686,135	489,463	25,645	19,750	534,858
2029	2030	2031	17,157,687	958,972	692,310	493,868	27,603	19,928	541,399
2030	2031	2032	17,312,107	1,027,603	698,541	498,313	29,579	20,107	547,998
2031	2032	2033							
Total						8,216,783	245,788	318,480	8,781,051

TABLE VI
Debt Service Schedule

Year	Principle	Surplus Fund-10 Yr		Surplus Fund-10 Yr		Surplus Fund-10 Yr		Surplus Fund-10 Yr		Surplus Fund-10 Yr		Surplus Fund-10 Yr		Surplus Fund-10 Yr		Surplus Fund-10 Yr		Surplus Fund-10 Yr		Surplus Fund-10 Yr		Annual Debt Service
		\$1,000,000		\$1,000,000		\$1,000,000		\$500,000		\$500,000		\$500,000		\$1,000,000		\$500,000		\$500,000		\$1,000,000		
		(12/1)	2.00%	(12/1)	2.00%	(12/1)	2.00%	(12/1)	2.00%	(12/1)	2.00%	(12/1)	2.00%	(12/1)	2.00%	(12/1)	2.00%	(12/1)	2.00%	(12/1)	2.00%	
2013	0																					0
2014	0																					0
2015	1,000,000	91,250	19,167																			110,416
2016	1,000,000	93,091	17,325	91,250	19,167																	220,832
2017	1,000,000	94,970	15,446	93,091	17,325	91,250	19,167															331,248
2018	500,000	96,887	13,529	94,970	15,446	93,091	17,325	45,625	9,583													386,457
2019	500,000	98,843	11,573	96,887	13,529	94,970	15,446	46,546	8,662	45,625	9,583											441,665
2020	500,000	100,838	9,578	98,843	11,573	96,887	13,529	47,485	7,723	46,546	8,662	45,625	9,583									496,873
2021	1,000,000	102,873	7,543	100,838	9,578	98,843	11,573	48,444	6,764	47,485	7,723	46,546	8,662	91,250	19,167							607,289
2022	500,000	104,950	5,466	102,873	7,543	100,838	9,578	49,421	5,787	48,444	6,764	47,485	7,723	93,091	17,325	45,625	9,583					662,497
2023	500,000	107,068	3,348	104,950	5,466	102,873	7,543	50,419	4,789	49,421	5,787	48,444	6,764	94,970	15,446	46,546	8,662	45,625	9,583			717,705
2024	1,000,000	109,229	1,187	107,068	3,348	104,950	5,466	51,437	3,771	50,419	4,789	49,421	5,787	96,887	13,529	47,485	7,723	46,546	8,662	91,250	19,167	828,121
2025	0			109,229	1,187	107,068	3,348	52,475	2,733	51,437	3,771	50,419	4,789	98,843	11,573	48,444	6,764	47,485	7,723	93,091	17,325	717,705
2026	0					109,229	1,187	53,534	1,674	52,475	2,733	51,437	3,771	100,838	9,578	49,421	5,787	48,444	6,764	94,970	15,446	607,289
2027	0							54,615	593	53,534	1,674	52,475	2,733	102,873	7,543	50,419	4,789	49,421	5,787	96,887	13,529	496,873
2028	0									54,615	593	53,534	1,674	104,950	5,466	51,437	3,771	50,419	4,789	98,843	11,573	441,665
2029	0											54,615	593	107,068	3,348	52,475	2,733	51,437	3,771	100,838	9,578	386,457
2030	0													109,229	1,187	53,534	1,674	52,475	2,733	102,873	7,543	331,248
2031	0															54,615	593	53,534	1,674	104,950	5,466	220,832
2032	0																	54,615	593	107,068	3,348	165,624
2033	0																			109,229	1,187	110,416
Total	7,500,000	1,000,000	104,161	1,000,000	104,161	1,000,000	104,161	500,000	52,081	500,000	52,081	500,000	52,081	1,000,000	104,161	500,000	52,081	500,000	52,081	1,000,000	104,161	8,281,211

TABLE VII Cash Flow

Per DA, % of Increment to Admin	15%	Projected Annual Inflation	2.5%
Per DA % of Increment to Chart	85%	Multiplier	1
Total Admin.	\$225,000		
Chart Grant	\$1,275,000		
Total Grant Allocation	\$1,500,000		

Construction Year	Valuation Year	Revenue Year	Expenditures							Revenues			Cumulative Balance
			Chart Grant	Future Manuf. Grant	Admin. & Prof. Services	Project Costs	Project Inflation Costs	Debt Service Sinking Fund	Total Expenditures	Service Bonds	Tax Increment	Total Revenue	
		2013			5,000	0	0	0	5,000	0		0	-5,000
		2014			5,000	0	0	0	5,000	0		0	-10,000
2013	2014	2015	275,248		48,573	772,000	19,783	110,416	1,226,019	1,000,000	323,821	1,323,821	87,801
2014	2015	2016	366,997		64,764	714,000	18,754	220,832	1,385,347	1,000,000	449,183	1,449,183	151,637
2015	2016	2017	370,300		65,347	450,714	12,134	331,248	1,229,744	1,000,000	454,952	1,454,952	376,845
2016	2017	2018	262,456		46,316	383,714	10,589	386,457	1,089,531	500,000	460,774	960,774	248,088
2017	2018	2019		127,500	22,500	539,714	15,266	441,665	1,146,645	500,000	466,648	966,648	68,092
2018	2019	2020		127,500	22,500	215,714	6,254	496,873	868,841	500,000	472,575	972,575	171,825
2019	2020	2021		127,500	22,500	709,714	21,091	607,289	1,488,094	1,000,000	478,555	1,478,555	162,287
2020	2021	2022		127,500	22,500	215,714	6,571	662,497	1,034,782	500,000	484,589	984,589	112,094
2021	2022	2023		127,500	22,500	40,714	1,271	717,705	909,690	500,000	490,677	990,677	193,081
2022	2023	2024		127,500	22,500	440,714	14,104	828,121	1,432,939	1,000,000	496,821	1,496,821	256,962
2023	2024	2025		127,500	22,500	40,714	1,336	717,705	909,755	0	503,019	503,019	-149,774
2024	2025	2026		127,500	22,500	40,714	1,369	607,289	799,372	0	509,273	509,273	-439,873
2025	2026	2027		127,500	22,500	40,714	1,403	496,873	688,990	0	515,584	515,584	-613,279
2026	2027	2028		127,500	22,500	40,714	1,438	441,665	633,817	0	521,951	521,951	-725,145
2027	2028	2029				0		386,457	386,457	0	528,376	528,376	-583,226
2028	2029	2030				0		331,248	331,248	0	534,858	534,858	-379,617
2029	2030	2031				0		220,832	220,832	0	541,399	541,399	-59,050
2030	2031	2032				0		165,624	165,624	0	547,998	547,998	323,324
2031	2032	2033				0		110,416	110,416	0	0		212,908
Total			1,275,000	1,275,000	460,000	4,645,571	131,361	8,281,211	16,068,143	7,500,000	8,781,051	16,281,051	

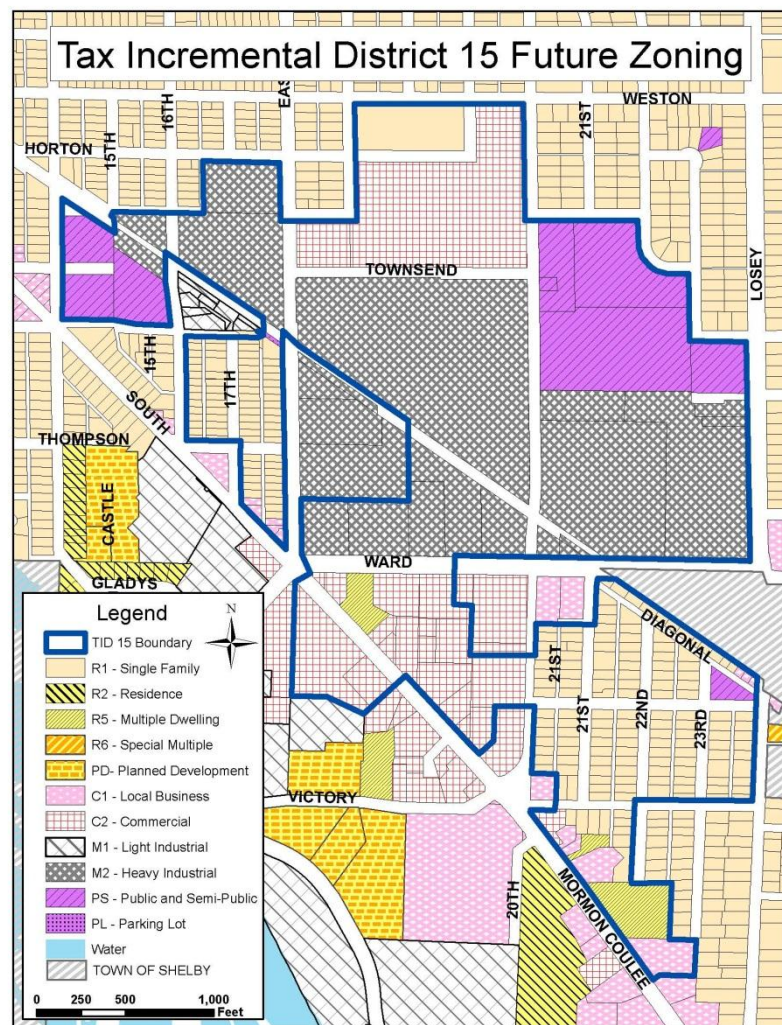
9 Annexed Property

There are no lands proposed for inclusion within the District that were annexed by the City on or after January 1, 2004.

10 Proposed Zoning Changes

No zoning changes are anticipated for the parcels in the District. The Map in Section 11 shows the proposed future uses.

11 Map of Future Uses



12 Changes to Maps, Plans & Ordinances

It is expected that this Plan will be complimentary to the City's Master Plan. There are no proposed changes to the Master Plan, map, building codes or other City of La Crosse ordinances for implementation of this Plan.

13 Relocation

It is not anticipated there will be a need to relocate any people or businesses in conjunction with this Plan.

In the event relocation or the acquisition of property by eminent domain becomes necessary at some time during the implementation period, the City will follow applicable state statutes as required in Wisconsin Statutes Chapter 32.

14 Promoting Orderly Development

The District contributes to the orderly development and redevelopment of the City by providing the opportunity for continued growth in tax base, job opportunities and general economic activity. This District will also promote development of a currently vacant lot in a prime industrial location in the City.

15 Non-Project Costs

Non-Project costs are public works projects that only partly benefit the District or are not eligible to be paid with tax increments, or costs not eligible to be paid with TID funds. Examples include:

- A public improvement made within the district that also benefits property outside the District. That portion of the total project costs allocable to properties outside of the District would be a non-project cost.
- A public improvement made outside the District that only partially benefits property within the District. That portion of the total project costs allocable to properties outside of the District would be a non-project cost.

- Projects undertaken within the district as part of the implementation of this Project Plan, the costs of which are paid fully or in part by impact fees, grants, special assessments, or revenues other than tax increments.

The City does not expect to incur any non-project costs in the implementation of this Project Plan.

16 Attorney Opinion



LEGAL DEPARTMENT
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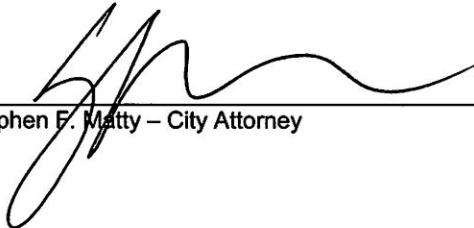
Stephen F. Matty
City Attorney

Krista A. Gallager
Deputy City Attorney

SECTION 16: CITY ATTORNEY OPINION

The City Attorney for the City of La Crosse, Wisconsin, hereby states that I have reviewed the Project Plan for Tax Incremental Finance District Number 15, City of La Crosse, Wisconsin, Dated July 15, 2013, and have found that it is complete and complies with Section 66.1105, Wisconsin Statutes.

Dated this 9th day of July, 2013.



Stephen F. Matty – City Attorney



17 Overlying Taxing Jurisdictions

It is estimated that when the TID is closed, it is estimated that the total projected tax increment revenue will be \$547,998 and distributed to the overlying taxing jurisdictions. The calculation is based on the current mill rate and municipal ratios.

TABLE VIII

New Projected Revenue		
Taxing Jurisdiction	% of Mill Rate	Share of Tax Revenue
La Crosse County	12.9%	\$70,527
La Crosse School District	36.5%	\$200,038
City of La Crosse	42.6%	\$233,289
Western Technical College	7.5%	\$40,867
State of Wisconsin	0.6%	\$3,277
Total	100.0%	547,998

TID 15

Legal Description

A parcel of land consisting of a portion of the following quarter sections, NE $\frac{1}{4}$ - SE $\frac{1}{4}$, and SE $\frac{1}{4}$ - SE $\frac{1}{4}$, Section 8, NW $\frac{1}{4}$ - SW $\frac{1}{4}$, NE $\frac{1}{4}$ - SW $\frac{1}{4}$, SE $\frac{1}{4}$ - SW $\frac{1}{4}$, and SW $\frac{1}{4}$ - SW $\frac{1}{4}$ of Section 9, and NW $\frac{1}{4}$ - NW $\frac{1}{4}$, NE $\frac{1}{4}$ - NW $\frac{1}{4}$, and SE $\frac{1}{4}$ - NW $\frac{1}{4}$, Section 16, all in Township 15 North, Range 7 West, City of La Crosse, La Crosse County, Wisconsin.

Said parcel is further described as follows:

Beginning at a point where the south line of Weston Street intersects with the west line of 21st Place; thence south along the west line of 21st Place to the south line of Bennett Street; thence East along the south line of Bennett Street to the west line of 22nd Street; thence south and east along the west line of 22nd Street and Townsend Street to the west line of 23rd Street; thence South along the west line of 23rd Street to the south line of Chase Street; thence East along the south line of Chase Street to the west line of Losey Boulevard; thence South along the west line of Losey Boulevard to the north line of Ward Avenue; thence West along the north line of Ward Avenue to a point north of and perpendicular to the northeast corner of parcel number 17-50323-170; thence South to the northeast corner of parcel number 17-50323-170; thence South and East along the east line of said parcel to the southeast corner thereof and the northeast corner of parcel number 17-50323-171; thence South along the east line of parcel number 17-50323-171 to the northwest corner of parcel number 17-50323-156; thence East along the north line of said parcel 17-50323-156 to the west line of 21st Place; thence continuing East to the east line of 21st Place; thence North along the east line of 21st Place to the northwest corner of parcel number 17-50223-40; thence East along the north line of parcel number 17-50223-40 to the northeast corner thereof; thence continuing East to the northwest corner of parcel number 17-50222-60; thence East along the north line of parcel number 17-50222-60 to the northeast corner thereof and the west line of 21st Terrace; thence continuing East to the east line of 21st Terrace; thence North along the east line of 21st Terrace to the intersection with the south line of Diagonal Road; thence Northerly to the north line of Diagonal Road and the westerly corner of parcel number 17-50322-10; thence Northerly along the west line of parcel 17-50322-10 to the south line of Ward Avenue; thence East along the south line of Ward Avenue to the south

line of the Burlington Northern Railroad; thence southeasterly along the south line of the Burlington Northern Railroad to its intersection with the west line of Losey Boulevard; thence South along the west line of Losey Boulevard to the north line of Victory Street; thence West along the north line of Victory Street to its intersection with the west line of 22nd Street; thence South along the west line of 22nd Street to the north line of parcel number 17-50319-60; thence East along the north line of parcel number 17-50319-60 to the northeast corner thereof; thence South along the east line of parcel number 17-50319-60 to the southeast corner thereof and the north line of parcel number 17-50319-70; thence East along the north line of parcel number 17-50319-70 to the northeast corner thereof; thence South along the east line of parcel number 17-50319-70 to the southeast corner thereof; thence West along the south line of parcel number 17-50319-70 to the north line of Mormon Coulee Road; thence Northwesterly along Mormon Coulee Road to the intersection with the east line of 21st Place; thence North along the east line of 21st Place to the south line of Victory Street; thence East along the south line of Victory Street to a point south of and perpendicular to the southeast corner of parcel number 17-50322-20; thence North to the southeast corner of parcel number 17-50322-20; thence North along the east line of parcel 17-50322-20 to the northeast corner thereof; thence West along the north line of parcel number 17-50322-20 to the northwest corner thereof and the east line of 21st Place; thence North along the east line of 21st Place the intersection with the south line of Garden Street; thence West to the west line of 21st Place and the southeast corner of parcel number 17-50323-156; thence West along the south line of parcel number 17-50323-156 to the northeast corner of parcel number 17-50323-190; thence South and Westerly along the east line of parcel number 17-50323-190 to the north line of Mormon Coulee Road; thence Northwesterly along the north line of Mormon Coulee Road to a point northeasterly of and perpendicular to the easterly line of parcel number 17-50766-21; thence Southwesterly to the northeast corner of parcel number 17-50766-21; thence Southwesterly along the easterly line of parcel number 17-50766-21 to the southeast corner thereof; thence continuing southwesterly to the southeast corner of parcel number 17-50766-10; thence Northwesterly along the south line of parcel number 17-50766-10 to the southwest corner thereof; thence North along the west line of parcel number 17-50766-10 to the northwest corner thereof; thence East to the south line of Mormon Coulee Road; thence Northeasterly to the intersection of the north line of Mormon Coulee Road and the south line of Ward Avenue; thence Northwesterly to the intersection of the

north line of Ward Avenue and the east line of East Avenue; thence North along the east line of East Avenue to the northwest corner of parcel number 17-50296-80; thence East along the north line of parcel number 17-50296-80 and 17-50296-90 to the west line of parcel number 17-50296-110; thence North along the west line of parcel number 17-50296-110 and 17-50297-10 to the northwest corner of parcel number 17-50297-10 and the south line of the Burlington Northern Railroad; thence Continuing North to the north line of said Railroad; thence Northwesterly along said Railroad line to the intersection with the west line of East Avenue; thence South along the west line of East Avenue to the north line of South Avenue; thence Northwesterly, along the north line of South Avenue to the east line of 17th Street; thence North, along the east line of 17th Street to the north line of Thompson Street, thence West, along the north line of Thompson Street to the east line of 16th Street; thence North, along the east line of 16th Street to the south line of Chase Street; thence East, along the south line of Chase Street to the east line of 17th Street; thence continuing East, to the northwest corner of parcel number 17-50055-20; thence Northwesterly to the northwest corner of parcel number 17-50288-10; thence East to the south line of the Burlington Northern Railroad; thence North to the north line of said Railroad; thence Northwesterly along said Railroad line to the intersection with the west line of 16th Street; thence Southerly along the west line of 16th Street to the north line of Chase Street; thence Westerly along the north line of Chase Street to the east line of 15th Street; thence North along the east line of 15th Street to the south line of the Burlington Northern Railroad; thence Southeasterly along the south line of the Railroad to the west line of parcel number 17-50286-50; thence North to the northwest corner of said parcel and the south line of said Railroad; thence continuing North to the north line of said Railroad and the southerly line of parcel number 17-50285-10; thence Northwesterly to the westerly corner of parcel number 17-50285-10; thence Northeasterly to the northwest corner thereof and the south line of Bennett Street; thence East along the south line of Bennett Street to the west line of parcel number 17-50013-90; thence North along the west line of parcel 17-50013-90 to the south line of Horton Street; thence East along the south line of Horton Street to the west line of East Avenue; thence South along the west line of East Avenue to a point west of and perpendicular to the southeast corner of East Avenue and Bennett Street; thence East to the intersection of the East line of East Avenue and the South line of Bennett Street; thence continuing East along the south line of Bennett Street to the east line of 19th Street; thence North along the east line of 19th Street to the south line of

Weston Street; thence East along the south line of Weston Street to the point of beginning.

Drafted: SMD
Revised: 8/2/13