

**Traverse City Downtown  
Development Authority Moving  
Downtown Forward TIF Plan  
Subcommittee Meeting  
Wednesday, February 4, 2026  
4:00 PM**



Committee Room, Governmental Center  
400 Boardman Avenue  
Traverse City, Michigan 49684

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The City of Traverse City and Downtown Development Authority are committed to a dialog that is constructive, respectful and civil. We ask that all individuals interacting verbally or in writing with board members honor these values.

Downtown Development Authority:  
c/o Harry Burkholder, Executive Director  
(231) 922-2050  
Web: [www.dda.downtowntc.com](http://www.dda.downtowntc.com)  
303 East State Street, Suite C  
Traverse City, MI 49684

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**Welcome to the Traverse City Downtown Development Authority  
meeting**

**Agenda**

	Page
<b>1. CALL TO ORDER</b>	
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<b>2. ROLL CALL</b>	
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<b>3. REVIEW AND APPROVAL OF AGENDA</b>	
<hr/>	
<b>4. NEW BUSINESS</b>	
A. Moving Downtown Forward TIF Discussion	3 -
<a href="#">MDF Memo (Burkholder) - PDF</a>	23
<a href="#">Moving Downtown Forward TIF Plan - Final Draft - PDF</a>	
<a href="#">Public Improvement Chart Revised - PDF</a>	
<a href="#">Expenditures of Tax Increment Revenues Revised - PDF</a>	
<a href="#">Old Town TIF Plan Components - PDF</a>	
<hr/>	
<b>5. PUBLIC COMMENT</b>	
<hr/>	
<b>6. ADJOURNMENT</b>	



Downtown Development Authority  
303 E. State Street  
Traverse City, MI 49684  
harry@downtowntc.com  
231-922-2050

## Memorandum

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To: Downtown Development Authority  
Moving Downtown Forward TIF Plan Subcommittee

From: Harry Burkholder, Executive Director

Date: January 30, 2026

Subject: Moving Downtown Forward TIF Plan

As we begin to review the original *Moving Downtown Forward (MDF) TIF Plan* (a full plan is attached for your reference), the primary objective(s) of the subcommittee should be to discuss the following items:

1. **Infrastructure Projects:** Determine which projects should be included, added, or removed from the plan.
2. **Tax Increment Procedure Terms:**
  - o Approach for sharing a portion of the growth in taxable value with participating taxing jurisdictions
  - o Maximum amount of bonded indebtedness over the lifespan of the TIF Plan
  - o Duration of the TIF Plan

For this first meeting, I'd like the subcommittee to review and discuss the **Infrastructure Projects**. As you may recall, the MDF TIF Plan has two sections where projects are specifically identified:

**Section One.**

**Location, Extent, Character and Estimated Cost of Improvements Contemplated for the Development Area and Estimate of the Completion Time Required for Completion (page 6)**

This section is intended to list *specific* projects, with known locations and a clear level of detail.

**Section Two.**

**Expenditures of Tax Increment Financing (page 8)**

This section more broadly identifies the *types* of projects and purposes for which TIF funds may be used.

As we review the first, more detailed project list, it appears that several items read more like *categories or types of projects* rather than discrete, location-specific projects. These items may be more appropriately placed in the Expenditures of Tax Increment Financing section. Additionally, we believe there is an opportunity to expand and provide greater clarity in the Expenditures list overall.

Attached for your review is the **Location, Extent, Character and Estimated Cost of Improvements...** section of the Plan with proposed ideas for modification:

- **Yellow highlights** identify items that are broader in nature and could be moved to the Expenditures of Tax Increment Financing section.
- **Items without highlighting** would remain in this section as written.
- **Red asterisks** identify projects that would remain in this section but could be refined to be more specific.
- The **Blue Column** identifies how each project aligns with the City's New Strategic Plan and Objectives and Key Results (O'R's)

Also attached is a **revised Expenditures of Tax Increment Financing list**, which incorporates the broader items from the first section and more closely aligns with the **Expenditures** list found in the Old Town TIF Plan.

For reference, I have also included both the **Location, Extent, Character and Estimated Cost of Improvements...** and **Expenditures of Tax Increment Financing** sections from the Old Town TIF Plan.

I look forward to discussing these materials with you at our meeting.

Traverse City Downtown Development Authority

FINAL DRAFT  
MOVING DOWNTOWN FORWARD  
TAX INCREMENT FINANCING  
&  
DEVELOPMENT PLAN

*FINAL Draft for August 16, 2024 DDA Regular Meeting*

# **TABLE OF CONTENTS**

<b>Introduction</b>	2
Purpose of the Tax Increment Financing Plan	2
Purpose of the Downtown Development Authority Act	2
Creation of the Traverse City Downtown Development Authority and Traverse City Downtown Development Authority District	2
Activities of the Downtown Development Authority and Statement of Intent Regarding the Moving Downtown Forward Tax Increment Financing Plan	2
<b>Development Plan</b>	3
A. Designation of the Boundaries of the Development Area in Relation to Highways, Streets, Streams or Otherwise	3
B. Location and Extent of Existing Streets and Other Public Facilities Within the Development Area; The Location, Character and extent of the Categories of Public and Private Land Uses Existing and Proposed for the Development Area; Legal Descriptions of the Development Area	3
C. Description of Existing Improvements in the Development Area to be Demolished, Repaired or Altered, A Description of Any Repairs and Alterations and Estimate of Time Required for Completion	3
D. Location, Extent, Character and Estimated Cost of Improvements Contemplated for the Development Area and Estimate of the Completion Time Required for Completion	6
E. Use of Open Space	7
F. Sale, Donation, Exchange, or Lease of Property	7
G. Zoning Changes; Changes in Streets, Street Levels, Intersections and Utilities	7
H. Portion of Development to be Leased, Sold or Conveyed	7
I. Procedures for Bidding	7
J. Estimate of Numbers of Persons Residing in the Development Area/Number of Persons to be Displaced	7
K. Plan for Relocation of Persons Displaced	7
L. Provisions for Costs of Relocating Persons Displaced	7
M. Plan for Compliance with Act 227	7
<b>Tax Increment Financing Procedures</b>	7
<b>Expenditures of Tax Increment Revenue</b>	8
Sharing of Captured Assessed Value with Taxing Units	8
<b>Maximum Amount of Bonded Indebtedness</b>	9
<b>Duration of the Program</b>	9
<b>List of Maps</b>	10
<b>Schedule of Attachments</b>	10

## **INTRODUCTION**

### **Purpose of the Tax Increment Financing Plan**

The purpose of this Tax Increment Financing Plan, including the Development Plan for the development area, is to provide the legal authority and procedures for public financial participation necessary to assist quality downtown development. This plan contains the following elements, as required by Act 197, Public Acts of Michigan, 1975, as recodified into Act 57 Public Acts of Michigan, 2018 as amended:

1. Development Plan
2. Explanation of Tax Increment Financing Procedure
3. Expenditures Tax Increment Revenue
4. Maximum Amount of Bonded Indebtedness
5. Duration of the Program

### **Purpose of the Downtown Development Authority Act**

Act 197, Public Acts of Michigan, 1975, as amended, commonly referred to as the Downtown Development Authority Act, was created in part to correct and prevent deterioration in business districts; to authorize the acquisition and disposal of interest in real and personal property, to authorize the creation and implementation of development plans in the district, to promote the economic growth of the district; to encourage historic preservation; to authorize the issuance of bonds and other evidences of indebtedness; and to authorize the use of tax increment financing.

### **Creation of the Traverse City Downtown Development Authority and the Traverse City Downtown Development Authority District**

On September 15, 1978, the Traverse City Downtown Development Authority was created by ordinance of the City of Traverse City. The Authority was given all of the powers and duties described for a Downtown Development Authority pursuant to Act 197.

### **Activities of the Downtown Development Authority and Statement of Intent Regarding the Moving Downtown Forward Tax Increment Financing Plan**

The activities of the Traverse City Downtown Development Authority are those as provided in Act 57. The Moving Downtown Forward Financing Plan intends to meet the objectives of the Downtown Development Authority in promoting the economic development of downtown through better land-use by, providing for public parking structures and implementing the Lower Boardman/Ottaway Riverwalk, heated sidewalks and other public improvements. Greater densities, as envisioned in the City Master Plan, are encouraged in this plan. This Plan is developed based on the Downtown Development Authority's Guiding Principles as well as the City's goals and objectives.

#### The DDA's Guiding Principles

- Design a Great Place for All Ages and for Future Generations
- Advance Environmental Sustainability and Stewardship, Renewable Energy, Energy Efficiency and Resiliency
- Protect and Preserve Small Local Independent Businesses
- Champion the Development of Attainable and Workforce Housing
- Support Job Growth and Varied Career Opportunities

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*Moving Downtown Forward Tax Increment Financing Plan 2*

Specifically, the Plan lists public improvements to the pedestrian experience by supporting the continuation and improvements to streetscapes (e.g., curbs, sidewalks, brickwork, lighting, trees, transit improvements and other features), improvements to two pedestrian bridges and the installation of an additional pedestrian bridges and the activation of Rotary Square at the corner of State and Union Streets. The Plan supports greater density throughout the District, and includes a public/private mixed-use development (a combination of housing, commercial space and public parking) at Pine and State Street. The Plan envisions private investment and ownership of the housing and commercial components of the mixed-use development, with the city owning the parking structure.

The Plan maintains downtowns' valuable alley infrastructure, but strives to underground utilities and implement more placemaking opportunities along the alleys. The Plan supports accessibility to and protection of the Lower Boardman/Ottaway River, as outlined in the Unified Plan of the Lower Boardman/Ottawa River. The Plan supports the development of a permanent Farmer's Market Structure. The Plan supports the improvement and/or replacement of bridges in the Moving Downtown Forward TIF development area. Finally, the relocation of utilities will likely be necessary in the Plan, especially where public/private partnership developments occur.

### **DEVELOPMENT PLAN**

Section 217 of Public Act 57 requires that when tax increment financing is used to finance a development, a development plan must be prepared containing all of the information required by Section 217(2). This development plan follows the requirements mandated by Section 217 by providing the required information in a format corresponding to the lettered paragraphs of Section 217(2) of the Public Act.

**A. Designation of the Boundaries of the Development Area in Relation to Highways, Streets, Streams or Otherwise.**

Map One (Attachment One) shows the boundaries of the Moving Downtown Forward Tax Increment Financing Plan Development Area in relation to highways, streets and streams.

**B. Location and Extent of Existing Streets and Other Public Facilities Within the Development Area; The Location, Character, and Extent of the Categories of Public and Private Land Uses Existing and Proposed for the Development Area; Legal Descriptions of the Development Area.**

Map Two (Attachment Two) depicts the location and extent of existing streets and other public facilities within the development area. The location, character and extent of public and private land uses existing for the development area are shown in Map Three (Attachment Three). The location, character and extent of public land uses proposed to be private land uses in the future for the development area are shown in Map Four (Attachment Four). The land in the development area is zoned for both commercial and residential uses. Map One (Attachment One), noted above, depicts the boundaries of the Development Area and (Attachment One-A) describes the legal description of the area, which is wholly contained within the Downtown Development Authority District as shown on the map.

**C. Description of Existing Improvements in the Development Area to be Demolished, Repaired or Altered, A Description of Any Repairs and Alterations and Estimate of the Time Required for Completion.**

Map Five (Attachment Five) depicts the private improvements in the development area which include demolition, repair or alteration. A table of the private investment (including the time required for completion) is provided below:

Project Address	Property ID	Improvements	Project Value	Estimated Completion	Rationale for Inclusion for Private Investment
400 W Front St	28-51-752-004-01	New Infill Development	\$20,000,000	2035	Surface lot to be developed into additional housing/commercial opportunities
145 Hall St	28-51-658-029-01	New Housing Development	\$30,000,000	2026	Property owner has identified new housing development
211 W Grandview Pkwy	28-51-658-036-01	New Hotel Development	\$45,000,000	2026	New Hotel Development (Marriott)
207 W. Grandview Pkwy	28-51-658-038-00	New Condominium Development	\$40,000,000	2027	Property owner has identified new condominium development
124 W Front St	28-51-706-004-00	New Mixed-Use Development	\$30,000,000	2026	Property-owner has identified mixed-use development
123 W Front St	28-51-794-002-00	Redevelopment	\$20,000,000	2040	Opportunity for repurposing building
115 Pine St. 136 W. State St. 130 W. State St. 126 W. State St. 122 W. State St. 120 W. State St.	28-51-794-021-00, 28-51-794-018-00 28-51-794-017-01 28-51-794-013-02 28-51-794-014-01 28-51-794-012-00	New Mixed-Use Development	\$32,000,000	2026	Publicly owned currently under engineering and design for housing/commercial/public parking
102 W Front St	28-51-706-001-00	Infill Development	\$10,000,000	2042	Opportunity previously discussed for parking lot designed for infill commercial/residential
142 E State St	28-51-794-026-00	Infill Development/Repurposing Parking Lot	\$15,000,000	2036	Building and surface lot adjacent to Rotary Square, has tremendous opportunity for new vibrant development
159 E State St	28-51-794-056-00	Infill Housing Development	\$6,000,000	2026	Currently owned by HomeStretch to developed into affordable apartment living (taking surface lot to living space)
135 - 145 E Front St	28-51-694-007-00 28-51-694-006-00 28-51-694-005-00 28-51-694-004-00	Infill Development, repurposing	\$15,000,000	2032	Four properties with opportunity behind current buildings for new infill development to take advantage of Lower Boardman/Ottaway design
221 E State St	28-51-794-082-00	New Development / Demolition	\$8,000,000	2030	Single story building, with opportunity for repurposing/reinvesting for mixed-use development

Project Address	Property ID	Improvements	Project Value	Estimated Completion	Rationale for Inclusion for Private Investment
216 E State St	28-51-794-086-00	New Infill Development	\$15,000,000	2045	Surface lot between two commercial buildings with opportunity for better density to service State Street
300 E State St	28-51-794-090-00	New Infill Development	\$30,000,000	2035	Next to Park Place surface lot that was positioned to be redeveloped into mixed-use with stacked parking to service both mixed use and Hotel
241 E State St	28-51-794-080-00	New Development/Repurposing	\$10,000,000	2040	Single story building with massive surface lot, there is opportunity for better land use
250 E Front St	28-51-794-077-30	Repurposing and infill Development	\$4,000,000	2032	Building has opportunity for repurposing for office, housing, retail with additional space on front street and behind building
346 E. Front St.	28-51-794-127-00 28-51-794-129-00	Infill, Repurposing, Demolition	\$5,000,000	2035	Single story corner lot on Front Street/opportunity for multi-story/multi-use
116 Boardman Ave	28-51-794-128-00	Demolition, New Commercial Development	\$3,000,000	2042	Single story opportunity for multi-story/multi-use
120 Boardman	28-51-794-130-00	Demolition, New Commercial Development	\$3,000,000	2042	Single story opportunity for multi-story/multi-use
502 E. Front	28-51-798-142-00	Repurposing/Infill	\$5,000,000	2035	Corner lot on Front and Wellington opportunity for mixed-use and infill development on parking lot
522 E. Front	28-51-798-145-00	Repurposing/Infill	\$3,000,000	2043	Single story building with surface lot behind opportunity for new investment within the single story for mixed-use and infill in parking lot
330 E. State	28-51-743-002-17	Repurposing/Infill Development	\$30,000,000	2025	Property owner is working to build a multi-story residential building
232 W. State	28-51-164-069-00	Repurposing/Infill Development	\$9,000,000	2025	Property owner is currently building multi-use building w/ ground floor commercial and residential on the upper floors

TOTAL - \$388,000,000

**D. Location, Extent, Character and Estimated Cost of Improvements Contemplated for the Development Area and Estimate of the Completion Time Required for Completion.**

The location, extent and character and estimated costs of the public improvements contemplated in the development area and the estimated date of completion are listed below. Costs do not include up to 10% contingency for all projects.

Public Infrastructure Projects	Year of Initial Cost	Initial Cost	Estimated Year Completed	Estimates Adjusted For Inflation
<b>Garland Street Repairs &amp; Improvements</b>	2024	\$500,000	2030	\$900,000
<b>Public Alley &amp; Utility Improvements and Relocation</b>	2024	\$6,904,500	2054	\$13,000,000
<b>Farmers Market Infrastructure</b>	2024	\$4,000,000	2027	\$4,500,000
<b>Rotary Square</b>	2024	\$1,500,000	2040	\$7,000,000
<b>Boardman/Ottaway River Unified Plan</b> A. Reach Two. B. Reach Three. C. Reach Four. D. Reach Five E. Reach Six	2024	\$1,000,000	2054	\$1,578,307 \$5,613,772 \$2,529,568 \$41,540,000 \$4,138,509
<b>City Opera House Renovations</b>	2024	\$215,000	2054	\$500,000
<b>Bridge Improvements and Replacement</b> (S. Union, N. Union, S. Cass, N. Cass, W. Front, Park)	2024	\$1,182,000	2040	\$1,654,317
<b>Bayfront Improvements</b> Implementation of projects within the broad category identified by the Bayfront Master Plan, City Recreation Plan and Future Site Plan north of Grandview Parkway	2024	\$2,625,000	2054	\$3,038,766
<b>District-Wide Street, Sidewalk, Crosswalk and Streetscaping Improvements</b> Improvements to public streets, sidewalks, crosswalks, trails and other public ways (includes reconstruction and resurfacing)	2024	\$20,000,000	2045	\$30,000,000
<b>East Front Street Gateway</b> (Landscaping, lighting, signage, placemaking)	2024	\$2,221,740	2028	\$5,000,000
<b>Downtown Camera System</b>	2024	\$108,000	2025	\$130,000
<b>Stormwater Infrastructure</b> Implementation of stormwater infrastructure, including projects identified in the 2018 Stormwater Management Plan	2024	\$2,000,000	2034	\$20,000,000
<b>District Wide Heated Sidewalks</b>	2024	\$10,000,000	2054	\$15,000,000
<b>Housing</b> New housing opportunities, including the housing elements of the West End Mixed Use Development as well as affordable/attainable housing	2024	\$5,000,000	2054	\$38,000,000
<b>Mobility Improvements</b> Infrastructure related to the Mobility Action Plan, TART Trail improvements, public transportation and other mobility opportunities	2024	\$5,000,000	2054	\$5,000,000
<b>Composting Program</b>	2024	\$50,000	2030	\$250,000
<b>Retail Incubator</b>	2024	\$50,000	2029	\$250,000

Funding for these projects may be provided by combinations of Tax Increment Financing funds, Auto Parking System funds, Philanthropic donations, Special Improvement Districts, State & Federal grants, private contributions, and, to the extent available, earned revenue from facilities.

The Plan for future public improvements is shown in Map Six (Attachment Six).

**E. Use of Open Space.**

Map Four (Attachment Four) as previously listed, depicts the area to be left as open space and the use contemplated for the space, in conformity with the Master Plan of the City of Traverse City.

**F. Sale, Donation, Exchange, or Lease of Property.**

See Map Four

**G. Zoning Changes; Changes in Streets, Street Levels, Intersections and Utilities.**

There are no zoning changes contemplated for public development within this Plan.

**H. Portion of Development to be Leased, Sold or Conveyed.**

State Street Mixed-Use Development is anticipated to be public/private partnership (see #7 on Map Five). Further, as identified within this development plan public/private partnerships will be utilized which are in the best interests for the community.

**I. Procedures for Bidding**

The private portions of the development plan will be handled on a negotiated bid basis. The public portions shall be competitive bid using the procedures of the City of Traverse City.

**J. Estimate of Numbers of Persons Residing in the Development Area/Numbers of Persons to be Displaced.**

An estimated 315 persons reside in the development area. No residents shall be displaced.

**K. Plan for Relocation of Persons Displaced.**

Not applicable.

**L. Provisions for Costs of Relocating Persons Displaced.**

Not applicable.

**M. Plan for Compliance with Act 227**

Not applicable.

**Tax Increment Financing Procedures**

The tax increment financing procedure as outlined in the Act requires the adoption by the City, by Ordinance, of a development and tax increment financing plan. Following adoption of that ordinance, the municipal and county treasurers are required by law to transmit to the Downtown Development Authority the tax increment revenues as defined in Act 57. The "captured assessed value" is defined as the amount in any year by which by which the current assessed value of all real and personal property in the development area (including the assessed value

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*Moving Downtown Forward Tax Increment Financing Plan 7*

that appears in the tax rolls under Act 198 of Public Acts, 1974 or Act 255 of the Public Acts of 1978) exceeds the initial assessed value of the real and personal property in the development area. The definition of initial assessed value is as defined in Act 57.

Attachment Seven (7) is a schedule of the current and assessed values (as audited for fiscal year ending 06/30/23) of all real and personal property in the Moving Downtown Forward Development Area. Attachment Eight (8) is a calculation of the estimated assessed value of all improvements completed by December 31, 2054 and, an estimate of the increase in assessed value of existing real and personal properties based upon the experience of the Treasurer of the City. The total assessed value minus the base taxable value as identified in Attachment 8 is the estimated "captured assessed value", which will serve as the basis for determining estimated annual tax increment revenue to be paid by the treasurer to the Downtown Development Authority. Those amounts by year and by taxing jurisdiction are also shown in Attachment Nine (9). Attachment Ten (10) provides the estimated sharing of captured assessed value by each taxing unit.

#### **EXPENDITURES OF TAX INCREMENT REVENUE**

The tax increment revenues paid to the Authority by the municipal and county treasurers are to be disbursed to the Authority from time to time as taxes are collected within the identified district to carry out the purposes of the development plan, including the following purposes:

1. Payments for public improvements, including parking and land acquisition.
2. The necessary and appropriate demolition expenses as defined by the Authority.
3. The reasonable, necessary and appropriate administrative, legal, professional and personnel expenses, including District police services, of the Authority related specifically to the development area.
4. Maintenance and development of parking areas.
5. Utility and alley relocation.
6. Public improvements as shown in the development plan.
7. Marketing initiatives
8. Partnering with housing non-profits to provide attainable housing.
9. Public Art.
10. Renewable energy, energy efficiency, climate change and resiliency.
11. Other eligible activities as allowed under Act 197 Public Act of Michigan 1975 as recodified into Act 57, Public Act of Michigan 2018, as amended.

#### **Sharing of Captured Assessed Value with Taxing Units**

The DDA desires to share a portion of the increase in property tax values with the other taxing units upon approval of the Plan Amendment and to share back each year 50% of the increase in captured assessed value attributable to inflationary growth in the following manner:

1. Upon approval of the Plan Amendment, the DDA will share back part of the growth in taxable value by reducing the captured assessed value by an amount equal to the growth of captured assessed value in the TIF 97 Plan from 1997 to 2004. This effectively means that the base value for the DDA should use the value of the DDA Development Area in 2004 which is \$58,499,768.

2. Each year after 2024, the DDA will share back 50% of the increase in captured assessed value attributable to inflationary growth to the taxing units. The inflation rate to be used shall be based on the official Inflation Rate Multiplier determined each year by the State Tax Commission for calculating Headlee millage reduction fractions as set forth in the State Tax Commission Bulletin for Inflation Rate Multiplier, and shall be based on the lesser of: a) the Headlee rate, or b) the capped rate of 5% of each year.

Special City Millages approved by city voters on or after January 1, 2023 shall be exempt from capture by the DDA.

**MAXIMUM AMOUNT OF BONDED INDEBTEDNESS**

The maximum amount of bonded indebtedness over the life of the Tax Increment Financing Plan will be \$90,000,000

**DURATION OF THE PROGRAM**

Moving Downtown Forward Tax Increment Financing Plan shall last not more than thirty (30) years except as may be modified from time to time by the City Commission of the City of Traverse City upon notice and upon public hearings as required by the Act. The last date of capture is December 31, 2054.

## List of Maps

- Map One. Designation of the Boundaries of the Development Area in Relation to Highways, Streets, Streams and Otherwise
- Map Two. Location, Character and Extent of Existing Streets and Other Public Utilities
- Map Three. Location, Character and Extent of Public and Private Land Uses
- Map Four. Location, Character and Extent of Public Land Use Proposed to be Private Land Uses in the Future
- Map Five. Private Investments in the Development Area Which Include Demolition, Repair or Alteration
- Map Six. Plan for Future Public Improvements

## Schedule of Attachments

- Attachment One. Map One. Designation of the Boundaries of the Development Area in Relation to Highways, Streets, Streams and Otherwise
- Attachment One-A. Legal Description of the Development Area
- Attachment Two. Map Two. Location, Character and Extent of Existing Streets and Other Public Utilities
- Attachment Three. Map Three. Location, Character and Extent of Public and Private Land Uses
- Attachment Four. Map Four. Location, Character and Extent of Public Land Use Proposed to be Private Land Uses in the Future
- Attachment Five. Map Five. Private Investments in the Development Area Which Include Demolition, Repair or Alteration
- Attachment Six. Map Six. Plan for Future Public Improvements
- Attachment Seven. Schedule of the current and assessed values of all real and personal property in the Moving Downtown Forward Development Area (as audited)
- Attachment Eight. Calculation of the estimated assessed value of all improvements completed by December 31, 2054 and an estimate of the increase in assessed value of existing real and personal properties based upon the experience of the Treasurer of the City.
- Attachment Nine. Estimated annual tax increment revenue to be paid by the City Treasurer to the Downtown Development Authority by year and taxing jurisdiction.
- Attachment Ten. Estimated sharing of captured assessed value by each taxing unit.



**Draft**

Public Infrastructure Projects	Year of Initial Cost	Initial Cost	Estimated Year Completed	Estimates Adjusted For Inflation	City SAP & OKR
<b>Garland Street Repairs &amp; Improvements *</b>	2024	\$500,000	2030	\$900,000	Pillars: 1, 2, 5, 6
<b>Public Alley &amp; Utility Improvements and Relocation</b>	2024	\$6,904,500	2054	\$13,000,000	
<b>Farmers Market Infrastructure *</b>	2024	\$4,000,000	2027	\$4,500,000	Pillars: 2, 5, 6
<b>Rotary Square</b>	2024	\$1,500,000	2040	\$7,000,000	Pillars: 2, 5, 6
<b>Boardman/Ottaway River Unified Plan *</b> A. Reach One. B. Reach Two. C. Reach Three. D. Reach Four. E. Reach Five F. Reach Six	2024	\$1,000,000	2054	\$1,816,557 \$1,578,307 \$5,613,772 \$2,529,568 \$41,540,000 \$4,138,509	Pillars: 2, 5, 6
<b>City Opera House Renovations</b>	2024	\$215,000	2054	\$500,000	
<b>Bridge Improvements and Replacement</b> (S. Union, N. Union, S. Cass, N. Cass, W. Front, Park )	2024	\$1,182,000	2040	\$1,654,317	
<b>Bayfront Improvements</b> Implementation of projects within the broad category identified by the Bayfront Master Plan, City Recreation Plan and Future Site Plan north of Grandview Parkway	2024	\$2,625,000	2054	\$3,038,766	
<b>District-Wide Street, Sidewalk, Crosswalk and Streetscaping Improvements *</b> Improvements to public streets, sidewalks, crosswalks, trails and other public ways (includes reconstruction and resurfacing)	2024	\$20,000,000	2045	\$30,000,000	Pillars 1, 2, 5, 6
<b>East Front Street Gateway</b> (Landscaping, lighting, signage, placemaking)	2024	\$2,221,740	2028	\$5,000,000	Pillars 1, 2, 5, 6
<b>Downtown Camera System</b>	2024	\$108,000	2025	\$130,000	
<b>Stormwater Infrastructure</b> Implementation of stormwater infrastructure, including projects identified in the 2018 Stormwater Management Plan	2024	\$2,000,000	2034	\$20,000,000	
<b>District Wide Heated Sidewalks</b>	2024	\$10,000,000	2054	\$15,000,000	
<b>Housing</b> New housing opportunities, including the housing elements of the West End Mixed Use Development as well as affordable/attainable housing	2024	\$5,000,000	2054	\$38,000,000	
<b>Mobility Improvements</b> Infrastructure related to the Mobility Action Plan, TART Trail improvements, public transportation and other mobility opportunities	2024	\$5,000,000	2054	\$5,000,000	
<b>Composting Program</b>	2024	\$50,000	2030	\$250,000	
<b>Retail Incubator</b>	2024	\$50,000	2029	\$250,000	

**SAR = City Strategic Action Plan**  
**OKR = Objectives and Key Results**

Feb. 4, 2026 DDA TIF Subcommittee



## **EXPENDITURES OF TAX INCREMENT REVENUE – REVISED DRAFT**

The tax increment revenues paid to the Authority by the municipal and county treasurers are to be disbursed to the Authority from time to time as taxes are collected within the identified district to carry out the purposes of the development plan, including the following purposes:

1. Payments for public improvements, including parking and land acquisition
2. The necessary and appropriate demolition expenses as defined by the Authority
3. The reasonable, necessary and appropriate administrative, legal, professional and personnel expenses of the Authority related specifically to the development area
4. Maintenance and the development of parking areas
5. Utility improvements
6. Alley improvements and relocation
7. Bridge and street repair and replacement
8. Snow-melt infrastructure, including infrastructure associated with other improvements allowed in the development plan
9. Marketing and business development initiatives
10. On-going maintenance and other services and programs that address cleanliness in the development area
11. On-going maintenance of public restrooms
12. Development and maintenance of public art
13. Mobility infrastructure and services such as enhanced transit, shuttles, car-sharing and bike-sharing
14. Contributions with qualified non-profits, public agencies or third-party administrators for the purpose of constructing workforce housing
15. Brownfield-eligible expenses reimbursed by the Grand Traverse County Redevelopment Authority
16. Capital expenses related to the City Opera House
17. Infrastructure expenses that address energy, energy efficiency, climate change, resiliency and stormwater management
18. Contributions toward city owned parks and public spaces
19. Expenses directed for public safety
20. Public improvements as shown in the development plan
21. Other eligible activities allowed under Act 197 Public Act of Michigan 1975 as recodified into Act 57, Public Act of Michigan 2018, as amended



# A NEW PLAN FOR OLD TOWN

2016 Development and Tax Increment Financing Plan for the Old Town Area



December 19, 2016

Table 2 - Projected Infrastructure Projects (See Exhibit 8)

Project	Project Name and Description	Year	Future Cost
1	Lay Park improvements	2017	\$102,239
2	Eighth Street street and streetscape improvements	2018	\$1,428,757
3	Rivers Edge riverwalk decking and replacement	2019	\$106,869
4	Union Street Dam, park improvements and riverbank stabilization	2019	\$14,747,912
5	Boardman Lake Avenue street, streetscape and plaza improvements	2020	\$5,717,127
6	Union Street and streetscape reconstruction - Ninth Street to bridge	2021	\$996,059
7	South Union Street Bridge	2022	\$2,289,904
8	Hannah Park improvements	2022	\$799,468
9	Parking Garage in Lot G (123 East State Street)	2023	\$7,589,853
10	Midtown riverwalk decking replacement	2024	\$656,598
11	Cass Street street and streetscape reconstruction - Eight Street to bridge	2029	\$646,045
12	Riverine Riverwalk	2031	\$696,991
See map	Snowmelt on Eighth, Boardman Lake, Union, Cass and Lake Streets	2032	\$1,607,064
14	Lake Street street and streetscape reconstruction - Locust Street to Eighth Street	2036	\$1,620,759
	<b>TOTAL</b>		<b>\$39,005,646</b>

is no plan to reduce the footprint of these parks.

### Leases and Conveyances

At this time, there are no plans to lease or convey city property to others. The City has a procedure for licensing right-of-way for outdoor cafes, and also has a permit process to temporarily use City parks and other City property for various events and purposes.

The City has a parking system that the Downtown Development Authority operates through a management agreement. From time to time, the City leases private land for the purpose of parking, and the DDA leases land on behalf of the City for the purpose of parking. Any leasing or conveyance of property would be subject to the authority with jurisdiction for said leasing or conveying.

### Description of desired zoning changes and changes to streets or utilities

This plan does not anticipate changing existing zoning regulations. No changes to street or alley alignments are proposed however street and streetscape improvements are planned. Utility changes and upgrades will be identified as project designs are prepared.

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## Expenditures of Tax Increment Revenues

The tax increment revenues paid to the Authority by the municipal and county treasurers are to be disbursed to the authority from time to time in such manner as the Authority may deem necessary and appropriate in order to carry out the purposes of the development plan, including the following purposes:

1. Payments for public improvements including parking and land acquisition.
2. The necessary and appropriate demolition expenses as defined by the Authority.
3. The reasonable, necessary and appropriate administrative, legal, professional and personnel expenses, including District police services, of the Authority related specifically to the development area.
4. Maintenance and development of parking areas.
5. Utility improvements.
6. Alley relocation.
7. Bridge repair and replacement.
8. Riverwalk/boardwalk improvements and repairs.
9. Snow melt infrastructure associated with other improvements allowed in the development plan.
10. Public improvements as shown in the development plan.
11. Marketing initiatives.
12. Contracts for broadband service and wireless technology service and an ongoing maintenance of such service in the District.
13. Ongoing maintenance of public restrooms and public art.
14. Mobility services such as shuttles, enhanced transit, car sharing, and bike sharing.
15. Contributions made to qualified non-profits, public agencies, or third party administrators for the purpose of constructing workforce housing within one half mile of the development area boundary, as shown in **Exhibit 9**.
16. Brownfield-eligible expenses reimbursed to the Grand Traverse County Redevelopment Authority.
17. Capital expenses related to the city-owned Carnegie Building at 322 Sixth Street.
18. Expenses related to Americans with Disabilities Act compliance for public facilities located within the development area.

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## Financing of Improvements/Maximum Bonded Indebtedness

Project costs are estimated in **Table 2** of this section. Downtown Development Authority enabling legislation (P.A. 197 of 1975) permits downtown development authorities to use tax increment financing and other revenues to fund improvements. DDA's can issue bonds and can pledge tax increment dollars to other entities who would issue bonds on behalf of the DDA.

The maximum amount of bonded indebtedness over the life of the tax increment financing plan will not exceed \$25,292,119.