

**TAX INCREMENT FINANCING  
AND  
DEVELOPMENT PLAN**

**SAULT STE. MARIE  
DOWNTOWN DEVELOPMENT AREA  
NUMBER TWO**

Prepared by  
Sault Ste. Marie Downtown Development Authority  
Sault Ste. Marie, Michigan  
October 1986  
1<sup>st</sup> Amendment October 1988  
2<sup>nd</sup> Amendment February 1993  
3<sup>rd</sup> Amendment September 2006  
4<sup>th</sup> Amendment April 2014

Adopted by City Commission: November 17, 1986  
1<sup>st</sup> Amendment: November 25, 1988  
2<sup>nd</sup> Amendment: May 3, 1993  
3<sup>rd</sup> Amendment: October 16, 2006  
4<sup>th</sup> Amendment: ? 2014

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**Sault Ste. Marie Downtown Development Area  
Number Two**

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## **PREFACE TO THE AMENDMENT**

In 1993, the Sault Ste. Marie City Commission adopted the 2nd Amendment to the original Development Plan and Tax Increment Financing Plan for Development Area Number Two. That amendment was initiated and adopted to reflect both a greater increment than was originally anticipated when the plan was adopted in 1986 as well as to reflect more recent downtown design work that articulated in greater details and with greater cost precision the improvements anticipated in the downtown.

The original plan was given a 20 year life-span, to expire in 2006. The plan was renewed that year and is currently not set to expire until 2026. The plan was amended upon renewal to bring the plan up to date at that time; additions were made to reflect current needs in the development area including support for some specific improvements that benefit both Area One and Area Two, such as the new parking structure and the relocation of City Hall to the historic federal building.

In 2013, the Downtown Development Authority voted to extend the Downtown Development Authority boundary, the Principal Shopping District boundary, and the Development Area Number Two boundary west along West Portage Avenue, from Osborn Boulevard to Magazine Street. This expansion was necessary for a number of reasons: one, to address increased demands for street and sidewalk maintenance; two, to allow for increased collaboration between the West Portage tourist district and other areas of downtown; three, to allow for increased promotional and marketing support for the tourist district; and four, to give property owners along West Portage access to state and federal grant programs generally available to properties located within DDA boundaries. Work began on the Development Area Two amendment in 2013 and continued through April 2014.

The 2014 amendment to the Development Area Number Two plan is focused on expanding the boundary along West Portage Avenue, and adding improvements to the plan that will enhance the expanded area. The 2014 amendment will bring the plan up to date to reflect the most current needs in the development area overall. Major additions include a redevelopment goals for the vacant lot and abandoned properties bordering the south side of Moloney Alley, increased maintenance and beautification services, and continued support for unfinished projects listed in the original plan.

**AREA TWO  
DEVELOPMENT PLAN AND TAX INCREMENT FINANCING PLAN  
CITY OF SAULT STE. MARIE**

**INTRODUCTION**

In 1980, the City Commission of Sault Ste. Marie created a Downtown Development Authority, pursuant to the provisions of Act 197 of the Public Acts of 1975, as amended. In creating the Authority, it recognized the dangers posed by a declining downtown area, and took the first steps in correcting them. This development plan and accompanying tax increment plan is another step.

Property value stagnation and decline is a serious problem in downtown Sault Ste. Marie. For several years the focus of development in the City has been shifting to the I-75 Business Spur. Development of the Business Spur is a positive sign and should be encouraged, but not at the expense of the downtown. If the downtown decays, any gains made elsewhere in the community will be cancelled out, and the City will continue to stagnate. This basic problem is magnified by the importance of the downtown to the City's image. Nearly every visitor to Sault Ste. Marie passes through the downtown, and its condition will play a critical role in his judgment of the City. A healthy downtown will encourage him to recommend a visit to the City to others and increase the likelihood of he himself returning. A memory of decaying facilities and a cheerless atmosphere will cause him to spend his time and money elsewhere.

Any revitalization of the downtown must be a joint public/private venture. Neither entity appears strong enough to succeed on its own. The City took the first step by creating the Downtown Development Authority. The private side began responding in the early 1990s when the City Assessor completed his reassessment project in 1994, property values in the downtown increased slightly. To sustain and expand on this small bit of growth, the Downtown Development Authority outlines a number of public projects in this development plan. These projects will be funded with tax increment financing. This type of financing uses the extra taxes generated by growth in the downtown to build projects needed to support that growth. In other words, the downtown will help revitalize itself. The tax increment procedure is explained later in the plan.

The Area Two Development Plan and Tax Increment Financing Plan addresses a specific section of the downtown. The Portage Avenue section of the downtown has been specialized toward tourism and entertainment. Its needs have been somewhat different from the retail and office oriented Ashmun Street area, although this Portage area has increasingly become integrated with the overall retail community of the downtown area. With the recent and expected growth of the hospital, the spinoff implications of this magnet will have effects on growth throughout the downtown in both Development areas. Even with this further integration of the downtown areas, each part of downtown still has its own needs and consequently, each remains with its own independent development plan.

With the development projects set forth in this Area Two Development Plan and the method to finance them detailed in the accompanying Tax Increment Financing Plan, the Downtown Development Authority believes it has addressed the public's role in the downtown revitalization process, and hereby recommends the Area Two Development Plan and Tax Increment Financing Plan to the City Commission.



**CITY OF SAULT STE. MARIE**  
**DOWNTOWN DEVELOPMENT AUTHORITY**

**Board of Directors**

	<u>At original Adoption November 1986</u>	<u>September 2006</u>
Chairman:	Dr. Tom Robinson	Brenda Ransom
Vice Chairman:	Frank Price	Lee Brown
Secretary:	Fred Smith	Erika Craven
Treasurer:	Linda Bell	
	Anthony Andary	Norajeane Wilcox
	Carol Askwith	Kevin Kalchik
	Stanley Bright	Don Bentley
	Jack Haller	Jeff Stefanski
	Steve Madigan	Tammy Cook
	Audrey Ojala	Spencer Nebel City Manager
	Warren Parker	
	Rick Sadler	
	Neal Godby City Manager	
DDA Director		Lee Shirey

July 2014

Carl Stutzner, Chair  
Raymond Bell  
Greg Collins  
William Karr  
Michelle LaJoie

Sonja Norrris  
Scott Parker  
Les Townsend  
Oliver Turner  
(Justin Knepper, Downtown Manager)

## AREA TWO DEVELOPMENT PLAN CITY OF SAULT STE. MARIE

This development plan specifies the public improvements that the DDA feels will be instrumental in revitalizing Development Area Two. The supporting information required by Public Act 197 is also included.

### **A. Boundaries of the Development Area**

The boundaries of Development Area Two may be described generally as Maple/Ridge on the south, Bingham Ave. and the east edge of the old Federal Building property on the east, the St. Mary's River on the north and Magazine Street on the west, with W. Portage Ave. serving as the southern boundary line extending eastward from Magazine to Osborn Blvd., and excepting a residential area south of Water Street between Ashmun and Bingham and the Corps of Engineers Building as shown on Map 1. Also included in the Development Area is the Parking Structure on the east side of Osborn Boulevard and the Fire hall and Fire Hall parking lot on the south side of Maple Street. The legal description of the area is as follows:

Beginning at the intersection of the Centerline of Maple Street and the east line of Bingham Avenue, thence northerly along said east line to the south line of the public alley running east/west through Block 4, Fort Brady Addition, thence easterly along said south alley line to the east line of Lot 1, Block 4, Fort Brady Addition extended, thence northerly along said east property line to the south line of Portage Avenue, thence easterly along said south line to the west line of Brady Street, thence northerly along said west line of Brady Street to the north line of Water Street, thence easterly along the north line of Water Street to the east end of the Federal property known as Brady Park, thence northerly to the St. Mary's River. Thence westerly along the south shore of the St. Mary's River to the fence line on the western edge of the U.S. Corps of Engineers property known as Brady Park, thence southerly along said fence line extended to the south line of Water Street, thence easterly along said south line to the west line of Bingham Avenue, thence southerly along said west line to the north line of the public alley running east/west through the block containing lots 166-167 of Assessor's Subdivision No. 3 and Block 1 of Fort Brady Addition. Thence westerly along said north alley line to the east line of lot 166, Assessors' Subdivision No. 3, thence northerly along said east property line to the north line of Water Street, thence westerly along said north line to the east line of Ashmun Street extended, thence northerly along said east line extended to the St. Mary's River, thence westerly along the south shore of the St. Mary's River to the west line of Magazine Street extended, thence south along said west line of Magazine Street extended to the southern property line of all properties bordering the south side of Portage Avenue, thence easterly along the south line of properties bordering the south side of Portage Avenue to the west line of Governor Osborn Boulevard. Thence southerly along west line of Governor Osborn Boulevard to the south line of Spruce Street, thence easterly along the south line of Spruce Street to the west line of Osborn Boulevard, thence southerly along the west line of Osborn Boulevard to a point 110 feet north of the north right-of-way line of Peck Street, thence easterly a distance of approximately 200 feet to a point along the south property line of lot 17 of R. H. Carleton's Subdivision of PLC No. 90, 80 feet easterly of the west property line of said lot 17, thence north 350 feet to the north line of lot 23 of R. H. Carleton's Subdivision of PLC No. 90, to a point that is 80 feet easterly of the west property line of said lot, thence westerly along said north property line of lot 23 to the east property line of Division, thence north along the east property line of Division to the North right-of-way boundary of Spruce Street, thence westerly along the north line of Spruce Street to the east line of Governor Osborn Boulevard, thence northerly along the east line of Governor Osborn Boulevard to the centerline of Ridge Street. Thence easterly along said centerline of Ridge Street 146 feet, thence south along the west property line of the Fire Hall parking lot to the north line of Arlington Street, thence east along the north line of Arlington Street to the west line of the Fire hall Parking lot, thence north along this line to the centerline of Ridge Street, thence easterly along this line to a point where this line becomes the centerline of Maple Street, continuing easterly along said centerline to the Point of Beginning.

## **B. Existing Public and Private Land Uses**

Map 2 shows the existing public and private land uses in Development Area Two as they existed at the original adoption of the plan. Public streets and alleys are left blank except where their extent is unclear. The owners of the land parcels included in Area Two, as they existed at the original adoption of the plan, are listed in Table 2. The various public and private uses are typical of a small town central business district. Commercial and office users are mixed somewhat with residential and public uses. Development Area Two contains no industry. The proposed land uses for the development area are shown on Map 3.

## **C. Description of Improvements and Alterations, Timing and Priorities**

The proposed improvements and alterations are set forth below. In general, the plan projects are intended to encompass and include a range of streetscape, public improvements and support to private development as will meet Act 197 requirements and enhance the downtown area. Such improvements include parking lot development and improvements, plaza development, utility improvements, rear-store access, street resurfacing, curb replacement, drainage, sidewalks and pedestrian ways, decorative lights, street trees, landscaping, signing, canopies, street furniture and design detailing such as, but not limited to, benches, trash container, tree grates, tree lights, indirect lighting, bulletin boards, locator signs and related improvements. Improvements also include historical walkway improvements, building assistance with access to second floor apace through elevator assistance, fire code and building code assistance, facade improvements, design assistance, the development of a downtown incubator, a bandshell, financial support for the Parking Structure on Osborn, development and/or renovation of the municipal office space in the area, including renovation as necessary of the Fire Hall, CSO support, assistance to downtown Museums and Historical non-profits, both programming and development and increased downtown services, such as bus service and police patrols.

### Portage Ashmun Plaza

This key location will serve as a visual linkage between the Portage and Ashmun shopping districts, and is logical location for a Farmer's market. Appropriate improvements will include parking, sheltered area for the market, landscaping, signage, pedestrian ways and other decorative elements.

### Bandshell

Construction (or acquisition) of a bandshell for community promotions and festivities, likely in the Soo Locks park.

### Waterfront Walkway Extension

The Waterfront Walkway plan includes two stages in the Area Two Development district: the Locks Park and the Brady park areas. Funding support for the implementation of these sections of the walkway is included.

### Municipal Government Facilities

As necessary, funding for relocation or new municipal government facilities in Area Two is provided, including the possible renovation of the Fire hall as it may fit into the needs. Possible improvements include City Offices, Fire Hall and Police Department.

### Moloney Alley Improvements

Completion of the Moloney Alley project, including replacement of the lamps with standard DDA design lamps, and the implementation of rear-access improvements, including lighting, sidewalks, landscaping and pedestrian improvements.

#### Moloney Alley Visioning Plan

Completion of the Moloney Alley Visioning Plan, which would include the redevelopment of multiple properties encompassing three underutilized properties on the north side of Ridge Street and the redevelopment of the large, vacant lot bordering the south side of Moloney Alley.

#### Parking Structure Support

As necessary, funding support for the Osborn parking Structure.

#### Commercial Incubator Development

Assistance in the development of building space in the downtown to assist commercial and retail entrepreneurs in business start-up.

#### Side Street Streetscape and Edge Treatments

Address the various side streets in this Area with streetscape improvements somewhat similar to the main arterial improvements on Ashmun and Portage. Two sections, Ashmun from Portage to Water, and Portage from Ashmun to Brady, would receive more complete development similar to the main streetscape motifs. Elements would include the standard streetscape details: signage, pavers, street trees, trash receptacles, lighting, undergrounding of utilities, etc.

#### Parking Improvements

Parking improvements, including possible acquisition, maintenance, and funding assistance for improvements on various lots, including Moloney's Alley, Ganzhorn lot, Arfstrom lot, such as parking and landscaping, and including as appropriate, the improvement of rear access and image with sidewalks, trees, special paving and pedestrian lights.

#### Mariner Motel Property development

This project would involve the potential acquisition and development of the former Mariner Motel property.

#### Federal Building Project

This project would encompass public improvements in connection with the River of History Museum and/or with private development of the property such as parking, landscaping, park development, walkways and related.

#### Building improvement Incentives

A variety of building incentive programs will be developed to assist in the improvement of private properties in the downtown. Included are: ADA improvements/elevators/fire code improvements on downtown buildings; Facade Improvements, to help address the building facades along the streets in the development area which are integral to the visual impact and success of the downtown shopping area; assistance to property owners in meeting certain Fire and Building codes; and assistance to property owners with selected Professional Design assistance that will incentivize the improvement of downtown buildings. Such programs and efforts to assist with appropriate improvements consistent with the plan will be considered a public purpose to the extent they are consistent with P.A. 197 of 1975. The implementation of these incentives may include loan and/or grant programs, as well as design workshops, to assist and encourage proper improvements and rehabilitation of the facades.

#### Preservation of Historic Buildings and Signage on West Portage Avenue

The tourist district along West Portage Avenue has a unique feel, and is anchored by a just a few "endangered" historic buildings including 317 W. Portage, 351 W. Portage, and 413 W. Portage. It must be a priority to preserve and restore these buildings to ensure a healthy tourist district for future generations. Also important to restore and preserve are the historic signs and facades along the north and south sides of West Portage Avenue from Ashmun to the mini golf course near Magazine Street.

#### Funding for Arts and Cultural Programs

Funding for Arts and Cultural Programs and Facilities, including building improvements for the Chippewa County Historical Society and current and future museums, cultural events and programs to the extent they are consistent with P.A. 197 of 1975.

#### General Downtown Improvements

Improvements include downtown signage (way-finding, parking lot, general streetscape signage), downtown banners, street trees and replacements, building demolition, historic plaques for downtown structures, market, engineering and other studies, security and web cameras for downtown surveillance for damage prevention.

#### Improved Downtown Services

Improvements include increased bussing service downtown, additional police patrols, and increased maintenance and beautification services, including weekend labor.

#### CSO funding support

Improvements include possible financial support for sanitary sewer, water, storm sewer and streets in connection with proposed CSO program in this Development Area.

#### Magazine Street Intersection Enhancement

This project would include enhancing the visual aesthetics of the Magazine Street/Portage Street intersection. This corner is occupied by an electrical substation. Public art, murals, or other signage should be considered.

The general character of design improvements has been derived from the strong industrial, iron, and brick images of the downtown Sault Ste. Marie area, as well as its Great Lakes shipping activity. Materials to be used include strong, sturdy materials, such as stone from commercial buildings and churches, steel from bridges and the Soo Locks area, the massiveness of the passing lake freighters, and lighting reflective of the City's nautical setting.

The palette of design materials begins to suggest a unified design treatments influenced by the characteristics of the downtown and its seaway setting. A channel marker concept of way finding, with kiosks, markers and skeleton buoys, indicate pedestrian routes and crossings. Frameworks and support for the signing has an industrial waterway motif. Pedestrian lighting echoes the design of lighthouse lanterns. Copper and brass will be used on light fixtures and for the roofs of kiosks and markers.

As part of the Development Plan, the DDA may provide for DDA administrative costs including salaries, financing charges, engineering, design and related expenses, in connection with implementation of the Tax Increment Financing and Development Plan. The DDA may also provide for necessary repair/replacement of Development Plan improvements in Area Two during the life of the Plan.



The improvements already constructed and scheduled to be constructed are shown on Maps 4 and 5 and are summarized on Table 1. The maps indicate the location and nature of the improvements. The table identifies the improvements and their estimated costs.

The DDA may propose to undertake any project contained within the Plan at any time. However, no project can be added without amending the Plan.

It is also recognized that circumstances may require some variation in the precise location of a project or improvement. Some variation in the exact location of a project is acceptable if the DDA determines that variation is still consistent with the intent of the Plan.

The reason for organizing the improvements in this manner is that available financing may vary widely. While the Downtown Development Authority considers its tax increment revenue projections for the development area to be reasonable, such figures are projected estimates only, and the actual amount of tax increment funds generated will vary from the projection. It is recognized that the total funds generated will vary from the projection. It is recognized that the total estimated cost of the development projects is greater than the projected revenues in the Tax Increment Financing Plan. This overrun is deliberate and reflects the possibility that the Authority may receive more funds than it projected and/or actual project costs may be less than anticipated.

Finally, several of the projects outlined in this plan require the participation and cooperation of citizens, businesses and property owners. The DDA shall make every effort to complete the plan as outlined, although actual circumstances may dictate otherwise. In such an event, the Development Plan shall be amended as necessary. (Grounds for amending the plan include: adding new projects, or substantially altering the nature or location of a project. All amendments require City Commission approval.)

#### **D. Open Spaces and Uses**

Of the 76 parcels in Development Area Two that existed at the original adoption of the plan, the Corps of Engineers property north of Water Street constituted the only public open space in Area Two.

#### **E. Transactions between City and Authority**

It is the general intent of the Plan that any property acquired and improvements completed as a result of the Plan will become the property of the City. The City will retain full control of all improvements unless it chooses to make arrangements with other parties. The DDA, as a public entity created by the City with its own authority to own land and other property, may elect to be the purchasing or holding party. Subsequent arrangements regarding ownership of such acquired lands and facilities may be made by the City and the DDA as may be in the best interest of both the City and the Development Plan.

In the event there is a dispute between the City and the DDA as to ownership of property, the decision of the City Commission shall prevail and be final.

#### **F. Zoning**

Present zoning is compatible with all proposed land uses.

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

No significant changes in streets, street levels or intersections, are included in the Development Plan for Area Two. Utilities will be placed underground and other utilities, including storm drainage, will be addressed as set forth in Table 1.

**H. Cost of Development and Method of Financing the Development**

The estimated cost of the development proposed for Development Area Two is summarized on Table 1. The Authority intends to finance the improvements through a combination of periodic Tax Increment Revenue Bonds, municipal general obligation bonds, direct payments from available funds and/or any other financing method allowed by law.

**I. Residents in Development Area and Number to be Displaced**

There were 70 people living in Development Area Two as of the 1980 Census . No displacement of residents is anticipated under the development plan. Current population estimates are lower – perhaps only 50 people live in Development Area Two as of the 2010 census.

**J. Business in Area to be Displaced**

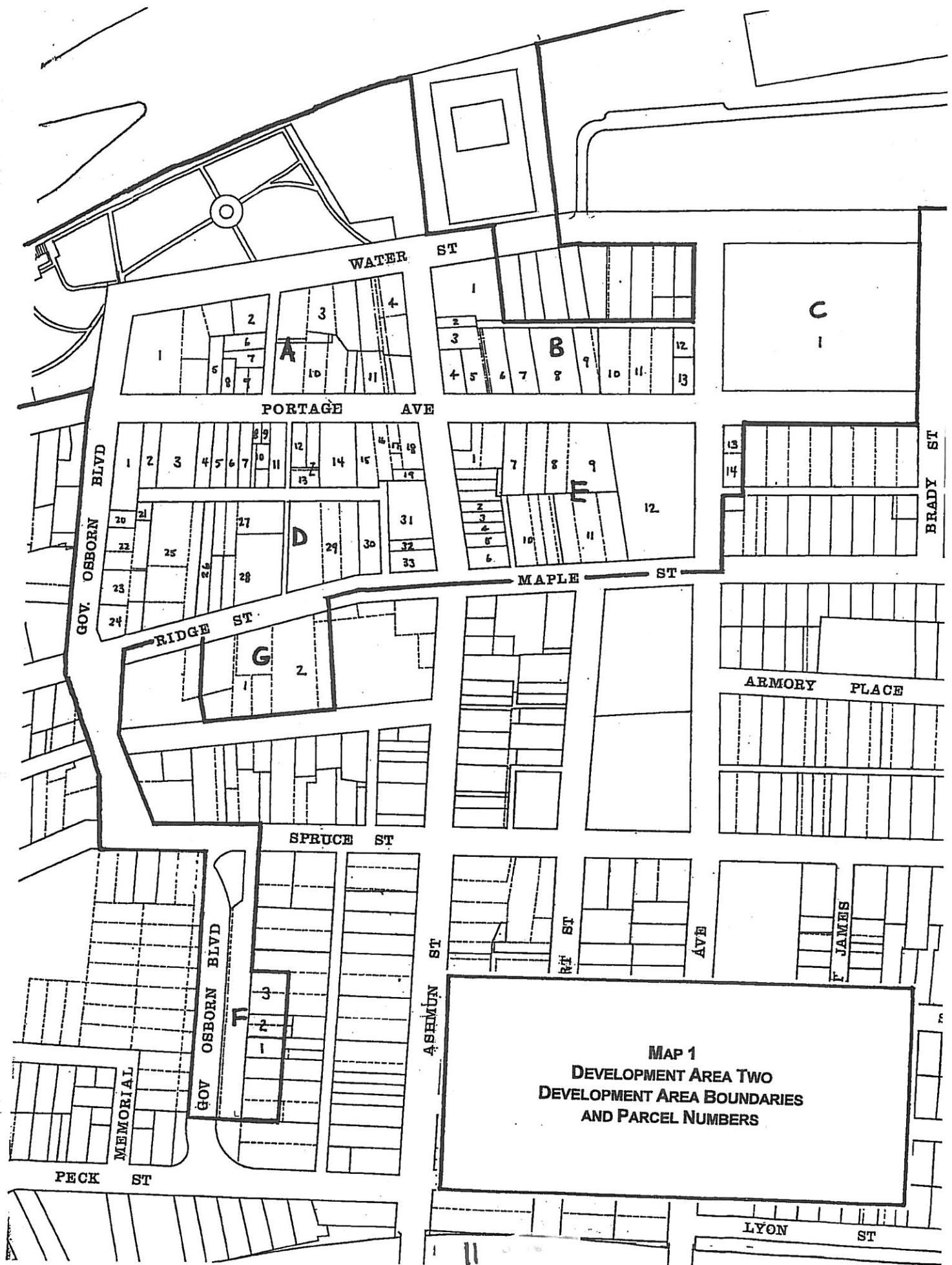
No displacement of business is anticipated under this development plan.

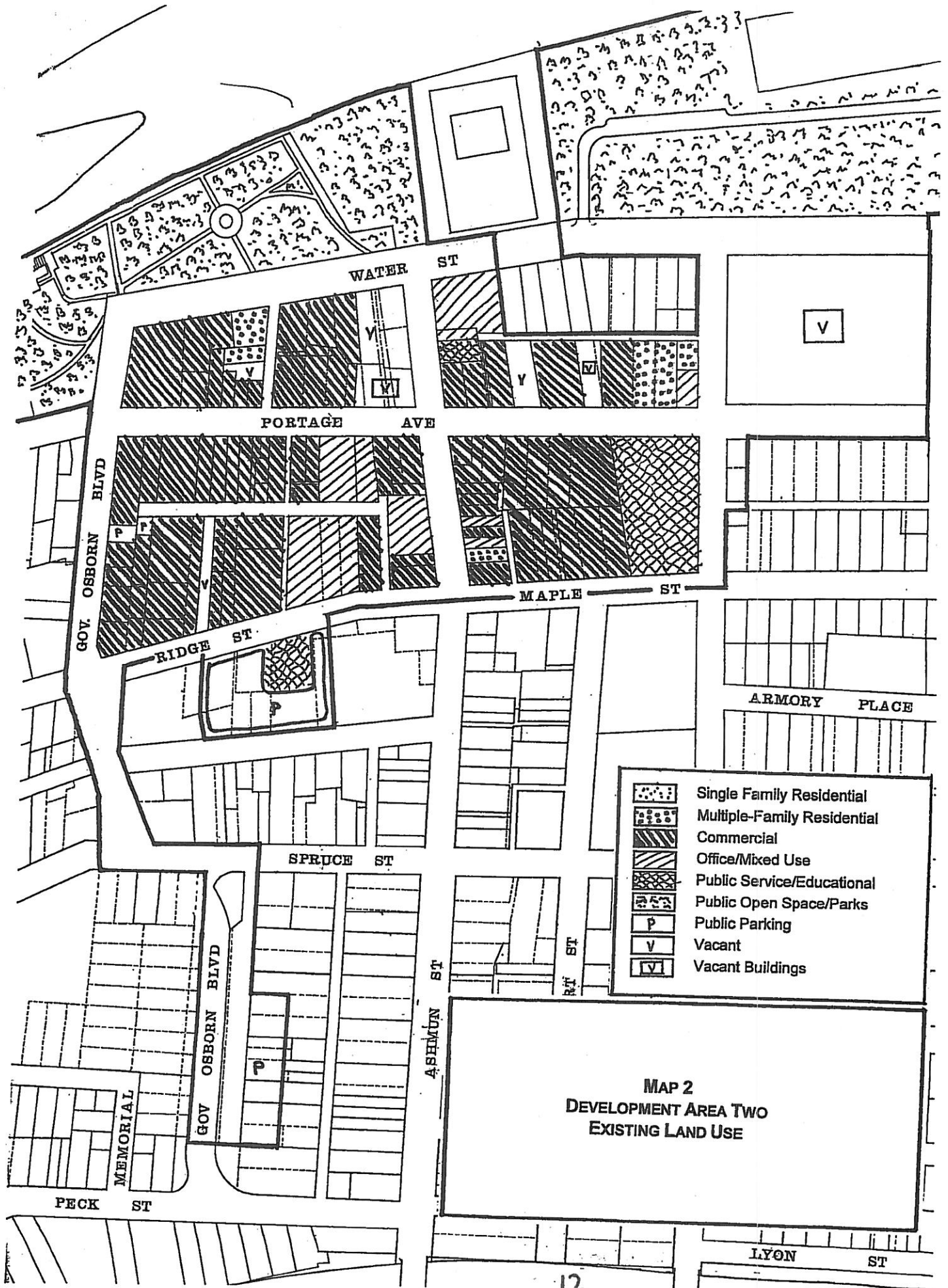
**K.** All provisions of this Development Plan may be amended by the City Commission, in accordance with law, upon recommendation of the DDA or otherwise. The DDA shall report each year to the City Commission on the status of this development and its accompanying Tax Increment Financing Plan.

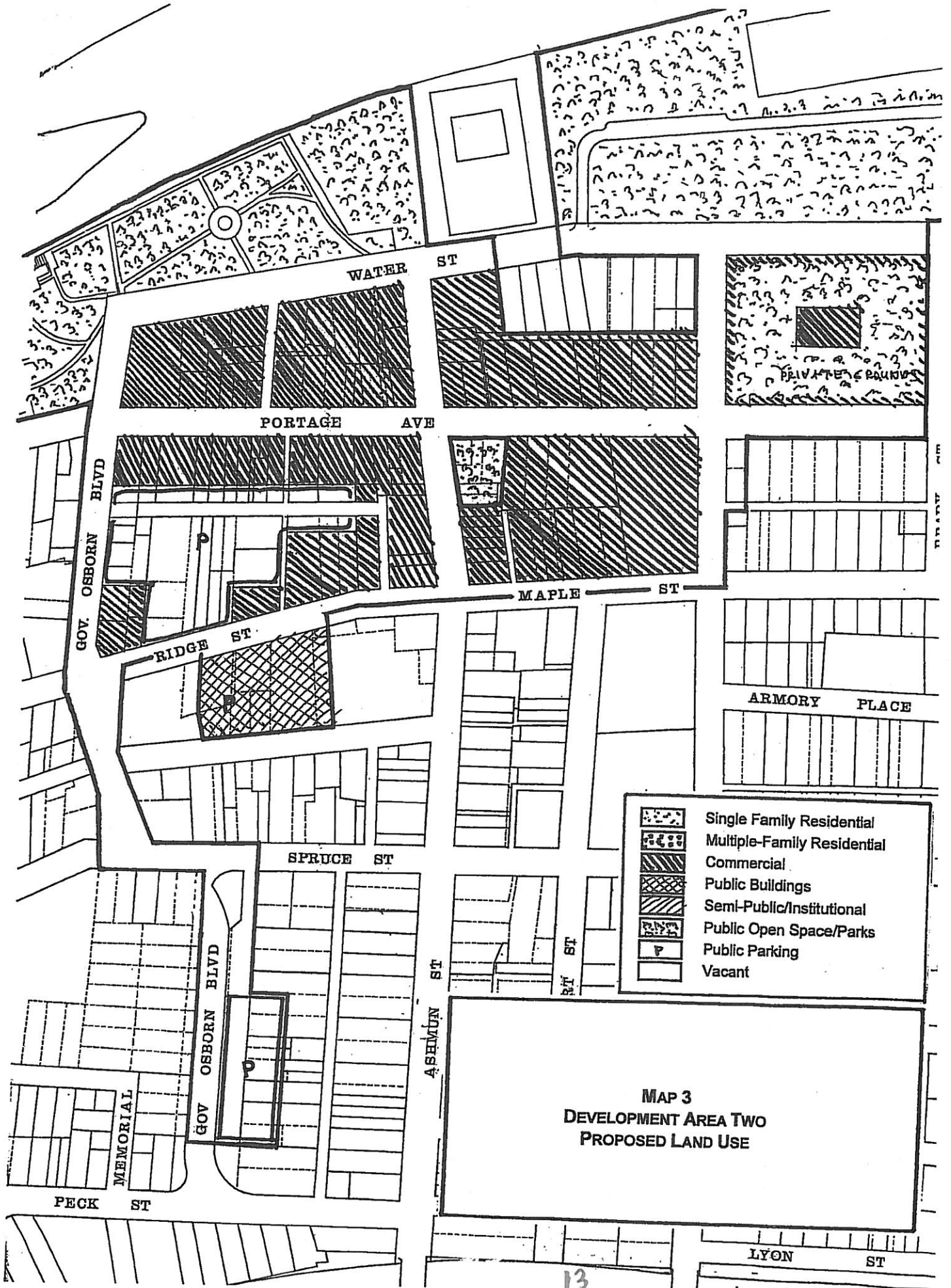
# 2014 Expansion











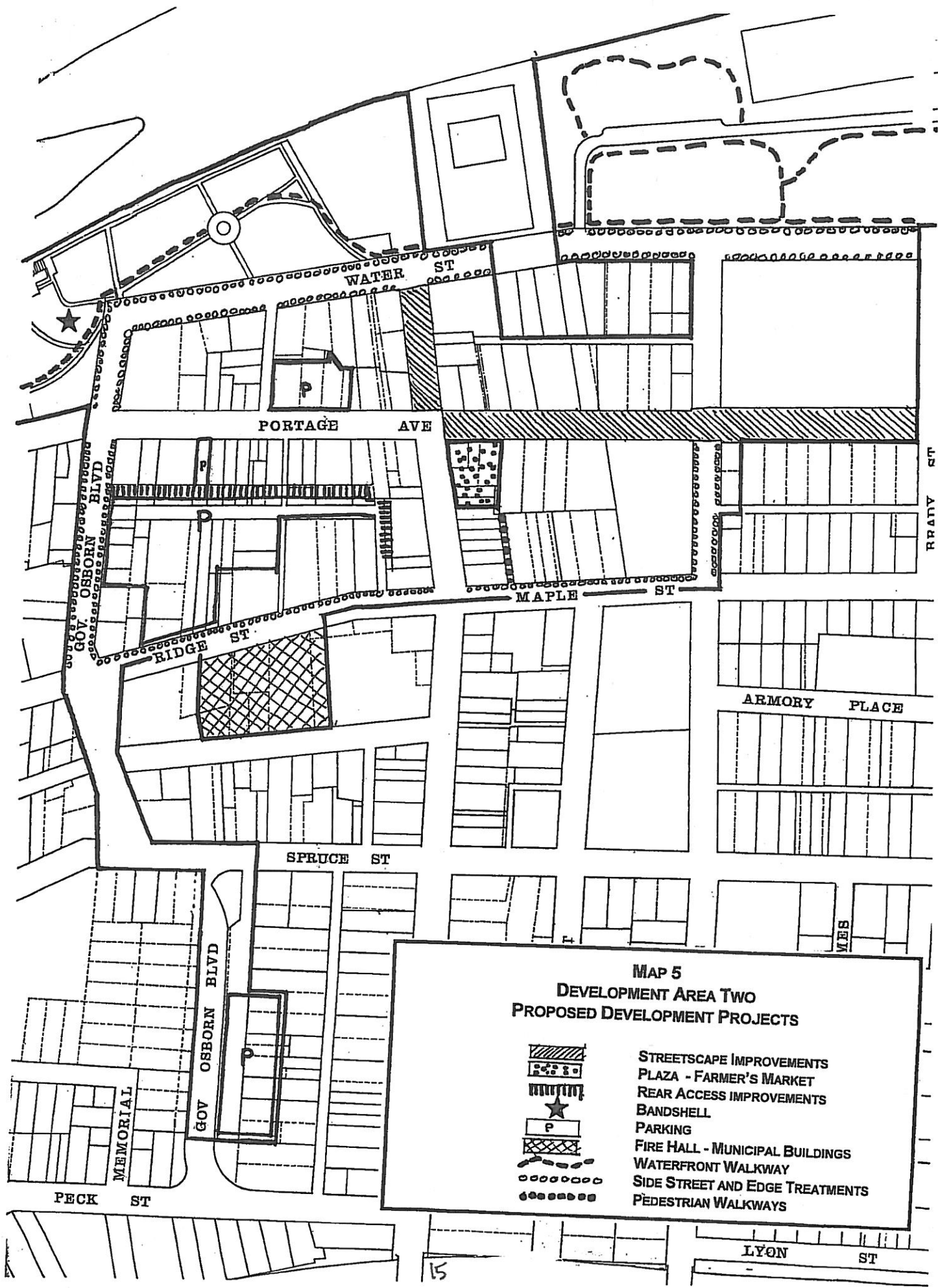


**MAP 4**  
**DEVELOPMENT AREA TWO**  
**COMPLETED DEVELOPMENT PROJECTS**



STREETSCAPE IMPROVEMENTS  
KIOSKS / PEDESTRIAN WALKWAYS  
PARKING AND ALLEY IMPROVEMENTS  
PLAZA LAND ACQUISITION





**MAP 5**  
**DEVELOPMENT AREA TWO**  
**PROPOSED DEVELOPMENT PROJECTS**

- |  |                                 |
|--|---------------------------------|
|  | STREETSCAPE IMPROVEMENTS        |
|  | PLAZA - FARMER'S MARKET         |
|  | REAR ACCESS IMPROVEMENTS        |
|  | BANDSHELL                       |
|  | PARKING                         |
|  | FIRE HALL - MUNICIPAL BUILDINGS |
|  | WATERFRONT WALKWAY              |
|  | SIDE STREET AND EDGE TREATMENTS |
|  | PEDESTRIAN WALKWAYS             |

**TABLE 1  
DOWNTOWN DEVELOPMENT IMPROVEMENTS  
AREA TWO**

**Estimated Costs**

**Priority One Projects 1986-1992**

	<b><u>Cost</u></b>	<b><u>Status</u></b>
Tree base treatments - Ashmun (Maple to Portage)	\$ 15,000	Accomplished
Parking and Moloney Alley improvements, including lighting, under-grounding of utilities, paving, landscaping and drainage	\$ 500,000	Accomplished

**Priority Two Projects 1993-1996**

Comprehensive directional signing	\$ 38,000	Accomplished
Ashmun Streetscape Project - Maple to Portage, encompassing side-walks, pavers, seat walks, buoy crossing indicators, planters, trees, signs, curbs, trash containers, pedestrian crossings, electrical work, and required underground work	\$ 345,000	Accomplished
Portage Ashmun Orientation Plaza - acquisition	\$ 110,000	Accomplished
Moloney Alley rear store access improvements (stage 1)	\$ 70,000	

**Priority Three Projects 1997-2000**

Portage Avenue Streetscape Project - Ashmun to Osborn, encompassing sidewalks, pavers, seat walks, buoy crossing indicators, planters, trees, lights, signs, curbs, trash containers, pedestrian crossways, pedestrian walkways to parking areas, electrical work, and underground work	\$ 722,000	Accomplished
Portage/Ashmun corner plaza development	\$ 140,000	Accomplished

**Priority Four Projects 2001-2006**

Moloney Alley rear store access improvements (stage 2)	\$ 90,000	
Side Street streetscape and edge treatments		
a. Osborn - Ridge to Portage	\$ 25,000	
b. Ridge/Maple - north side	\$ 35,000	
c. Portage - Ashmun to Brady	\$ 300,000	
d. Ashmun - Portage to Water	\$ 110,000	
e. Bingham - Maple to Portage	\$ 120,000	
f. Water - Osborn to Brady (historic walkway project altered streetscape)	\$ 75,000	

Parking improvements, including acquisition, possible deck and related improvements in connection with development of the property such as parking, landscaping, park development, walkways and related public improvements in connection with private development in Moloney Alley Block

\$ 1,700,000

Federal Building Project, encompassing public improvements in connection with private development of the property such as parking, landscaping, park development, walkways and related

\$ 300,000

\*These costs are for planning purposes only. Actual costs will vary depending on the timing of the project and the specific construction drawings.

**TABLE 1  
DOWNTOWN DEVELOPMENT IMPROVEMENTS  
AREA TWO (Amended)**

[NOTE: there is no established priority for the following projects.]

• Portage/Ashmun corner plaza development - farmer's market parking, informational kiosk, alleyway improvements to Maple Street, and related	\$	220,000	
• Bandshell - acquisition or construction of a bandshell	\$	50,000	
• Waterfront walkway development - displays, walkway improvements, signage, sidewalks, landscaping and related walkway improvements in the Brady Park and Corps Park areas	\$	458,000	Accomplished
• Municipal Government facilities	\$	3,500,000	Accomplished
• Fire Hall improvements and revitalization	\$	500,000	
• Moloney Alley improvements, including lighting, landscaping, and pedestrian improvements	\$	250,000	
• Parking structure - backup funding for parking structure	\$	500,000	Accomplished
• Commercial incubator development	\$	200,000	
• Side Street streetscape and edge treatments			
a. Osborn - Ridge to Portage	\$	35,000	
b. Ridge/Maple - north side	\$	35,000	
c. Portage - Ashmun to Brady	\$	300,000	
d. Ashmun - Portage to Water	\$	250,000	
e. Bingham - Maple to Portage	\$	20,000	

f. Water - Osborn to Brady (historic walkway project altered streetscape)	\$	100,000	
• Parking improvements, including possible acquisition, maintenance, and funding assistance for improvements on various lots, including Moloney's Alley, Ganzhorn lot, Arfstrom lot, Mariner Motel property, such as parking and landscaping	\$	500,000	
• Federal Building project, encompassing public improvements in connection with the River of History Museum and/or with private development of the property such as parking, landscaping, park development, walkways, and related	\$	300,000	Accomplished
• Building improvement incentives			
a. ADA improvements/elevators/fire code improvements on downtown bldgs	\$	200,000	
b. Façade Improvement Program - assistance to property owners	\$	150,000	
c. Fire and building code assistance - assistance to property owners	\$	100,000	
d. Professional design assistance - assistance to property owners	\$	100,000	
• Funding for arts and cultural programs and facilities, including building improvements for River of History Museum, Chippewa County Historical Society, and current and future museums, cultural events and programs	\$	200,000	
• General downtown improvements - downtown signage (wayfinding, parking lot, general streetscape signage), downtown banners, street trees and replacements, building demolition, historic plaques for downtown structures, market, engineering and other studies, security and web cameras for downtown surveillance and for damage prevention	\$	150,000	
• Improved downtown services - increased bussing service downtown, additional police patrols	\$	100,000	
• CSO funding support including sanitary sewer, water, storm sewer, streets	\$	500,000	
<b>TOTAL (estimated) ALL PROJECTS</b>	<b>\$</b>	<b>8,718,000</b>	



**TABLE 1**  
**DOWNTOWN DEVELOPMENT IMPROVEMENTS**  
**AREA TWO (Amended 2014)**

**[NOTE: there is no established priority for the following projects.]**

• Portage/Ashmun corner plaza maintenance - new cover, alleyway improvements to Maple Street	\$	75,000	
• Bandshell - acquisition or construction of a bandshell	\$	50,000	
• Waterfront walkway development - displays, walkway improvements, signage, sidewalks, landscaping and related walkway improvements in the Brady Park and Corps Park areas (Water Street Historic Walkway)*	\$	458,000	*Accomplished
• Municipal Government facilities (Old Federal Building - long term debt)*	\$	3,500,000	*Accomplished
• Fire Hall improvements and revitalization	\$	500,000	
• Moloney Alley visioning plan - acquisition and with public/private development of various properties as outlined in the visioning plan		\$2,000,000	
• Moloney Alley improvements, including lighting, landscaping, and pedestrian improvements	\$	250,000	
• Parking structure - backup funding for parking structure (up until 2027)	\$	500,000	*Accomplished
• Commercial incubator development	\$	200,000	
• Side Street streetscape and edge treatments			
a. Osborn - Ridge to Portage	\$	35,000	
b. Ridge/Maple - north side	\$	35,000	
c. Portage - Ashmun to Brady	\$	300,000	
d. Ashmun - Portage to Water	\$	250,000	
e. Bingham - Maple to Portage	\$	20,000	
f. Water - Osborn to Brady (historic walkway project altered streetscape)	\$	100,000	
• Parking improvements, including possible acquisition, maintenance, and funding assistance for improvements on various lots, including Moloney's Alley, Ganzhorn lot, Arfstrom lot, such as parking and landscaping	\$	500,000	
• Acquisition and mixed use (commercial/residential) development of former Mariner Motel property	\$	300,000	
• Federal Building project, encompassing public improvements in connection with the River of History Museum and/or with private development of the property such as parking, landscaping, park development, walkways, and			

related (see municipal government facilities line)	\$	300,000	Accomplished
<hr/>			
• Building improvement incentives			
a. ADA improvements/elevators/fire code improvements on downtown bldgs	\$	200,000	
b. Façade Improvement Program - historic preservation, sign restoration, assistance to property owners	\$	350,000	
c. Fire and building code assistance - assistance to property owners	\$	100,000	
d. Professional design assistance - assistance to property owners	\$	100,000	
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• Funding for arts and cultural programs and facilities, including building improvements for River of History Museum, Chippewa County Historical Society, and current and future museums, cultural events and programs	\$	200,000	
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• General downtown improvements - downtown signage (wayfinding, parking lot, general streetscape signage), downtown banners, street trees and replacements, building demolition, historic plaques for downtown structures, market, engineering and other studies, security and web cameras for downtown surveillance and for damage prevention	\$	150,000	
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• Improved downtown services - increased bussing service downtown, relocate bus stop, additional police patrols	\$	100,000	
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• CSO funding support including sanitary sewer, water, storm sewer, streets	\$	500,000	
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• Magazine/Ashmun intersection enhancement - possible mural, archway, flower beds, signage and related		\$100,000	
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• DDA operating including increased maintenance labor		\$75,000	
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TOTAL (estimated) ALL PROJECTS	\$	11,248,000	
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# 2014 Amendment -

DDA Report Year 2		Unit: CITY OF SAULT STE. MARIE		County: CHIPPEWA		03/17/14	03:22 PM
Parcel Number	Property Class	Base Taxable Value	Taxable Value (2014 )	Captured Value	Captured Tax Amount	Owner's Name	Property Address
051-148-371-00	201	53,900	46,500	-7,400	-14.8	BELL JERRY & LINDA	409 W PORTAGE AVE
051-148-372-00	201	92,300	93,776	1,476	2.952	WEST PORTAGE INVESTMENTS	411 W PORTAGE AVE
051-148-374-00	201	80,200	81,483	1,283	2.566	GOETZ DOREEN E - TRUSTEE	427 W PORTAGE AVE
051-148-375-00	201	43,100	42,100	-1,000	-2	GOETZ DOREEN E - TRUSTEE	427 W PORTAGE AVE
051-148-377-00	201	35,100	35,661	561	1.122	BELL TOURIST ENTERPRISES INC	435 W PORTAGE AVE
051-148-381-00	201	42,000	60,900	18,900	37.8	437 W PORTAGE LLC	437 W PORTAGE AVE
051-148-385-00	201	184,600	187,553	2,953	5.906	CLYDE'S KIDS INC	447 W PORTAGE AVE
051-148-398-00	301	33,600	34,137	537	1.074	CLOVERLAND ELECTRIC CO- OPERATIVE	207 MAGAZINE ST
051-149-413-00	201	136,500	92,600	-43,900	-87.8	BELL TOURIST ENTERPRISES INC	305 W PORTAGE AVE
051-149-413-50	201	82,600	49,100	-33,500	-67	307 W PORTAGE LLC	307 W PORTAGE AVE
051-149-415-00	201	386,100	241,100	-145,000	-290	SOO COOPERATIVE COMPANY	220 OSBORN BLVD
051-149-417-00	201	102,500	87,400	-15,100	-30.2	ASKWITH CAROL M - TRUSTEE	309 W PORTAGE AVE
051-149-418-00	201	168,300	148,000	-20,300	-40.6	EDMONDS ROGER & BELL LINDA L	315 W PORTAGE AVE
051-149-423-00	201	231,992	171,600	-60,392	-120.784	ASKWITH CAROL M - TRUSTEE	327 W PORTAGE AVE
051-149-423-50	201	175,400	138,800	-36,600	-73.2	GOETZ PROPERTIES LTD	329 W PORTAGE AVE
051-149-424-00	201	128,300	109,200	-19,100	-38.2	ASKWITH CAROL M - TRUSTEE	341 W PORTAGE AVE

Parcel Number	Property Class	Base Taxable Value	Taxable Value (2014 )	Captured Value	Captured Tax Amount	Owner's Name	Property Address
051-149-432-00	201	186,200	135,900	-50,300	-100.6	CHIPPEWA PROPERTIES OF UPPER MI LLC	343 W PORTAGE AVE
051-351-001-00	201	172,331	158,700	-13,631	-27.262	CHIPPEWA PROPERTIES OF UPPER MI LLC	353 W PORTAGE AVE
051-351-003-00	201	51,288	42,000	-9,288	-18.576	VFW HALL	401 W PORTAGE AVE
051-925-022-00	251	0	700	700	1.4	CHIPPEWA SOUVENIRS	343 W PORTAGE AVE
051-925-022-01	251	0	700	700	1.4	GREAT LAKES GIFTS	343 W PORTAGE AVE
051-925-052-00	251	0	700	700	1.4	ZAKS KANDY HAUS	401 W PORTAGE AVE
051-925-274-00	000	0	0	0	0	SOO COOPERATIVE COMPANY	220 OSBORN BLVD
<b>Totals</b>		<b>2,386,311</b>	<b>1,958,610</b>	<b>-427,701</b>	<b>2,386.311</b>		
<b>Parcel Count</b>		<b>23</b>					

\* denotes a partial capture

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**Table 4**  
**PROJECTED IMPACT OF TAX INCREMENTS**  
**UPON TAXING JURISDICTIONS**

Tax Year	FY Ending	Total Assessed	Base Year Assessed	Captured Assessed	Captured Millage	Captured Taxes	1. School Impact	1. ISD Impact	County Impact	City Impact	District Library Impact
Mills											
Base 1986									8.1769	23.2802	0.5000
2007	2008										
2008	2009										
2009	2010										
2010	2011										
2011	2012										
2012	2013										
2013	2014										
2014	2015	\$1,958,610	\$1,958,610	\$0	0.031507	\$0	0	0	\$0	\$0	\$0
2015	2016	\$1,987,989	\$1,958,610	\$29,379	0.031507	\$926	0	0	\$240	\$684	\$15
2016	2017	\$2,017,809	\$1,958,610	\$59,199	0.031507	\$1,865	0	0	\$484	\$1,378	\$30
2017	2018	\$2,048,076	\$1,958,610	\$89,466	0.031507	\$2,819	0	0	\$732	\$2,083	\$45
2018	2019	\$2,078,797	\$1,958,610	\$120,187	0.031507	\$3,787	0	0	\$983	\$2,798	\$60
2019	2020	\$2,109,979	\$1,958,610	\$151,369	0.031507	\$4,769	0	0	\$1,238	\$3,524	\$76
2020	2021	\$2,141,629	\$1,958,610	\$183,019	0.031507	\$5,766	0	0	\$1,497	\$4,261	\$92
2021	2022	\$2,173,753	\$1,958,610	\$215,143	0.031507	\$6,779	0	0	\$1,759	\$5,009	\$108
2022	2023	\$2,206,360	\$1,958,610	\$247,750	0.031507	\$7,806	0	0	\$2,026	\$5,768	\$124
2023	2024	\$2,239,455	\$1,958,610	\$280,845	0.031507	\$8,849	0	0	\$2,296	\$6,538	\$140
2024	2025	\$2,273,047	\$1,958,610	\$314,437	0.031507	\$9,907	0	0	\$2,571	\$7,320	\$157
2025	2026	\$2,307,143	\$1,958,610	\$348,533	0.031507	\$10,981	0	0	\$2,850	\$8,114	\$174
2026	2027	\$2,341,750	\$1,958,610	\$383,140	0.031507	\$12,072	0	0	\$3,133	\$8,920	\$192
<b>Total Impacts of Additional Parcels</b>							\$0	\$0	\$19,808	\$56,396	\$1,211

NOTE: (1.) School and ISD are not impacted by additional parcels in the TIFA 2 amendment.

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**AREA TWO**  
**TAX INCREMENT FINANCING PLAN**  
**City of Sault Ste. Marie**

**AREA TWO  
TAX INCREMENT FINANCING PLAN  
CITY OF SAULT STE. MARIE**

This plan explains the financing procedures that will be used to pay for the projects presented in the development plan for Development Area Two. Necessary supporting information is also supplied to the extent possible at this time.

**A. Tax Increment Procedure**

Tax increment financing is a means by which a city can redistribute tax revenues to an area of special need, for the purpose of revitalizing it. This is the procedure: A specific area within the Downtown Development Authority boundaries is selected for development. A development plan is written which outlines the projects that the Downtown Development Authority believes should be constructed. When a tax increment financing plan is used to raise money for the projects, the Authority measures the total assessed value of all the real and personal property within the development area boundaries. This total is the initial assessed value of the development area. Each year thereafter, the assessed value of the development area is re-totaled. If the new total is larger than the initial assessed value (first year of plan), the difference between the two is called the captured assessed value of the downtown area. The captured assessed value is very important, because when it is multiplied by the local tax rate, the resulting tax revenues are transmitted to the Downtown Development Authority for its development plan. These tax revenues are called the tax increment for that year.

An example will help clarify the process. If 1986 is the year in which a tax increment plan is established, and the total assessed value of all properties in the development area is \$1,000,000 then the initial assessed value of the area is \$1,000,000. Let us assume that in 1987 the owners of the properties construct several improvements which brings the total assessed value of the area to \$1,500,000. In this year, then, the captured assessed value is  $(\$1,500,000 - \$1,000,000) = \$500,000$ . Now if we assume that the local tax rate is 50 mills, then the tax increment revenue for that year will be  $(\$500,000 \times .05) = \$25,000$ . This \$25,000 is transmitted to the Downtown Development Authority, which then uses it for the public projects it has outlined in its development plan. If more improvements were made in 1988, bringing the total assessed value, say, to \$1,750,000, then the captured assessed value in that year is  $(\$1,750,000 - \$1,000,000) = \$750,000$ . If the millage remains at 50 mills, then the tax increment revenue for 1988 would be  $(\$750,000 \times .05) = \$37,500$ . As one can see, tax increment revenues are dependent upon growth in the development area. Growth must come first, but once it has occurred, the property owners will be rewarded by seeing their tax dollars go to improving their surroundings, helping them to continue to grow.

It is important to note that the procedure does not increase taxes in any way. Also, no taxing body ever loses tax revenue. It simply does not get the increase in tax revenue that the improvements generated. During the original 20 years of this plan, there were primarily four taxing jurisdictions that were affected by this procedure - the City, the schools, the Intermediate School District, and the county. (The State Education Tax (SET) was added during the plan as another method of school financing.) Since the development area is itself within the City, the City is merely seeing its tax revenues more sharply focused on an



important district. The schools are largely unaffected by the plan, because in the early years, the state's formula for financial aid to school districts assured that the schools would receive a minimum amount of funds per student per mill levied. The tax increment plan does not change the number of students nor the school millage, so the state compensated the school system for the tax revenues it did not receive. The county is not compensated in any way, so its tax revenues from the development area will remain constant for the duration of the plan. For the additional 20 year extension of this Tax Increment Plan, only the City and the County tax increments are affected. The taxes foregone during this 20 year extension period are shown on Table 4. If the development plan accomplishes its goals of stabilizing property values and attracting new development, then all taxing jurisdictions will see a significant increase in revenues when the plan expires.

Once tax increments have been collected, they can only be spent according to the guidelines in the development plan. When the plan expires, is abolished, or its objectives are met, tax patterns return to normal.

For a complete and legal description of the tax increment procedure, see PUBLIC ACT 197 of the MICHIGAN COMPILED LAWS OF 1975, as amended, sections 14 through 16. For the reasoning behind the tax increment plan itself, see the introduction to the accompanying development plan.

**B. Bonding and Other Financing Methods**

It is the intent of this plan to finance and undertake projects both through long term bonding and/or loan agreements with the City or other financing as provided for in law as well as on a year-to-year basis according to actual annual tax increment revenues received. Any tax increment funds not expended at the end of a given year will be carried over to the next year of the plan and applied to subsequent project expenses.

Some projects may be partially funded from City funds, such as the parking fund or the general fund or from grant funds. However, any project in the Plan may be financed completely by tax increment revenues if other funds are not available. Conversely, should local, state, federal or private sector monies become available for some portion of project financing at any time, such options will be explored. In the case of certain infrastructure loan programs available to the City or the DDA, tax increment funds may be obligated to retire such debt or pay off such loans either directly, or through the City. All other revenues will be generated by tax increment financing.

**C. Revenues**

Table 1 lists the tax increment projections for the duration of the plan. The Downtown Development Authority will retain all of the captured assessed value in the Development Area for the generation of tax increments. The projections are based upon an estimated tax rate of approximately 56 mills through the fiscal year ending 2007, and then 29 mills for the following 20 years. There may be considerable differences between the projections and actual receipts, since it is very difficult to predict tax rates and economic growth several years into the future. Consequently, the Development Plan allows for a wide variance in revenues during its operation. Tables 2 and 3 show the assessed values of all real and personal property in Development Area Two that form the base year figures from which all projections follow.

**D. Expenditures**

All revenues received by the DDA that pertain to the Development Area Two shall be spent

according to the provisions of the Tax Increment Financing and Development Plans for Development Area Two. All revenues in excess the needs of the Development Plan shall revert proportionately to the original taxing bodies.

**E. Duration of Plan**

The Development Plan and Tax Increment Financing Plans for Development Area Two shall expire after 40 years, or when all the original and amended projects have been completed, whichever comes first. The City Commission may also elect to abolish both plans at any time, should it determine that the plans goals have been achieved.

**F. All provisions of this Tax Increment Financing Plan may be amended by the City Commission, save those required by law, upon notice and after public hearings and agreements as are required for approval of the original plan.**

# TAX INCREMENT PROJECTIONS

Development Area #2

1986 Base Year	Assessed Value - Real	\$1,866,710
	Assessed Value-Personal	\$341,650
		<u>\$2,208,360</u>
12006 Additions	Taxable Value - Real	\$0
	Taxable Value-Personal	\$0
		<u>\$0</u>

RECALCULATED 2006 BASE YEAR

YEAR	TOTAL VALUE	BASE VALUE	VALUE INCREMENT	TAX RATE	TAX INCREMENT	TAX	PROTECTED OBLIGATIONS	SCHOOL CAP	SCHOOL OVERAGE	AVAILABLE TAX INCREMENT	LESS BONDS	AVAILABLE
2001	\$7,614,308	\$2,208,360	\$5,605,948	actual	\$308,846	\$85,750	\$0	-	\$45,029	\$263,817	\$85,750	\$178,067
2002	\$7,426,893	\$2,208,360	\$5,218,533	actual	\$282,474	\$106,681	\$0	-	\$67,922	\$214,552	\$106,681	\$107,871
2003	\$6,603,939	\$2,208,360	\$4,569,014	actual	\$245,109	\$106,550	\$0	-	\$32,097	\$213,012	\$106,550	\$106,462
2004	\$7,028,799	\$2,208,360	\$4,793,874	actual	\$262,512	\$106,105	\$0	-	\$11,532	\$250,980	\$106,105	\$144,875
2005	\$7,028,799	\$2,208,360	\$4,793,874	0.056	\$268,457	\$110,140	\$0	\$124,641	\$14,501	\$253,956	\$110,140	\$143,816
2006	\$7,169,375	\$2,208,360	\$4,934,450	0.056	\$276,329	\$113,495	\$0	\$128,286	\$14,801	\$261,528	\$113,495	\$148,033
2007	\$7,312,762	\$2,208,360	\$5,104,402	0.029	\$148,028	\$0	\$0	na		\$148,028		\$148,028
2008	\$7,459,018	\$2,208,360	\$5,250,658	0.029	\$152,269	\$0	\$0	na		\$152,269		\$152,269
2009	\$7,608,198	\$2,208,360	\$5,399,838	0.029	\$156,595	\$0	\$0	na		\$156,595		\$156,595
2010	\$7,760,362	\$2,208,360	\$5,552,002	0.029	\$161,008	\$0	\$0	na		\$161,008		\$161,008
2011	\$7,915,589	\$2,208,360	\$5,707,209	0.029	\$165,509	\$0	\$0	na		\$165,509		\$165,509
2012	\$8,073,881	\$2,208,360	\$5,865,521	0.029	\$170,100	\$0	\$0	na		\$170,100		\$170,100
2013	\$8,235,358	\$2,208,360	\$6,026,998	0.029	\$174,783	\$0	\$0	na		\$174,783		\$174,783
2014	\$8,400,065	\$2,208,360	\$6,191,705	0.029	\$179,559	\$0	\$0	na		\$179,559		\$179,559
2015	\$8,568,067	\$2,208,360	\$6,359,707	0.029	\$184,431	\$0	\$0	na		\$184,431		\$184,431
2016	\$8,739,428	\$2,208,360	\$6,531,068	0.029	\$189,401	\$0	\$0	na		\$189,401		\$189,401
2017	\$8,914,217	\$2,208,360	\$6,705,857	0.029	\$194,470	\$0	\$0	na		\$194,470		\$194,470
2018	\$9,092,501	\$2,208,360	\$6,884,141	0.029	\$199,640	\$0	\$0	na		\$199,640		\$199,640
2019	\$9,274,351	\$2,208,360	\$7,065,991	0.029	\$204,914	\$0	\$0	na		\$204,914		\$204,914
2020	\$9,459,838	\$2,208,360	\$7,251,478	0.029	\$210,293	\$0	\$0	na		\$210,293		\$210,293
2021	\$9,649,035	\$2,208,360	\$7,440,675	0.029	\$215,780	\$0	\$0	na		\$215,780		\$215,780
2022	\$9,842,015	\$2,208,360	\$7,633,655	0.029	\$221,376	\$0	\$0	na		\$221,376		\$221,376
2023	\$10,038,856	\$2,208,360	\$7,830,496	0.029	\$227,084	\$0	\$0	na		\$227,084		\$227,084
2024	\$10,239,633	\$2,208,360	\$8,031,273	0.029	\$232,907	\$0	\$0	na		\$232,907		\$232,907
2025	\$10,444,426	\$2,208,360	\$8,236,066	0.029	\$238,846	\$0	\$0	na		\$238,846		\$238,846
2026	\$10,653,314	\$2,208,360	\$8,444,954	0.029	\$244,904	\$0	\$0	na		\$244,904		\$244,904
TOTAL 2007-2026												\$3,871,897

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**Tax Increment Financing Plan**  
**Table 2**  
**PARCEL DATA FOR DEVELOPMENT**  
**AREA 2**

<u>SECTION</u>	<u>TAX PARCEL</u>	<u>OWNER</u>	<u>1986 ASSESSED</u>	<u>LAND USE</u>
A-1	17-51-143-144-00	Michigan North Construction Co. 1231 U.S. 31 North Petoskey, MI 49770	58,350	Commercial
A-2	17-51-143-148-00	Samuel and Raymond Kokko 201 W. Water Street	13,250	Single Family Residence
A-3	17-51-143-154-00	Cecil Ojala 119 W Park Place	49,300	Commercial
A-4	17-51-143-160-00	Phil Jacobs, Jr. 900 E Spruce Street	20,000	Private Open Space
A-5	17-51-143-146-00	Alexander M Butcher and Ralph Bergsma 1231 U.S. 31 North Petoskey, MI 49770	5,700	Commercial
A-6	17-51-143-149-00	John T. Venious 108 River Street	11,700	Single Family Residence
A-7	17-51-143-150-00	Bonnie Krempel 200 W. Portage Avenue	3,500	Private Open Space
A-8	17-51-143-151-00	Richard and Doris Ganzhorn 550 Osborn Boulevard	6,200	Commercial
A-9	17-51-143-152-00	Bonnie Krempel 200 West Portage Avenue	40,800	Commercial
A-10	17-51-143-154-00	Richard and Nichola Templeton 118 West Portage Avenue	186,300	Commercial
A-11	17-51-143-161-00	Richard and Nichola Templeton 2455 Forest Lodge Traverse City, Mi 49684	25,000	Vacant Private Building
B-1	17-51-143-166-00	John Old, III 101 Ashmun Street	27,320	Office
B-2	17-51-143-167-00	Ingleson, Vinocur and Connolly 111 Ashmun Stree	23,750	Office
B-3	17-51-143-168-00	Norm and Peggy Cardinal 2565 Riverside Drive	17,200	Public Educational
B-4	17-51-143-169-00	Traverse Bay Realty Company Box 879, U.S. 31 North Traverse City, Mi 49684	56,100	Commercial
B-5	17-51-143-170-00	Norman and Peggy Cardinal 2565 Riverside Drive	75,000	Commercial

B-6	17-51-143-171-00	Norman and Peggy Cardinal 2565 Riverside Drive	5,000	Commercial
B-7	17-51-143-172-00	George, June and John Bosbous 320 Maple Street	6,250	Private Open Space
B-8	17-51-143-175-00	Harold and Elizabeth Grugel 3100 Hawthorne, Lot 229 Sarasota, Florida	30,000	Commercial
B-9	17-51-143-176-00	Soo Coin Wholesale & Vending Co. 120 Ridge Street	13,770	Private Vacant Bldg.
B-10	17-51-356-009-00	Charles Myotte and Clyde VanDusen 807 Cedar Street	15,390	Commercial
B-11	17-51-356-007-00	Charles Myotte and Clyde VanDusen 807 Cedar Street	18,630	Multi-Family Res.
B-12	17-51-356-006-00	Susan Clark 310 West Easterday Avenue	18,200	Multi-Family Res.
B-13	17-51-356-006-00	Norman Marsh 149 E. Portage Avenue	17,650	Mixed
C-1	17-51-360-102-00	Delbert W. Zimmerman and Wife PO Box 857 Leesburg, FL 32748	55,000	Vacant Private Bldg
D-1	17-51-141-002-00	Theodore and Florence Caffey 3352 Lakeshore Drive	52,330	Commercial
D-2	17-51-141-003-00	Bob Gimple, L/C from E. Shackleton B-12 Sandy Avenue	26,550	Commercial
D-3	17-51-141-004-00	Viola L. Risik 3448 Lakeshore Drive	34,750,	Commercial
D-4	17-51-141-005-00	Raymond Kay 213 East 13 <sup>th</sup> Avenue	23,300	Commercial
D-5	17-51-141-006-00	Richard and Doris Ganzhorn 550 Osborn Boulevard	6,370	Commercial
D-6	17-51-141-007-00	Richard and Doris Ganzhorn 550 Osborn Boulevard	5,400	Commercial
D-7	17-51-141-008-00	Edward A. and Penney L. Joss Horney Toad Lounge 804 West 25 <sup>th</sup>	21,380	Commercial
D-8	17-51-141-009-00	Edward A. and Penney L. Joss Horney Toad Lounge 804 West 25 <sup>th</sup>	7,950	Commercial
D-9	17-51-141-010-00	William and Verna M. Watson Box 363, Main Street	9,150	Commercial

Pickford, Michigan

D-10	17-51-141-009-50	William J. and Verna M. Watson Box 368, Main Street Pickford, Michigan	3,000	Commercial
D-11	17-51-141-013-00	Sharon Ann MacLaren and Arlene Marie Fitzmaurice 813 Minneapolis Street	6,450	Commercial
D-12	17-51-141-015-00	Patrick and Mrs. Cleary 120 Ridge Street	12,310	Commercial
D-13	17-51-141-016-00	Charles Rosini 123 West Portage Avenue	23,300	Commercial
D-14	17-51-141-019-00	William and Irene Mourufas 218 West Portage Avenue	14,300	Mixed
D-15	17-51-141-020-00	William F. Kritselis and Wife 665 Bingham Avenue	25,000	Mixed
D-16	17-51-141-021-00	William F. Kritselis and Wife 665 Bingham Avenue	10,000	Commercial
D-17	17-51-141-022-00	William F. Kritselis and Wife 665 Bingham Avenue	20,700	Commercial
D-18	17-51-141-023-00	William F. Kritselis and Wife 665 Bingham Avenue	6,000	Commercial
D-19	17-51-141-025-00	Patrick W. Cleary and Charles DePaul 120 Ridge	7,650	Commercial
D-20	17-51-141-002-00	City	Exempt	Public Parking
D-21	17-51-141-045-00	City	Exempt	Public Parking
D-22	17-51-141-044-00	Florence Caffey 3300 Sherman Park Drive	4,970	Commercial
D-23	17-51-141-043-00	Jan and Cheslawa Wojtowicz 160 Ridge Street	6,480	Commercial
D-24	17-51-141-042-00	Jan and Cheslawa Wojtowicz 160 Ridge Street	11,180	Commercial
D-25	17-51-141-038-00	Richard and Conrad III Ganzhorn 550 Osborn Boulevard	36,500	Commercial
D-26	17-51-141-037-00	Richard and Conrad III Ganzhorn 550 Osborn Boulevard	4,000	Private Open Space
D-27	17-51-141-033-00	Richard and Conrad III Ganzhorn 550 Osborn Boulevard	6,260	Commercial
D-28	17-51-141-034-00	John Frost 110 Bingham Avenue	31,000	Commercial

D-29	17-51-141-030-00	William and Irene Cleary 112 Ridge Street	50,000	Mixed
D-30	17-51-141-029-00	Patrick W. Cleary 612 Dillon	8,690	Commercial
D-31	17-51-141-026-00	Patrick W. Cleary and Charles DePaul 120 Ridge Street	31,350	Mixed
D-32	17-51-141-027-00	Mark and Janice Veit 226 Ashmun Street	4,200	Commercial
D-33	17-51-141-028-00	Mark and Janice Veit 226 Ashmun Street	7,400	Commercial
E-1	17-51-278-005-00	William Kritselis 665 Bingham Avenue	24,950	Commercial
E-2	17-51-278-010-00	Jerome Keller PO Box 177 Escanaba, MI 49829	18,450	Mixed
E-3	17-51-278-011-00	Louis V. Perrory and Wife 1510 West 4 <sup>th</sup> Avenue	15,650	Commercial
E-4	17-51-278-011-50	Dr. and Mrs. G.W. Mullin 221 Ashmun Street	10,580	Office
E-5	17-51-278-012-00	Walter and Janet Dolozel 504 E. 10 <sup>th</sup> Street	15,550	Multi-Family Residence
E-6	17-51-278-013-00	Clyde's Restaurant, Inc. 224 Ashmun Street	65,000	Commercial
E-7	17-51-278-004-00	Norman and Peggy Cardinal 2565 Riverside Drive	7,000	Commercial
E-8	17-51-278-002-00	Lynn Auto, Inc. 128 East Portage Avenue	9,650	Commercial
E-9	17-51-278-001-00	Lynn Auto, Inc. 127 East Portage Avenue	40,000	Commercial
E-10	17-51-278-014-00	V. Brownlee and K. Bailey 212 Parkway Avenue	54,350	Commercial
E-11	17-51-278-017-00	Steve Hillman 1004 Lizzie	32,500	Commercial
E-12	17-51-278-000-00	Manufacturer's National Bank Of Detroit Trustee for Richard D. Gustafson Estate Trust Box 659, Trust Real Estate Detroit, Mi 48237	138,700	Public Service
E-13	17-51-359-001-50	Dewey L. Baldwin 200 E. Portage Avenue	14,900	Commercial

E-14	17-51-359-001-00	Gerald T. VanLuven, Jr. & Wife 427 Dillon	11,850	Commercial
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**Commercial Facilities Roll:**

CFT 84-02	Ojibway Investments 240 W. Portage Avenue	51,560
CFT 84-03	Mourufas, William and Irene 218 West Portage Avenue	15,700
CFT 83-01	Viet, D. Mark and Janice 226 Ashmun Street	14,550
CFT 85-02	MacLaren, Sharon and Fitzmaurice, Arline 201-203 West. Portage Avenue	8,550

<b>TOTAL</b>	<b>\$1,866,620</b>
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**ADDITIONAL PROPERTIES INCLUDED IN AMENDMENT**

<u>SECTION</u>	<u>TAX PARCEL</u>	<u>OWNER</u>	<u>2006 TAXABLE VALUE</u>	<u>LAND USE</u>
F-1	17-51-008-017-00	City	Exempt	Parking Garage
F-2	17-51-008-021-00	City	Exempt	Parking Garage
F-3	17-51-008-002-00	Chippewa-Luce-Mackinac CAA 524 Ashmun	Exempt	Parking Garage (Easement)
G-1	17-51-142-061-00	City	Exempt	Public Parking
G-2	17-51-142-033-00	City	Exempt	Public Service

<b>ADDITIONAL.....</b>	<b>\$0</b>
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**Tax Increment Financing Plan  
Table 3  
PERSONAL PROPERTY DATA  
FOR DEVELOPMENT AREA ONE**

<u>Section</u>	<u>Tax Parcel</u>	<u>Owner</u>	<u>1986 Assessed</u>
A-1	17-51-925-210-00	Ojibway Hotel 240 West Portage Avenue	25,000
A-3	17-51-925-216-00	Parkway Motel 119 West Park Place	4,650
A-9	17-51-925-047-00	Palace Saloon c/o Bonnie Krempel 200 West Portage Avenue	6,750
A-10	17-51-925-138-00	Mariner Motel 118 West Portage Avenue	32,850
B-1	17-51-925-211-00	Old Agency Insurance 101 Ashmun Street	3,400
B-2	17-51-925-225-00	Peacock, Ingelson & Vinocur, PC 111 Ashmun Street	35,000
B-4	17-51-925-302-00	Traverse Bay Woolen Company 101 E. Portage Avenue	4,300
B-5	17-51-925-398-00	Cardinal's Red Bird Inn 107 East Portage Avenue	10,050
B-8	17-51-925-018-00	Arcade Bowling Center 123 East Portage Avenue	35,000
B-10	17-51-925-319-00	Norm Butsch Appliance & Service 129 East Portage Avenue	1,000
B-13	17-51-925-340-00	Norman Marsh, PC 149 East Portage Avenue	5,000
C	-	-	-
D-1	17-51-925-567-00	Mole Hole 201 Osborn Boulevard	4,000
D-2	17-51-925-264-00	Office Lounge 227 West Portage Avenue	2,150
D-2	17-51-925-104-00	Flint Wholesale 229 W. Portage Avenue	5,000
D-3	17-51-925-510-00	Portage Avenue Emporium 223 West Portage Avenue	550
D-4	17-51-925-339-00	Brass Lantern c/o Kay R. Earl 213 E. 13 <sup>th</sup> Avenue	1,600

D-6	17-51-925-381-00	Horney Toad Lounge c/o Edward and Pnney Joss 804 W. 25 <sup>th</sup> Street	7,500
D-8	17-51-925-418-00	Café du Voyageur 205 W. Portage Avenue	6,000
D-12	17-51-925-147-00	Cracker Barrel 125 West Portage Avenue	3,100
D-13	17-51-925-247-00	Rosini's Restaurant 123 W. Portage Avenue	1,550
D-14	17-51-925-233-00	Rapids Restaurant 160 Ridge Street	4,000
D-15	17-51-925-005-00	Alpha Bar 105 W. Portage Avenue	9,250
D-24	17-51-925-513-00	Ridge Washeteria 160 Ridge Street	3,450
D-24	17-51-925-513-00	Materna Photo Osborn Boulevard	1,000
D-25	17-51-925-305-00	U.P. Special Delivery, Inc. 146 Ridge Street	1,050
D-29	17-51-925-273-00	Soo Coin Wholesale and Vending Co. 126 Ridge Street	25,000
D-29	17-51-925-349-00	Apple Blossom Shoppe 110 Ridge Street	1,150
D-31	17-51-925-055-00	Soo Billiards 214 Ashmun Street	2,000
D-31	17-51-925-306-00	Thomas Veum, PC 216 Ashmun Street	2,500
D-31	17-51-925-428-00	Savoy Bar 218 Ashmun Street	900
D-33	17-51-925-106-00	Potbelly Restaurant 226 Ashmun Street	2,000
E-2	17-51-925-034-00	The Farol Corporation Box 177 Escanaba, MI 49829	2,500
E-5	17-51-925-197-00	G.W. Mullin, DDS 221 Ashmun	3,500
E-6	17-51-925-436-00	Clyde's Restaurant, Inc. 224 Ashmun Street	40,700

E-9	17-51-925-171-00	Lynn Auto Parts, Inc. 128 East Portage Avenue	16,000
E-10	17-51-925-027-00	Bailey-Newhouse Funderal Home 113 Maple Street	10,450
E-11	17-51-925-043-00	Bonacci-Pingatore Associates 121 Maple Street	6,200
E-11	17-51-925-125-00	Hank's Sport Shop 119 Maple Street	500
E-11	17-51-925-516-00	Precision Automotive 123 Maple Street	5,000
E-13	17-51-925-275-00	Soo Corner Store 200 E. Portage Avenue	4,900
E-14	17-51-925-350-00	Dairy Freeze 205 Bingham Avenue	5,150
<b>TOTAL</b>			<b>\$341,650</b>

**Table 4**  
**PROJECTED IMPACT OF TAX INCREMENTS**  
**UPON TAXING JURISDICTIONS**

Tax Year	FY Ending	Total Assessed	Base Year Assessed	Captured Assessed	Millage	Captured Taxes	1. School Impact	1. ISD Impact	County Impact	City Impact
Base 1986										
2007	2008	\$7,312,762	\$2,208,360	\$5,104,402	0.029	\$148,028	0	0	\$43,387	\$104,640
2008	2009	\$7,459,018	\$2,208,360	\$5,250,658	0.029	\$152,269	0	0	\$44,631	\$107,638
2009	2010	\$7,608,198	\$2,208,360	\$5,399,838	0.029	\$156,595	0	0	\$45,899	\$110,697
2010	2011	\$7,760,362	\$2,208,360	\$5,552,002	0.029	\$161,008	0	0	\$47,192	\$113,816
2011	2012	\$7,915,569	\$2,208,360	\$5,707,209	0.029	\$165,509	0	0	\$48,511	\$116,998
2012	2013	\$8,073,881	\$2,208,360	\$5,865,521	0.029	\$170,100	0	0	\$49,857	\$120,243
2013	2014	\$8,235,358	\$2,208,360	\$6,026,998	0.029	\$174,783	0	0	\$51,229	\$123,553
2014	2015	\$8,400,065	\$2,208,360	\$6,191,705	0.029	\$179,559	0	0	\$52,629	\$126,930
2015	2016	\$8,568,067	\$2,208,360	\$6,359,707	0.029	\$184,431	0	0	\$54,058	\$130,374
2016	2017	\$8,739,428	\$2,208,360	\$6,531,068	0.029	\$189,401	0	0	\$55,514	\$133,887
2017	2018	\$8,914,217	\$2,208,360	\$6,705,857	0.029	\$194,470	0	0	\$57,000	\$137,470
2018	2019	\$9,092,501	\$2,208,360	\$6,884,141	0.029	\$199,640	0	0	\$58,515	\$141,125
2019	2020	\$9,274,351	\$2,208,360	\$7,065,991	0.029	\$204,914	0	0	\$60,061	\$144,853
2020	2021	\$9,459,838	\$2,208,360	\$7,251,478	0.029	\$210,293	0	0	\$61,638	\$148,655
2021	2022	\$9,649,035	\$2,208,360	\$7,440,675	0.029	\$215,780	0	0	\$63,246	\$152,534
2022	2023	\$9,842,015	\$2,208,360	\$7,633,655	0.029	\$221,376	0	0	\$64,886	\$156,490
2023	2024	\$10,038,856	\$2,208,360	\$7,830,496	0.029	\$227,084	0	0	\$66,559	\$160,525
2024	2025	\$10,239,633	\$2,208,360	\$8,031,273	0.029	\$232,907	0	0	\$68,266	\$164,641
2025	2026	\$10,444,426	\$2,208,360	\$8,236,066	0.029	\$238,846	0	0	\$70,007	\$168,839
2026	2027	\$10,653,314	\$2,208,360	\$8,444,954	0.029	\$244,904	0	0	\$71,782	\$173,122
Total Impacts for 20 year extension							\$3,871,897		\$1,134,886	\$2,737,031

NOTE: (1.) School and ISD are not impacted on the 20 year extension of the TIFA amendment.

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