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BROWNFIELD REDEVELOPMENT

**GRAND TRAVERSE COUNTY BROWNFIELD REDEVELOPMENT AUTHORITY**

**AMENDMENT #01  
MICHIGAN PUBLIC ACT 381 OF 1996, AS AMENDED  
WORK PLAN TO CONDUCT  
MEGA NON-ENVIRONMENTAL ACTIVITIES**

**BOARDMAN LAKE AVENUE PATHWAY AND TRAIL SYSTEM  
GRAND TRAVERSE COUNTY, MICHIGAN**

Revised July 25, 2011

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**AKT PEERLESS PROJECT NO. 7147B**

Approved by MEGA on: \_\_\_\_\_

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MDEQ

THE MICHIGAN REDEVELOPMENT AGENCY

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**AMENDMENT #01  
ACT 381 WORK PLAN TO CONDUCT  
MEGA NON-ENVIRONMENTAL ACTIVITIES**

**BOARDMAN LAKE AVENUE PATHWAY AND TRAIL SYSTEM  
GRAND TRAVERSE COUNTY, MICHIGAN**

**1.0 INTRODUCTION**

The Grand Traverse County Brownfield Redevelopment Authority (the "Authority") is submitting this Act 381 Work Plan Amendment #01 ("Plan") for the property located on the west side of Boardman Lake in Traverse City, Michigan. This Plan amends the original Work Plan for the property as approved by the Michigan Economic Growth Authority (MEGA) on June 19, 2001. This Brownfield project was developed with two (2) main public purposes. First, the property is a "facility" due to the presence of contamination originating offsite, and redevelopment of the property by a private developer into mixed use commercial and residential condominiums will alleviate Brownfield conditions. Second, the Brownfield project furthers the City of Traverse City's goal of developing a north- south corridor, to reduce the traffic volumes in residential neighborhoods, moving people into and out of the City of Traverse City. Additionally the City is providing a non-motorized pathway for connectivity around Boardman Lake.

This Amendment #01 is necessary to describe the cost share for Public Infrastructure costs related to the proposed public infrastructure improvements that include Boardman Lake Avenue construction, Boardman Lake non-motorized corridor construction and the associated land acquisition to support these public improvement projects.

The Brownfield Plan Amendment #02 for the Project ("the Brownfield Plan") was approved by the Authority on September 29, 2010, approved by the City Traverse City Council on November 1, 2010 and by the Grand Traverse County Board of Commissioners on October 27, 2010. See Exhibit F for the Brownfield Plan and Resolutions approving the Brownfield Plan. Amendment #02 to Brownfield Plan identifies a \$6,870,146 increase in the overall Plan for new MEGA Non-Environmental Eligible Activities from the original amount of \$3,327,847 to a Grand Total Cost of \$10,713,850 (combined State/Local and Local Only costs). The total requested in Plan

Amendment #01 represents an increase of \$6,870,146 from the MEGA Board approval on June 19, 2001.

Based on the current site conditions, certain activities are necessary to support the Property for redevelopment. The following sections present site background information, current Property conditions, the MEGA Eligible Activities, and the costs associated with the proposed activities.

## **1.1 ELIGIBLE PROPERTY INFORMATION**

### **1.1.1 Location and Eligibility**

The Eligible Property (the “Property”) is on the west bank of the Boardman Lake in the City of Traverse City, Grand Traverse County, Michigan. Maps showing the locations of the Property and project area are included as Figure 1 and Figure 2, as attached.

The Property is considered “eligible property” as defined by Act 381, Section 2 because (a) the Property was previously utilized or is currently utilized for a commercial and public purpose; (b) it is located within the City of Traverse City, a qualified local governmental unit, or “Core Community” under Act 381; and, (c) the Property is determined to be a “facility” or adjacent and contiguous to a “facility” and was verified by Michigan Department of Environmental Quality (MDEQ) in 2001. Please refer to the Brownfield Plan located in Exhibit F for supporting documentation.

The Property consists of multiple parcels along the west bank of Boardman Lake. Below is an Eligible Property summary in accordance with the adopted Brownfield Plan as amended:

*2000 Brownfield Plan adopted by Grand Traverse County Board of Commissioners on March 29, 2000* - The boundaries of the Eligible Property were defined as the property boundaries for Lots 5 and 6 and part of Lot 8 "Hannah, Lay & Co.'s Sixteenth Addition to Traverse City, Section 10, T27N, R11W, City of Traverse City, Traverse City, Michigan. The legal description of the Eligible Property (CSXT/Boardman Lake Parcel) was provided in Appendix A of the 2000 Brownfield Plan. Exhibit A includes a table and map of the Eligible Property in 2000.

*2001 Brownfield Plan Amendment #01 adopted by Grand Traverse County Board of Commissioners on April 25, 2001* - This Amended Brownfield Plan #01 added Lot 7 and two Easements. This addition was intended to allow the City of Traverse City to purchase Lots 5 and

6. Lots 5 and 6 will give access to and adjoin the Boardman Lake Waterfront for inclusion as the Eligible Property. The boundaries of the Eligible Property were "commonly" defined as the property boundaries for Lots 5, 6, 7 and part of Lot 8 "Hannah, Lay & Co.'s Sixteenth Addition to Traverse City," Section 10, T27N, R11W, City of Traverse City, Traverse City, Michigan. Attachment A of the 2001 Brownfield Plan Amendment contained the legal descriptions for most of the Eligible Property and a map identifying the excess railroad right-of-way parcel as Eligible Property since there was not a legal description available at the time. Exhibit A includes a table and map of the Eligible Property in 2001.

The 2001 Brownfield Plan Amendment #01 effectively highlighted MDOT railroad right-of-way as a "facility" meeting Eligible Property criteria with the Recognized Environmental Conditions (RECs) as rail yard operations (REC #1) on the Eligible Property, from off-site contaminant migration in a groundwater plume from Cone Drive/Textron property to the west (REC #2), and coal & clinkers from railroad operations (REC #8) to name a few. Additionally, MDEQ Cadillac District Office file documentation reviewed in September 1998 identified the prime constituents of the contamination to include VOCs, PNAs and metals in the groundwater. It was evidenced in this file review and concurred with by the MDEQ at the time that the 2000 and 2001 Act 381 Work Plans for environmental and non-environmental eligible activities were approved by both the MEGA Board and MDEQ that all of these parcels qualified as Eligible Property. Per the determination of the MDEQ at that time, the properties in question specifically met the definition of a "facility" as defined by Section 20101 Part 201 of the NREPA Act No. 451 of the Public Acts of 1994, as amended or as adjacent or contiguous property to facility parcels.

*2010 Brownfield Plan Amendment #02 adopted by Grand Traverse County Board of Commissioners on October 27, 2010* - This Amended Brownfield Plan #02 did not add or remove any Eligible Property from what was included in the 2001 Amended Brownfield Plan #01. However, since 2001 numerous splits and combinations have occurred on the Property. At the request of the Michigan Economic Development Corporation (MEDC), Exhibit A includes a table and map of the 2001 Eligible Property as it has been reconfigured as of 2010. The overall boundary of the Eligible Property has not changed and as development continues it is anticipated that additional subdividing of the Eligible Property will occur.

#### **1.1.2 Current Ownership**

The Eligible Property is being developed by Boardman West LLC. Since the 2000 Brownfield Plan, the Property has been sub-divided with individual condo units sold.

Contact information is as follows:

Boardman West, LLC  
William Bowling  
300 Ottawa NW  
Grand Rapids, MI  
616-988-5820

City of Traverse City  
Contact Person: Ben Bifoss, City Manager  
400 Boardman Avenue  
Traverse City, MI 49684  
Telephone: 231-922-4440

#### **1.1.3 Proposed Future Ownership**

The eligible property is being redeveloped by Boardman West LLC, into a residential community; future ownership is based on market conditions. In addition, The Grand Traverse County Land Bank Authority in regional cooperation with the City of Traverse City will purchase railroad right-of-way (ROW) from MDOT to build Boardman Lake Avenue and also for portions of the Trail to utilize the right-of-way.

#### **1.1.4 Delinquent Taxes, Interest, and Penalties**

No delinquent taxes, interest, or penalties are known to exist for the property.

#### **1.1.5 Existing and Proposed Future Zoning For Each Eligible Property**

The Property is located in the City of Traverse City and is currently zoned R-29, Multi-Family Dwelling District and I, Industrial District. The City's Master Plan calls for the southern portion of the Industrial District, to become Commercial through Corridor zoning which promotes and allows for neo-traditional mixed-use development.

### **1.2 HISTORICAL USE OF EACH ELIGIBLE PROPERTY**

Based on the 2001 Act 381 Work Plan to Conduct MDEQ and MEGA Eligible Activities: The Property is located along the west shore of Boardman Lake and the Boardman River; south of Eighth Street and roughly north of Fairlane and contains approximately 13.59 acres. This

Property is an irregular-shaped parcel of land bounded by vacant land and a railroad ROW to the north, Boardman Lake to the east, additional vacant land and railroad ROW to the south, and a light industrial building and a railroad ROW owned by MDOT to the west. Based on review of historical documents including historical atlas maps, Sanborn Fire<sup>TM</sup> Insurance Maps, aerial photographs, and city directories, it appears that the portions of the entire eligible property had been utilized for railroad purposes since at least 1904 through 1982. Additional occupants have included an ice house (Lot 6), warehouses for storage of party supplies (Lot 7), an asphalt plant (Lot 6), a vehicle fueling area (Lot 7), a bulk fuel storage area (Lot 7), and vacant land.

### **1.3 CURRENT USE OF EACH ELIGIBLE PROPERTY**

Since the March of 2000, the date of the original Brownfield Plan, the residential development of the west bank of Boardman Lake has commenced. Currently there are three (3) multi-unit buildings constructed as part of the development. The total proposed project includes up to 174 condominiums that are to be complete in three (3) phases on Lots 5 and 6. In addition, a site condo with 14 units has been developed on Former Lot 7, this includes single family detached homes. Total capital investment to date totals \$11.5 million dollars and includes the creation of 2 permanent full time jobs. In addition, the total cumulative tax increment revenue collected to date totals \$562,450 for school tax capture and \$970,826 for local tax capture.

### **1.4 SUMMARY OF PROPOSED REDEVELOPMENT AND FUTURE USE FOR EACH ELIGIBLE PROPERTY**

Continued development on the Property includes Lake Ridge Condominiums, and residential site condominium to the south, former Lot 7. In addition, West Boardman Lake Avenue will be constructed through this parcel, with easements to be owned by the City of Traverse City. West Boardman Lake Avenue, will provide improved access to downtown Traverse City. The Brownfield Plan and Plan constitutes a public purpose and will facilitate investment and redevelopment of the properties in the Plan. In particular, the Plan through the construction of Boardman Lake Avenue will divert 50 to 80% of the daily traffic off of the residential neighborhoods from Cass and Union Streets. The Plan will facilitate new residential and commercial development to the City of Traverse City.

The main corridor of West Boardman Lake Avenue is proposed from Eighth Street to the north to the south city limits. The proposed alignment follows the west side of the existing railroad

right of way, and requires the relocation of the railroad wye, that currently is in the middle of the redevelopment of this Property. West Boardman Lake Avenue is proposed as a single traffic lane in each direction with turn lanes at Eighth, Fourteenth, and the south city limits.

In addition easements will be provided and owned by the City of Traverse City to connect the Boardman Lake Trail. The MDOT ROW properties will be used to support the advancement of the Boardman Lake Trail southward from the Property to South Airport Road. It will serve both a recreation function and as an important north-south non-motorized transportation corridor. The Plan will provide valuable access to Boardman Lake through the trail system that is currently difficult for the public to enjoy.

This project represents an overall investment estimated at over \$16 million in real and personal property not including the anticipated commercial component. This Plan is being prepared to provide Tax Increment Financing, including the capture of taxes levied for school operating purposes, for reimbursement of eligible costs to be incurred as part of the project. This MEGA 381 Work Plan is being submitted by the Authority to the MEGA Board for approval of the capture of school taxes for reimbursement of a portion of the Eligible Activity costs listed below.

## **1.5 INFORMATION REQUIRED BY SECTION 15(15) OF THE STATUTE**

### **1.5.1 Sufficiency of Individual Activities to Complete Eligible Activities**

- *Brownfield and Work Plan Preparation*—The Brownfield Plan and Work Plan have been completed in accordance with Act 381.
- *Infrastructure Improvements* - All Infrastructure improvements proposed will be publicly owned, maintained and operated, will support the project and also serve others and/or the public. The proposed public infrastructure improvement includes: removal of existing curb and gutter, roadway pavement, drives and walks, rail, water mains, storm and sanitary sewer lines and structures and the replacement of all above including trail, landscaping and lighting improvements under the Plan. Please see the Engineering Study with costs and the updated Opinion of Probable Cost breakout in Exhibits B & C. In addition, please reference Figures 4, 5, and 6 which illustrate the Public Infrastructure Improvements. Together, these activities are sufficient to complete the Public Infrastructure Improvements, as they will result in improvements to the water service,

sewers, roads and sidewalks, rails, trails, electrical service, lighting, and parking that are in accordance with local zoning and other applicable laws and regulations and that will directly benefit the Property and public generally. In Plan Amendment #01 the only added task to this Eligible Activity is the construction of the non-motorized corridor/trail.

- *Acquisition of Property by a Land Bank Authority* - The Grand Traverse County Land Bank Authority (GTCLBA) will purchase and hold through the construction period of Boardman Lake Avenue the MDOT ROW. As identified on Figure 3 the GTCLBA will enter into two separate agreements with MDOT to purchase the needed ROW for the construction of Boardman Lake Avenue and portions of the non-motorized corridor. In Plan Amendment #01 this is an added Eligible Activity.
- *Demolition* – In this Plan Amendment #01 there are no additional Demolition activities.
- *Site Preparation* - In this Plan Amendment #01 there are no additional Site Preparation activities.

### **1.5.2 Necessity of Individual Activities to Complete Eligible Activities**

As described above, this Plan serves several purposes, the first is related to protection of public health and the environment, and these are the MDEQ related activities. The second is the public purpose. Currently, the route of traffic into downtown Traverse City, is through residential neighborhoods. The creation of West Boardman Lake Avenue, will eliminate up to 50 to 80% of vehicle traffic from these residential neighborhoods. Further the non-motorized transportation corridor, around Boardman Lake will allow for a roughly 5 mile loop trail all the way around the lake, as well as access to the City of Traverse City, north to Sutton's Bay or west to Acme Township, and beyond. The property acquisition and public infrastructure improvements will benefit not only the development of the Property, but also the residents who currently live along Union or Cass Street in the City of Traverse City, as well as work in the long term vision of the City of Traverse City in the promotion of a walk-able community. In addition to the description provided below please reference Exhibit D and Section 1.5.4.

West Boardman Lake Avenue is one of the top priority transportation projects and a critical need for the City of Traverse City. This project will directly benefit not only Lake Ridge, a residential development on the West Bank of Boardman Lake supported by the original Work Plan efforts, but also provide improved access to downtown Traverse City, drawing traffic out of a residential neighborhood, and creating a more walk-able community for the City. This project has been discussed with the City Planning, City Commission and at community wide meetings, and has been included in the City Master Plan since 1994.

The development of West Boardman Lake Avenue is an integral part of a broader neighborhood redevelopment strategy, as well as a broader traffic mitigation effort for the city as a whole. In 2001, the City of Traverse City commissioned Andrews University to develop a plan for the Old Towne Neighborhood. Much of that Plan's proposed redevelopment efforts are dependent upon the roadway and trail construction to come to fruition. More specifically, this Work Plan will enable a host of benefits to a broader area:

- Immediate traffic relief on Cass and Union Streets, reducing congestion and increasing residential property values along Cass and Union Streets.
  - There are 72 residential properties on Union Street between 8<sup>th</sup> and 14<sup>th</sup> Streets. A modest 5% increase in the current assessed value of these residential properties would yield \$365,000 in additional assessed value.
  - There are 55 residential properties on Cass Street between 8<sup>th</sup> and 14<sup>th</sup> Streets. A modest 5% increase in the current assessed value of these residential properties would yield \$230,000 in additional assessed value.
- Two commercial redevelopments on 14<sup>th</sup> Street. Estimated private investment is estimated at \$2.5 to 3 Million.
- Enhanced on-street parking options, as well as Boardman Lake public access.
- Construction of approximately 15 additional single family homes at the southeast corner of 14<sup>th</sup> Street and the new Avenue intersection. Anticipated private investment is \$3.25 Million.
- Residential redevelopment along the west side of the new Boardman Lake Avenue. Anticipated private investment is \$10 Million.
- An additional \$18 Million in water-front residential development on the east side of the new Avenue.

Conservatively, the construction of Boardman Lake Avenue is expected to generate ~~\$25 Million~~ of private investment in the City of Traverse, in addition to easing traffic congestion and increasing surrounding property values.

The redevelopment of the Property will result in additional tax revenue for all taxing jurisdictions, once Eligible Activities have been reimbursed. New commercial economic growth is made available through this Plan with the relocation of the MDOT railroad wye. Relocation of this wye, provides an anticipated increase in new commercial investment of \$1.2 million.

#### **1.5.3 Reasonableness of Costs**

The costs associated with West Boardman Avenue were developed by the City of Traverse City Engineering Department in 2010, updating the costs developed on December 4, 2001 from a local engineering firm (Gourdie/Fraser & Associates) and based on experience with similar infrastructure projects throughout the City as well as current market conditions. In addition, the costs associated with the non-motorized corridor were developed based on the non-motorized path that was designed and built on the east side of Boardman Lake. The estimates are market-rate and are thus presumed to be reasonable.

#### **1.5.4 Public Benefit**

This development exemplifies every characteristic of the City's zoning goals for the site. The City wants to provide for a wide range of commercial and high density residential land uses designed to serve the residents, shoppers and visitors of the City. West Boardman Lake Avenue is one of the top priority transportation projects and a critical need for the City of Traverse City. This project will directly benefit not only Lake Ridge, a residential development on the West Bank of Boardman Lake, but also provide an improved access to downtown Traverse City, drawing traffic out of a residential neighborhood and creating a more walk-able community for the City. This project has been discussed with the City Planning, City Commission and at community wide meetings, and has been included in the City Master Plan since 1994.

West Boardman Lake Avenue is being developed in conjunction with Boardman West LLC, the developer of Lake Ridge. Lake Ridge is on the west bank of Boardman Lake and is proposed project of 174 condominiums; bringing housing needs for the City of Traverse City. Boardman Lake Avenue will be a route that will divert traffic from the neighborhoods, which are the only north/south route into downtown west of Boardman Lake.

Another significant benefit for this public project is the provision of easements to connect the Boardman Lake Trail, a non-motorized pedestrian pathway/trail around the entire Boardman

Lake. Without the financial incentives afforded by this Plan, the project will be delayed indefinitely, while the City attempts to identify revenues necessary to close the construction cost gap for the public infrastructure. The "public purposes" that this Plan presents to the City and County of Grand Traverse include:

- Traffic Diversion: Currently, the route into the downtown area is on Cass and Union streets, both streets are in the middle of residential neighborhoods; this route will have the capacity to divert 50% to 80% of the daily traffic from these two neighborhood streets.
- City Master Plan: Approved in 1994, identifying north/south arterial as a top need to encourage and promote the downtown area.
- Public Access to Lake: With obtaining easements a multi-use pathway will encircle the entire Boardman Lake, which will be easily accessible for the public
- Positive Economic Impact: As identified on Exhibit D, studies have been conducted which identify the economic impact when a properly maintained trail system is near residential neighborhoods. The economic impact for the construction of a new north/south corridor into downtown Traverse City is also outlined on Exhibit D.

The redevelopment of the Property will result in additional tax revenue for all taxing jurisdictions, once Eligible Activities have been reimbursed. New commercial economic growth is made available through this Plan with the relocation of the MDOT railroad wye. Relocation of this wye, provides an anticipated increase in new commercial investment of \$1.2 million.

#### **1.5.5 Reuse of Vacant Buildings and Redevelopment of Blighted Property**

The redevelopment of the Property demolished two (2) structures that existed at the time of the March 2000 Brownfield Plan. In March of 2000, the northern building was vacant and the southern building was used as storage and warehouse building. Currently, there are no vacant buildings on the Property.

### **1.5.3 Job Creation**

Job creation associated with this Plan will include up to 60 temporary full-time construction jobs associated with the building of the residential condominiums, as well as construction of West Boardman Lake Avenue and the non-motorized bike path.

In addition the residential condominium complex will have administrative support for sales of the units, maintaining the grounds, as well as property management, creating 4 to 6 long term positions.

### **1.5.4 Unemployment Status**

The unemployment rate in Grand Traverse County was 2.5% in 2001 at the time of the original Act 381 Work Plan. According to the Michigan Labor Market Information system, Grand Traverse County unemployment was 9.7% in May 2011. Comparatively, the May 2011 unemployment rate was 10.3% in the State of Michigan, and 8.7% in the United States.

### **1.5.5 Contamination Alleviation**

The Property will be prepared to make it suitable for development, and appropriate due care and additional response activities will be performed to prevent exposure to materials hazardous to human health, safety, and the environment. The Developer shall be reimbursed for all environmental eligible activities, as allowed by Act 381, as amended. Costs to accomplish this work (environmental eligible activities) are not a part of this Plan but were covered under previously approved MDEQ Act 381 Work Plans and will be addressed further in future Plan requests to MDEQ as market conditions warrant continued development activity.

### **1.5.6 Private Sector Contribution**

Private developer investment is estimated at approximately \$15 million in improvements to land, buildings and personal and real property. Construction of West Boardman Lake Avenue and the Boardman Lake non-motorized transportation trail are public improvement costs.

### **1.5.7 Cost Gap Comparison**

No alternative Greenfield site was considered for the project. See the Brownfield Plan in Exhibit F for information related to Brownfield costs.

### **1.5.8 Brownfield Creation**

This Project will not create a new Brownfield site.

### **1.5.9 Project Financial Data**

Infrastructure development and trail development will comply with all local audit requirements to secure sound/fiscal responsibility of the governmental agency(ies).

### **1.5.10 Incentives**

Future redevelopment costs, including eligible activities, will be primarily financed by the developer(s), as well as by use of funding obtained from any of the following sources by the Grand Traverse County Brownfield Redevelopment Authority (GTCBRA):

- State of Michigan Revitalization Revolving Loans - Environmental
- State of Michigan Brownfield Redevelopment Grants - Environmental
- Tax Increment Revenues, including capture of incremental taxes levied for school operating and non-school operating expenses – Non-Environmental & Environmental
- U.S.EPA Brownfield Assessment and/or Cleanup Grants - Environmental
- U.S.EPA Brownfield Cleanup Revolving Loan Fund - Environmental
- Waterfront Redevelopment Grant - Environmental
- The Local Site Remediation Revolving Fund - Environmental
- Other revenues obtained by the Authority, or City – To be determined

The GTCBRA may use proceeds from any of the listed sources, at its discretion and in compliance with applicable laws, to pay for eligible activities on the eligible property, to reimburse the developer(s) for the financing of eligible activities including the financing cost, to repay State revolving loan(s), to reimburse its administrative expenses, or reimburse the Local Site Remediation Revolving Fund.

A portion of the redevelopment project relating to the 2001 Brownfield Plan included some acquisition of land. The acquisition costs have been paid for through the Clean Michigan Initiative Waterfront Redevelopment Grant that was awarded to the City of Traverse City in the amount of \$487,000 on April 13, 2000. Waterfront Redevelopment Grants were provided to reclaim and revitalize waterfront property throughout the state to maximize economic and public value. This grant provided funding to address the city's highest priorities: planning and design; environmental response activities; property acquisition; and public infrastructure improvements at the Boardman Lake Property. Specifically, the Waterfront Redevelopment Grant allowed the City of Traverse City the ability to purchase land directly along the Boardman Lake south of Lake (between Tenth and Eleventh Street) and north of Fourteenth Street and Lakeridge (see Figure 3). None of the Waterfront Redevelopment Grant proceeds were or will be used for the purposes of purchasing any railroad right-of-way from MDOT (MDOT Acquisitions #1 or #2) by the Grand Traverse County Land Bank Authority as depicted in Figure 3.

#### **1.5.11 Additional Information**

This Plan shall be utilized to achieve the goals and objectives of the County of Grand Traverse and the City of Traverse City. The concept of the State Core Communities initiative was to revitalize downtown's and reduces urban sprawl. In addition, Grand Traverse County residents participated in a regional Grand Vision. Through this Grand Vision process, a Harris Interactive poll was conducted, with 90% of area residents responding that improved biking and walking opportunities were important for the successful growth of the region.

Traverse City has historic residential neighborhoods near the downtown area along the current "corridor/route" into the downtown area. Studies have proven that highly traveled areas are less attractive for residential living. By diverting traffic away from the residential neighborhoods, Traverse City has identified the need (since 1994) of relieving the pressure of traffic on neighborhoods and in turn trying to keep these residential neighborhoods quiet and attractive for living in the downtown district.

Maintaining a healthy and vital downtown district is accomplished by accommodating the people as well as cars. This project will accommodate the historical residential neighborhoods in the hopes of keeping these residences downtown instead of building on a Greenfield and/or purchasing houses outside of the urban core to get away from the endless traffic within their

neighborhoods. The Boardman Lake Avenue project will save these neighborhoods and encourage both citizens outside the downtown district to travel into the City and also keep our residences peaceful will have the capacity to divert 50% to 80% of the daily traffic from these two neighborhood streets.

## **2.0 CURRENT PROPERTY CONDITIONS**

### **2.1 PROPERTY ELIGIBILITY**

The Property is considered “eligible property” as defined by Act 381, Section 2 because (a) the Property was previously utilized or is currently utilized for a commercial and public purpose; (b) it is located within the City of Traverse City, a qualified local governmental unit, or “Core Community” under Act 381, and; (c) the Property is determined to be a “facility” or adjacent and contiguous to a “facility”. Please refer to the Brownfield Plan located in Exhibit F for supporting documentation.

### **2.2 SUMMARY OF ENVIRONMENTAL CONDITIONS**

Under Part 201, a “facility” is defined as “any area, place, or property where a hazardous substance in excess of the concentrations which satisfy the requirements of section 20120a (1) (a). has been released, deposited, disposed of, or otherwise comes to be located.” M.C.L. § 324.20101(1) (o). A “release” is defined to include “spilling” or “leaking” of a hazardous substance into the environment. In addition, a “release” includes the abandonment of containers or other closed receptacles containing hazardous substances. M.C.L. § 324.20101(1) (bb).

The environmental investigations completed on the Property are summarized in the 2001 Act 381 Work Plan approved by MEGA on June 19, 2001. As this is an Amendment #01 to that 2001 Plan and no additional information related to the environmental conditions has been identified, there are no additional findings to report herein.

### **2.3 SUMMARY OF FUNCTIONALLY OBSOLETE OR BLIGHTED CONDITIONS**

There are no functionally obsolete and/or blighted conditions remaining or located on the Property.

### **3.0 SCOPE OF WORK**

#### **3.1 MDEQ ELIGIBLE ACTIVITIES**

Not Applicable. This Plan is for MEGA non-environmental Eligible Activities only.

#### **3.2 MEGA ELIGIBLE ACTIVITIES**

The non-environmental Eligible Activities will include Public Infrastructure Improvements, Acquisition of Property by a Land Bank Authority and Brownfield/Work Plan preparation, all which were approved by the Authority, City Council and the County Board of Commissioners pursuant to the terms of the Development Agreement between the City and the County (Exhibit G). Additionally, we have provided easement agreements for the Non-Motorized Corridor Infrastructure Improvements that are extending into private property of the affected landowners as outlined below and included in Exhibit E. A summary of the Eligible Activities and the estimated cost of each Eligible Activity intended to be reimbursed with Tax Increment Revenues from the Property are shown in the attached Table 1. A detailed cost breakdown for the Public Infrastructure is shown in the attached Exhibit B along with the City Engineers Opinion of Probable Costs letter dated June 27th, 2011. Exhibit C contains an Engineering Study for Boardman Lake Avenue dated December 4, 2000. Included in our attached Figures 4, 5 and 6 is also specific information to provide additional location and/or plan details as well as maps depicting public infrastructure improvements. Existing site conditions are illustrated on the Topographic Survey Sheets, Figures 7, 8 and 9.

Additional detailed breakouts of the non-environmental activities being requested for MEGA approval are described below:

- **Infrastructure Improvements.** All Infrastructure improvements proposed will be publicly owned, maintained and operated, will support the project and also serve others and/or the public. Several infrastructure activities are anticipated as part of this Plan. In April 2001, approved MEGA Work Plan, costs were estimated for the redevelopment at the Eligible Property, with limited knowledge of the costs associated with the development of West Boardman Lake Avenue. In addition this Plan also includes costs associated with the proposed non-motorized corridor/trail on the west side of Boardman Lake, therefore costs have been modified based on the additional information, and associated infrastructure costs for the development of the Boardman Lake Avenue and Trail. The construction of the Boardman Lake non-motorized Trail is the only additional task to Infrastructure Improvements since the 2001 MEGA Board approval. Costs for all other Infrastructure Improvement tasks previously approved by MEGA are updated in this Plan Amendment #01.

1) West Boardman Lake Avenue

- Updated costs since the 2001 MEGA Board approval.

*a. Design Services*- The City of Traverse City Engineering will develop or work with design engineers to develop the alignment of the proposed West Boardman Avenue. This design will include a topographic survey of the proposed right-of-way (ROW), borings to determine if suitable soils are present along the alignment, or if unsuitable soils such as peat are present, as well as designing for acceptable storm water control measures.

*b. Road Preparation Construction* - Construction of West Boardman Lake Avenue will include the relocation and/or abandonment of the existing railroad lines, utility upgrades along Lake Ridge Drive (water, sewer, and street improvements).

2) Boardman Lake Non-Motorized Transportation Corridor

- Added task since the 2001 MEGA Board approval.

*a. Design Services*- Similar to West Boardman Lake Avenue, the Boardman Lake Trail will be designed by the City of Traverse City Engineering Department or contracted design engineers to develop the alignment of the proposed Boardman Lake Trail. This design will include a topographic survey of the proposed alignment, borings to determine if suitable soils are present, cross sections of the trail that required significant improvements and design of appropriate retaining walls, or retaining structures (guard rails). In addition, since the proposed alignment of the non-motorized pathway is along the edge of the Boardman Lake, shoreline improvements are anticipated. These improvements will include clearing/grubbing and slope stabilization where required and as anticipated, see Figure 4.

*b. Non-Motorized Corridor Development and Construction* - Due to the topography in the area and the potential for significantly steep slopes it is likely that significant cut and/or fill areas may be necessary for use of the non-motorized trail, as well as the use of an elevated path. In addition, the proposed pathway will require crossing of the railroad lines, pedestrian access points, as well as bridge in the vicinity of Boardman River at the south end of the Boardman Lake.

Once the easements are secured, this non-motorized Public Infrastructure Improvement will be:

- Directly benefiting the Eligible Property in the Brownfield Plan and allow all residents of the County and visitors to access this underutilized natural resource;
- Publically owned/maintained/operated by the City of Traverse City, a “Core Community”;
- Functionally connected to similar or supporting property owned by the City of Traverse City;
- Designed and dedicated to use by and for the benefit of the public generally;

- Continuously open to public access;
- Located in public easements, and;
- Paid for by tax increment revenues levied from Eligible Property in the Core Community of the City of Traverse City.

Additionally, these Infrastructure Improvements that are extending into private property will be “dedicated”, “non-exclusive” and are for “perpetuity”. These easements are not unlike any other easement upon which Infrastructure Improvements are conducted in Act 381 Work Plans across the State. This is an important Eligible Activity to have included in the Plan Amendment and the States support is critical to the project’s success as there are no other funding sources to cover the costs of construction. Per the request of the MEDC, in order for this Public Infrastructure Improvement Eligible Activity to be considered within the Township, either the easements or a “comfort letter” from those property owners who have not entered into an easement need to be provided as a part of this Plan Amendment request. Exhibit E includes all of the secured easements except for one property owner who is in the process of completing a “comfort letter” in order to allow for the completion of the non-motorized corridor. The Authority will provided a copy of this comfort letter upon receipt but no later than the August 2011 MEGA Board Meeting.

- **Acquisition of Property by a Land Bank Authority.** The Grand Traverse County Land Bank Authority in regional cooperation with the City of Traverse City will purchase railroad right-of-way from MDOT to build Boardman Lake Avenue and to utilize the right-of-way for a portion of the non-motorized trail. The property purchase is for economic development purposes due to the economic impact that both the Boardman Lake Avenue and the non-motorized transportation corridor provides. The property purchase is therefore an Eligible Activity for reimbursement. The economic benefits of the road and the non-motorized corridor are fully described in the attached Exhibit D. This is an added Eligible Activity since the 2001 MEGA Board approval.

Further property purchases will be required for the relocation of the railroad wye but will be acquired utilizing local-only tax increment revenues.

- **Brownfield and Work Plan Preparation.** Reasonable costs associated with development and preparation of a Brownfield Plan and Work Plan.
- **MEGA Review Fees.** As required by MEGA.
- **Contingency.** A 15% contingency factor has been included to accommodate unexpected conditions that may be encountered during the redevelopment.
- **Interest.** There is no interest associated with the Eligible Activities within this Plan.

## **4.0 SCHEDULE AND COSTS**

The following subsections present the proposed schedule to complete the Project and the associated costs.

### **4.1 SCHEDULE OF ACTIVITIES**

Activities associated with the redevelopment of the Lake Ridge Development, is on-going with additional buildings to be constructed as the market demands. Currently they are at approximately 50% build out, with several units available for immediate occupancy. West Boardman Lake Avenue is to be built in two (2) phases; the first phase will be initiated immediately upon approval by the MEGA for property acquisition. Engineering/design and construction will follow in the next five (5) years (includes Eighth Street to Fourteenth Street). The second phase is anticipated within the next ten (10) years (from Fourteenth Street to the South City limits). The non-motorized transportation trail is anticipated to begin immediately with securing the proper easements, engineering/design and ultimate construction completed within the next 15 years. This schedule is subject to available tax increment revenues captured from the Property to fund this work.

### **4.2 ESTIMATED COSTS**

The itemized estimated costs to complete the Non-Environmental MEGA Eligible Activities including all labor, equipment, subcontractors, and materials under this Plan are provided in Sections 4.2.2 below and in the attached Table 1 and Exhibits B and C.

#### **4.2.1 Description of MDEQ Eligible Activities Costs**

Not Applicable.

#### **4.2.2 Description of MEGA Eligible Activities Costs – Amendment #01**

The estimated cost for the total MEGA Eligible Activities plus contingency described in this section as a result of this Amendment #01 to the Plan is now \$10,713,850 from the 2001 MEGA approval of \$3,327,847. Below is a summary of the 2001 MEGA Act 381 Work Plan approval and this Amendment #01 to the Plan. A more detailed description of the Eligible Activities costs associated with this Plan is provided in Table 1. Unit costs are provided where applicable in the attached Exhibit B and C.

<b>Eligible Activity</b>	<b>MEGA Approved Work Plan</b> <u>June 19, 2001</u>	<b>Amendment #01</b> <u>2011</u>	<b>MEGA Request Amendment #01</b> <u>2011</u>
Demolition	\$79,500	\$79,500	\$0
Lead/Asbestos Abatement	0	0	0
Infrastructure Improvements	2,662,280	8,310,559	5,648,279
Site Preparation	136,500	+136,500	0
Acquisition of Property by Land Bank	+0	+323,000	+323,000
<b>Sub-Total</b>	<b>2,878,280</b>	<b>8,849,559</b>	<b>5,971,279</b>
Contingency	434,067	1,327,434	893,367
Interest	+0	+0	+0
<b>Sub-Total</b>	<b>3,312,347</b>	<b>10,176,993</b>	<b>6,864,646</b>
Brownfield/Work Plan Preparation	13,500	20,000	6,500
MEGA Review Cost	+2,000	+1,000	+(1,000)
<b>TOTALS</b>	<b>\$3,327,847</b>	<b>\$10,197,993</b>	<b><u>\$6,870,146</u></b>

The total requested in Plan Amendment #01 represents an increase of \$6,870,146 from the MEGA Board approval on June 19, 2001.

Local-only tax increment revenues in this Plan Amendment #01 are \$515,857 for MEGA Eligible Activities identified on Table 1.

#### **4.2.3 Contingency**

A 15% contingency factor has been included to accommodate for unexpected conditions that may be encountered during the redevelopment.

### **5.0 PROJECT COSTS AND FUNDING**

The following subsections present the total estimated Project costs and the source and uses of funds.

#### **5.1 TOTAL ESTIMATED PROJECT COSTS**

The total costs of the MEGA Non-Environmental Eligible Activities under this Plan are provided in Table 1.

#### **5.2 SOURCES AND USES OF FUNDS**

The private developer is making investment in real and personal property improvements on the Property. Redevelopment of the Property is expected to subsequently generate increases in

taxable value and result in incremental taxable value beginning in 2001. Tax increment revenues will be utilized to reimburse the cost of Eligible Activities. Table 2 provides an estimate of tax increment revenue schedule and a breakdown of the local and school millages. Under this Plan Amendment #01, the City of Traverse City will finance all Eligible Activities for Public Infrastructure Improvements. The tax capture breakdown of tax increment revenues anticipated to become available for use in this Plan is summarized below.

The project is located in the City of Traverse City; therefore there are 49.6684 non-homestead mills available for capture, with school millage equaling 24.0000 mills (48.32%) and local millage equaling 25.6684 mills (51.68%). None of the project was assumed to include homestead residential property, with those properties including the State Education Tax and Local ISD Taxes. The tax capture for MEGA Eligible Activities breaks down as follows:

<b><u>State to Local Tax Capture</u></b>	<b><u>Amendment #01</u></b>	<b><u>Amendment #01</u></b>
<b><u>MEGA Request</u></b>		
School tax capture (48%)	\$ 4,895,037	\$ 3,297,670
Local tax capture (52%)	\$ 5,302,956	\$ 3,572,476
<b><u>TOTAL</u></b>	<b><u>\$ 10,197,993</u></b>	<b><u>\$ 6,870,146</u></b>

## **6.0 LIMITATIONS**

The taxable value on real property is estimated to increase at a rate of 1.5% each year. The incremental tax revenue estimates for the proposed development could vary from this estimate affecting the time period it takes to reimburse the Eligible Activities. The cost estimates included within this Plan are just that “estimates” and the actual costs incurred may vary depending on site conditions. If in fact the Eligible Activity costs exceed the estimated amount for reimbursement the Authority may submit an amended Brownfield Plan and Act 381 Work Plan. Please reference the Brownfield Plan in Exhibit F for additional information.

All reimbursements authorized under this Plan shall be governed by the Reimbursement Agreement. The inclusion of Eligible Activities and estimates of costs to be reimbursed in this Plan are intended to authorize the Authority to fund such reimbursements and does not obligate the Authority or the County to fund any reimbursement or to enter into the Reimbursement Agreement providing for the reimbursement of any costs for which tax increment revenues may

be captured under this Plan, or which are permitted to be reimbursed under this Plan. The amount and source of any tax increment revenues that will be used for purposes authorized by this Plan, and the terms and conditions for such use and upon any reimbursement of the expenses permitted by the Plan, will be provided solely under the Reimbursement Agreement contemplated by this Plan.

Administrative Clarification – Brownfield Plan Boardman Lake Avenue  
Pathway Trail System

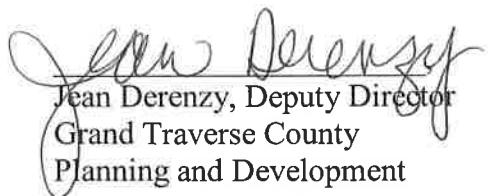
This memorandum shall serve as clarification to the Brownfield Plan Amendment, approved by the Grand Traverse County Board of Commissioners on October 27, 2010 and concurred with by the City Council on November 1, 2010.

**Clarification:** Introduction First Paragraph, second sentence, should have read: "This second Amendment will add additional eligible activities to the PLAN to recognize the master plan redevelopment of this area, including the development of Boardman Lake Avenue and the completion of Boardman Lake Trail."

As you will see within the Brownfield Plan, no additional property was added or contemplated. The 2001 Brownfield Plan Amendment #1 was the last Brownfield Plan amendment to add eligible property.

No other clarifications or amendments are made under this clarification statement.

Signed:



Jean Derenzy  
Jean Derenzy, Deputy Director  
Grand Traverse County  
Planning and Development



## GRAND TRAVERSE COUNTY PLANNING & DEVELOPMENT

Planning Commission • Brownfield Redevelopment Authority  
Economic Development Corporation • Land Bank Authority

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FAX (231) 922-4636

[www.grandtraverse.org/planning](http://www.grandtraverse.org/planning)

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MEDC  
BROWNFIELD REDEVELOPMENT

July 21, 2011

Mr. Dan Wells, Brownfield Specialist  
MEDC  
300 N. Washington  
Lansing, MI 48913

**RE: Administrative Clarification  
2000 Brownfield Plan as Amended in 2001  
Boardman Lake Avenue Pathway and Trail System, Grand Traverse County**

Dear Mr. Wells:

This letter shall serve as clarification of the Boardman Lake Avenue Pathway and Trail System Brownfield Plan for the MEDC's review of the Act 381 Work Plan Amendment #1. The Act 381 Work Plan Amendment #1 is for the purpose of adding eligible activities to Eligible Properties, adopted in the 2001 Brownfield Plan Amendment #01.

The Eligible Property consists of multiple parcels along the west bank of Boardman Lake. Below is an Eligible Property summary in accordance with the adopted Brownfield Plan, as amended:

**2000 Brownfield Plan adopted by Grand Traverse County Board of Commissioners on March 29, 2000** - The boundaries of the Eligible Property were defined as the property boundaries for Lots 5 and 6 and part of Lot 8 "Hannah, Lay & Co.'s Sixteenth Addition to Traverse City, Section 10, T27N, R11W, City of Traverse City, Traverse City, Michigan. The legal description of the Eligible Property (CSXT/Boardman Lake Parcel) was provided in Appendix A of the 2000 Brownfield Plan.

**2001 Brownfield Plan Amendment #01 adopted by Grand Traverse County Board of Commissioners on April 25, 2001** - This Amended Brownfield Plan #01 added Lot 7 and two Easements. This addition was intended to allow the City of Traverse City to purchase Lots 5 and 6. Lots 5 and 6 will give access to and adjoin the Boardman Lake Waterfront for inclusion as the Eligible Property. The boundaries of the Eligible Property were "commonly" defined as the property boundaries for Lots 5, 6, 7 and part of Lot 8 "Hannah, Lay & Co.'s Sixteenth Addition to Traverse City," Section 10, T27N, R11W, City of Traverse City, Traverse City, Michigan. The legal descriptions for most of the Eligible Property were provided and a map identifying the excess railroad right-of-way parcel as Eligible Property was also provided since there was not a legal description available at the time. Appendix A of the 2001 Brownfield Plan Amendment included the above described legal descriptions and map of the Eligible Property.

**2010 Brownfield Plan Amendment #02 adopted by Grand Traverse County Board of Commissioners on October 27, 2010** - This Amended Brownfield Plan #02 did not add or remove any Eligible Property from what was included in the 2001 Amended Brownfield Plan

#01. However, since 2001 numerous splits and combinations have occurred on the Property. The overall boundary of the Eligible Property has not changed and as development continues it is anticipated that additional subdividing of the Eligible Property will occur.

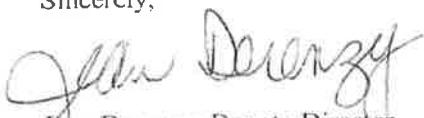
The 2001 Brownfield Plan Amendment #01 met standards required at that time to allow for approval of Eligible Property and Eligible Activities. It was the intent in 2001 by the City of Traverse City and the County that the excess MDOT railroad right-of-way to be included in the Brownfield Plan as Eligible Property. The attachments to this letter include a table and map of the Eligible Property in 2000 and added Eligible Property in 2001.

The 2001 Brownfield Plan Amendment #01 effectively highlighted MDOT railroad right-of-way as a "facility" meeting Eligible Property criteria with the Recognized Environmental Conditions (RECs) as rail yard operations (REC #1) on the Eligible Property, from off-site contaminant migration in a groundwater plume from Cone Drive/Textron property to the west (REC #2), and coal & clinkers from railroad operations (REC #8) to name a few. Additionally, MDEQ Cadillac District Office file documentation reviewed in September 1998 identified the prime constituents of the contamination to include VOCs, PNAs and metals in the groundwater. It was evidenced in this file review and concurred with by the MDEQ at the time that the 2000 and 2001 Act 381 Work Plans for environmental and non-environmental eligible activities were approved by both the MEGA Board and MDEQ that all of these parcels qualified as Eligible Property. Per the determination of the MDEQ at that time, the properties in question specifically met the definition of a "facility" as defined by Section 20101 Part 201 of the NREPA Act No. 451 of the Public Acts of 1994, as amended or as adjacent or contiguous property to facility parcels. The definition of "Eligible Property" in PA 381 of 1996, as amended, includes Property that is located in a qualified local governmental unit and is a facility, functionally obsolete, or blighted and includes parcels that are adjacent or contiguous to that Property if the development of the adjacent and contiguous parcels is estimated to increase the captured taxable value of that Property. See the attached Eligible Property Summary Table and Eligible Property Boundary Map identifying the Eligible Property boundaries and their tax identification numbers as adopted in 2000 and 2001.

It was *absolutely the intent* of Grand Traverse County Brownfield Redevelopment Authority and the City of Traverse City that *the railroad right-of-way access was and is a part of the 2001 Brownfield Plan Amendment #1 as Eligible Property*. The entire Brownfield Plan talked about Boardman Lake Avenue, to be built on the railroad right-of-way and the environmental conditions on the right-of-way required added due diligence to protect the public health and safety. The Brownfield Plan documented the recognized environmental condition of the railroad right-of-way as a "facility" on its own. This "facility" status was further confirmed with at the time by the MDEQ Cadillac District Office.

If further clarification is needed, please contact me at [jderenzy@grandtraverse.org](mailto:jderenzy@grandtraverse.org) or at 231-922-4513.

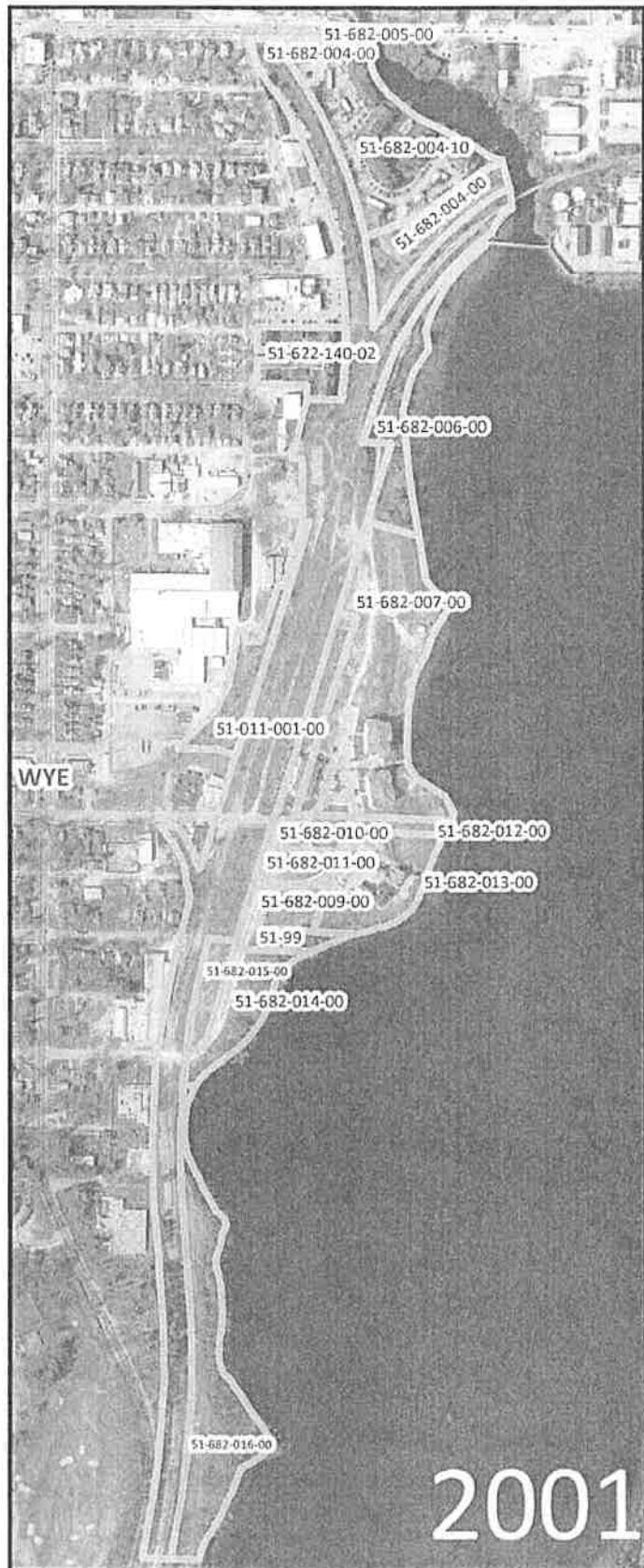
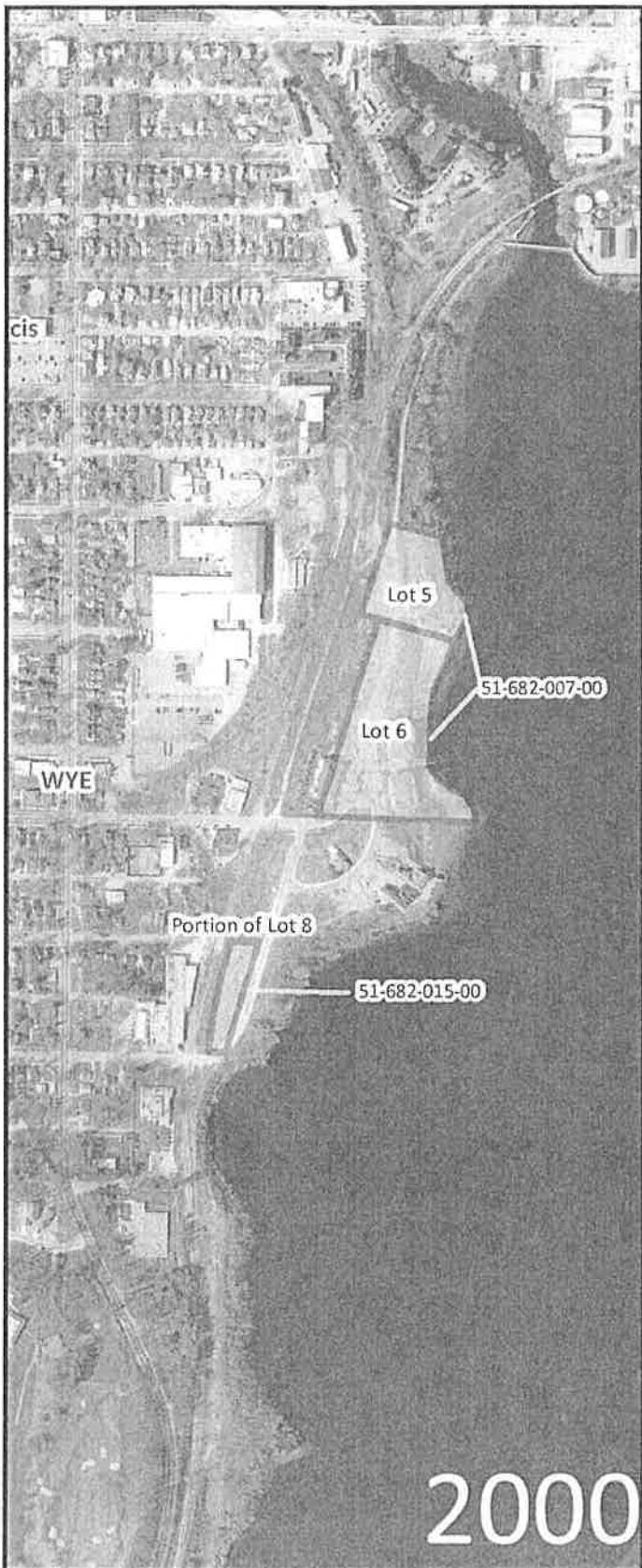
Sincerely,



Jean Derenzy, Deputy Director  
Grand Traverse County  
Planning and Development Department

Attachments: Eligible Property Summary Table and Eligible Property Boundary Map

C: Eric P. Helzer, AKT Peerless Environmental & Energy Services



### Eligible Property Boundary Map

Grand Traverse County, Planning & Development

2000: Per March 29, 2000 adopted Brownfield Plan.

2001: Per April 25, 2001 adopted Brownfield Plan Amendment #1.

0 0.02 0.04 0.08 0.12 Miles



Rev. Date 7.18.11

**ELIGIBLE PROPERTY SUMMARY TABLE \***  
**BOARDMAN LAKE AVENUE PATHWAY AND TRAIL SYSTEM**

<b>2000 Parcel ID {A}</b>	<b>2001 Parcel ID {B}</b>
	51-011-001-00
	51-622-140-02
	51-682-004-00
	51-682-005-00
	51-682-006-00
51-682-007-00	51-682-007-00
	51-682-009-00
	51-682-010-00
	51-682-011-00
	51-682-012-00
	51-682-013-00
	51-682-014-00
51-682-015-00	51-682-015-00
	51-682-016-00
	51-757-000-01
	51-N/O ROLL

**FOOTNOTES:**

{A} 2000 Parcel ID #'s: Per March 29, 2000 adopted Brownfield Plan - See Attached 2000 Eligible Property Boundary Map

{B} 2001 Parcel ID #'s: Per April 25, 2001 adopted Brownfield Plan Amendment #01 - See Attached 2001 Eligible Property Boundary Map

\* Data Source Grand Traverse County Planning and Development

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EXHIBIT A

Eligible Property Summary Table and Maps –  
2000, 2001 & 2010 (Split/Combinations)

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BROWNFIELD REDEVELOPMENT

**ELIGIBLE PROPERTY SUMMARY TABLE \***  
**BOARDMAN LAKE AVENUE PATHWAY AND TRAIL SYSTEM**

2000 Parcel ID {A}	2001 Parcel ID {B}	2010 Parcel ID {C}	Notes for 2001 vs 2010 Parcel Subdivisions and Replots
	51-011-001-00	51-011-001-00	MDOT ROW
		51-670-064-00	MDOT ROW
		51-787-000-00	Olde Towne Condos
		51-787-001-01	Olde Towne Condos
		51-787-001-02	Olde Towne Condos
		51-787-001-03	Olde Towne Condos
		51-787-002-01	Olde Towne Condos
		51-787-002-02	Olde Towne Condos
		51-787-003-01	Olde Towne Condos
		51-787-003-02	Olde Towne Condos
		51-787-004-01	Olde Towne Condos
		51-787-004-02	Olde Towne Condos
		51-787-004-03	Olde Towne Condos
		51-787-005-01	Olde Towne Condos
		51-787-005-02	Olde Towne Condos
		51-787-005-03	Olde Towne Condos
		51-787-005-04	Olde Towne Condos
		51-787-006-01	Olde Towne Condos
		51-787-006-02	Olde Towne Condos
		51-787-006-03	Olde Towne Condos
		51-787-006-04	Olde Towne Condos
	51-682-004-00	51-682-004-00	No Change
		51-682-004-10	No Change, Riverine Apts.
		51-682-004-30	No Change
		51-682-004-40	No Change
		51-682-004-50	No Change
	51-682-005-00	51-682-005-00	No Change
	51-682-006-00	51-682-006-00	No Change

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**JUL 26 2011**

**MEDC  
BROWNFIELD REDEVELOPMENT**

**ELIGIBLE PROPERTY SUMMARY TABLE \***  
**BOARDMAN LAKE AVENUE PATHWAY AND TRAIL SYSTEM**

<b>2000 Parcel ID {A}</b>	<b>2001 Parcel ID {B}</b>	<b>2010 Parcel ID {C}</b>	<b>Notes for 2001 vs 2010 Parcel Subdivisions and Replots</b>
		51-757-001-04	Lake Ridge Condos
		51-757-001-09	Lake Ridge Condos
		51-757-001-73	Lake Ridge Condos
		51-757-001-74	Lake Ridge Condos
		51-757-001-75	Lake Ridge Condos
		51-757-001-76	Lake Ridge Condos
		51-757-001-77	Lake Ridge Condos
		51-757-001-78	Lake Ridge Condos
		51-757-001-79	Lake Ridge Condos
		51-757-001-80	Lake Ridge Condos
		51-757-001-81	Lake Ridge Condos
		51-757-001-82	Lake Ridge Condos
		51-757-001-83	Lake Ridge Condos
		51-757-001-84	Lake Ridge Condos
		51-757-001-85	Lake Ridge Condos
		51-757-002-17	Lake Ridge Condos
		51-757-002-22	Lake Ridge Condos
		51-757-002-27	Lake Ridge Condos
		51-757-002-86	Lake Ridge Condos
		51-757-002-87	Lake Ridge Condos
		51-757-002-88	Lake Ridge Condos
		51-757-002-89	Lake Ridge Condos
		51-757-002-90	Lake Ridge Condos
		51-757-002-91	Lake Ridge Condos
		51-757-002-92	Lake Ridge Condos
		51-757-002-93	Lake Ridge Condos
		51-757-002-94	Lake Ridge Condos
		51-757-002-95	Lake Ridge Condos
		51-757-002-96	Lake Ridge Condos
		51-757-002-97	Lake Ridge Condos
		51-757-003-31	Lake Ridge Condos
		51-757-003-32	Lake Ridge Condos
		51-757-003-33	Lake Ridge Condos
		51-757-003-34	Lake Ridge Condos
		51-757-003-35	Lake Ridge Condos
		51-757-003-36	Lake Ridge Condos
		51-757-003-37	Lake Ridge Condos
		51-757-003-38	Lake Ridge Condos
		51-757-003-39	Lake Ridge Condos
		51-757-003-40	Lake Ridge Condos
		51-757-003-41	Lake Ridge Condos
		51-757-003-42	Lake Ridge Condos
		51-757-003-43	Lake Ridge Condos
		51-757-003-44	Lake Ridge Condos
		51-757-003-45	Lake Ridge Condos
		51-757-003-46	Lake Ridge Condos
		51-757-003-47	Lake Ridge Condos
		51-757-003-48	Lake Ridge Condos
		51-757-004-00	Lake Ridge Condos
		51-N/O ROLL	Northern portion of Lake Ridge (Undeveloped)

**ELIGIBLE PROPERTY SUMMARY TABLE \***  
**BOARDMAN LAKE AVENUE PATHWAY AND TRAIL SYSTEM**

2000 Parcel ID {A}	2001 Parcel ID {B}	2010 Parcel ID {C}	Notes for 2001 vs 2010 Parcel Subdivisions and Replots
	51-682-009-00	51-760-013-00	Replat/drawn not 100% Match, Single Family (Currently under development)
		51-760-014-00	Replat/drawn not 100% Match, Single Family (Currently under development)
	51-682-010-00	51-760-000-00	Replat/drawn not 100% Match, Single Family (Currently under development)
	51-682-011-00	51-760-001-00	Replat/drawn not 100% Match, Single Family (Currently under development)
		51-760-002-00	Replat/drawn not 100% Match, Single Family (Currently under development)
		51-760-003-00	Replat/drawn not 100% Match, Single Family (Currently under development)
	51-682-012-00	51-760-006-00	Replat/drawn not 100% Match, Single Family (Currently under development)
	51-682-013-00	51-760-004-00	Replat/drawn not 100% Match, Single Family (Currently under development)
		51-760-005-00	Replat/drawn not 100% Match, Single Family (Currently under development)
		51-760-007-00	Replat/drawn not 100% Match, Single Family (Currently under development)
		51-760-008-00	Replat/drawn not 100% Match, Single Family (Currently under development)
		51-760-009-00	Replat/drawn not 100% Match, Single Family (Currently under development)
		51-760-010-00	Replat/drawn not 100% Match, Single Family (Currently under development)
		51-760-011-00	Replat/drawn not 100% Match, Single Family (Currently under development)
	51-682-014-00	51-682-014-00	No Change
51-682-015-00	51-682-015-00	51-682-015-00	No Change
	51-682-016-00	51-682-016-00	No Change
	51-757-000-01	51-757-000-01	No Change, MDOT ROW
	51-N/O ROLL	51-N/O ROLL	Replat/drawn not 100% Match

**FOOTNOTES:**

{A} 2000 Parcel ID #'s: Per March 29, 2000 adopted Brownfield Plan - See Attached 2000 Eligible Property Boundary Map

{B} 2001 Parcel ID #'s: Per April 25, 2001 adopted Brownfield Plan Amendment #01 - See Attached 2001 Eligible Property Boundary Map

{C} 2010 Parcel ID will not always match 2001 Parcel ID as condo development or replating/parcel subdivisions have occurred. See attached 2001 Eligible Property Boundary vs. 2010 Parcel Reconfiguration Map. No change in the overall geographic area has occurred between 2001 and 2010

\* Data Source Grand Traverse County Planning and Development



Eligible Property Boundary Map

Grand Traverse County, Planning & Development

2000: Per March 29, 2000 adopted Brownfield Plan.

2001: Per April 25, 2001 adopted Brownfield Plan Amendment #1.



0 0.02 0.04 0.08 0.12 Miles



J. Vinton  
Rev. Date 7.18.11



## 2001 Eligible Property Boundary vs. 2010 Parcel Reconfiguration

Grand Traverse County, Planning & Development

2001: Eligible Property per April 25, 2001 Brownfield Plan Amendment #1.

2010: Current Status of 2001 Eligible Property after parcel subdivisions and replats.

Note: No Change in land area between 2001 and 2010.

0 0.02 0.04 0.08 0.12 Miles



J. Vinton  
Rev. Date 7.18.11

## **EXHIBIT B**

# **City of Traverse City – Engineers Opinion of Probable Costs Corridor Breakdown**

The City of Traverse City  
Engineering Department

GOVERNMENTAL CENTER  
400 Boardman Avenue  
Traverse City, Michigan  
49684



June 27, 2011

Jean Derenzy, Deputy Director  
Grand Traverse County Planning & Development  
400 Boardman Avenue  
Traverse City, MI 49684

**RE: Public Infrastructure Improvements – Opinion of Probable Cost  
Boardman Lake Avenue & Non-Motorized Corridor  
Traverse City, Michigan**

Dear Ms. Derenzy:

The construction costs for all of the public infrastructure improvements are detailed on the attached two tables. The costs associated with West Boardman Avenue were developed by the City of Traverse City Engineering Department in 2010, updating the costs developed on December 4, 2000 from a local engineering firm (Gourdie/Fraser & Associates) and based on experience with similar infrastructure projects throughout the City as well as current market conditions. In addition, the costs associated with the non-motorized corridor were developed based on the recent path that was designed and built on the east side of Boardman Lake. The estimates are market-rate and are thus presumed to be reasonable.

However, in providing this opinion of probable cost, it is important to note that the City of Traverse City has no control over costs or the price of labor, materials or equipment, or over the contractor's method of pricing. The opinion of probable construction costs provided is made on the basis of our Engineering Department's qualification and experience. The Engineering Department makes no warranty, expressed or implied, as to the accuracy of the opinion as compared to bid or actual costs.

Please feel free to call should you have any additional questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Timothy J. Lodge".

Timothy J. Lodge, PE  
City Engineer

A	B	C	D	E	F	G	H	I	J	K
<b>Boardman Lake Avenue / NORTH SOUTH CORRIDOR</b>										
2 Updated Cost Estimate										
3 December 4, 2000 by Gourdie Fraser										
4										
5	Segment	Phase	Description	Class	QTY/Unit Cost	Price	Demolition	Site Preparation	Infrastructure	Right of Way
6 I.	Intersection with Eighth St and Boardman Lake Avenue									
7		Demolition	Demolition	Lump Sum	\$40,000.00	\$40,000.00				
8		Traffic Maint	Infrastructure	Lump Sum	\$3,600.00				\$3,600.00	
9		Curb & Gutter	Infrastructure	Lump Sum	\$21,000.00				\$21,000.00	
10		Storm Sewer	Infrastructure	Lump Sum	\$33,000.00				\$33,000.00	
11		Catch Basin	Infrastructure	Lump Sum	\$13,000.00				\$13,000.00	
12		Adjust Utilities	Infrastructure	Lump Sum	\$5,500.00				\$5,500.00	
13		Sub-Base	Infrastructure	Lump Sum	\$13,000.00				\$13,000.00	
14		Aggregate	Infrastructure	Lump Sum	\$15,000.00				\$15,000.00	
15		Bituminous Surfacing	Infrastructure	Lump Sum	\$44,000.00				\$44,000.00	
16		Sidewalks	Infrastructure	Lump Sum	\$40,000.00				\$40,000.00	
17		Signalization	Infrastructure	Lump Sum	\$16,200.00				\$16,200.00	
18		Pavement Marking	Infrastructure	Lump Sum	\$2,700.00				\$2,700.00	
19		Restoration	Infrastructure	Lump Sum	\$6,000.00				\$6,000.00	
20		Right of Way	Right of Way	Lump Sum	\$16,200.00					\$16,200.00
21		Environmental	Site Preparation	Lump Sum	\$50,000.00		\$50,000.00			
22		<b>SUBTOTAL</b>			<b>\$319,200.00</b>					
23 II.	Eighth St to 14th St									
24		Demolition & Cleanup	Demolition	Lump Sum	\$50,000.00	\$50,000.00				
25		Two Lane Blvd. W Open Ditches	Infrastructure	Lump Sum	\$274,400.00				\$274,400.00	
26		Stormwater Mgt. Practices	Infrastructure	Lump Sum	\$18,500.00				\$18,500.00	
27		Pedestrian Crossing	Infrastructure	Lump Sum	\$124,000.00				\$124,000.00	
28		Pedestrian Pathway	Infrastructure	Lump Sum	\$36,400.00				\$36,400.00	
29		Rail Crossing/Relocation	Rail	Lump Sum	\$450,000.00					\$450,000.00
30		<b>SUBTOTAL</b>			<b>\$953,300.00</b>					
31 III.	14th St Intersection									
32		Demolition	Demolition	Lump Sum	\$40,000.00	\$40,000.00				
33		Traffic Maint	Infrastructure	Lump Sum	\$2,500.00				\$2,500.00	
34		Curb & Gutter	Infrastructure	Lump Sum	\$28,000.00				\$28,000.00	
35		Storm Sewer	Infrastructure	Lump Sum	\$56,100.00				\$56,100.00	
36		Catch Basin	Infrastructure	Lump Sum	\$10,400.00				\$10,400.00	
37		Adjust Utilities	Infrastructure	Lump Sum	\$8,600.00				\$8,600.00	
38		Sub-Base	Infrastructure	Lump Sum	\$18,200.00				\$18,200.00	
39		Aggregate	Infrastructure	Lump Sum	\$18,000.00				\$18,000.00	
40		Bituminous Surfacing	Infrastructure	Lump Sum	\$57,200.00				\$57,200.00	
41		Sidewalks	Infrastructure	Lump Sum	\$28,000.00				\$28,000.00	
42		Signalization	Infrastructure	Lump Sum	\$16,200.00				\$16,200.00	
43		Traffic Divertor Island	Infrastructure	Lump Sum	\$5,500.00				\$5,500.00	
44		Pavement Marking	Infrastructure	Lump Sum	\$2,700.00				\$2,700.00	
45		Restoration	Infrastructure	Lump Sum	\$8,600.00				\$8,600.00	
46		Rail Crossing/Relocation	Rail	Lump Sum	\$450,000.00					\$450,000.00
47		Environmental	Site Preparation	Lump Sum	\$200,000.00		\$200,000.00			
48		<b>SUBTOTAL</b>			<b>\$950,000.00</b>					
49 IV.	Boardman Lake Ave 14th St to South Connection									
50		Demolition & Cleanup	Demolition	Lump Sum	\$40,000.00	\$40,000.00				
51		Two Lane Blvd. W Open Ditches	Infrastructure	Lump Sum	\$303,800.00				\$303,800.00	
52		Stormwater Mgt. Practices	Infrastructure	Lump Sum	\$25,000.00				\$25,000.00	
53		Pedestrian Pathway	Infrastructure	Lump Sum	\$40,300.00				\$40,300.00	
54		Rail Crossing/Relocation	Rail	Lump Sum	\$900,000.00					\$900,000.00
55		Construct Retaining Wall	Rail	Lump Sum	\$640,000.00					\$640,000.00
56		Environmental	Site Preparation	Lump Sum	\$150,000.00		\$150,000.00			
57		<b>SUBTOTAL</b>			<b>\$2,099,100.00</b>					
58 V.	17th St Connection and Cass St South end termination									
59		Curb & Gutter	Infrastructure	Lump Sum	\$4,200.00				\$4,200.00	
60		Bituminous Surfacing	Infrastructure	Lump Sum	\$44,000.00				\$44,000.00	
61		Aggregate	Infrastructure	Lump Sum	\$10,000.00				\$10,000.00	
62		Sub-Base	Infrastructure	Lump Sum	\$9,750.00				\$9,750.00	
63		Traffic Divertor Island	Infrastructure	Lump Sum	\$5,500.00				\$5,500.00	
64		Storm Sewer	Infrastructure	Lump Sum	\$26,400.00				\$26,400.00	
65		Catch Basin	Infrastructure	Lump Sum	\$7,800.00				\$7,800.00	
66		<b>SUBTOTAL</b>			<b>\$107,650.00</b>					
67		<b>TOTAL</b>			<b>\$4,429,250.00</b>	<b>\$170,000.00</b>	<b>\$400,000.00</b>	<b>\$1,403,050.00</b>	<b>\$16,200.00</b>	<b>\$2,440,000.00</b>
68		Right of Way from MDOT	Ex Rail Right of Way							
69		8th-11th	Lump Sum						\$ 123,000.00	
70		11th-14th	Lump Sum						\$ 477,000.00	
71		14th to City Limits	Lump Sum						\$ 460,000.00	
72		Wye Relocation	Lump Sum						\$ 215,000.00	
73								Subtotal MDOT	\$ 1,275,000.00	
74										
75										
76		Design Engineering	Design Engineering	Lump Sum				\$ 120,000.00		\$ 146,400.00
77		Construction Engineering	Construction Engineering	Lump Sum				\$ 220,000.00		\$ 146,400.00
78		Total Engineering	Total Engineering					\$ 340,000.00		\$ 292,800.00

A	B	C	D	E	F	G	H
1	Boardman Lake Trail						
2	Updated Cost Estimate 9-7-2010						
3	by Traverse City Engineering Department						
4							
5	Segment	Phase	Description	QTY/Unit Cost	Cost	Infrastructure	Right of Way
6	I.	Shoreline Trail North BLT to 14th					
7		10' Paved Trail	2700'@\$70/ft	\$ 189,000.00	\$ 189,000.00		
8		Shoreline Stabilization	400'@150/ft	\$ 60,000.00	\$ 60,000.00		
9		Landscaping/Restoration	Lump Sum	\$ 21,000.00	\$ 21,000.00		
10		Right of Way @12th	Lump Sum	\$8,500.00		\$ 8,500.00	
11		SUBTOTAL			\$ 270,000.00	\$ 8,500.00	
12	II.	Upland Trail along Lake Ridge Condo					
13		10' Paved Trail	1000'@\$65/ft	\$71,500.00	\$71,500.00		
14		Landscaping/Restoration	Lump Sum	\$8,500.00	\$8,500.00		
15		Right of Way from MDOT	Lump Sum	\$40,000.00		\$ 40,000.00	
16		SUBTOTAL			\$ 80,000.00	\$ 40,000.00	
17	III.	Rail Crossing at 12th Street					
18		Paved Trail Crossing at RR	Lump Sum	\$35,000.00	\$ 35,000.00		
19		SUBTOTAL			\$ 35,000.00		
20	IV.	14th to S. Airport Road w/bridge @Medaille Park					
21		10' Paved Path	6000' @ \$65/ft	\$390,000.00	\$ 390,000.00		
22		10' Paved Path w/Ret Wall	1100' @ \$265/ft	\$291,500.00	\$ 291,500.00		
23		10' Boardwalk	2000' @ \$475/ft	\$950,000.00	\$ 950,000.00		
24		110' Bridge	110' @ \$2600/ft	\$286,000.00	\$ 286,000.00		
25		Trail Equipment/Features	Lump Sum	\$29,000.00	\$ 29,000.00		
26		Landscaping/Restoration	Lump Sum	\$30,000.00	\$ 30,000.00		
27		SUBTOTAL			\$ 1,976,500.00		
28		TOTAL			\$ 2,361,500.00	\$ 48,500.00	\$ 2,410,000.00
29		Design Engineering			\$ 200,000.00		
30		Construction Engineering			\$ 150,000.00		
31		Total Engineering			\$ 350,000.00		
32							
33	V.	Waterfront Improvements					
34		Small Boat Launch	Lump Sum	\$30,000.00	\$30,000.00		
35		Access Walk/Trail	Lump Sum	\$45,000.00	\$45,000.00		
36		Shelter	Lump Sum	\$32,000.00	\$32,000.00		
37		Picnic Tables/Benches	Lump Sum	\$16,000.00	\$16,000.00		
38		Bike Racks	Lump Sum	\$2,000.00	\$2,000.00		
39		Signage and Wayfinding	Lump Sum	\$5,000.00	\$5,000.00		
40		Landscaping/Restoration	Lump Sum	\$20,000.00	\$20,000.00		
41		SUBTOTAL			\$150,000.00		

## EXHIBIT C

Engineering Study for Boardman Lake Avenue  
December 4, 2000

**ENGINEERING STUDY  
FOR  
BOARDMAN LAKE AVENUE**

Prepared for  
City of Traverse City  
By  
Gourdie/Fraser & Associates  
December 4, 2000



City of  
Traverse City

**gfa** Gourdie/Fraser &  
Associates, Inc.

## SUMMARY

As requested by the City of Traverse City, Gourdie/Fraser & Associates is providing the following preliminary study and recommendations for the proposed Boardman Lake Avenue. This study follows two other studies conducted for the City of Traverse City by Gourdie/Fraser & Associates. The new roadway concept was first introduced in 1994 and then updated in 1998.

The route for this proposed new roadway would intersect Eighth Street between Lake Avenue and the Boardman River, proceed southerly along the west side of Boardman Lake and ultimately intersect Cass Road at the south city limit of Traverse City. The conceptual route proposed in this study maintains the current railway configuration, and is primarily located along the east side of the existing railway.

## FOREWORD

Various sources provided information for this study. Mapping, property ownership, and engineering input were provided by the City of Traverse City. The MDOT Railroad Safety Section provided information for the railway crossings. On-site investigation has provided additional insight in preparation of this study.



**City of  
Traverse City**

**gfa** Gourdie/Fraser &  
Associates, Inc.

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I. INTRODUCTION

Figure 1 – Boardman Lake Avenue

Figure 2 – Proposed Roadway Cross-Section & Conceptual Future Cross-Section

II RECOMMENDATIONS AND IMPACTS

1. Roadway alignment and cross-section
2. Speed Limit
3. Phase One – Eighth Street to Fourteenth Street
4. Traffic diverter at Fourteenth and Cass
5. Phase Two – Fourteenth Street to Cass Road
6. Railway Crossings
7. Future roadway expansions
8. Sidewalk and landscaping
9. Impacts of Boardman Banks project

III. COST ESTIMATES

IV. CONCLUSIONS

V. PROJECT CONTINUATION



City of  
Traverse City

**gfa** Gourdie/Fraser &  
Associates, Inc.

## I. INTRODUCTION

The City of Traverse City has realized the need to relieve traffic congestion along the Cass and Union Street corridors. It is felt that in providing an alternate route, these streets would return to typical neighborhood streets, thereby eliminating the impact the current traffic loads have on the neighborhood. There has also historically been an increasing need to provide good north/south access to the downtown area. Boardman Lake Avenue has been proposed to accomplish the above goals. It should be noted that this is not a design, but rather, a supplement to previous conceptual studies. Also, public input necessary for the success of such a project has not been sought and is not incorporated into this study.

This study reviews and incorporates the following items:

- Impacts due to the proposed Boardman Banks project between Fifteenth and Sixteenth Streets.
- Evaluation of the proposed Boardman Lake Avenue alignment and type, without relocating the existing railroad tracks.
- Investigation of phasing the project (two phases, see below).
- Verification of proposed traffic diverter at Cass Road and Fourteenth Street.
- Evaluation for future expansion of the proposed roadway.
- Evaluation of proposed sidewalk and landscaping so that no revisions would be required as a result of future expansion.
- Revised cost estimates.

This report will be presented in the following two phases:

- Phase one is for Boardman Lake Avenue from Eighth Street south to Fourteenth Street (see Figure 1).
- Phase two is for Boardman Lake Avenue from Fourteenth Street south to Cass Road at the south city limit, including the Seventeenth Street connection (see Figure 2).



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LEGEND

- Boardman Lake Ave. (Phase One)
- Boardman Lake Ave. (Phase Two)
- 14th St. Connection
- 17th St. Connection
- Cass St. Termination



City of  
Traverse City

PROPOSED  
BOARDMAN LAKE AVENUE

FIGURE 1



Gourdie/Fraser &  
Associates, Inc.



PROPOSED ROADWAY CROSS-SECTION.



## CONCEPTUAL FUTURE CROSS-SECTION

FIGURE 2  
NOT TO SCALE



City of  
Troyan City

## II. RECOMMENDATIONS AND IMPACTS

The following recommendations and impacts are based on findings of this preliminary study:

### 1. Roadway alignment and cross-section.

The recommended route for the proposed roadway starts at Eighth Street and extends south to the south city limit line at Cass Road. The recommended alignment follows the east side of the existing railroad tracks (see Figure 1).

The recommended cross section is a boulevard with single traffic lanes in each direction, and turn lanes at 8th, 14th and 17th Streets (see Figure 2). The proposed roadway would be projected to initially carry 18,000 vehicles per day (1998 study). A two-lane boulevard section could adequately handle this level of traffic. The roadway cross-section should accommodate easy expansion to a four-lane boulevard (two lanes in each direction). As demand for a better level of service and traffic flows increase, expansion may be desired.

### 2. Speed Limit

The roadway should be designed for 35 MPH and posted at 25 MPH, based on recommendations from the City of Traverse City.

### 3. Phase One – Eighth Street to Fourteenth Street

Phase One would begin at Eighth Street and proceed south to Fourteenth Street (see Photo 1, and Figure 1). This could relieve traffic flows on Cass Road and Union Street north of Fourteenth Street.

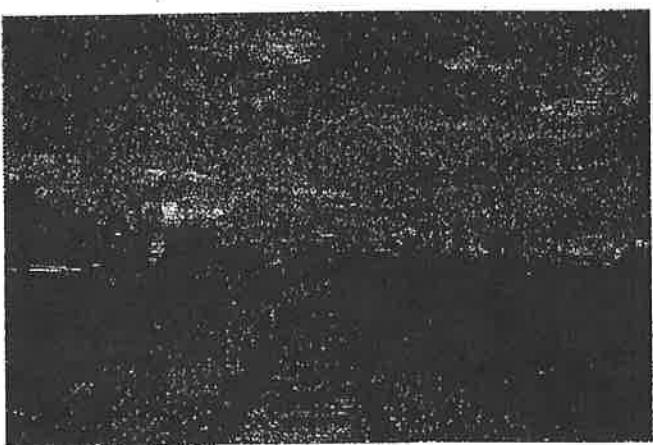


Photo 1: Looking Northerly along railway from proposed location of Fourteenth Street connection, Phase One.



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The connection with Eighth Street could be configured as a major intersection. The intersection may require a traffic signal with turn lanes and pavement markings to facilitate turning movements.

The connection with Fourteenth Street could be configured as a major intersection. The intersection may require a traffic signal with turn lanes and pavement markings to facilitate turning movements. This intersection may require purchase of additional right-of-way located north and south of the existing Fourteenth Street right-of-way. A service drive entrance could be located east of the intersection with Fourteenth Street to access properties adjacent to Boardman Lake.

#### 4. Traffic diverter at Fourteenth and Cass

There is a concern that traffic may short circuit the proposed Boardman Lake Avenue by using Cass Road north of Fourteenth Street. Placement of a traffic diverter at the Cass Road and Griffin Street intersection (see Figure 1) could eliminate this concern. With the traffic diverter at this location, access would be provided to the Cone Drive commercial business, the east-west flow of traffic along Fourteenth Street could be maintained, and the use of Cass Road by through traffic could be discouraged.

#### 5. Phase Two – Fourteenth Street to Cass Road

Phase Two would continue the route from Fourteenth Street south to intersect with Cass Road at the south city limit. This phase would include an intersection and traffic diverter at Seventeenth Street (see Photo 2, and Figure 1).

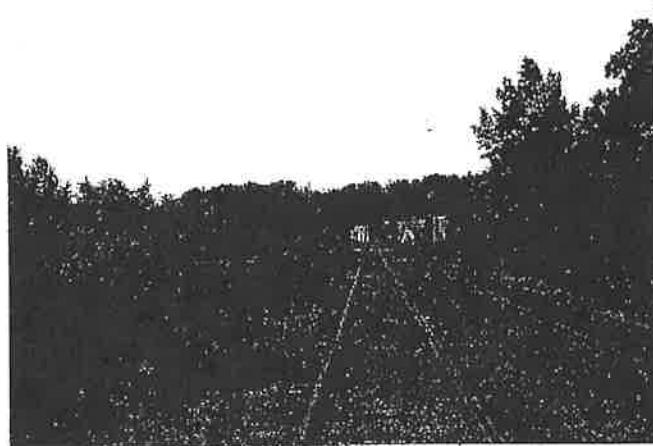


Photo 2: Looking Southerly along railway from proposed location of Fourteenth Street connection, Phase Two.



City of  
Traverse City

**gfa** Gourdie/Fraser &  
Associates, Inc.

Access from Boardman Lake Avenue to Seventeenth Street could allow a direct route to existing businesses in this area. However, there is a concern that traffic may short circuit the proposed Boardman Lake Avenue by using Cass Road north of Seventeenth Street. Placement of a traffic diverter at the Cass Road and Seventeenth Street intersection could provide direct access to the businesses, and discourage the use of Cass Road by through traffic.

Under this conceptual route with maintaining the existing location of the railroad tracks, Boardman Lake Avenue would encroach into Boardman Lake between Sixteenth and Seventeenth Streets. Environmental impact studies, which can be costly and time consuming, may be required by applicable regulatory agencies. Construction of a relatively large retaining wall may also be necessary.

#### 6. Impacts of Boardman Banks Project

Boardman Banks is a proposed residential and commercial development located between Twelfth and Sixteenth Streets, east of the proposed Boardman Lake Avenue. Acquisition of a 0.82-acre parcel from the Boardman Banks developers may be required by the City of Traverse City, because the parcel is located along the conceptual route between Fifteenth and Sixteenth Streets. With the proposed roadway, there would be approximately 8 feet of right-of-way remaining along the east edge of the existing MDOT right-of-way. Additional study would be required to verify any remaining right-of-way after construction.

#### 7. Railway Crossings

Boardman Lake Avenue, as proposed with road connections, would create four crossings of the existing railway: two on Boardman Lake Avenue, one on Fourteenth Street, and one on Seventeenth Street. Based on information obtained from MDOT, no net gain in railway-road grade crossings is allowed statewide. The net gain in grade crossings for this project would be three, if the Sixteenth Street crossing were to be abandoned in Phase Two. Under requirements set by MDOT, Traverse City would have to abandon three other crossings.

Railway-road grade crossings can introduce vehicular and pedestrian safety issues. MDOT recommends at-grade crossings be designed at an angle of 90 degrees. The two Boardman Lake Avenue grade crossings would be skewed and long, which may violate MDOT safety criteria.

The separation required between the proposed road and rails, as mandated by MDOT, will vary dependant upon final profiles and physical constraints. For this study we have maintained a minimum separation of 25 feet between roadway edge of shoulder and track centerline.



City of  
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The estimated costs for grade crossings, as indicated by MDOT, range from approximately \$200,000 to \$300,000 for each crossing, depending on length and design. Estimated costs for grade crossing signals and gates are approximately \$200,000 for each crossing.

#### 8. Future Roadway Expansions

The roadway should be configured so that expansion to a four-lane boulevard would require minimal revisions to the initial two-lane boulevard. The proposed roadway cross-section for a two-lane boulevard, and a conceptual future cross-section for a four-lane boulevard are shown in Figure 2. These cross-sections could allow for the future expansion of the roadway from two to four lanes, with minimal revisions to the initial two-lane boulevard.

The potential development at areas east of the proposed route (next to Boardman Lake) should be considered. Additional intersections to provide access to properties east of the proposed route may be necessary dependent upon future planning for that area.

The existing right-of-way along the railroad corridor is 200 feet. The proposed roadway configuration would require 192 feet of right-of-way, a difference of 8 feet.

#### 9. Sidewalk and landscaping

The sidewalks and landscaping should be configured so that if the roadway were expanded in the future, these would not have to be moved or replaced.

### III. COST ESTIMATES

We have prepared cost estimates for each type of cross section. Each of the cross-sections reviewed have a lineal footage cost. The various intersection costs will remain constant since they will be configured for a full range of turning movements in all cases.

We have assembled a table showing lineal footage cost of several roadway cross-section alternatives (Table III-1).

The lineal foot costs provided are used for inserting into the overall cost estimate as a unit price for that typical section. Additional costs such as rail crossings, retaining walls, intersections, signalization, landscaping, stormwater management, lighting, etc. are then included in the overall cost estimate as additional items.



City of  
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**TABLE III-1**  
**LINEAL FOOT**  
**UPDATED COST ESTIMATES FOR**  
**VARIOUS ROADWAY CROSS-SECTIONS**

I)	Two Lane Road w/Paved Shoulder and Open Ditches	\$ 80.00/Ft.
II)	Two Lane Boulevard w/Paved Shoulder and Open Ditches (one lane each direction)	\$ 98.00/Ft. (Preferred Alternative)
III)	Four Lane Roadway w/Paved Shoulder and Open Ditches	\$135.00/Ft.
IV)	Four Lane Roadway w/o Shoulders and with Curb & Gutter & Storm Sewer	\$170.00/Ft.
V)	Four Lane Boulevard w/Paved Shoulder and Open Ditches	\$145.00/Ft.

Notes (Table III-1):

- 1) These costs include roadway sub-base cost.
- 2) These costs assume minimal earthwork cost of \$15.00/Ft.
- 3) Curb, gutter & storm sewer add approximate \$65.00/Ft. to integral section and approximately \$90.00/Ft. to a boulevard section.
- 4) Right-of-way cost is not included in these lineal foot costs.
- 5) Rail crossing cost not included in these lineal foot costs.
- 6) Bike path, sidewalk or street scaping not included in these lineal foot costs.
- 7) Stormwater management measures are included in these lineal foot costs.
- 8) Future construction costs not included.



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**TABLE III-2**  
**UPDATED COST ESTIMATE FOR BOARDMAN LAKE AVENUE**

**Preferred Alternative  
(Two Lane Boulevard, Open Ditches)**

Note - This Cost Estimate is broken down into various segments I thru V starting at Eighth Street and progressing south, and VI is a cost summary.

**I. Intersection with Eight Street and Boardman Lake Avenue (Phase One)**

<u>DESCRIPTION</u>	<u>EST QUANTITY</u>	<u>UNIT PRICE</u>	<u>TOTAL PRICE</u>
a) Demolition	1 LS	21,600.00	21,600.00
b) Traffic Maint.	1 LS	3,600.00	3,600.00
c) Right of Way	1 LS	16,200.00	16,200.00
d) Earthwork	1 LS	16,500.00	16,500.00
e) Curb & Gutter	1500 LF	14.00	21,000.00
f) Storm Sewer	1000 LF	33.00	33,000.00
g) Catch Basin	10 EA	1300.00	13,000.00
h) Adjust Utilities	1 LS	5500.00	5,500.00
i) Sub-Base	2000 CY	6.50	13,000.00
j) Aggregate	750 CY	20.00	15,000.00
k) Bituminous Surfacing	1000 TON	44.00	44,000.00
l) Sidewalks	10000 SF	4.00	40,000.00
m) Signalization	1 LS	16,200.00	16,200.00
n) Pavement Marking	1 LS	2,700.00	2,700.00
o) Restoration	1 LS	6,000.00	6,000.00
Subtotal Eighth Street Intersection			<u>267,300.00</u>

**II. Eighth St to 14th St (Phase One)**

<u>DESCRIPTION</u>	<u>EST QUANTITY</u>	<u>TOTAL PRICE</u>
a) Two Lane Blvd. w/Open Ditches	2800 LF	98.00 274,400.00
b) Stormwater Mgt. Practices	1 LS	18,500.00 18,500.00
c) Rail Crossing	1 EA	450,000.00 450,000.00
d) Demolition & Cleanup	1 LS	37,000.00 37,000.00
e) Pedestrian Crossing	80 LF	1,550.00 124,000.00
f) Pedestrian Pathway	2800 LF	13.00 36,400.00
		<hr/>
	Subtotal Main Corridor	
	Eighth St to 14TH St	940,300.00
		<hr/>

**III. 14th St. Intersection (Phase One)**

<u>DESCRIPTION</u>	<u>EST QUANTITY</u>	<u>TOTAL PRICE</u>
a) Demolition	1 LS	13,000.00 13,000.00
b) Traffic Maint.	1 LS	2,500.00 2,500.00
c) Earthwork	1 LS	13,000.00 13,000.00
d) Curb & Gutter	2000 LF	14.00 28,000.00
e) Storm Sewer	1700 LF	33.00 56,100.00
f) Catch Basin	8 EA	1,300.00 10,400.00
g) Adjust Utilities	1 LS	8,600.00 8,600.00
h) Rail Crossing	1 EA	450,000.00 450,000.00
i) Sub-Base	2800 CY	6.50 18,200.00
j) Aggregate	900 CY	20.00 18,000.00
k) Bituminous Surfacing	1300 TON	44.00 57,200.00
l) Sidewalks	7000 SF	4.00 28,000.00
m) Signalization	1 LS	16,200.00 16,200.00
n) Traffic Diverter Island	1 LS	5,500.00 5,500.00
o) Pavement Marking	1 LS	2,700.00 2,700.00
p) Restoration	1 LS	8,600.00 8,600.00
	Subtotal 14TH St Intersection	\$ 736,000.00
		<hr/>



City of  
Traverse City



Gourdie/Fraser &  
Associates, Inc.

**IV. Boardman Lake Avenue 14th St. to South Connection (Phase Two)**

<u>DESCRIPTION</u>	<u>EST QUANTITY</u>	<u>TOTAL PRICE</u>
a) Two Lane Blvd. w/Open Ditches	3100 LF	98.00 303,800.00
b) Stormwater Mgt. Practices	1 LS	25,000.00 25,000.00
c) Pedestrian Pathway	3100 LF	13.00 40,300.00
d) Demolition & Cleanup	1 LS	13,000.00 13,000.00
e) Rail Crossing	2 EA	450,000.00 900,000.00
f) Construct retaining wall	40,000 SF	16.00 640,000.00
	Subtotal Boardman Lake Ave from 14TH to S. Connection	1,922,100.00

**V. 17th Street Connection and Cass Street South End Termination (Phase Two)**

<u>DESCRIPTION</u>	<u>EST QUANTITY</u>	<u>TOTAL PRICE</u>
a) Curb & Gutter	300 LF	14.00 4,200.00
b) Bituminous Surfacing	1000 TON	44.00 44,000.00
c) Aggregate	500 CY	20.00 10,000.00
d) Sub-Base	1500 CY	6.50 9,750.00
e) Traffic Diverter Island	1 LS	5,500.00 5,500.00
f) Storm Sewer	800 LF	33.00 26,400.00
g) Catch Basins	6 EA	1,300.00 7,800.00
	Subtotal Boardman Lake Ave. 17th St. Connection and Cass St. South End Termination	107,650.00

**VI. Summary of Cost**

Construction Cost Estimated Subtotal for entire Route & Section with Rail Crossings	Phase One	\$ 1,943,600.00
	Phase Two	\$ 2,029,750.00
10% Contingencies		\$ 400,000.00
Design engineering		\$ 400,000.00
Construction Engineering, Surveying & Testing		\$ 600,000.00
MDOT Right of Way Acquisition Cost *		\$ 1,475,000.00
Boardman Banks Right of Way Acquisition Cost *		\$ 125,000.00
Additional Right of Way Acquisition Cost *		\$ 1,197,630.00
<b>TOTAL ESTIMATED PROJECT COST W/ RAIL CROSSINGS</b>		<b>\$ 8,170,980.00</b>
	<b>Use</b>	<b>\$ 8,200,000.00</b>

\* As provided by the City of Traverse City using Land Value Study from 1998.

Note: Other right-of-way acquisitions south of 17th Street may be required. Further study would be needed to determine cost.



City of  
Traverse City



#### IV. CONCLUSIONS

The information presented in this report is based on preliminary study. No design work was completed for this study, and costs are based on estimates only. The Boardman Lake Avenue project could be completed in phases, which would reduce the initial capital required for the project. The recommended phases would be as follows:

- Phase One, Eighth to Fourteenth Street
- Phase Two, Fourteenth to Cass Road

The City of Traverse City would need to acquire property from Boardman Banks between Fifteenth and Sixteenth Streets for completion of the Phase Two portion of the project. Without the Phase Two portion of the roadway, Phase One would have limited impact on the reduction of traffic congestion. Therefore, both phases would need to be completed for this project to be successful.

The scope of this study was to evaluate the alignment and type of roadway so as not to relocate the railroad tracks. However, by comparing information presented in this study with previous studies, it appears that a configuration relocating the railway to the east side of Boardman Lake Avenue would be beneficial in the following ways:

- Reduces overall cost of the project.
- Reduces number of grade crossings from four to one (east of Fourteenth Street intersection), and reduces the necessity for abandoning other grade crossings.
- Increases safety of the roadway.
- May provide more available space along the east edge of the existing ROW.

#### V. PROJECT CONTINUATION

This study provides preliminary data for construction and engineering. More detailed information must be pursued to continue the project.

The following list outlines the next steps to be taken to move closer to actual construction:

- Seek public input.
- Explore options for reconstruction of the railway in phases.
- Investigate possibility of bike trail proceeding from 12th St. instead of 10th St.
- Seek qualified firm to provide guidance for impact statements, funding alternatives, and preliminary design of Boardman Lake Avenue.



City of  
Traverse City

**gfa** Gourdie/Fraser &  
Associates, Inc.

## EXHIBIT D

### Economic Impact of West Boardman Lake Avenue and The Economic Benefits of Trails

## Exhibit D

### *Economic Impact of West Boardman Lake Avenue*

West Boardman Lake Avenue is one of the top priority transportation projects and a critical need for the City of Traverse City. This project will directly benefit not only Lake Ridge, a residential development on the West Bank of Boardman Lake supported by the original Work Plan efforts, but also provide improved access to downtown Traverse City, drawing traffic out of a residential neighborhood, and creating a more walk-able community for the City. This project has been discussed with the City Planning, City Commission and at community wide meetings, and has been included in the City Master Plan since 1994.

The development of West Boardman Lake Avenue is an integral part of a broader neighborhood redevelopment strategy, as well as a broader traffic mitigation effort for the city as a whole. In 2001, the City of Traverse City commissioned Andrews University to develop a plan for the Old Towne Neighborhood. Much of that Plan's proposed redevelopment efforts are dependent upon the roadway and trail construction to come to fruition. More specifically, this Work Plan will enable a host of benefits to a broader area:

- Immediate traffic relief on Cass and Union Streets, reducing congestion and increasing residential property values along Cass and Union Streets.
  - There are 72 residential properties on Union Street between 8<sup>th</sup> and 14<sup>th</sup> Streets. A modest 5% increase in the current assessed value of these residential properties would yield \$365,000 in additional assessed value.
  - There are 55 residential properties on Cass Street between 8<sup>th</sup> and 14<sup>th</sup> Streets. A modest 5% increase in the current assessed value of these residential properties would yield \$230,000 in additional assessed value.
- Two commercial redevelopments on 14<sup>th</sup> Street. Estimated private investment is estimated at \$2.5 to 3 Million.
- Enhanced on-street parking options, as well as Boardman Lake public access.
- Construction of approximately 15 additional single family homes at the southeast corner of 14<sup>th</sup> Street and the new Avenue intersection. Anticipated private investment is \$3.25 Million.
- Residential redevelopment along the west side of the new Boardman Lake Avenue. Anticipated private investment is \$10 Million.
- An additional \$18 Million in water-front residential development on the east side of the new Avenue.

Conservatively, the construction of Boardman Lake Avenue is expected to generate \$25 Million of private investment in the City of Traverse, in addition to easing traffic congestion and increasing surrounding property values.

*Prepared by  
County.*

### *The Economic Benefits of Trails*

Trails impact the health of a community's economy in several ways – from the direct increase in property values to the more comprehensive economic impact to the greater community through improved economic opportunities for local businesses. Well-designed trails are an attractive location for both residential and commercial developments. Studies find access to a well-planned trail system is an important incentive to jump start development and can serve as a catalyst for economic improvements at community level.<sup>1</sup>

Trails are viewed as amenities; as such they attract home buyers and provide new markets for local businesses.<sup>2</sup> In a 2002 survey of recent homebuyers by the National Association of Home Realtors and the National Association of Home Builders, trails ranked as the second most important community amenity - outranking security, ball fields, golf courses, parks and access to shopping or business centers. Another survey conducted by the National Association of Homebuilders in 2004 cited trails as the number one amenity prospective buyers were looking for in a new community.<sup>3</sup>

Communities across the country are finding there's an economic incentive to developing trail systems along streams and rivers that were once home to urban blight. Examples from Charlotte, North Carolina, Chattanooga, Tennessee and Providence, Rhode Island tell the story of a greenway and trail renaissance. Waterways once home to industrial blight were transformed into vibrant and prosperous retail and residential developments through the provision and construction of open space and trails.

The completion of the Boardman Lake Trail presents an opportunity for Traverse City to reap the benefits of an important recreation and transportation facility that links regional trail systems, parks and open space, institutional, residential, commercial and retail complexes. With the completion of the first leg of the trail five years ago, the trail has experienced high levels of use and citizens continue to push for its completion. The development of the west side of the trail will make immediate connections to all types of land uses including residential, commercial, retail and institutional. Completing the trail makes important connections for commuters heading to work at Logan's Landing, Sara Lee, Cone Drive, and other employment centers or students, faculty, and staff making their way to Northwest Michigan College. The trail also provides a necklace of green within the urban fabric of Traverse City and links into both existing and planned regional trail networks amplifying the benefits that could be afforded to the City with the completion of the trail.

Moreover, the trail will be an integral feature in promoting economic development through "placemaking." Placemaking as Dr. Sonji Adelaja, Director of Michigan State University's Land Policy Institute, defines it is "the use of strategic assets, talent attractors and sustainable growth levers to create attractive and sustainable high-energy, high amenity, high-impact, high-income communities that can succeed in the New Economy."<sup>4</sup> Utilizing this formerly neglected waterfront property to create a trail will make use of a strategic asset and create a key talent attractor in the form of a multi-modal pathway that is connected to regional system. Gary Heidel, Executive Director of the Michigan State Housing and Development Agency, noted that "expanding a waterfront walk and bicycle system, and promoting and contributing to an

integrated regional bicycle trail system with excellent bicycle connections between towns, parks, scenic spots, and natural attractions...can make a place very attractive to knowledge workers and other local residents" in a presentation on the "Importance of Place and Placemaking to Regional Economic Development."<sup>4</sup>

The completion of Boardman Lake Trail through this Work Plan affords our community the opportunity to seize upon an unique place-based strategy to enhance our quality of life and attract entrepreneurs and young people who are looking for PLACES to live, not just jobs. As Mr. Heidel noted in the aforementioned presentation, this is highly important in the context of the new economy; "If a region does not seize its unique place-based assets and positively exploit them to improve quality of life, then it will not be very successful in attracting a continuing supply of knowledge workers. Without the knowledge workers, it cannot successfully compete in the global New Economy."<sup>4</sup> The completion of the Boardman Lake Trail not only fills a gap in a regional bicycle network, it boosters the overall economic competitiveness of our community in a global context by helping creating a place that attracts and retains talented knowledge workers.

<sup>1</sup>Erickson, Donna. "MetroGreen: Connecting Open Space in North America". Washington D.C., Island Press, 2006.

<sup>2</sup> Rails to Trails Conservancy, "From Trail Towns to TrOD: Trails and Economic Development", August 2007

<sup>3</sup>Melekian, Bradley. "From Kitchen to the Wild in 30 seconds." New York Times. September 7, 2006.

<sup>4</sup> Heidel, Gary (2010). *Importance of Place and Placemaking to Regional Economic Development* (Powerpoint Presentation).

## EXHIBIT E

Easements and “Comfort Letters” –  
Non-Motorized Corridor, Township



Garfield Township - City of TC BLA Trail Easement Reference Map

Grand Traverse County, Planning & Development

0 0.015 0.03 0.06 0.09 Miles



J. Vitton  
8.8.11



19 MAY 97 8:00 A.M.

KAREN ANDERSON  
REGISTER OF DEEDS

203463

COPY

GRANT OF EASEMENT

The Grantors HENRY S. RAMSBY and LONNA I. RAMSBY, husband and wife, whose address is 4700 Barnes Road, Traverse City, Michigan 49684, hereby convey and quit claim to CITY OF TRAVERSE CITY ("Grantee"), a municipal corporation, of Governmental Center, 400 Boardman Avenue, Traverse City, MI 49684, the following:

A permanent non-exclusive easement, 12 feet wide, the centerline of which is described as:

Being part of the North half of the Southeast quarter of Section 15, Town 27 North, Range 11 West, Garfield Township, Grand Traverse County, Michigan, more fully described as: Commencing at the Southeast corner of said Section 15; thence North 00°22'55" West, 1309.96 feet, along the East line of said Section 15; thence North 89°48'11" West, 1182.91 feet, along the South one-eighth line of said section; thence North 10°41'27" East, 179.50 feet, (previously described as North 10°12'32" East); thence South 84°37'09" East, 133.10 feet, (previously described as South 85°08'04" East); thence North 84°06'19" East, 125.91 feet, (previously described as North 83°37'24" East); thence North 43°02'36" East, 30.69 feet, (previously described as North 42°33'41" East), to the Point of Beginning of said 12 foot wide easement centerline; thence North 58°06'19" West, 8.82 feet; thence North 09°57'34" West, 86.09 feet; thence North 11°17'41" West, 38.89 feet; thence North 53°37'10" West, 14.36 feet, to the Point of Ending of said easement centerline:

The sidelines of said easement are to be extended or shortened to meet at angle points, to begin at a line having a bearing of North 43°02'36" East through the Point of Beginning and to terminate at a line having a bearing of South 89°53'59" West through the Point of Ending.

The foregoing easement is subject to the following terms and conditions:

1. It is to be used only for a non-motorized recreational trail available to the general public, subject to such restrictions and regulations as the grantee may elect to impose from time to time (consistent with non-motorized use), but subject to the right of the authorized employees and agents of grantee to such motorized use as is necessary to construct, maintain, and patrol the trail, and to lend logistic support for non-motorized activities taking place thereon.

2. The easement shall include the right to cut vegetation within the easement, grade, excavate, fill, and improve the easement right-of-way, and to lay down and maintain such surfaces as deemed appropriate by grantee for the non-motorized recreational uses intended.

COPY

3. Grantee shall erect no fences or other structures, without the written consent of grantor, that would impede access to or across the easement by grantor.

4. Grantee shall also have the right, within the easement, to maintain existing vegetation and/or plant and maintain new vegetation for purposes of the establishment of an aesthetic landscape buffer.

5. Grantee shall unconditionally and absolutely indemnify and hold Grantor, its officers, directors, shareholders, employees, and assigns, harmless from and against any loss, cost, liability, damage, claim or expense, including attorneys' and other defense costs, suffered or incurred by any of them by virtue of the establishment, the maintenance (or the failure to maintain), and/or the use of said easement by Grantee, its employees, agents, and the general public.

7. Reference hereinabove to "grantor" shall include the grantor's successors and assigns of the servient estate -- the interest granted hereby being specifically assignable to another unit of government.

#### Consideration: Gift

Dated this 16th day of May, 1997.

In the Presence of:

Cyndi Ask  
Cyndi Ask

Henry S. Barnes

Lonna I. Ramsby

STATE OF MICHIGAN )  
COUNTY OF GRAND TRAVERSE )  
ss.

The foregoing instrument was acknowledged before me this 16th day of May, 1997, by Henry S. Ramsby and Lonna I. Ramsby, husband and wife.

Antoinette C. Markl  
Antoinette C. Markl, Leelanau, acting in  
Notary Public  
Grand Traverse County, Michigan  
My Commission Expires: 07-08-2000

This instrument prepared by and  
after recording, return to:  
William M. Davison, Esq.  
413 S. Union St.-PO Box 878  
Traverse City, MI 49685-0878

STATE OF MICHIGAN  
GRAND TRAVERSE COUNTY  
RECORDED

23 DEC 97 2:59 P.M.

KARON ANDERSON  
REGISTER OF DEEDS

GRANT OF EASEMENT

The Grantor, **EMERGENCY CONSULTANTS, INC.**, a Michigan corporation, whose address is 2240 S. Airport Road West, Traverse City, MI 49684-4714, hereby conveys and quit claims to CITY OF TRAVERSE CITY ("Grantee"), a municipal corporation, of Governmental Center, 400 Boardman Avenue, Traverse City, MI 49684, the following easement:

[DESCRIBED AT EXHIBITS "A" AND "B" HERETO]

The foregoing easement is subject to the following terms and conditions:

1. It is to be used only for a non-motorized recreational trail available to the general public, subject to such restrictions and regulations as the grantee may elect to impose from time to time (consistent with non-motorized use), but subject to the right of the authorized employees and agents of grantee to such motorized use as is necessary to construct, maintain, and patrol the trail, and to lend logistic support for non-motorized activities taking place thereon.

2. The easement shall include the right to cut vegetation within the easement, grade, excavate, fill, and improve the easement right-of-way, and to lay down and maintain such surfaces as deemed appropriate by grantee for the non-motorized recreational uses intended.

3. Grantee shall erect no fences or other structures, without the written consent of grantor, that would impede access to or across the easement by grantor.

4. Grantee shall also have the right, within the easement, to maintain existing vegetation and/or plant and maintain new vegetation for purposes of the establishment of an aesthetic landscape buffer.

5. Grantee shall unconditionally and absolutely indemnify, defend and hold Grantor, its officers, directors, shareholders, employees, lessees, and assigns, harmless from and against any loss, cost, liability, damage, claim or expense, including attorneys' and other defense costs, suffered or incurred by any of them by virtue of the establishment, the maintenance (or the failure to maintain), and/or the use of said easement by Grantee, its employees, agents, and the general public.

6. Due to the topography, Grantee is also granted a temporary construction easement, 12 feet wide abutting each side of the easement, to accommodate construction operations, as well as site contouring, soil stabilization and landscaping. The construction easement terminates upon completion of construction.

7. Reference hereinabove to "grantor" shall include the grantor's successors and assigns of the servient estate. The interest granted hereby is assignable, but only to the following units of government: County of Grand Traverse; Township of Garfield (Grand Traverse County).

Consideration: Gift

Dated this 4th day of December, 1997.

In the Presence of:

Mark A. Burnheimer  
Mark A. Burnheimer  
Daniel J. Thornton  
Daniel J. Thornton

EMERGENCY CONSULTANTS, INC.,  
a Michigan corporation

By: James M. Johnson  
James M. Johnson, M.D.  
Its: President and Chief  
Executive Officer

STATE OF MICHIGAN )  
 ) ss.  
COUNTY OF GRAND TRAVERSE )

The foregoing instrument was acknowledged before me this 4th  
day of December, 1997, by James M. Johnson, M.D., President  
and Chief Executive Officer of EMERGENCY CONSULTANTS, INC., on behalf  
of the corporation.

Mark A. Burnheimer  
Mark A. Burnheimer  
Notary Public  
Grand Traverse County, Mich.  
My Commission Expires: 2/21/98

This instrument prepared by and  
after recording, return to:  
William M. Davison, Esq.  
413 S. Union St. - PO Box 878  
Traverse City, MI 49685-0878

Prepared for: GRAND TRAVERSE COUNTY

Boardman Lake Trail Easements

(Emergency Consultants Parcel - Tax Parcel No. 28 05 015 062 00)

A 20 foot wide easement for ingress, egress and the installation and maintenance of a recreational trail, described as being 10 feet either side of a described centerline across the following parcel:

Commencing at the Northwest corner of the South half of the Northeast quarter of the Southeast quarter, Section 15, Town 27 North, Range 11 West, Garfield Township, Grand Traverse County, Michigan; thence South 01°50' West, 130.5 feet; thence South 89°40' East, 250 feet, more or less, to the Point of Beginning; thence North 89°40' West, 250 feet, more or less; thence South 01°50' West, 199.5 feet; thence South 02° 56' West, 44.87 feet; thence South 16°33' West, 269.57 feet; thence North 89°58' East, 181.32 feet; thence North 09°48' East, 182 feet, more or less; thence North 31°57' East, 76.13 feet; thence North 89°13' East, 7 feet; thence North 10°41' East, 95.91 feet; thence North 89°13' East, 195.8 feet; thence Northwesterly, along shore of Boardman Lake, to the Point of Beginning,

The centerline of said 20 foot wide recreational trail easement is more fully described as:

Commencing at the Southeast corner of the Northeast quarter of the Southeast quarter of said Section 15; thence Westerly, 663.34 feet,

(previously described as 664.44 feet) along the South one-eighth line of said Section 15; thence North 00°16'56" West, 118.35 feet, to the Point of Beginning of said recreational trail centerline;

thence North 78°11'44" West, 60.37 feet; thence North 69°44'01" West, 93.87 feet; thence North 58°06'19" West, 79.60 feet; thence North 09°57'34" West, 86.09 feet; thence North 11°17'41" West, 38.89 feet; thence North 53°37'10" West, 115.61 feet; thence North 23°52'07" West, 122.47 feet; thence North 24°54'59" West, 161.37 feet; thence North 26°57'39" West, 130.28 feet; thence North 04°01'25" West, 107.06 feet; thence North 11°00'21" East, 172.89 feet; thence North 53°08'15" East, 130.46 feet; thence North 81°40'37" East, 169.81 feet; thence North 22°06'48" East, 128.50 feet; thence North 07°48'56" East, 118.63 feet; thence North 08°45'30" West, 44.20 feet; thence North 09°19'02" East, 75.33 feet; thence North 05°45'42" East, 153.93 feet; thence North 03°38'22" West, 161.90 feet; thence North 13°19'33" East, 85.07 feet; thence North 13°24'21" East, 107.40 feet; thence North 27°28'39" East, 141.82 feet; thence North 15°23'31" East, 213.15 feet; thence North 08°15'34" West, 191.00 feet; thence North 32°26'52" West, 145.16 feet; thence North 39°57'57" West, 207.81 feet; thence North 53°00'01" West, 175.16 feet.

Subject to other easements or restrictions, if any.

All document information and data provided or furnished by Gourdie/Fraser & Associates, Inc. pursuant to the agreement for the Project are instruments of service in respect of the Project, and Gourdie/Fraser & Associates, Inc. shall retain all ownership and property interest therein (including the right of reuse) whether or not the Project is completed. The Client/Owner may make and retain copies for information and reference in connection with the use and occupancy of the Project by Client/Owner and others; however, such documents are not intended or represented to be suitable for reuse by Client/Owner or others or as markers of the Project or on any other project. Any such reuse without written verification or adoption by Gourdie/Fraser & Associates, Inc., for the specific purpose intended will be at Client/Owner's sole risk and without liability or legal exposure to Gourdie/Fraser & Associates, Inc., and Client/Owner shall indemnify and hold harmless Gourdie/Fraser & Associates, Inc.; Gourdie/Fraser & Associates, Inc. Consultants; and their heirs, successors and/or agents from all claims, damages, losses and expenses including attorney's fees arising out of or resulting therefrom.

 <b>Gourdie/Fraser &amp; Associates, Inc.</b>	Consulting Engineers	124 West State Street P.O. Box 927 Traverse City, MI 49684	Scale:	DFS	5-8-97
	Surveyors	Ph: (616) 946-5874 Fax: (616) 946-3703		CHK.	REV.
	Planners		Sheet <u>3</u> of <u>5</u>		Job No. 960188A

Prepared for: GRAND TRAVERSE COUNTY

Boardman Lake Trail Easements

(Tax Parcel No. 28 05 015 058 00)

A 20 foot wide easement for ingress, egress and the installation and maintenance of a recreational trail, described as being 10 feet either side of a described centerline across the following parcel:

Commencing at the Northwest corner of South half of the Northeast quarter of the Southeast quarter, Section 15, Town 27 North, Range 11 West, Garfield Township, Grand Traverse County, Michigan; thence South 89°40' East, 112.2 feet to Point of Beginning; thence North 89°40' West, 112.2 feet; thence South 01°50' West, 130.5 feet; thence South 89°40' East, 250 feet, more or less, to the shore of Boardman Lake; thence Northwesterly along shore of Boardman Lake to the Point of Beginning.

The centerline of said 20 foot wide recreational trail easement is more fully described as:

Commencing at the Southeast corner of the Northeast quarter of the Southeast quarter of said Section 15; thence Westerly, 663.34 feet,

(previously described as 664.44 feet) along the South one-eighth line of said Section 15; thence North 00°16'56" West, 118.35 feet, to the Point of Beginning of said recreational trail centerline;

thence North 78°11'44" West, 60.37 feet; thence North 69°44'01" West, 93.87 feet; thence North 58°06'19" West, 79.60 feet; thence North 09°57'34" West, 86.09 feet; thence North 11°17'41" West, 38.89 feet; thence North 53°37'10" West, 115.61 feet; thence North 23°52'07" West, 122.47 feet; thence North 24°54'59" West, 161.37 feet; thence North 26°57'39" West, 130.28 feet; thence North 04°01'25" West, 107.06 feet; thence North 11°00'21" East, 172.89 feet; thence North 53°08'15" East, 130.46 feet; thence North 81°40'37" East, 169.81 feet; thence North 22°06'48" East, 128.50 feet; thence North 07°48'56" East, 118.63 feet; thence North 08°45'30" West, 44.20 feet; thence North 09°19'02" East, 75.33 feet; thence North 05°45'42" East, 153.93 feet; thence North 03°38'22" West, 161.90 feet; thence North 13°19'33" East, 85.07 feet; thence North 13°24'21" East, 107.40 feet; thence North 27°28'39" East, 141.82 feet; thence North 15°23'31" East, 213.15 feet; thence North 08°15'34" West, 191.00 feet; thence North 32°26'52" West, 145.16 feet; thence North 39°57'57" West, 207.81 feet; thence North 53°00'01" West, 175.16 feet.

Subject to other easements or restrictions, if any.

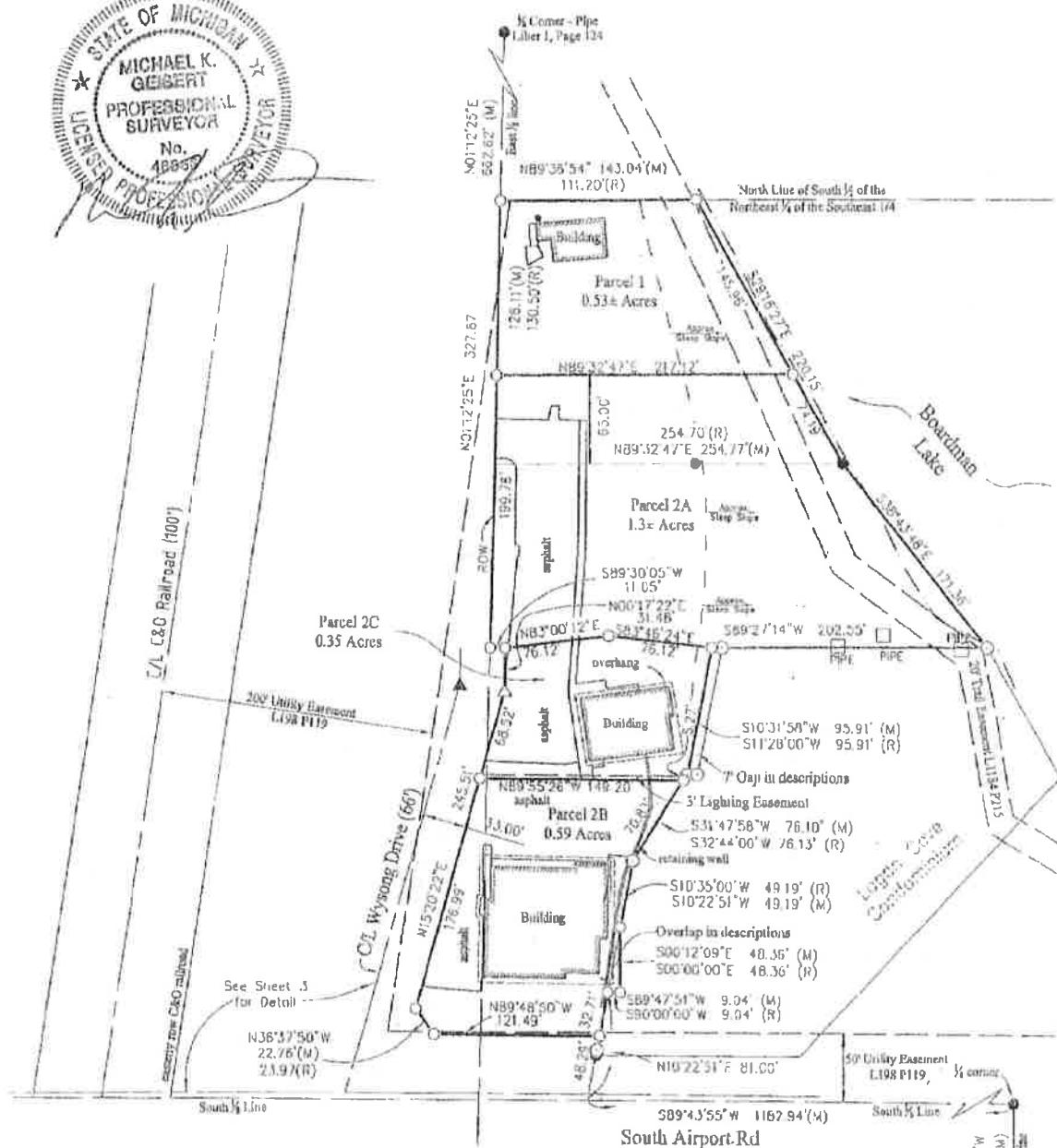
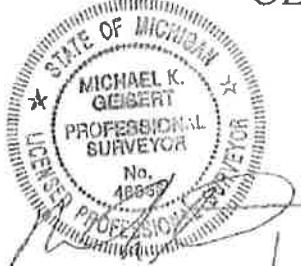
All document information and data provided or furnished by Gourdie/Fraser & Associates, Inc. pursuant to the agreement for the Project are instruments of service in respect of the Project, and Gourdie/Fraser & Associates, Inc. shall retain all ownership and property interest therein (including the right of reuse) whether or not the Project is completed. The Client/Owner may make and retain copies for information and reference in connection with the use and occupancy of the Project by Client/Owner and others; however, such documents are not intended or represented to be suitable for reuse by Client/Owner or others on extensions of the Project or on any other project. Any such reuse without written verification or adoption by Gourdie/Fraser & Associates, Inc., for the specific purposes intended will be at Client/Owner's sole risk and without liability or legal exposure to Gourdie/Fraser & Associates, Inc. and Client/Owner shall indemnify and hold harmless Gourdie/Fraser & Associates, Inc.; Gourdie/Fraser & Associates, Inc. Consultants; and their heirs, successors and/or agents from all claims, damages, losses and expenses including attorney's fees arising out of or resulting therefrom.

**gfa**  
Gourdie/Fraser  
& Associates, Inc.

Consulting Engineers Surveyors Planners  
124 West State Street  
P.O. Box 927  
Traverse City, MI. 49684  
Ph: (616) 946-5874  
Fax: (616) 946-3703

Scale:	DFS	5-8-97
	CHK.	REV.
Sheet <u>4</u> of <u>5</u>		
	Job No. 960188A	

## CERTIFICATE OF SURVEY



### Notes:

The SW corner of the overhang for the building on parcel 2C is 10.1' north of the property line.

The asphalt parking lot for parcel 2B runs along the North property line, west of the retaining wall.

This survey is subject to  
municipal approval.

GRAPHIC SCALE: 1 inch = 100 feet

0 50 100 150 200 250 300

## Emergency Consultants, Inc.

K. Deisert, a Professional Surveyor in the State of Michigan, do hereby certify: That I have surveyed and herein described parcel(s), that the ratio of closure of the unadjusted field observations is within the limits and that I have fully complied with the requirements of P.A. 132 of 1970, as amended.

Wells Mansfield, Inc.  
Civil Engineers, Surveyors, Architects  
and Land Use Consultants  
212 Veterans Drive • Traverse City, Michigan • 49686

REARING BASIS: Logan Cove Condominium

Tata 2521 (600 MHz)

4-13-06

4-17-05

559.06.062

Port of the SE 1/4  
Section 15, 127N, R11W  
Corfield Township, Grand Traverse County, Michigan

# CERTIFICATE OF SURVEY

## Parcel 1: (per warranty deed as recorded in Liber 1167, page 763)

That part of the South 1/2 of the Northeast 1/4 of the Southeast 1/4 of Section 15, Town 27 North, Range 11 West, Garfield Township, Grand Traverse County, Michigan described as:

Beginning at the Northwest corner thereof; thence South 01°50' West, 195.5 feet; thence South 89°40' East, 254.75 feet to a point near the shore of Boardman Lake; thence Northerly along the shore to the North line of said South 1/2 of the Northeast 1/4 of the Southeast 1/4 of said section; thence North 89°40' West, 111.2 feet along said North line to the Point of Beginning. The side lines extend to the waters edge of Boardman Lake. Excepting therefrom the South 65 feet.

## Parcel 1: (as surveyed)

That part of the South 1/2 of the Northeast 1/4 of the Southeast 1/4 of Section 15, Town 27 North, Range 11 West, Garfield Township, Grand Traverse County, Michigan described as:

Commencing at the Southeast corner of said Section 15; thence North 00°51'50" West, 1309.60 feet along the East Section line to the South 1/8 line; thence along said 1/8 line South 89°43'55" West, 1182.94 feet; thence North 10°22'51" East, 48.29 feet to the south right-of-way of South Airport Road; thence North 89°48'50" West, 121.49 feet along said right-of-way; thence North 36°37'50" West, 22.76 feet along said right-of-way and to the easterly right-of-way of Wysong Drive; thence North 15°20'22" East, 245.51 feet along said right-of-way; thence North 30°17'22" East, 31.48 feet along said right-of-way; thence South 89°30'05" West, 11.05 feet along said right-of-way and to a point of the East 1/8 line; thence North 01°12'25" East, 199.76 feet along said right-of-way and 1/8 line to the Point of Beginning; thence North 01°12'25" East, 178.11 feet along said right-of-way and 1/8 line to the Northwest corner of the South 1/2 of the Northeast 1/4 of the Southeast 1/4 of said section; thence North 89°36'54" East, 143.04 feet along the North line of the South 1/2 of the Northeast 1/4 of the Southeast 1/4 to the shore of Boardman Lake; thence along the shore of Boardman Lake South 29°16'27" East, 145.96 feet; thence South 89°32'47" West, 217.12 feet to the Point of Beginning.

## ¶ 2: (per title commitment - file number: TC-06-1475)

Part of the Southeast quarter, Section 15, Town 27 North, Range 11 West, described as:

Beginning at the intersection of South Airport road centerline and the C&O Railroad East right-of-way; thence East, 305.42 feet; thence North 0°35' East, 75.80 feet; thence East, 9.04 feet; thence North 48.36 feet; thence North 10°35' East, 49.19 feet; thence North 32°44' East, 76.13 feet; thence North 11°28' East, 95.91 feet to the Point of Beginning; thence South 11°28' West, 95.91 feet; thence South 32°44' West, 76.13 feet; thence South 10°35' West, 49.19 feet; thence South 48.36 feet; thence West, 9.04 feet; thence South 10°35' West, 75.8 feet; thence West, 81.32 feet; thence North 16°33' East, 296.57 feet; thence North 02°56' East, 44.87 feet; thence North 01°50' East, 134.50 feet; thence East to Boardman Lake; thence Southerly along the shore to a point East of the Point of Beginning; thence West to the Point of Beginning, except the road right-of-way.

That part of the South 1/2 of the Northeast 1/4 of the Southeast 1/4 of Section 15, Town 27 North, Range 11 West, described as:

The South 65 feet of a parcel of land commencing at the Northwest corner of the South 1/2 of the Northeast 1/4 of the Southeast 1/4 of Section 15; thence South 01°50' West, 195.5 feet; thence South 89°40' East, 254.70 feet to a point near the shore of Boardman Lake; thence Northerly along the shore to the North line of the South 1/2 of the Northeast 1/4 of the Southeast 1/4; thence North 89°40' West, 111.2 feet to the Point of Beginning.

Situated in the Township of Garfield, County of Grand Traverse, State of Michigan.

## Parcel 2B: (as surveyed)

Part of the Southeast quarter, Section 15, Town 27 North, Range 11 West, Garfield Township, Grand Traverse County, Michigan described as:

Commencing at the Southeast corner of said Section 15; thence North 00°51'50" West, 1309.60 feet along the East Section line to the South 1/8 line; thence along said 1/8 line South 89°43'55" West, 1182.94 feet; thence North 10°22'51" East, 48.29 feet to the south right-of-way of South Airport road and to the Point of Beginning; thence North 89°48'50" West, 121.49 feet along said right-of-way; thence North 36°37'50" West, 22.76 feet along said right-of-way and to the easterly right-of-way of Wysong Drive; thence North 15°20'22" East, 245.51 feet along said right-of-way; thence North 30°17'22" East, 31.48 feet along said right-of-way; thence South 89°55'26" East, 149.20 feet; thence South 31°47'58" West, 70.83 feet; thence South 10°22'51" West, 49.19 feet; thence 00°12'09" East, 48.36 feet; thence South 89°47'51" West, 9.04 feet; thence South 10°22'51" West, 32.71 feet to the Point of Beginning.

With 3 foot easement over the south 3 feet of Parcel 2C as described herein for the installation and maintenance of lighting for the 1C parcel 2B as described herein.

... Geswell, a Professional Surveyor in the State of Michigan, do hereby certify, that I have surveyed and herein described parcel(s), that the total closure of the unadjusted field observations is within the limits and that I have fully complied with the requirements of P.A. 132 of 1970, as amended.

Emergency  
Consultants, Inc.

Wells Mansfield, Inc.  
Civil Engineers, Surveyors, Architects  
and Land Use Consultants  
2 Veterans Drive • Traverse City, Michigan • 49684  
Ph: (231) 946-9310 Fax: (231) 946-8926

BEARING BASIS Logan Cove Condominium

DATE 2/20/06 EX-000

Port of the SF 1/4

4-17-06

Section 15, T27N, R11W

559-06-062

Garfield Township, Grand Traverse County, Michigan

SHFT 2 OF 3

# CERTIFICATE OF SURVEY

## Parcel 2C: (as surveyed)

Part of the Southeast quarter, Section 15, Town 27 North, Range 11 West, Garfield Township, Grand Traverse County, Michigan described as:

...beginning at the Southeast corner of said Section 15, thence North 00°51'50" West, 1309.60 feet along the East Section line to the South 1/8 line; thence along said 1/8 line South 89°43'55" West, 1182.94 feet; thence North 10°22'51" East, 48.29 feet to the south right-of-way of South Airport Road; thence North 89°48'50" West, 121.49 feet along said right-of-way; thence North 36°37'50" West, 22.76 feet along said right-of-way and to the easterly right-of-way of Wysong Drive; thence North 15°20'22" East, 176.99 feet along said right-of-way and to the Point of Beginning; thence North 15°20'22" East, 68.52 feet along said right-of-way, thence North 00°17'22" East, 31.48 feet along said right-of-way; thence North 83°00'12" East, 76.12 feet; thence South 83°46'24" East, 76.12 feet; thence South 10°31'58" West, 95.91 feet; thence South 31°47'58" West, 5.27 feet; thence North 89°55'26" West, 149.20 feet to the Point of Beginning.

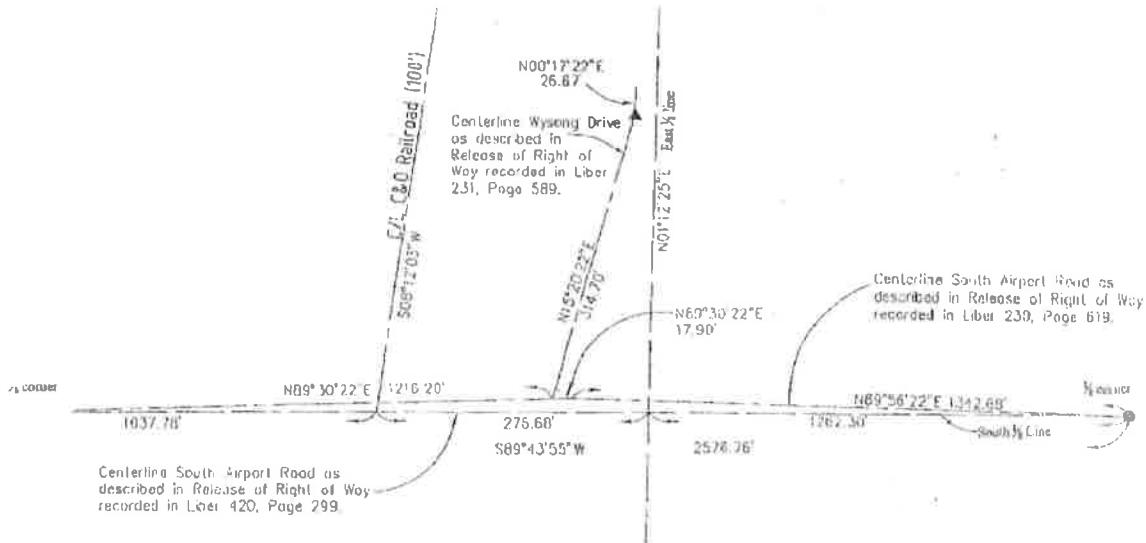
Subject to a 3 foot easement over the south 3 feet of Parcel 2C as described herein for the installation and maintenance of lighting for the benefit of parcel 2B as described herein.

## Parcel 2A: (as surveyed)

Part of the Southeast quarter, Section 15, Town 27 North, Range 11 West, Garfield Township, Grand Traverse County, Michigan described as:

...beginning at the Southeast corner of said Section 15; thence North 00°51'50" West, 1309.60 feet along the East Section line to the South 1/8 line; thence along said 1/8 line South 89°43'55" West, 1182.94 feet; thence North 10°22'51" East, 48.29 feet to the south right-of-way of South Airport Road; thence North 89°48'50" West, 121.49 feet along said right-of-way; thence North 36°37'50" West, 22.76 feet along said right-of-way and to the easterly right-of-way of Wysong Drive; thence North 15°20'22" East, 245.51 feet along said right-of-way; thence North 00°17'22" East, 31.48 feet along said right-of-way to the Point of Beginning; thence South 89°30'05" West, 11.05 feet along said right-of-way to a point of the East 1/8 line; thence North 01°12'25" East, 199.76 feet along said right-of-way and 1/8 line; thence North 89°32'47" East, 217.12 feet to the shore of Boardman Lake; thence along the shore of Boardman Lake South 29°16'27" East, 74.19 feet; thence continuing along said South 38°43'48" East, 171.36 feet; thence South 89°27'14" West, 202.55 feet; thence North 83°46'24" West, 76.12 feet; thence South 13°00'12" West, 76.12 feet to the Point of Beginning.

## DETAIL of Centerlines and 1/8 Lines. (Note to Scale)



Coisert, a Professional Surveyor in the State of Michigan, do hereby certify: That I have surveyed and herein described parcel(s), that the ratio of closure of the unadjusted field observations is within the limits and that I have fully complied with the requirements of P.A. 132 of 1970, as amended.

Emergency  
Consultants, Inc.

Wells Mansfield, Inc.  
Civil Engineers, Surveyors, Architects  
and Land Use Consultants  
2 Veterans Drive • Traverse City, Michigan • 49604  
Ph: (231) 946-9310 Fax: (231) 946-8926

DEARING BASIS Logan Cove Condominium

DRN 2SB CDP MKG

Part of the SE 1/4	4-17-06
Section 15, T27N, R11W	559.06.062
Garfield Township, Grand Traverse County, Michigan	
Sect. 3 of 3	

---

# Memorandum

The City of Traverse City



---

TO: Jean Derenzy, BRA Executive Director

COPY: R. Ben Bifoss, City Manager

FROM: Karrie A. Zeits, City Attorney *[Signature]*

DATE: August 11, 2011

SUBJECT: *City License Agreement with NMC*

---

You have asked me to outline the terms of the Recreational Trail License Agreement between Northwestern Michigan College and the City of Traverse City (the "License"). I have attached a copy of the License for reference.

The License provides the City with the right to use a strip of land running across property owned by the College for the purpose of constructing and maintaining a public non-motorized trail for recreation and transportation purposes. The right to construct and use the trail includes the ability to remove trees and brush next to the trail to maintain a safe trail and post signs and markers.

The term of the License is for 20 years and may be extended for additional periods of 15 years indefinitely. The License may only be terminated by the College if it provides the City with at least one year notice prior to the expiration of an existing term, by mutual agreement of the parties, or in the event that the City is in default under the License and does not cure such default within 60 days. Although the initial term of 20 years began on the date of the License, it may be reset to begin on the date construction begins on the trail.

In conclusion, under the License, the City has the right to use by contract a strip of land on the College's property for a recreational trail for at least 20 years from the date construction begins on the trail provided that there is no default by the City under the agreement, which the City is provided written notice of and fails to cure within 60 days.

Please let me know whether you have any questions, or if there is anything additional you would like me to do regarding this matter.

## RECREATIONAL TRAIL LICENSE AGREEMENT

THIS LICENSE AGREEMENT (the "Agreement") is entered into this 2<sup>nd</sup> day of November, 2009, by and between **Northwestern Michigan College**, a Michigan community college, of 1701 East Front Street, Traverse City, Michigan 49684 (the "Licensor") and the **City of Traverse City**, a Michigan municipal corporation, of 400 Boardman Avenue, Traverse City, Michigan 49684 (the "Licensee").

A. Licensor owns certain real property located in the Township of Garfield, County of Grand Traverse and State of Michigan, as more particularly described on **Exhibit A** attached to this Agreement (the "Property").

B. Licensee desires to have the right to use a strip of land running across the Property, as also more fully described on **Exhibit A** attached to this Agreement, for the purpose of constructing and maintaining a public non-motorized trail for recreation and transportation (the "Trail").

C. Licensor is willing to grant to Licensee a non-exclusive license over the Trail to be used by Licensee for the purpose of constructing and maintaining a public non-motorized trail for recreation and transportation upon the terms and conditions of this Agreement.

NOW, THEREFORE, in reliance upon the RECITALS which are incorporated in this Agreement by reference, and the mutual covenants contained in this Agreement, the parties agree as follows:

1. Grant of License. Licensor grants to Licensee a non-exclusive license over the Trail, together with a right-of-way on, along and over the Trail. Licensor also grants to Licensee a non-exclusive license over the Property to temporarily enter and depart over the Property as necessary to construct and maintain the Trail; provided, however, that this right shall be exercised over routes that will occasion the least inconvenience to Licensor.

2. Scope of License. As part of the scope of the license granted pursuant to this Agreement, Licensee shall have the right to:

2.1 *Trail.* Erect, pave, construct, reconstruct, replace, remove, maintain and use the Trail.

2.2 *Trees and Brush.* From time to time remove any trees and brush located on or on either side of the Trail and remove and trim any brush or trees on the Property that, in the opinion of Licensee, presents a hazard by reason of danger of falling. Provided, however, that the removal of any trees shall require the prior consent of Licensor and further provided that Licensor shall retain the right to dispose of any trees so removed, at its option.

2.3 *Signs and Markers.* Erect trail signs and mark the location of the Trail by suitable markers set in the ground on the Trail.

3. Term of License. This Agreement shall commence upon the Effective Date and shall continue for a period of Twenty (20) years, unless earlier terminated in accordance with this Agreement. This Agreement shall be automatically extended for additional periods of fifteen (15) years each, unless Lessor presents written notice to Licensee of an intent to terminate the Agreement, which notice must be given in writing not less than one (1) year prior to the date of termination of any existing term. In the event of termination, Lessor agrees to consider relocation of the License if such relocation can be accommodated without impacting Lessor's intended use of the property. Notwithstanding the above, the parties recognize the importance of the Licensee's ability to secure the rights incorporated in this License in order to develop continuity for the recreational trail identified within the scope of the License. Although the initial term begins upon the effective date of this Agreement, the Lessor recognizes that the Licensee may request the re-establishment of the initial term to coincide with Licensee's construction of the trail incorporated within the scope of this License. In such event, the Lessor acknowledges to Licensee its intent to reset the initial term of this License Agreement to coincide with construction completion of the trail upon written request from Licensee.

4. Fee. In consideration for the license granted to Licensee pursuant to this Agreement, Licensee shall pay to Lessor a fee of One Dollar (\$1.00), receipt of which is hereby acknowledged.

5. Expenses. Licensee shall be responsible for any and all expenses associated with this Agreement, including, but not limited to, the construction, operation, maintenance and use of the Trail.

6. No Interference. Licensee's use, construction and maintenance of the Trail shall not unreasonably interfere with Lessor's use of the Property, including, but not limited to, any interruption to Lessor's utilities. Any interruption to Lessor's utilities shall not occur without the prior written consent of Lessor.

7. Damage. Licensee agrees to be responsible for and shall promptly repair any damage caused to the Property by it or its employees, agents, guests, invitees or licensees.

8. Laws and Regulations. Licensee shall, at its sole cost and expense, comply with the requirements of all laws and regulations, municipal (e.g., zoning), state and federal, now in force, or which may in the future be in force, which pertain to the Property and the operation of the Trail.

9. Termination. This Agreement may be terminated by the mutual agreement of the parties or if Licensee shall default in the performance or compliance with any of the agreements, terms, covenants or conditions in this Agreement for a period of sixty (60) days after written notice from Lessor to Licensee specifying the items in default.

10. Personal Property. All personal property of Licensee that is maintained on the Property shall be done so at Licensee's sole risk. Upon the termination of this Agreement, Licensee shall promptly remove all of its personal property without substantial injury to the Property and leave the Property in good condition, ordinary wear and tear excepted. In the event

that Licensee fails to remove any of its items of personal property, Lessor may remove such items and charge Licensee with the actual cost incurred by Lessor for such removal.

11. Third-Party Beneficiaries. This Agreement confers no right or remedies on any third party other than the parties to this agreement and their respective successors and permitted assigns.

12. Indemnification and Insurance.

12.1 *Assumption of Liability.* Licensee shall assume all liability for any injuries sustained including, but not limited to, all personal injuries, nuisances (public or private) or property damage on the Property during the term of this Agreement resulting from Licensee's (and its assigns) construction, operation and maintenance of the Trail or from its use of the Property, or from the use of the Trail by Licensee or its agents, guests, invitees or licensees.

12.2 *Indemnification.* To the extent that Licensee has an obligation to provide insurance coverage for such liabilities, Licensee shall, for and in consideration of this license being granted, indemnify and hold harmless Lessor, its directors, officers, agents, employees, successors and assigns from and for any and all damages, expenses, fees, costs, actual attorneys' fees, judgments, verdicts or awards, demands, rights, causes of actions, losses and claims associated with Licensee's construction, operation and maintenance of the Trail or use of the Property or from the use of the Trail by Licensee or its agents, guests, invitees or licensees or from or incident to the acts, errors or omissions of Licensee or its agents arising out of this Agreement. Licensee shall remain liable to Lessor for any deductible related to implementation of insurance coverage applied to either Licensee or Lessor under the provisions of this paragraph.

12.3 *Insurance.* Licensee shall obtain insurance of the types and in the amounts described below.

12.3.1 **Commercial General and Umbrella Liability Insurance.** Licensee shall maintain commercial general liability (CGL) and, if necessary, commercial umbrella insurance with a limit of not less than \$5,000,000 each occurrence. If such CGL insurance contains a general aggregate limit, it shall be at least twice the each occurrence limit. CGL insurance shall be written on an occurrence form and shall cover liability arising from premises, operations, independent contractors, products-completed operations, personal and advertising injury, and liability assumed under an insured contract including the tort liability of another assumed in a business contract. Northwestern Michigan College, its elected and appointed officials, employees, students, agents and volunteers shall be included as an insured under the CGL, and under the commercial umbrella, if any. This insurance shall apply as primary insurance with respect to any other insurance or self-

insurance programs afforded to Lessor. There shall be no endorsement or modification of the CGL to make it excess over other available insurance; alternatively, if the CGL states that it is excess or pro rata, the policy shall be endorsed to be primary with respect to the additional insured.

- 12.3.2 **Workers Compensation Insurance.** Licensee shall maintain workers compensation and employers liability insurance during all periods of time in which construction, repair, or maintenance is occurring under Licensee's direction on the Property. The commercial umbrella and/or employers liability limits shall not be less than \$1,000,000 each accident for bodily injury by accident or \$1,000,000 each employee for bodily injury by disease.
- 12.3.3 **Commercial Property Insurance.** Licensee may, at its option, purchase insurance to cover its personal property. In no event shall Lessor be liable for any damage to or loss of personal property sustained by Licensee or its agents, guests, invitees or licensees whether or not it is insured, even if such loss is caused by the negligence of Lessor, its employees, officers, directors, or agents.
- 12.3.4 **Evidence of Insurance.** Prior to Licensee taking any action in relation to the property under this agreement, it shall furnish Lessor with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth above. All certificates shall provide for 30 days' written notice to Lessor prior to the cancellation of any insurance referred to therein. Failure of Lessor to demand such certificate or other evidence of full compliance with these insurance requirements or failure of Lessor to identify a deficiency from evidence that is provided shall not be construed as a waiver of Licensee's obligation to maintain such insurance. Failure to maintain the required insurance may result in termination of this Lease at Lessor's option.

13. **No Representations.** Lessor makes no warranty or representation of any nature or kind regarding the condition, character, safety or use of the Property.

14. **Notices.** Any notice to Lessor or to Licensee shall be deemed to be given if and when mailed, with postage prepaid, to the respective address of Lessor or Licensee appearing in the first paragraph of this Agreement.

15. Assignment. Neither party shall assign this Agreement except upon the prior written consent of the other party.

16. Successors and Assigns. The covenants, conditions and agreements contained in this Agreement shall bind and inure to the benefit of Licensor and Licensee and their respective successors and permitted assigns.

17. No Waiver. The failure of either party to enforce any covenant or condition of this Agreement shall not be deemed a waiver of the right of either party to enforce each and every covenant and condition of this Agreement. No provision of this Agreement shall be deemed to have been waived unless such waiver is in writing and signed by both parties.

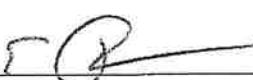
18. Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the State of Michigan applicable to contracts made and to be performed in the State of Michigan.

19. Dispute Resolution. Any controversy or claim arising out of or relating to this Agreement, or breach thereof, shall be settled by irrevocable, binding arbitration, and such arbitration shall comply with and be governed by the Uniform Arbitration Act, Michigan Compiled Laws Section 600.5001, *et seq.* The substantive law of the State of Michigan shall apply, and a judgment may be entered in any court of competent jurisdiction based upon the final award of arbitration.

20. Entire Agreement. This Agreement contains and fully integrates the entire agreement between the parties and it shall not be modified in any manner except by an instrument in writing executed by the parties. If any term or provision of this Agreement or the application of the Agreement to any person or circumstances shall, to any extent, be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to any person or circumstance other than those as to which it is held invalid or unenforceable, shall not be affected, and each remaining term and provision of this Agreement shall be valid and be enforced to the fullest extent permitted by law. There are no third party beneficiaries intended by the parties to this Agreement.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date and year first above written.

WITNESSED:

  
\_\_\_\_\_  
Director Campus Services

LICENSOR:

Northwestern Michigan College

By:   
\_\_\_\_\_  
Cathy Jones

Its: Vice President of Finance and Administration

WITNESSED:

LICENSEE:

**City of Traverse City**

By:

Christopher M. Bzdok, Mayor

By:

R. Ben Bikoff, City Manager

By:

Debra A. Curtiss, City Clerk

Dated: December 18, 2009

Approved as to form:

**City of Traverse City**

By:

Karrie A. Zeits, City Attorney

**EXHIBIT A**  
**TO**  
**LICENSE AGREEMENT**

(Legal Description of the Property and Identification of the Trail)

Legal Description of the Property: A parcel of land located in Garfield Township, Grand Traverse County, Michigan, and which is further located in that part of Section 15, Town 27 North, Range 11 West, as more fully described as follows:

PRT OF E 1/2 SEC 15 T27N R11W COM N'LY ROW SYBRANDT RD  
& E'LY ROW C&O RR TH N 89 DEG 56' E 276.49' TH N'LY ALG  
SHORE BOARDMAN LK TO N SEC LN TH N 89 DEG 49' W 91.24'  
TH SLY ALG E'LY ROW C&O RR TO POB ALSO INCL COM INTRS  
W LINE C&O RR ROW & E/W 1/4 LINE SEC 15 TH N 8 DEG 45' E  
1169.44' TO POB TH N 79 DEC 34' W 77.16' TH N 85 DEG 53' W  
163.34' TH S 77 DEC 39' W 218.16' TH N 53 DEG 49' W 5.55'

Identification of the Trail: A strip of land located between the shore of Boardman Lake and an elevation of 610 feet, approximately 3,400 feet in length, along the east boundary of the Property.

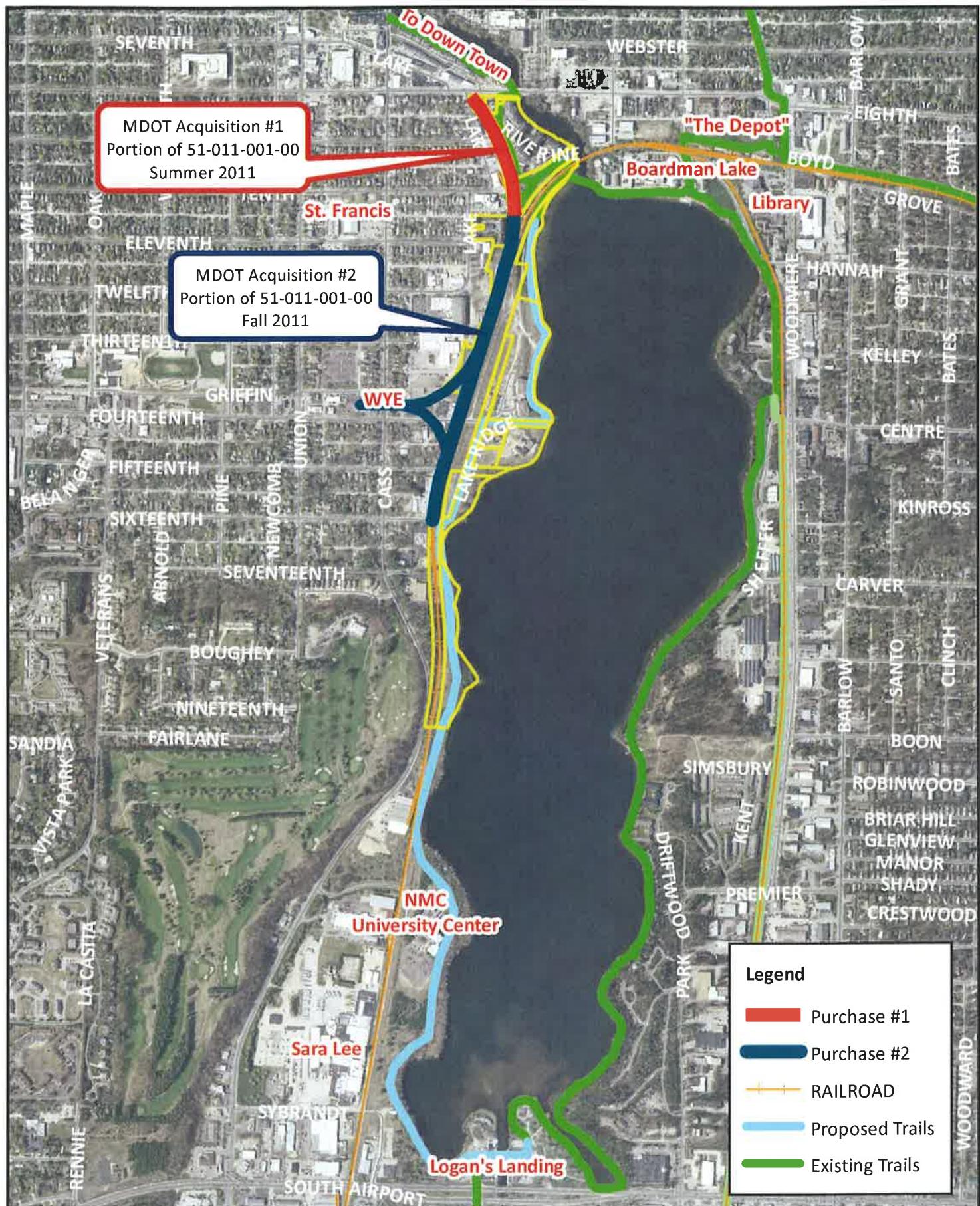


Figure Three - GTC LBA Property Acquisition Map

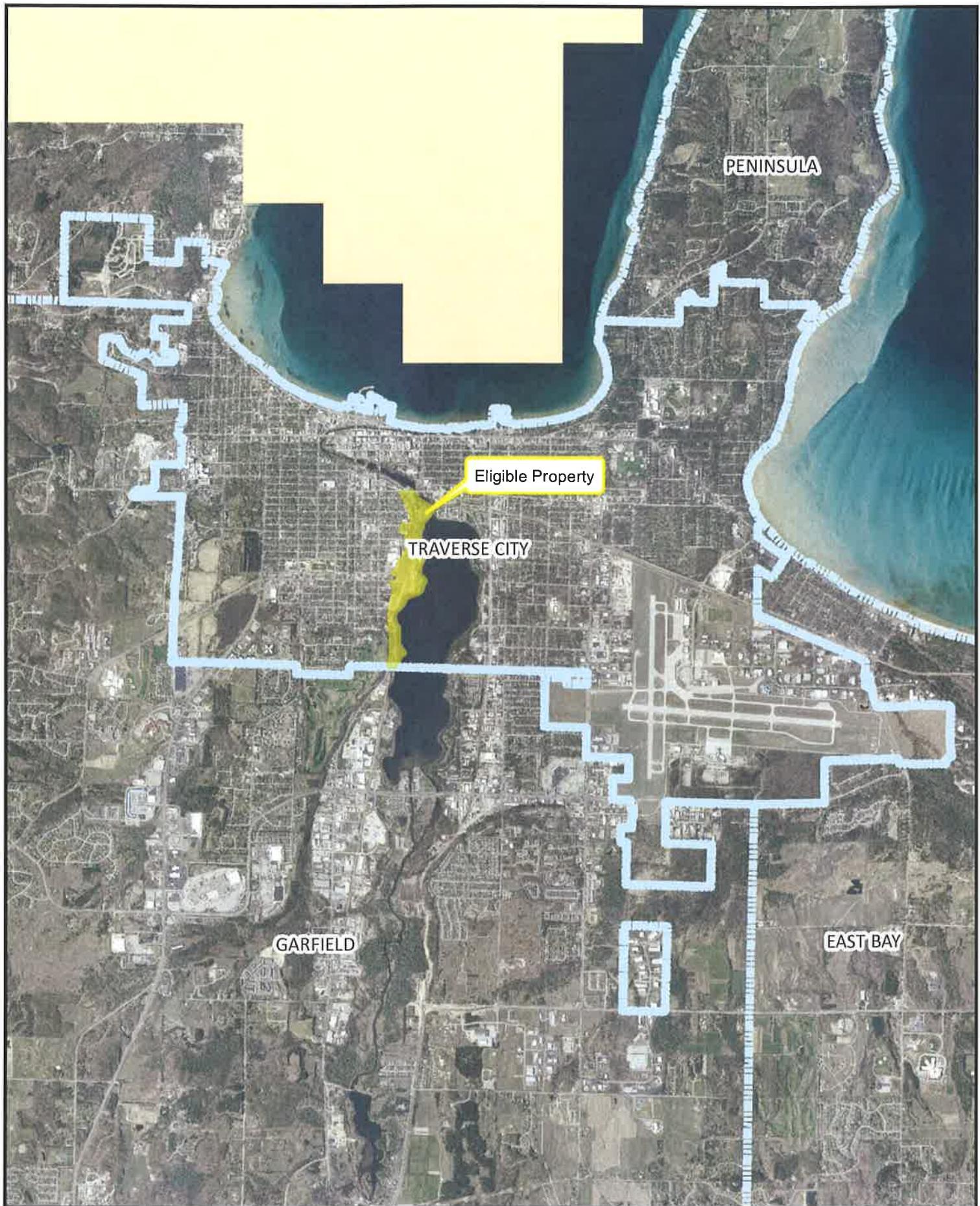


Figure One - Scaled Property Location Map

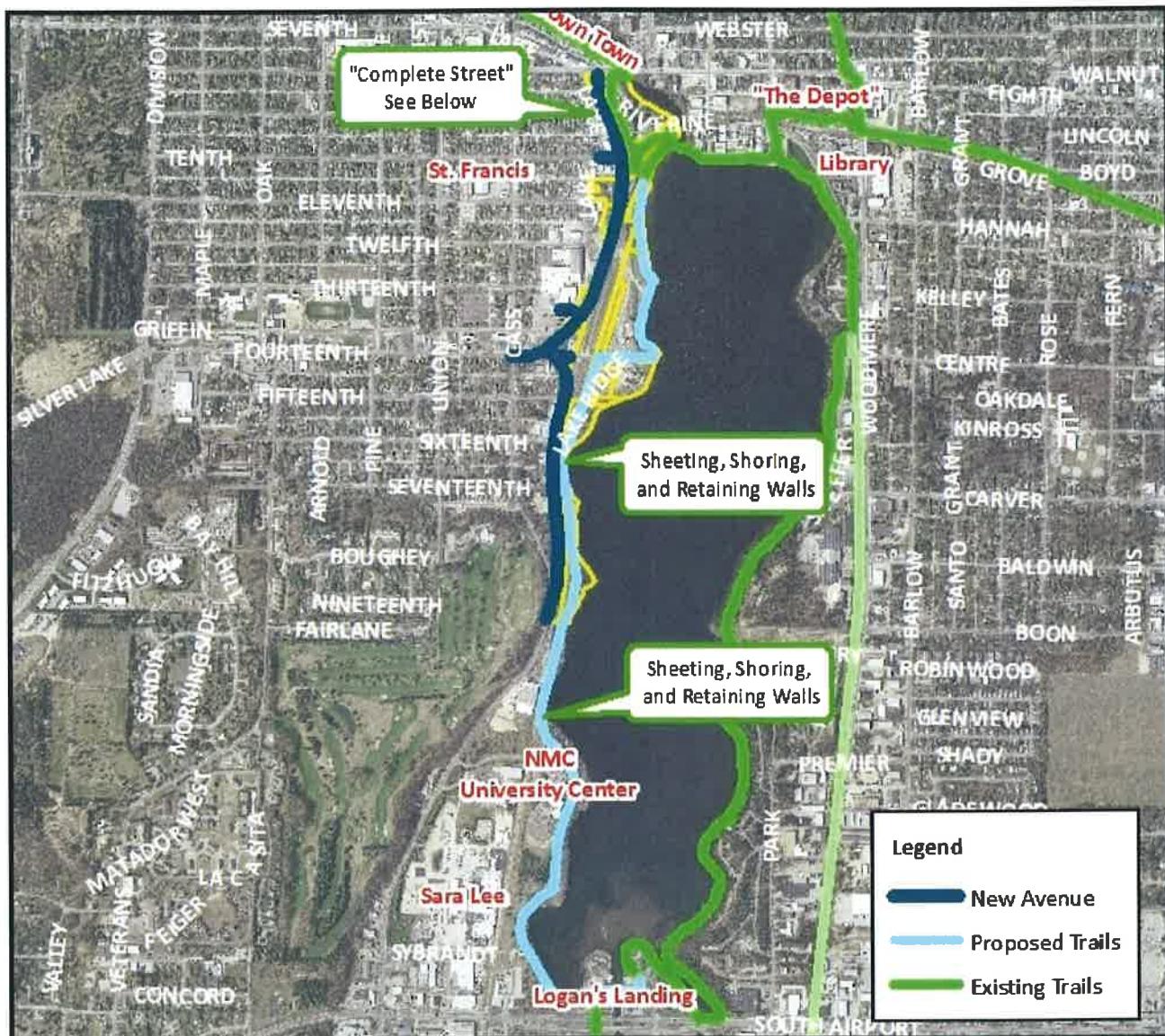
Grand Traverse County, Planning & Development

0 0.125 0.25 0.5 0.75 Miles



J. Vinton  
6.22.11





Boardman Lake Avenue Cross Section

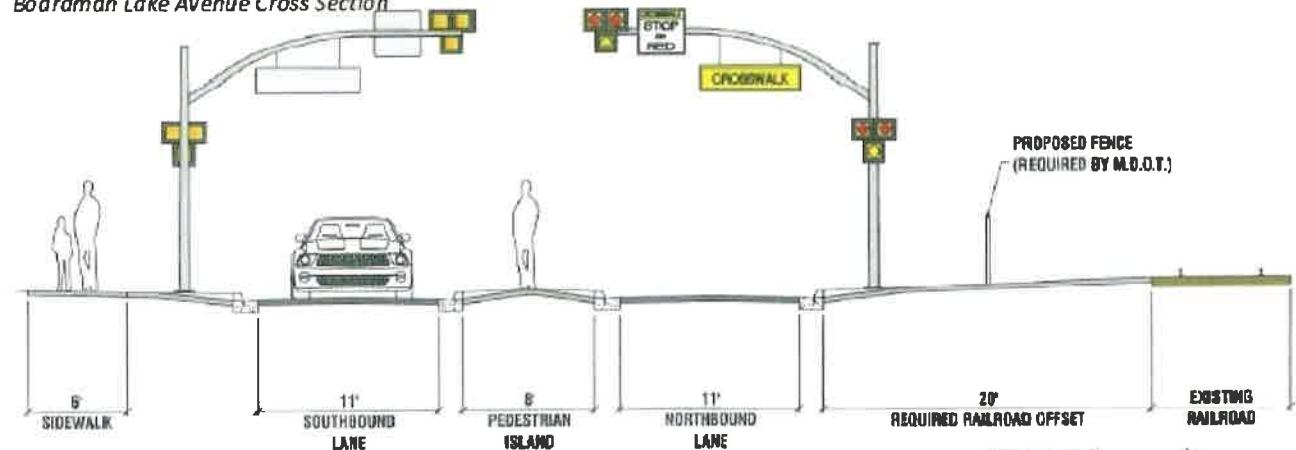


Figure Four - General Public Infrastructure Improvement Map

Grand Traverse County, Planning & Development

0 0.05 0.1 0.2 0.3 Miles



J. M. 2011  
6.20.11

Boardman Lake Avenue Corridor - North Section

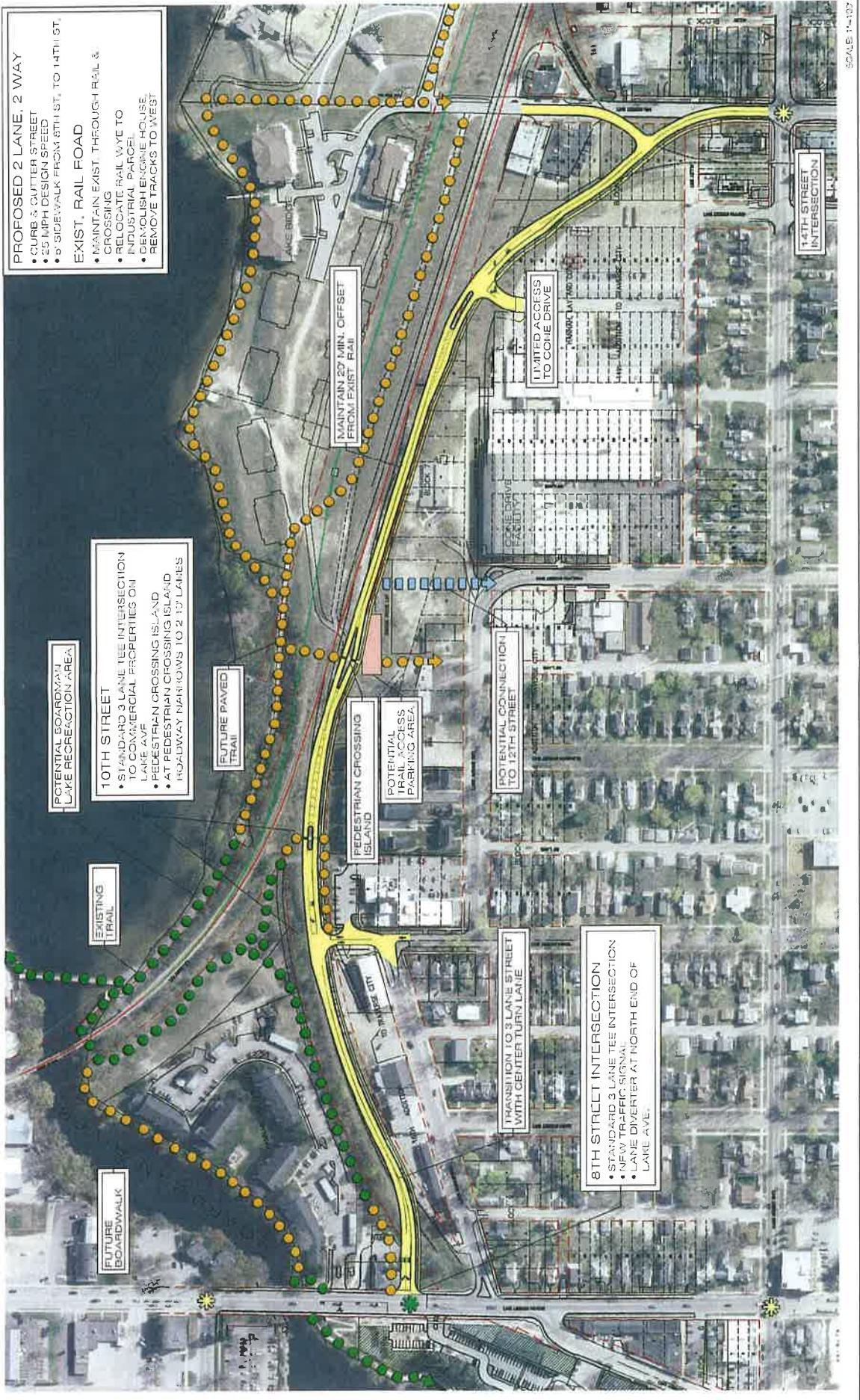


FIGURE 5

## Boardman Lake Avenue Corridor - South Section

 Goudie-Fraser

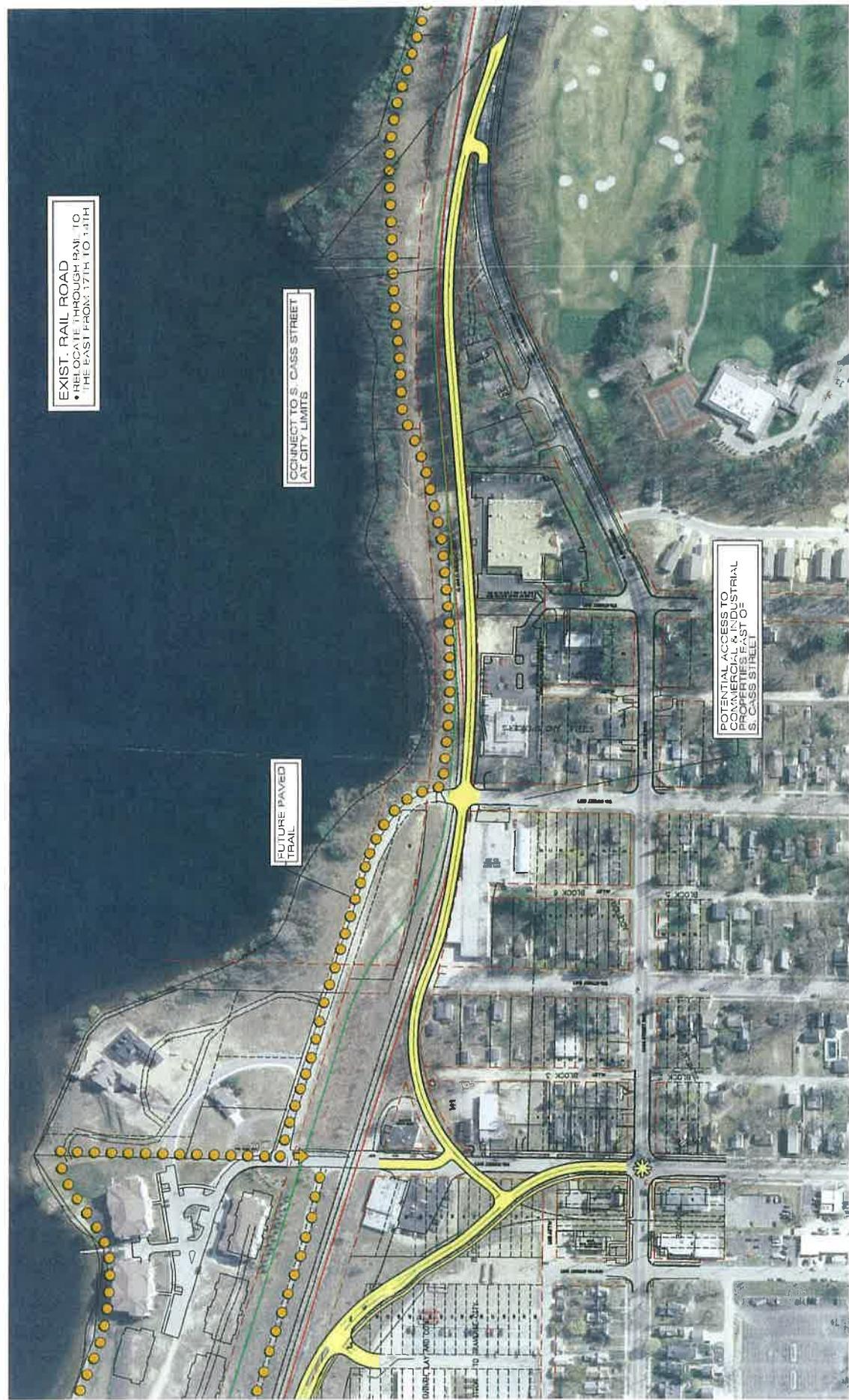


FIGURE 6

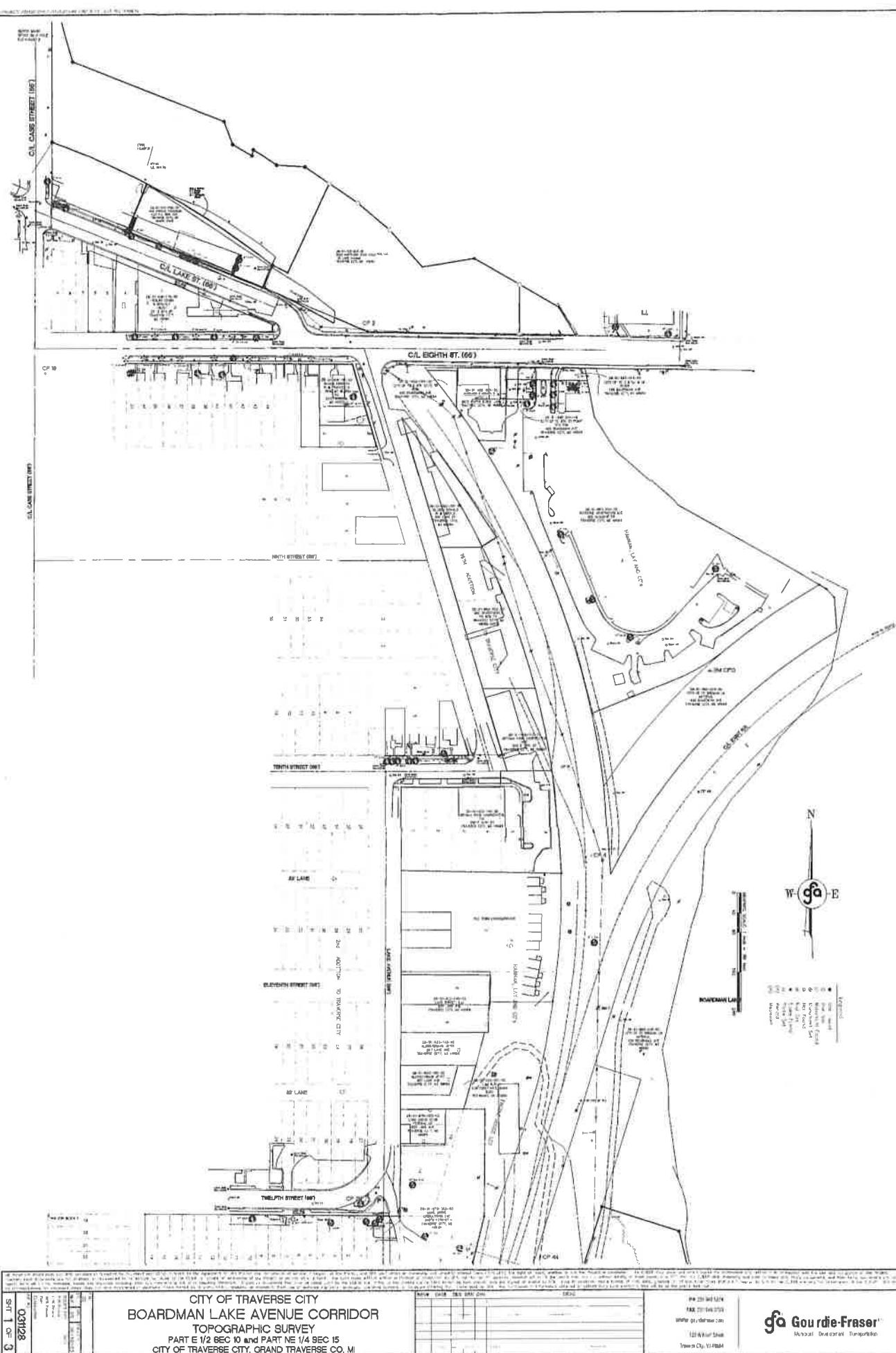


FIGURE 7

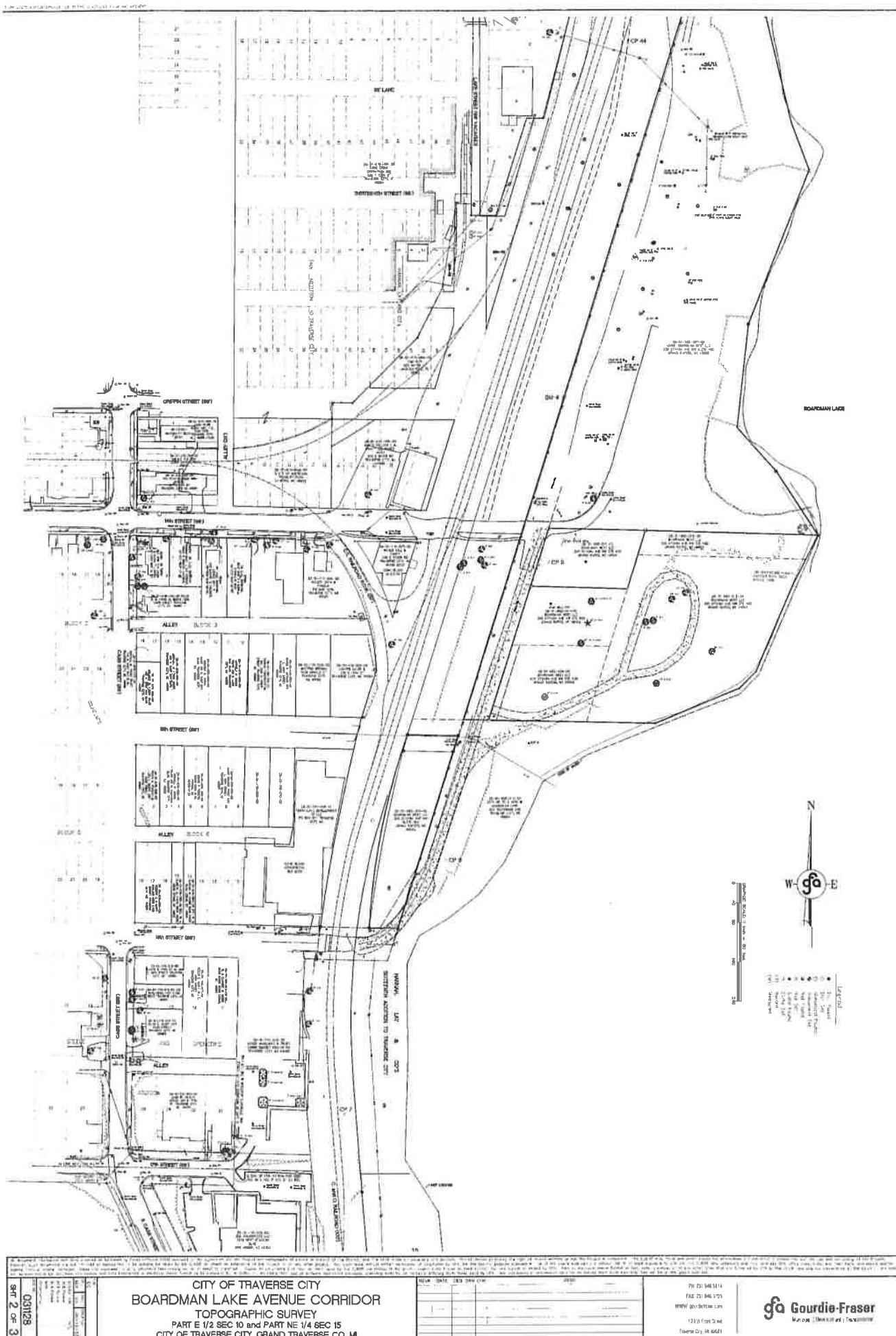


FIGURE 8

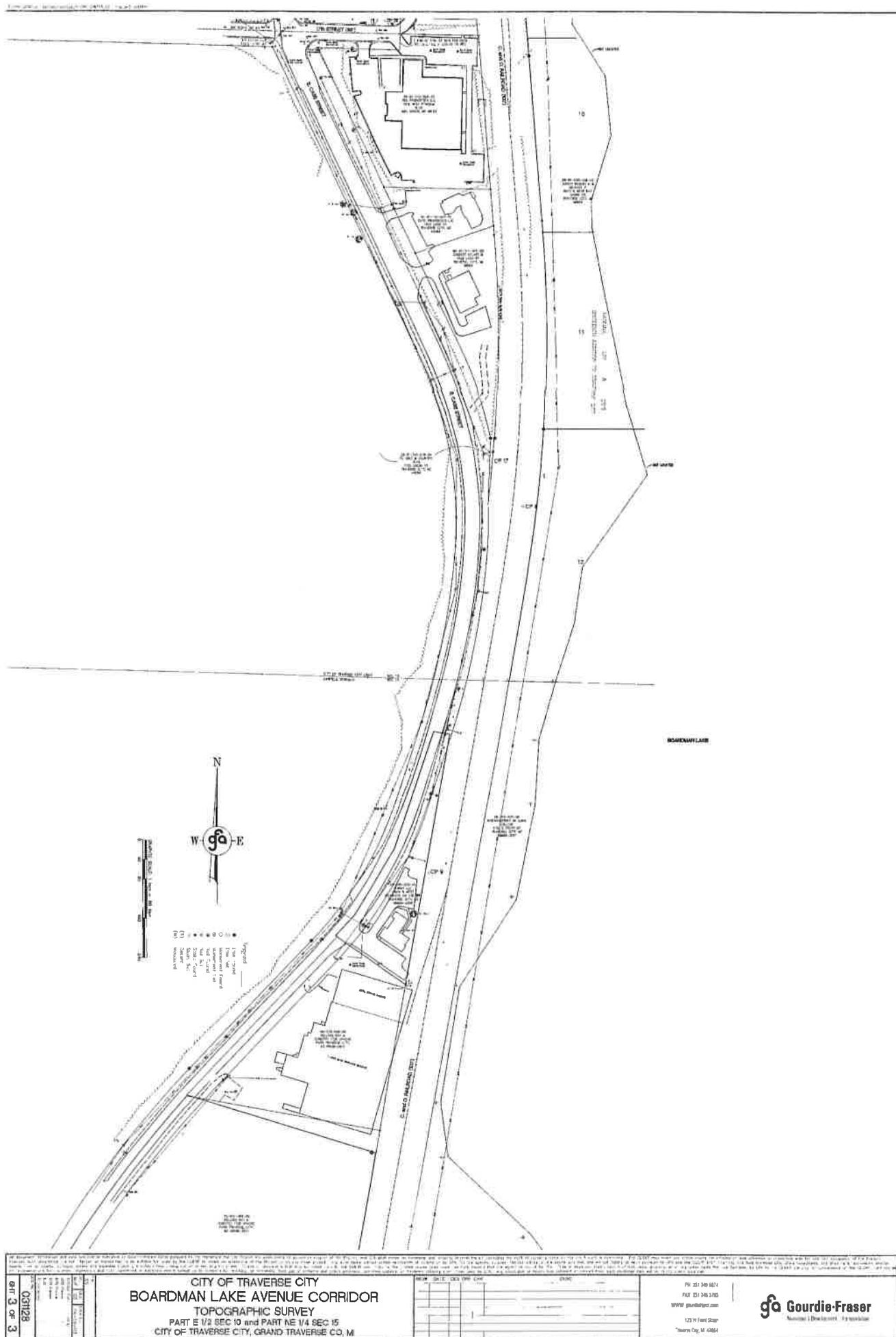


FIGURE 9

## TABLE 1

### MEGA Eligible Activities

## EXHIBIT F

Brownfield Plan Amendment #02  
with County and City Resolutions

**RESOLUTION**

201-2010

**Approval of Amended Brownfield Plan  
Boardman Lake Avenue / Pathway for Trail System**

WHEREAS, The Brownfield Redevelopment Authority met in regular session on September 29, 2010 and reviewed the Amendment to the Brownfield Plan for Boardman Lake Avenue and the Pathway Trail System with recommendation for approval; and,

WHEREAS, the Amendment to said Plan is for the inclusion of additional public infrastructure needed to complete the construction of Boardman Lake Avenue and the completion of the multi-use Pathway around Boardman Lake; and,

WHEREAS, the Amendment to said Plan identifies an increase in the overall plan for Michigan Economic Growth Authority activities from \$3,339,347.00 to \$10,713,850.00 and are detailed on Table 1, which is made a part of resolution; and,

WHEREAS, environmental activities remain unchanged at \$758,461.00 and are detailed on Table 2, which is made a part of resolution; and,

WHEREAS, Boardman Lake Avenue has been identified as a top transportation project for the City of Traverse City; and,

WHEREAS, The trail system will complete a non-motorized pedestrian pathway/trail around the entire Boardman Lake; and,

WHEREAS, The Grand Traverse County Land Bank Authority will purchase the rail right-of-ways to allow for the building of Boardman Lake Avenue and the trail system due to the positive economic impact as allowed for in statute; and,

WHEREAS, properties within Amended Brownfield Plan are in the City of Traverse City; as identified on Attachment A.

**NOW, THEREFORE, BE IT RESOLVED, THAT:**

1. The Brownfield Plan constitutes a public purpose and will facilitate investment and redevelopment of the properties in the Amended Brownfield Plan
  - a. In particular, the Brownfield Plan Amendment will provide improved access to downtown Traverse City.
  - b. The Brownfield Plan Amendment will divert approximately 18,000 cars per day from these residential neighborhoods.
  - c. The Brownfield Plan Amendment will facilitate new residential development to the City of Traverse City.
  - d. The Brownfield Plan will provide valuable access to Boardman Lake through the trail system.

2. The Brownfield Plan is consistent with the requirements of Section 14(1) of Act 381 (MCL 125.2664), in particular:
  - a. The Brownfield Plan provides all of the information required in Section 13 of Act 381 (MCL.2663).
  - b. Financing the costs of eligible activities will be through the capture of tax increment revenue.
  - c. The costs of eligible activities proposed are reasonable and necessary to carry out the purposes of the Brownfield Financing Act.

(See file for attachments)

Dated: October 27, 2010

I HEREBY CERTIFY THIS COPY TO BE A  
TRUE AND CORRECT COPY OF THE RECORD ON  
FILE WITH THE OFFICE OF COUNTY CLERK  
LINDA COBURN  
GRAND TRAVERSE COUNTY CLERK  
BY: Barrie Schell  
DEPUTY COUNTY CLERK  
DATE: November 30, 2010



## RESOLUTION

### Findings for Concurrence for Amended Brownfield Plan Boardman Lake Avenue / Pathway for Trail System

- BECAUSE. The Brownfield Redevelopment Authority met in regular session on September 29, 2010 and reviewed the Amendment to the Brownfield Plan for Boardman Lake Avenue and the Pathway Trail System with recommendation for approval;
- BECAUSE. Properties within Amended Brownfield Plan are in the City of Traverse City;
- BECAUSE. Pursuant to Act 381, concurrence must be received by the governmental unit in which brownfield plan lies, being the City of Traverse City;
- BECAUSE. The Amendment to said Plan is for the inclusion of additional public infrastructure needed to complete the construction of Boardman Lake Avenue and the completion of the multi-use Pathway around Boardman Lake;
- BECAUSE. The Amendment to said Plan identifies an increase in the overall plan for Michigan Economic Growth Authority activities from \$3,339,347.00 to \$10,713,850.00 and are detailed on Table 1, which is made a part of resolution;
- BECAUSE. Environmental activities remain unchanged at \$758,461.00 and are detailed on Table 2, which is made a part of resolution;
- BECAUSE. Boardman Lake Avenue has been identified as a top transportation project for the City of Traverse City;
- BECAUSE. The trail system will complete a non-motorized pedestrian pathway/trail around the entire Boardman Lake;
- BECAUSE. The Grand Traverse County Land Bank Authority will purchase the rail right-of-ways to allow for the building of Boardman Lake Avenue and the trail system due to the positive economic impact as allowed for in statute; now, therefore, be it

RESOLVED, That

1. The Brownfield Plan constitutes a public purpose and will facilitate investment and redevelopment of the properties in the Amended Brownfield Plan.

Boardman Lake Avenue / Pathway for Trail System Resolution - Page 2

- a. In particular, the Brownfield Plan Amendment will provide improved access to downtown Traverse City.
  - b. The Brownfield Plan Amendment through the construction of Boardman Lake Avenue will divert 50 to 80% of the daily traffic off of the residential neighborhoods from Cass and Union Streets.
  - c. The Brownfield Plan Amendment will facilitate new residential development to the City of Traverse City.
  - d. The Brownfield Plan will provide valuable access to Boardman Lake through the trail system.
2. The Brownfield Plan is consistent with the requirements of Section 14(1) of Act 381 (MCL 125.2664), in particular:
    - a. The Brownfield Plan provides all of the information required in Section 13 of Act 381 (MCL.2663).
    - b. Financing the costs of eligible activities will be through the capture of tax increment revenue.
    - c. The costs of eligible activities proposed are reasonable and necessary to carry out the purposes of the Brownfield Financing Act.

I hereby certify that the above Resolution was adopted by the Traverse City City Commission at its regular meeting held on November 1, 2010, in the Commission Chambers of the Governmental Center, 400 Boardman Avenue, Traverse City, MI.



Debra A. Curtiss, MMC, City Clerk

**Brownfield Plan Amendment  
For City of Traverse City and  
Boardman West LLC  
Grand Traverse County, Michigan**

**BOARDMAN LAKE AVENUE  
PATHWAY TRAIL SYSTEM**

**Approved by Grand Traverse County  
Brownfield Redevelopment Authority: September 29, 2010**

**Concurrence by City of Traverse City Council: November 1, 2010**

**Public Hearing: October 27, 2010**

**Approved by Grand Traverse County  
Board of Commissioners: October 27, 2010**

## **INTRODUCTION**

This Brownfield Plan (PLAN) is amendment #02 to the CSXT/Boardman Lake Brownfield Plan that was approved by the Grand Traverse County Brownfield Redevelopment Authority on March 15, 2000 approved by the County Board of Commissioners on March 15, 2000; Amended by the Grand Traverse County Brownfield Redevelopment Authority on April 24, 2001 and approved by the Grand Traverse County Board of Commissioners on April 25, 2001. This second Amendment will add additional parcels to the PLAN to recognize the master plan redevelopment of this area, including the development of Boardman Lake Avenue and the completion of Boardman Lake Trail. Only with the opportunity for this amended PLAN will the completion of the vision for this area be completed.

The City of Traverse City will be the owner of easements and the provider of West Boardman Lake Avenue that will benefit the eligible property. Therefore, for the purposes of this Amended Brownfield Plan #02 and for clarification throughout this document, Boardman West, LLC will be commonly referred to as “developer 1” and the City of Traverse City will be commonly referred to as “Developer II”. The project will redevelop contaminated property into a residential redevelopment and will increase the marketability of housing within the City limits and increase the tax base within the City as well as the County of Grand Traverse. In addition, this project will serve to redevelop contaminated property into recreational land (along the Boardman Lake) and provide historically much needed access via the proposed West Boardman Lake Avenue to downtown Traverse City.

### **1.0 Public Purpose (MCL 125.2664(1)):**

West Boardman Lake Avenue is one of the top priority transportation project and a critical need for the City of Traverse City. This project will directly benefit not only Lake Ridge, a residential development on the West Bank of Boardman Lake, but also provide an improved access to downtown Traverse City, drawing traffic out of a residential neighborhood and bringing a more walkable community for the City. This project has been discussed with the City Planning, City Commission and at community wide meetings, and has been included in the City Master Plan since 1994.

West Boardman Lake Avenue is being developed in conjunction with Boardman West LLC, the developer of Lake Ridge. Lake Ridge is on the west bank of Boardman Lake and is proposed project of 174 condominiums; bringing housing needs for the City of Traverse City. Boardman Lake Avenue

will be a route that will divert traffic from the neighborhoods, which is the only north/south route into downtown west of Boardman Lake.

Another significant benefit for this public project are the provision of easements to connect the Boardman Lake Trail, a non-motorized pedestrian pathway/trail around the entire Boardman Lake. Without the financial incentives afforded by this Plan, the project will be delayed indefinitely, while the City attempts to identify revenues necessary to close the construction cost gap for the public infrastructure. The “public purposes” that this Plan presents to the City and County of Grand Traverse include:

- Traffic Diversion: Currently, the route into the downtown area is on Cass and Union streets, both streets are in the middle of neighborhoods; this route will divert approximately 18,000 cars per day from these residential neighborhoods.
- City Master Plan. Approved in 1994, identifying north/south arterial as a top need to encourage and promote the downtown area.
- Public Access to Lake: With obtaining easements a multi-use pathway will encircle the entire Boardman Lake, which will be easily accessible for the public.

## 2.0 BASIS OF ELIGIBILITY

The subject property meets the definition of a “facility” as defined in Part 201, Environmental Remediation, of the Natural Resources and Environmental Protection Act, Act 451, P.A. 1994, as amended and further. A Baseline Environmental Assessment was completed on August 25, 2000 which identified the presence of contamination on the subject property above General Residential Cleanup Criteria of Part 201. The eligible property is an irregular-shaped parcel of land bounded by vacant land to the north, Boardman Lake to the east, additional vacant land to the south, and a light industrial building to the west. The subject property also includes the railroad ROW corridor currently owned by the Michigan Department of Transportation (MDOT) that runs in a north-south direction along Boardman Lake.

The MDOT ROW (Tax ID# 51-011-001-00) is a Part 201 facility where contamination from the Cone Drive-Textron release site and railroad engine maintenance operations has migrated or been released at levels exceeding General Residential Cleanup Criteria of Part 201. This property is included in the PLAN, and is “eligible property”. The West Boardman Lake Trail would create important non-motorized links to parcels such as the Traverse Area District Library, Northwestern Michigan College

University Center, densely populated neighborhoods in both Traverse City and Garfield Township, Grand Traverse Bay YMCA, the nature Education Reserve and commerce areas along 14<sup>th</sup> Street and south Airport road. The connection to a regional non-motorized trail system would link the subject eligible property with destinations as distant as Suttons Bay or Acme, or the recreational trails system (Vasa Pathway) on State Forest lands within ten miles of the eligible property would most certainly increase the value of residential and commercial properties in the Brownfield Plan.

As provided by Act 381, the inclusion of either MDOT ROW property described above is necessary to support the advancement of the Boardman Lake Trail southward from the CSTX/Boardman Banks Brownfield site to South Airport road. Provisions of Section 13 of Act 381 [see 13(3) and 13(15)] allow the Michigan Economic Growth Authority to approve the use of State school taxes captured from Brownfield Plan to be utilized for infrastructure improvements that do not occur on eligible property, so long as the improvements “directly benefit” the eligible property. The completion of this portion of the non-motorized public trail system most certainly and most directly benefit the eligible property in the PLAN by providing and completing the connectivity that these properties and the entire community have, so very long, sought to accomplish. It will serve both a recreation function and as an important north – south non-motorized transportation corridor function in addition to increasing property values near the trail corridor. The trail link also provides valuable access to Boardman Lake that is currently difficult for the public to enjoy.

The eligible property is currently owned by Boardman West, LLC. The adjoining railroad ROW property to the west has been owned by the MDOT since 1982. MDOT has leased the land to a railroad tenant since that time.

### **3.0 REQUIRED ELEMENTS OF A BROWNFIELD PLAN**

#### **3.1.1 Description of Plan Costs to be paid with Tax Increment Revenues**

Tax Increment Revenues (TIF) derived from capture of state and local tax levies from the eligible property under this Brownfield Plan will be utilized to pay the costs of eligible activities. The eligible activities that will be required to redevelop the eligible property within the City include:

#### **Michigan Department of Environmental Quality (MDEQ) Activities:**

The eligible activities will 1) identify existing contamination and whether additional structural foundations are required to support the avenue, retaining wall, or any buildings that may be construction, 2) provide the necessary barriers to prevent exposures, exacerbation or third-party impacts, and 3) enhance the redevelopment effort. Eligible activities include but are not limited to the following list:

**Baseline Environmental Assessment (BEA) Activities.** In accordance with MDNRE requirements, a BEA will be undertaken by a qualified environmental consultant. The approved consultant, to be determined at a later time, when project moves forward, will identify all required activities to achieve cleanup, removal, containment or other activities necessary to protect the environment and public health and safety. The Environmental Consultant also will supply all data to MDNRE as necessary. Upon analysis of BEA data, a detailed, site-specific cleanup, removal, containment plan will be submitted to the Grand Traverse County BRA and the MDNRE in order to determine the feasibility of implementing the work plan. Eligible activities may include, but are not limited to the following list:

1. Phases 1 & II Environmental Site Assessments (ESAs)
2. Sampling and analysis
3. Data interpretation and reporting
4. Disclosure or determination of BEA
5. Petitioning for MDNRE determinations

**Due Care (7a) Obligation Compliance Activities.** The Environmental Consultant will have primary responsibility for assisting with Due Care Activities, including but not limited to the preparation of the Section 7a compliance Analysis (Due Care Plan).

The Due Care Obligation Compliance Activities will 1) identify and evaluate existing contamination, 2) prepare a work plan for cleanup and other eligible activities, and 3) include an evaluation of the feasibility of other tasks, as applicable, to estimate Tax Increment Revenues. Eligible Activities may include, but are not limited to the following list:

1. Investigation (sampling, analysis, interpretation, reporting) to define contamination.
2. Risk Assessment of intended use with regards to contamination on site to identify 7a issues.
3. Development of a plan for response activities to meet 7a obligations.
4. Contaminant removal to prevent exposures, or exacerbation.
5. Alternate water supplies to prevent exposures or exacerbation.
6. Barriers to prevent exposures, exacerbation, or third party impacts.
7. Petitioning for MDNRE determinations

8. Land Use Plan/Alternatives Analysis including assessment of land uses in the vicinity and analysis of potential impacts and benefits from reuse and conversion, including traffic circulation on site and in the vicinity.
9. Inventory and Evaluation of the condition of facilities, structures, and infrastructures.

**Additional Response Activities:** Other activities may be undertaken by both Developer's to maximize the effect of BEA and Due Care activities and leverage this private sector redevelopment effort. Eligible Activities may include, but are not limited to, the following list:

1. Evaluation.
2. Soil Excavation, transportation and disposal of contaminated soil (if encountered)
3. Work Plans, reports, bid specifications, and environmental construction management.
4. Other actions necessary to protect the public health, safety, welfare, or environment or the natural resources.

**Michigan Economic Growth Authority (MEGA) Eligible Activities.** These activities are those listed under the Brownfield Redevelopment Financing Act, Act 381 of 1996 as amended.

1. Site preparation is all work necessary to prepare the site for building construction and site use, including, but not limited to, site planning costs, site construction plans, project management, excavation, grading, landscaping, and parking.
2. Property Purchase The Grand Traverse County Land Bank Authority will be purchasing MDOT Rail Right-of-Way for the construction of Boardman Lake Avenue. Grand Traverse County Land Bank Authority Due will purchase said ROW and be reimbursed through tax capture.
3. Lead and asbestos abatement.
4. Infrastructure Improvements:

Construction of Boardman Lake Avenue. Boardman Lake Avenue will be a much-needed north/south route to downtown Traverse City. Purchasing of easements from the Railroad right-of-way from the Michigan Department of Transportation will be required for the construction of this Avenue and is part of the overall costs associated with the construction.

Building of non-motorized pathway connecting the pathway to the north and east sides of Boardman Lake, making a complete trail loop that will roughly measure a 5 mile loop trail all the way around the lake. Construction includes the purchase of appropriate easements to allow the pathway to occur. Waterfront easements are currently owned by the City of Traverse City

across the condominiums that will allow for a continuous pedestrian pathway through the development that will link with the Boardman Lake Trail currently. It is the desire of the City of Traverse City to continue with the vision to complete this loop and connections to adjoining neighborhoods, which will be a 5 mile pedestrian pathway in the heart of the City limits. Connection of this trail system will be with the TART Trails Inc. network, which ultimately will take trail users to State Land. The trail will also serve to preserve valuable green space, provide access to Boardman Lake, promote healthy living and connect neighborhoods to commerce, civic sites natural areas and to the regional trail networks

Exhibit A identifies the location of the proposed Boardman Lake Avenue and the completion of the pedestrian pathway trail.

Table 1 provides the estimated costs of the eligible activities under this Amended Plan # 1 (Plan costs approved in 2001) and the additional activities being requested under the Plan Amendment.

Local and State School Tax levies are proposed to be captured under this Plan amendment to fund or to supplement the funding of the proposed eligible activities. Because State School tax levies are proposed to be captured for individual projects within the eligible property, the eligible activities associated with such individual projects will be described in one or more Act 381 Work Plans that will be submitted to the State for review and approval.

### **3.1.3 Estimate of Captured Taxable Value and Tax Increment Revenues for Each Year from each Eligible property and in the aggregate**

Table #2 provides an estimate of the captured taxable value and tax increment revenues (TIR) for each year of this Plan from the eligible property and includes the aggregate captured TIF. The initial taxable value for this Plan will remain at the original brownfield adoption date of March 15, 2000.

### **3.1.4 Method of Financing Plan Costs and maximum amount of Bonded Indebtedness to be Incurred**

Future redevelopment costs, including eligible activities, will be primarily financed by the developer(s), as well as by use of funding obtained from any of the following sources by the GTCBRA:

- State of Michigan Revitalization Revolving Loans.
- State of Michigan Brownfield Redevelopment Grants.
- Tax Increment Revenues, including capture of incremental taxes levied for school operating and non-school operating expenses.
- U.S.EPA Brownfield Assessment and/or Cleanup Grants.
- U.S.EPA Brownfield Cleanup Revolving Loan Fund.
- Waterfront Redevelopment Grant
- The Local Site Remediation Revolving Fund.
- Other revenues obtained by the Authority, or City.

The GTCBRA may use proceeds from any of the listed sources, at its discretion and in compliance with applicable laws, to pay for eligible activities on the eligible property, to reimburse the developer(s) for the financing of eligible activities including the financing cost, to repay State revolving loan(s), to reimburse its administrative expenses, or reimburse the Local Site Remediation Revolving Fund.

A portion of the redevelopment project included some acquisition of land. The acquisition costs have been paid for through the Clean Michigan Initiative Waterfront Redevelopment Grant that was awarded to the City of Traverse City in the amount of \$487,000 on April 13, 2000. Waterfront Grants are provided to reclaim and revitalize waterfront property throughout the state to maximize economic and public value. This grant provided funding to address the city's highest priorities: planning and design; environmental response activities; property acquisition; and public infrastructure improvements at the CSXT/Boardman Lake property.

### **3.1.5 Duration of Brownfield Plan**

The duration of the Plan will remain in effect for as many years as is required and eligible to fully reimburse the Developer and/or public partner for eligible activities. Expiration of the Brownfield Plan based on 30 years from the original approval in 2000, therefore 2030.

### **3.1.6 Estimate of the Impact of Tax Increment Financing on the Revenues of all Taxing Jurisdictions**

Table 2 identifies annual and total tax revenues projected for capture from the increase in real and personal property tax valuations from each respective taxing jurisdiction. Table 2 also identifies

individual levies within each taxing jurisdiction. At the end of this Plan, all taxing jurisdictions will benefit from the enhanced tax base.

### **3.1.7 Legal Description of Eligible Property with Map**

The eligible property is defined in the legal description along with Map is attached as Exhibit A.

### **3.1.8 Estimate of the number of Persons Residing on Eligible Property and the Number of Families and Individuals to be Displaced, If any**

Not applicable.

### **3.1.9 Relocation of Persons Displaced by the PLAN Implementation**

This section of the Plan is not applicable since there will be no displacement of persons or families during Plan implementation. Therefore, there will be no costs associated with relocation of persons or families.

### **3.1.10 Compliance with Michigan Relocation Assistance Act**

This PLAN element is not applicable since displacement of persons or families will not result from implementation of the PLAN.

### **3.1.11 Proposed Use of the Local Site Remediation Revolving Fund**

The Local Site Remediation Revolving Fund (LSRRF) will be used for the purposes authorized under Act 381, with five (5) years of capture deposited into the fund after eligible activities are paid.

### **3.1.12a Other Information Considered Pertinent by the Authority**

This Plan shall be utilized to achieve the goals and objectives of the County of Grand Traverse and the City of Traverse City. The concept of the State Core Communities initiative was to revitalize downtown's and reduces urban sprawl. In addition, Grand Traverse County residents participated in a regional Grand Vision. Through this Grand Vision process, a Harris Interactive poll was conducted, with 90% of area residents responding that improved biking and walking opportunities were important for the successful growth of the region.

Traverse City has historic residential neighborhoods near the downtown area along the current “corridor/route” into the downtown area. Studies have proven that highly traveled areas are less attractive for residential living. By diverting traffic away from the residential neighborhoods, Traverse City has identified the need (since 1994) of relieving the pressure of traffic on neighborhoods and in turn trying to keep these residential neighborhoods quiet and attractive for living in the downtown district.

Maintaining a healthy and vital downtown district is accomplished by accommodating the people as well as cars. This project will accommodate the historical residential neighborhoods in the hopes of keeping these residences downtown instead of building on a Greenfield and/or purchasing houses outside of the urban core to get away from the endless traffic within their neighborhoods. The Boardman Lake Avenue will save these neighborhoods and encourage both citizens outside the downtown district to travel into the City and also keep our residences peaceful without the projected 18,000 cars going through their neighborhood.



Boardman Lake Brownfield Redevelopment Area

Grand Traverse County, Planning & Development

0 0.025 0.05 0.1 0.15 0.2 Miles



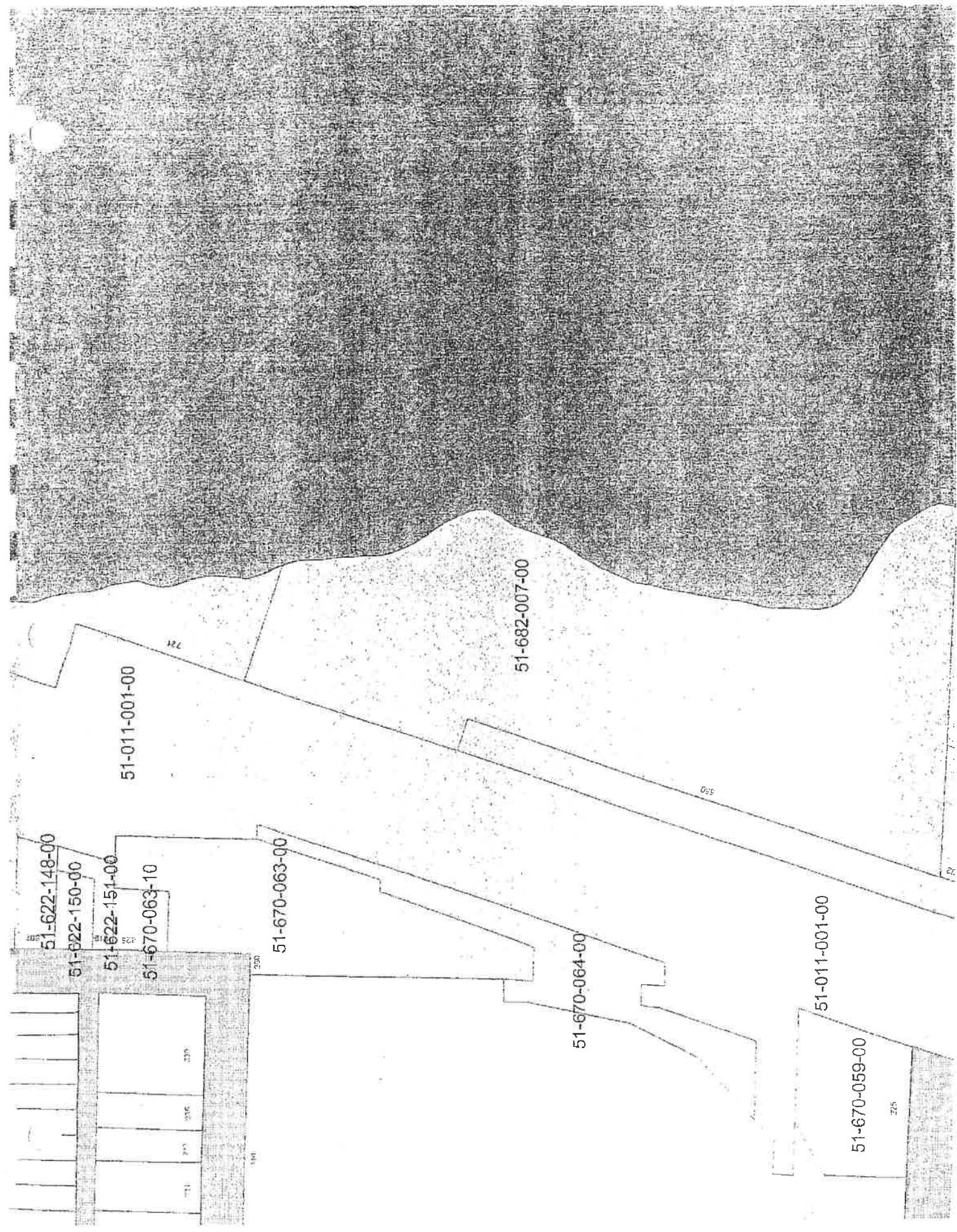
Parcel Number Owner of Record Class Occupancy	Zoning	Total Acres Building SQ FT	Property Address Legal	2001 Assessed	2001 Taxable
28-51-682-004-10 RIVERINE APARTMENTS LLC 505 RIVERINE DR TRAVERSE CITY	MI	49684	505 RIVERINE DR THT PRT OF LOT 3 H L & CO'S 16TH ADD DES AS COM AT NW COR OF LOT 3 TH E 165 FT TH S 65 FT TO POB TH E 55 FT TH N 40 FT TH E 109.48 FT TO BDMAN RIVER TH S 11 DEG 47' 37" E 74.71 FT TH S 33 DEG 35' DEG 47' 37" E 74.71 FT TH S 33. DEG 35' 50" E 82.35 FT TH S 50 DEG 7' 48" E 167.11 FT TH S 62 DEG 26' 6" E 245.11 FT TH S 61 DEG 11' 30" E 85.34 FT TH SWLY 231.34.FT (LONG CHORD = S 54 DEG 1 4' 4" W 231.03 FT) TH S 57 DEG 59' 26" W 123.87 FT TH S 66 DEG 51' 4 2" W 183.26 FT TH N 23 DEG 21' 28" W 603.27 FT TH E 52.85 FT TH N 8 5 FT TO POB SUBJECT TO EASEMENTS & RESTRICTIONS OF RECO RD		
201 Multiple Residence	R-29	4.700 0 74,755		2,329,730	1,445,076
28-51-682-005-00 GIBBARD EDWARD D & MITZI L 4612 PAPER BIRCH LANE TRAVERSE CITY	MI	49686	314 E EIGHTH ST THT PRT OF LOT 3 DES AS COM ON S LINE 8TH ST 65 FT E OF NE'LY LINE OF P M R/W TH E 100 FT TH S 150 FT TH TO PM R/W TH NE'LY / LONG R/W TO PT S OF POB TH N TO POB H L & CO'S 16TH ADD		
201 Store, Retail	R-29	.288 0 3,650		120,330	114,088
28-51-682-006-00 CITY OF TC BRDMAN LK ARTER CITY CLERK 400 BOARDMAN AVE TRAVERSE CITY	MI	49684	721 LAKE AVE (REAR) LOT 4 H & L CO'S 16TH ADD		
090 Apartment	R-29	3.680 0			
28-51-682-007-00 BOARDMAN BANKS INC PO BOX 1148 TRAVERSE CITY	MI	49685	550 E SIXTEENTH ST LOTS 5 & 6 & ALL OF VACATED RACE ST EXC FLOWAGE & RIPARL RIGHTS HANNAH LAY & CO'S 16TH ADD		
210 Apartment	R-9	9.000 0		117,610	117,610

Parcel Number Owner of Record Class Occupancy	Zoning	Total Acres Building SQ FT	Property Address Legal	2001 Assessed	2001 Taxable
28-51-682-009-00 OVERHOLT BARBARA J 7316 EAST SHORE DR TRAVERSE CITY	MI	49686	408 E SIXTEENTH ST THT PRT OF LOT 7 H & L CO'S 16TH ADD DESC AS COM AT NW COR TH S'LY ALG W LOT LINE 250 FT TO POB TH E 200 FT TH S'LY PAR'L WITH W LOT LINE 165 FT TH W 200 FT TO W LOT LINE TH N'LY ALC W LOT LINE 165 FT TO POB		
210	C-2	.760 0		43,040	6,471
Apartment					
28-51-682-010-00 BOARDMAN WEST LLC 300 OTTAWA SUITE 400 GRAND RAPIDS	MI	49503	302 E SIXTEENTH ST THT PRT OF LOT 7 HANNAH LAY & CO'S 16TH ADD DES AS COM AT W COR TH S ALG W LOT LINE 124 FT TH S 89 DEG 26' 50" E 199.46 FT TH N PAR'L WITH W LOT LINE 126 FT TO N LOT LINE TH W 200 FT O POB		
301	C-2	.570 0		66,130	66,130
Warehouse, Storage		9,025			
51-682-011-00 OVERHOLT BARBARA J 7316 EAST SHORE DR TRAVERSE CITY	MI	49686	404 E SIXTEENTH ST THT PRT OF LOT 7 H & L CO'S 16TH ADD DES AS COM AT NW COR TH S ALG W LOT LINE 124 FT TO POB TH S 89 DEG 26' 50" E 199.46 FT TH S PAR'L WITH W LOT LINE 124FT TH W 200 FT TO W LOT LINE TH N ALG W LOT LINE 126 FT TO POB		
301	R-9	.570 0		34,650	11,630
Warehouse, Storage		2,400			
28-51-682-012-00 OVERHOLT BARBARA J 7316 EAST SHORE DR TRAVERSE CITY	MI	49686	412 E SIXTEENTH ST N 50 FT OF LOT 7 LYING E OF P M SIDETRACK H L & CO'S 16TH		
210	R-29	.390 0		22,090	3,311
Apartment					

Parcel Number Owner of Record Class Occupancy	Zoning	Total Acres Building SQ FT	Property Address Legal	2001 Assessed	2001 Taxable
28-51-682-013-00 OVERHOLT BARBARA J 7316 EAST SHORE DR TRAVERSE CITY	MI	49686	408 E SIXTEENTH ST THAT PART OF LOT 7 H & L CO'S 16TH ADD LYING E OF C & O RR S. UR TRACK EXC NORTH 50 FT THEREOF H & L CO'S 16TH ADD		
210 Apartment	R-29	1.700 0		77,010	14,460
28-51-682-014-00 CITY OF TC E 15TH @BOARDM CITY CLERK 400 BOARDMAN AVE TRAVERSE CITY	MI	49684	321 E SIXTEENTH ST LOT 8 EXC THAT PART BOUNDED ON W BY E LINE OF PM ROW ON N BY S LINE 15TH ST ON E BY W LINE RACE ST ON S BY N LINE OF 6TH ST EXTENDED E H & L CO'S 16TH ADD		
090 Apartment	R-29	.000 0			
51-682-015-00 BOARDMAN BANKS INC PO BOX 1148 TRAVERSE CITY	MI	49685	310 E FIFTEENTH ST THAT PART OF LOT 8 BOUNDED AS FOL: ON W BY E LINE OF PM RC W ON N BY S LINE OF 15TH ST, & ON E BY W LINE OF RACE ST, EXT ENDED TO THE S TO INTERSECTION OF WLY LINE OF THIS PARCE L EXCEPT FLOWAGE RIGHTS H & L CO'S 16TH ADD		
210 Apartment	R-29	.600 0		13,070	13,070
28-51-682-016-00 DORIOT ROBERT A & MICHAEL 9972 S WEST BAY SHORE DR TRAVERSE CITY	MI	49684	1527 CASS ST WATERFT LOTS 9 10 11 & 12 EXCEPT FLOWAGE RIGHTS H & L CO'S 16TH ADD		
210 Apartment	R-9	4.900 0		44,820	42,737

Parcel Number Owner of Record Class Occupancy	Zoning	Total Acres Building SQ FT	Property Address Legal	2001 Assessed	2001 Taxable
28-51-787-005-01 @ R A DEVELOPMENT INC 1240 E EIGHTH ST TRAVERSE CITY	MI	49686	713 LAKE AVE A UNIT 11 OLD TOWN CONDOMINIUMS ACCORDING TO THE MASTERS DEED OF GRAND TRAVERSE COUNTY L:1446 P:955 CONDOMINIUM SUBDIVISION NO. 141, CITY OF TRAVERSE CITY,GRAND TRAVERSE COUNTY MICHIGAN		
401	R-9	1.570			
		0			
Apartment				8,210	5,311
28-51-787-005-02 @ R A DEVELOPMENT INC 1240 E EIGHTH ST TRAVERSE CITY	MI	49686	713 LAKE AVE B UNIT 12 OLD TOWN CONDOMINIUMS ACCORDING TO THE MASTERS DEED OF GRAND TRAVERSE COUNTY L:1446 P:955 CONDOMINIUM SUBDIVISION NO. 141, CITY OF TRAVERSE CITY,GRAND TRAVERSE COUNTY MICHIGAN		
401	R-9	1.570			
		0			
Apartment				8,210	5,311
28-51-787-005-03 @ R A DEVELOPMENT INC 1240 E EIGHTH ST TRAVERSE CITY	MI	49686	713 LAKE AVE C UNIT 13 OLD TOWN CONDOMINIUMS ACCORDING TO THE MASTERS DEED OF GRAND TRAVERSE COUNTY L:1446 P:955 CONDOMINIUM SUBDIVISION NO. 141, CITY OF TRAVERSE CITY,GRAND TRAVERSE COUNTY MICHIGAN		
401	R-9	1.570			
		0			
Apartment				8,210	5,311
28-51-787-005-04 @ R A DEVELOPMENT INC 1240 E EIGHTH ST TRAVERSE CITY	MI	49686	713 LAKE AVE D UNIT 14 OLD TOWN CONDOMINIUMS ACCORDING TO THE MASTERS DEED OF GRAND TRAVERSE COUNTY L:1446 P:955 CONDOMINIUM SUBDIVISION NO. 141, CITY OF TRAVERSE CITY,GRAND TRAVERSE COUNTY MICHIGAN		
401	R-9	1.570			
		0			
Apartment				8,210	5,311

Parcel Number Owner of Record	Class Occupancy	Zoning	Property Address Legal	Total Acres Building SQ FT	2001 Assessed	2001 Taxable
28-51-787-006-01 @ R A DEVELOPMENT INC 1240 E EIGHTH ST TRAVERSE CITY	MI	49686	715 LAKE AVE A UNIT 15 OLD TOWN CONDOMINIUMS ACCORDING TO THE MASTERS DEED OF GRAND TRAVERSE COUNTY L:1446 P:955 CONDOMINIUM SUBDIVISION NO. 141, CITY OF TRAVERSE CITY, GRAND TRAVERSE COUNTY MICHIGAN			
401	R-9	1.570		0	8,210	5,311
Apartment						
28-51-787-006-02 @ R A DEVELOPMENT INC 1240 E EIGHTH ST TRAVERSE CITY	MI	49686	715 LAKE AVE B UNIT 16 OLD TOWN CONDOMINIUMS ACCORDING TO THE MASTERS DEED OF GRAND TRAVERSE COUNTY L:1446 P:955 CONDOMINIUM SUBDIVISION NO. 141, CITY OF TRAVERSE CITY, GRAND TRAVERSE COUNTY MICHIGAN			
401	R-9	1.570		0	8,210	5,311
Apartment						
28-51-787-006-03 @ R A DEVELOPMENT INC 1240 E EIGHTH ST TRAVERSE CITY	MI	49686	715 LAKE AVE C UNIT 17 OLD TOWN CONDOMINIUMS ACCORDING TO THE MASTERS DEED OF GRAND TRAVERSE COUNTY L:1446 P:955 CONDOMINIUM SUBDIVISION NO. 141, CITY OF TRAVERSE CITY, GRAND TRAVERSE COUNTY MICHIGAN			
401	R-9	1.570		0	8,210	5,311
Apartment						
28-51-787-006-04 @ R A DEVELOPMENT INC 1240 E EIGHTH ST TRAVERSE CITY	MI	49686	715 LAKE AVE D UNIT 18 OLD TOWN CONDOMINIUMS ACCORDING TO THE MASTERS DEED OF GRAND TRAVERSE COUNTY L:1446 P:955 CONDOMINIUM SUBDIVISION NO. 141, CITY OF TRAVERSE CITY, GRAND TRAVERSE COUNTY MICHIGAN			
401	R-9	1.570		0	8,210	5,311
Apartment						
				Total	5,917,380	4,225,479







Parcel: 28-51-682-011-00

Owner's Name: OVERHOLT BARBARA J

Property Address: 404 E SIXTEENTH ST

Map #: 17

Property Class: 301  
Prev. Class : 301

School District: 28010  
Neighborhood: 00009.9 INDUSTRIAL

Legal Description:

THT PRT OF LOT 7 H & L CO'S 16TH ADD DES  
AS COM AT NW COR TH S ALG W LOT LINE 124  
FT TO POB TH S 89 DEG 26' 50" E 199.46  
FT TH S PAR'L WITH W LOT LINE 124FT TH W  
200 FT TO W LOT LINE TH N ALG W LOT LINE  
126 FT TO POB

Mailing Address:  
7316 EAST SHORE DR  
TRAVERSE CITY, MI 49686

-----

Physical Property Characteristics

2001 S.E.V.: 34,650

Taxable: 11,630

Land Value: 55,866

2000 S.E.V.: 34,510

Taxable: 11,270

Acreage: 0.57

Zoning: R-9

Frontage: 0.0

Homestead: 0.000%

Land Impr. Value:

Average Depth: 0.0

-----

Improvement Data

# of Residential Buildings: 0

# of Ag. Buildings: 0

Year Built: 0

Est. TCV:

Occupancy: Single Family

# of Commercial Buildings: 1

Class: D

Type: Warehouse, Storage

Style: RANCH

Desc:

Exterior:

Class: S

% Good (Physical): 0

Quality: Low Cost

Heating System: Forced Air w/o Ducts

Built: 0 Remodeled: 0

Electric - Amps Service: 0

Overall Building Height: 0

# of Bedrooms: 0

Floor Area: 2,400

# of Bathrooms: 0.0

Sale Price/Floor Area: 0.00

Floor Area:

Est. TCV: 13,431

Ground Area:

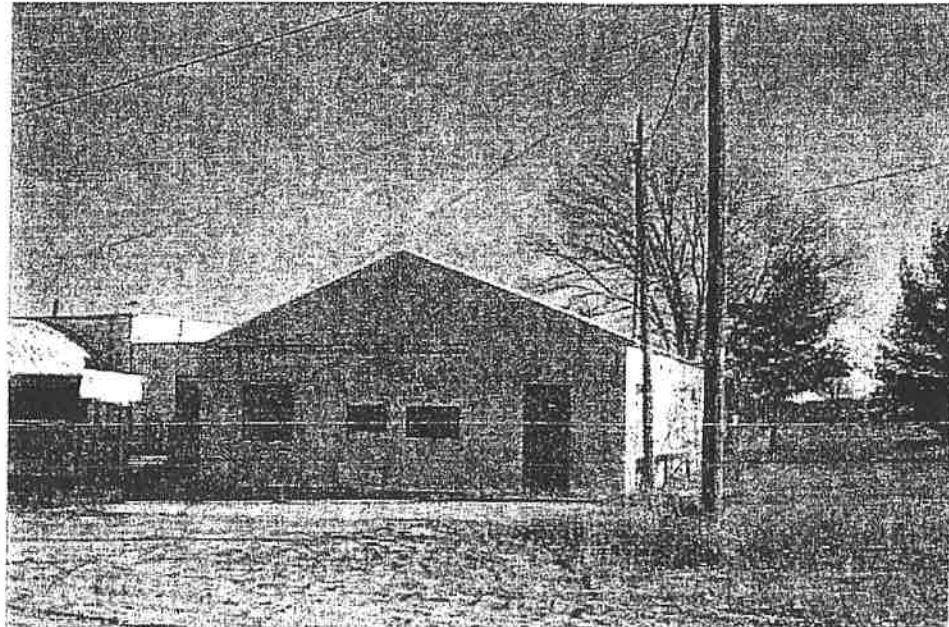
Cmts:

Garage Area:

Basement Area:

Basement Walls:

Est. TCV:



Parcel: 28-51-682-009-00

Owner's Name: OVERHOLT BARBARA J

Property Address: 408 E SIXTEENTH ST

Map #: 17

Property Class: 210  
Prev. Class : 210

School District: 28010 Unit '51'  
Neighborhood: 1020.1020 BOARDMAN LAKE WESTSIDE

Legal Description:

THT PRT OF LOT 7 H & L CO'S 16TH ADD  
DESC AS COM AT NW COR TH S'LY ALG W LOT  
LINE 250 FT TO POB TH E 200 FT TH S'LY  
PAR'L WITH W LOT LINE 165 FT TH W 200 FT  
TO W LOT LINE TH N'LY ALG W LOT LINE 165  
FT TO POB

Mailing Address:

7316 EAST SHORE DR  
TRAVERSE CITY, MI 49686

-----  
2001 S.E.V.: 43,040  
2000 S.E.V.: 43,040  
Zoning: R-9  
Homestead: 0.000%

Physical Property Characteristics

Taxable: 6,471 Land Value: 86,075  
Taxable: 6,271 Acreage: 0.76  
Land Impr. Value: Frontage: 0.0  
Average Depth: 0.0



**General Information for Parcel 28-51-682-009-00**  
**Assessing Data Current As Of: 11:30 12/21/2000**

**Property Address**

408 E SIXTEENTH ST  
TRAVERSE CITY, MI 49684

**Owner Information**

OVERHOLT BARBARA J  
7316 EAST SHORE DR  
TRAVERSE CITY, MI 49686

**General Information For Tax Year 2000**

Property Class: 210 Assessed Value: \$43,040 Homestead %: 0.000%  
School District: 28010 Taxable Value: \$6,271 Homestead Filed: //

**Land Information**

Acreage: 0.76 Frontage: 0.00 Ft. Depth: 0.00 Ft.  
Zoning Code: R-9 Mortgage Code: Renaissance Zone: NO

**Legal Information**

THT PRT OF LOT 7 H & L CO'S 16TH ADD DESC AS COM AT NW COR TH S'LY ALG W LOT  
LINE 250 FT TO POB TH E 200 FT TH S'LY PAR'L WITH W LOT LINE 165 FT TH W 200 FT TO  
W LOT LINE TH N'LY ALG W LOT LINE 165 FT TO POB

**Sales**

Sale Date	Sale Price	Instrument	Grantor	Grantee	Terms Of Sale	Liber/Page
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Parcel: 28-51-682-011-00

Owner's Name: OVERHOLT BARBARA J

Property Address: 404 E SIXTEENTH ST

Map #: 17

Property Class: 301 School District: 28010 Unit '51'  
Prev. Class : 301 Neighborhood: 00009.9 INDUSTRIAL

Legal Description:

THT PRT OF LOT 7 H & L CO'S 16TH ADD DES  
AS COM AT NW COR TH S ALG W LOT LINE 124  
FT TO POB TH S 89 DEG 26' 50" E 199.46  
FT TH S PAR'L WITH W LOT LINE 124FT TH W  
200 FT TO W LOT LINE TH N ALG W LOT LINE  
126 FT TO POB

Mailing Address:

7316 EAST SHORE DR  
TRAVERSE CITY, MI 49686

Physical Property Characteristics		
2001 S.E.V.: 34,650	Taxable: 11,630	Land Value: 55,866
2000 S.E.V.: 34,510	Taxable: 11,270	Acreage: 0.57
Zoning: R-9		Frontage: 0.0
Homestead: 0.000%	Land Impr. Value:	Average Depth: 0.0

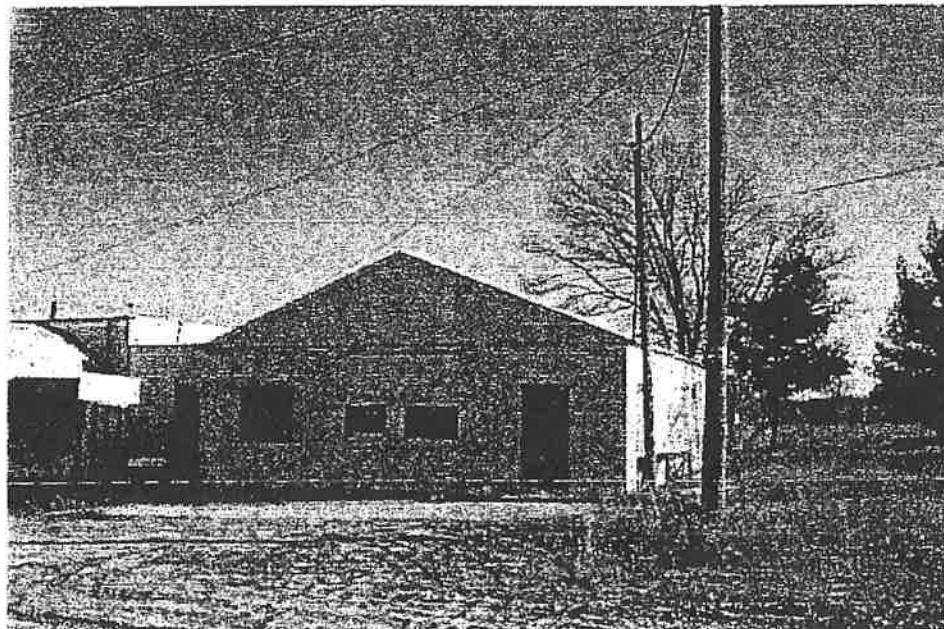
Improvement Data

# of Residential Buildings: 0  
Year Built: 0  
Occupancy: Single Family  
Class: D  
Style: RANCH  
Exterior:  
% Good (Physical): 0  
Heating System: Forced Air w/o Ducts  
Electric - Amps Service: 0  
# of Bedrooms: 0  
# of Bathrooms: 0.0  
Floor Area:  
Ground Area:  
Garage Area:  
Basement Area:  
Basement Walls:  
Est. TCV:

# of Ag. Buildings: 0  
Est. TCV:

# of Commercial Buildings: 1  
Type: Warehouse, Storage  
Desc:  
Class: S  
Quality: Low Cost  
Built: 0 Remodeled: 0  
Overall Building Height: 0  
Floor Area: 2,400  
Sale Price/Floor Area: 0.00  
Est. TCV: 13,431

Cmts:





General

Buildings

Tax

Images

**General Information for Parcel 28-51-682-011-00**  
**Assessing Data Current As Of: 11:30 12/21/2000**

**Property Address**

404 E SIXTEENTH ST  
 TRAVERSE CITY, MI 49684

**Owner Information**

OVERHOLT BARBARA J  
 7316 EAST SHORE DR  
 TRAVERSE CITY, MI 49686

**General Information For Tax Year 2000**

Property Class:	301	Assessed Value:	\$34,510	Homestead %:	0.000%
School District:	28010	Taxable Value:	\$11,270	Homestead Filed:	//

**Land Information**

Acreage:	0.57	Frontage:	0.00 Ft.	Depth:	0.00 Ft.
Zoning Code:	R-9	Mortgage Code:		Renaissance Zone:	NO

**Legal Information**

THT PRT OF LOT 7 H & L CO'S 16TH ADD DES AS COM AT NW COR TH S ALG W LOT LINE  
 124 FT TO POB TH S 89 DEG 26' 50" E 199.46 FT TH S PAR'L WITH W LOT LINE 124FT TH W  
 200 FT TO W LOT LINE TH N ALG W LOT LINE 126 FT TO POB

**Sales**

Sale Date	Sale Price	Instrument	Grantor	Grantee	Terms Of Sale	Liber/Page
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Parcel: 28-51-682-012-00

Owner's Name: OVERHOLT BARBARA J

Property Address: 412 E SIXTEENTH ST

Map #: 17

Property Class: 210  
Prev. Class : 210

School District: 28010 Unit '51'  
Neighborhood: 1020.1020 BOARDMAN LAKE WESTSIDE

Legal Description:  
N 50 FT OF LOT 7 LYING E OF P M  
SIDETRACK H L & CO'S 16TH

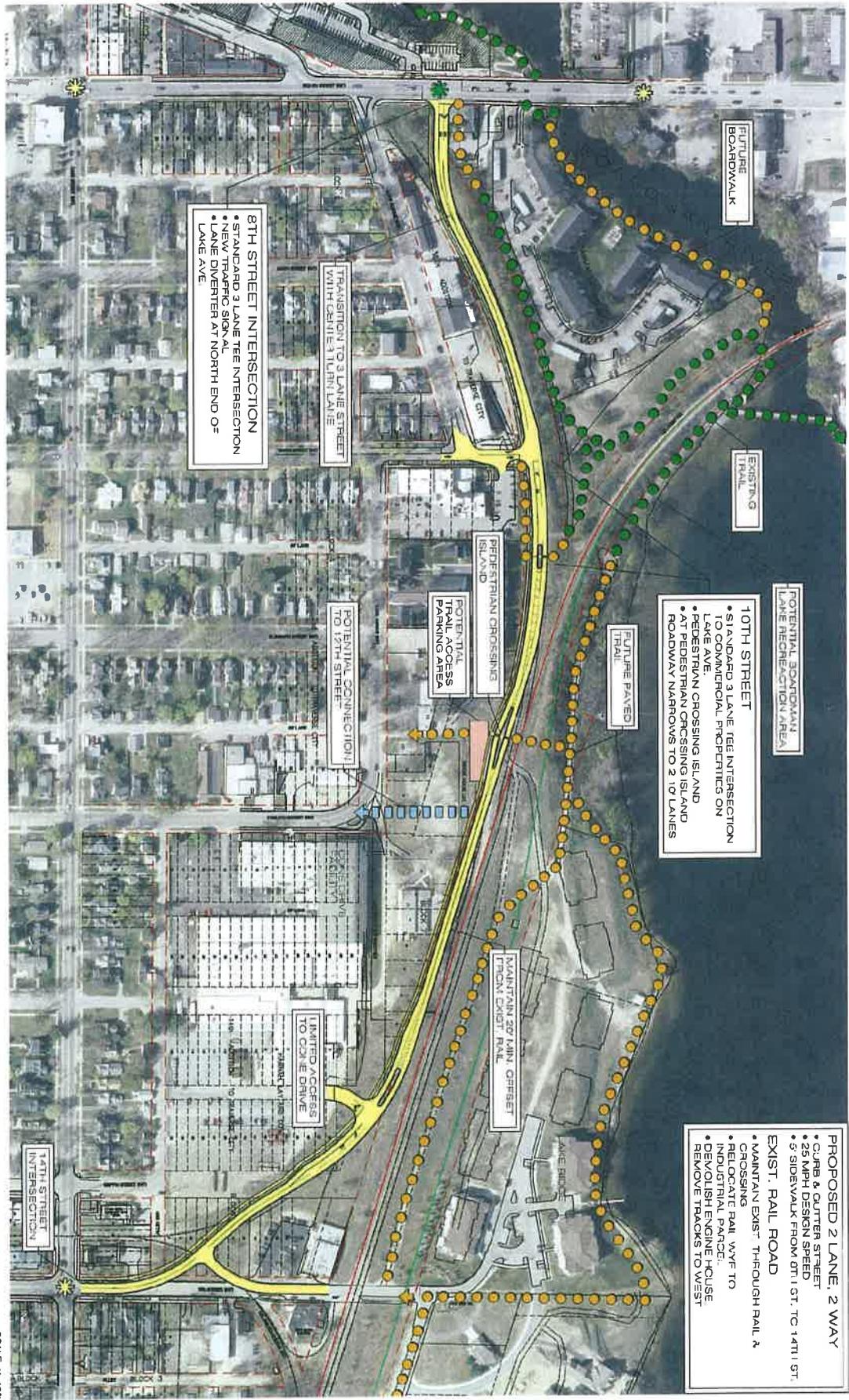
Mailing Address:  
7316 EAST SHORE DR  
TRAVERSE CITY, MI 49686

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Physical Property Characteristics		
2001 S.E.V.: 22,090	Taxable: 3,311	Land Value: 44,170
2000 S.E.V.: 22,090	Taxable: 3,209	Acreage: 0.39
Zoning: R-9		Frontage: 0.0
Homestead: 0.000%	Land Impr. Value:	Average Depth: 0.0

---

## Boardman Lake Avenue Corridor - North Section



## Boardman Lake Avenue Corridor - South Section

gfa Gourdie-Fraser

EXIST. RAIL ROAD  
• RELOCATE THROUGH HILL TO  
THE EAST FROM 17TH TO 14TH

CONNECT TO S. CASS STREET  
AT CITY LIMITS

FUTURE PAVED  
TRAIL

**ATTACHMENT C**



TABLE 1a - MDNRE ELIGIBLE ACTIVITIES

**LOTS 5, 6, 7 AND PART OF LOT 8 "HANNA LAY & CO.'S SIXTEENTH ADDITION TO TRAVERSE CITY"  
AMENDED BROWNFIELD PLAN #01 TRAVERSE CITY, MICHIGAN**

**DESCRIPTION OF ELIGIBLE ACTIVITIES**

	ORIGINAL BROWNFIELD PLAN	BROWNFIELD PLAN ADDITION	BROWNFIELD PLAN AMENDMENT #01
<b>I. MDEQ ELIGIBLE ACTIVITIES</b>			
A. Baseline Environmental Assessment			
Phase I ESA (1)	\$5,000.00	\$16,900	\$21,900
Phase II ESA (2)	\$40,000.00	\$89,000	\$129,000
Baseline Environmental Assessment (3)	\$5,000.00	\$17,300	\$22,300
<i>BEA Subtotal</i>	\$50,000.00	\$123,200	\$173,200
B. Due Care (7s) Obligation Compliance Activities			
Phase II (to define contamination) (4)	\$50,000.00	\$130,000	\$180,000
Section 7aCA (5)	\$10,000.00	\$19,500	\$29,500
Work Plans, Reports and Specifications and Environmental Construction Management			
<i>Due Care Subtotal</i>	\$60,000.00	\$80,000	\$80,000
C. Additional Response Activities			
Soil/Sediment Excavation (6)	\$ -	\$1,869	\$1,869
Soil/Sediment Transportation	\$ -	\$17,355	\$17,355
Soil/Sediment Disposal	\$ -	\$60,075	\$60,075
Work Plans, Reports and Specifications and Environmental Construction Management			
BRA Plan and Approval by the GTCBRA Construction Manager	\$ -	\$80,000	\$80,000
BRA Administrative and Operating costs	\$ -	\$ 3,500	\$ 3,500
<i>Additional Response Activities Subtotal</i>	\$10,000.00	\$ 10,000	\$ 20,000
	\$70,000.00	\$172,799	\$182,799
<b>MDNRE ELIGIBLE ACTIVITIES SUBTOTAL</b>	<b>\$120,000.00</b>	<b>\$525,499</b>	<b>\$645,499</b>
Anticipated State Review Cost (2.5% of State Total)			
Eligible Activity Totals	\$120,000.00	\$525,499	\$645,499
Contingencies (15% of Total)	\$3,000.00	\$13,137	\$16,137
	\$18,000.00	\$78,825	\$96,825
<b>GRAND TOTAL</b>	<b>\$141,000.00</b>	<b>\$617,461</b>	<b>\$758,461</b>



TIF Table – Boardman Lake Avenue / Trail Pathway

	PLAN YEAR	1	2	3	4	5	6	7	8	9	10	11	12	13
Revolving Loan Fund Year														
CALCNDAR YEAR	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
<b>EXPENDITURES</b>														
(Tangible Assets)														
TOTAL PLAN COST	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
TRANSACTIONS COST	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
TOTAL COST \$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>BASE VALUE</b>														
(Annual Value Additions)														
ESTIMATE IN VALUE														
TAXABLE VALUE														
HOMESTEAD	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
NONHOMESTEAD	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
REVENUES														
Sales & Taxes	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Sales Tax	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
TIC Tax	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
SET	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Local Units of Government														
City, CTC, operating	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
County	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Colleges	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
HATA	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Construction Crdit	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Municipal Corp Crdit	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Linen Crdit	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Debt Amort														
TOTAL \$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>CAPTURED TAXES</b>														
TOTAL TAXES \$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
STATE BOUNDARY	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
LOCAL BOUNDARY	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
TOTAL	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>CUMULATIVE CAPTURED TAXES</b>	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$

TIF Table -- Boardman Lake Avenue / Trail Parkway

	PLAN YEAR	14	15	16	17	18	19	20	21	22	23	24
	Borrowing Fund Year	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
	CALENDAR YEAR	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
<b>EXPENDITURES</b>												
(Per AY/Yr/Gen)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PLANS COST	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TRANSACTION COSTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL COST</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>BASE VALUE</b>												
ANNUAL VALUE ADDITIONS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CUMULATIVE VALUE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TAXABLE VALUE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>HOME/STAD</b>												
NONHOME/STAD	\$ 9,650,794	\$ 9,650,794	\$ 9,650,794	\$ 9,650,794	\$ 9,650,794	\$ 9,650,794	\$ 9,650,794	\$ 9,650,794	\$ 9,650,794	\$ 9,650,794	\$ 9,650,794	\$ 9,650,794
NONHOME/TEA	\$ 5,761,863	\$ 5,761,863	\$ 5,761,863	\$ 5,761,863	\$ 5,761,863	\$ 5,761,863	\$ 5,761,863	\$ 5,761,863	\$ 5,761,863	\$ 5,761,863	\$ 5,761,863	\$ 5,761,863
REVENUES												
State+Taxes	\$ 190,473	\$ 194,650	\$ 199,127	\$ 201,707	\$ 205,392	\$ 211,105	\$ 216,889	\$ 223,686	\$ 230,485	\$ 238,285	\$ 244,449	\$ 250,655
TC+Sales	\$ 101,766	\$ 106,173	\$ 108,615	\$ 111,113	\$ 112,608	\$ 113,331	\$ 114,997	\$ 116,633	\$ 117,355	\$ 119,071	\$ 119,811	\$ 120,551
SETI	\$ 86,688	\$ 88,677	\$ 90,512	\$ 92,594	\$ 94,574	\$ 96,502	\$ 99,151	\$ 101,441	\$ 103,170	\$ 105,100	\$ 108,271	\$ 111,068
<b>Local Units of Government</b>												
CLT County	\$ 329,762	\$ 357,064	\$ 344,066	\$ 363,737	\$ 360,849	\$ 369,119	\$ 377,619	\$ 386,218	\$ 395,111	\$ 404,400	\$ 413,889	\$ 423,112
City of ITC - operating	\$ 71,640	\$ 73,692	\$ 75,112	\$ 76,601	\$ 78,190	\$ 80,890	\$ 82,341	\$ 84,215	\$ 86,179	\$ 88,115	\$ 90,112	\$ 92,256
Collier-SMCT	\$ 109,935	\$ 114,310	\$ 108,771	\$ 103,344	\$ 101,805	\$ 101,805	\$ 101,805	\$ 101,805	\$ 101,805	\$ 101,805	\$ 101,805	\$ 101,805
HALTA	\$ 21,390	\$ 31,999	\$ 32,779	\$ 33,488	\$ 34,219	\$ 35,046	\$ 35,811	\$ 37,511	\$ 39,677	\$ 41,836	\$ 43,199	\$ 44,560
Commission On Aging	\$ 4,716	\$ 4,925	\$ 5,040	\$ 5,166	\$ 5,284	\$ 5,406	\$ 5,520	\$ 5,637	\$ 5,758	\$ 5,878	\$ 5,997	\$ 6,105
Medical Care Facility	\$ 9,366	\$ 9,723	\$ 9,949	\$ 10,175	\$ 10,412	\$ 10,651	\$ 10,896	\$ 11,140	\$ 11,447	\$ 11,665	\$ 11,924	\$ 12,208
Library/Operating	\$ 12,263	\$ 14,080	\$ 14,603	\$ 14,735	\$ 15,974	\$ 15,974	\$ 15,975	\$ 16,338	\$ 16,590	\$ 16,889	\$ 17,277	\$ 17,675
Police Authority	\$ 1,433	\$ 1,666	\$ 1,699	\$ 1,734	\$ 1,569	\$ 1,605	\$ 1,652	\$ 1,680	\$ 1,729	\$ 1,751	\$ 1,799	\$ 1,840
THA MBD	\$ 42,821	\$ 43,224	\$ 44,218	\$ 45,235	\$ 46,276	\$ 47,340	\$ 48,429	\$ 49,543	\$ 50,663	\$ 51,848	\$ 53,040	\$ 54,260
<b>TOTAL TAXES</b>												
CAPTURED LANDS	\$ 56,502	\$ 57,928	\$ 58,151	\$ 60,678	\$ 61,517	\$ 62,674	\$ 64,616	\$ 65,875	\$ 67,120	\$ 68,613	\$ 70,169	\$ 72,711
STATE BROWNSFIELD	\$ 190,771	\$ 194,640	\$ 199,127	\$ 201,707	\$ 205,392	\$ 209,972	\$ 213,181	\$ 216,681	\$ 221,164	\$ 225,485	\$ 230,855	\$ 236,390
LOCAL BROWNSFIELD	\$ 371,729	\$ 386,024	\$ 390,727	\$ 407,125	\$ 416,869	\$ 426,068	\$ 437,568	\$ 445,993	\$ 456,140	\$ 466,440	\$ 477,372	\$ 477,712
TOTAL	\$ 56,502	\$ 57,928	\$ 58,151	\$ 60,678	\$ 61,517	\$ 62,674	\$ 64,616	\$ 65,875	\$ 67,120	\$ 68,613	\$ 70,169	\$ 72,711
CUMULATIVE CAPTURED TAXES	\$ 3,129,689	\$ 6,084,626	\$ 10,134,411	\$ 6,692,777	\$ 7,294,411	\$ 7,990,972	\$ 8,395,646	\$ 9,103,962	\$ 9,812,741	\$ 10,516,920	\$ 11,206,536	\$ 11,912,631

TABLE 2 - CITY OF TRAVERSE CITY

TABLE 2

Tax Increment Financing Table

TIF Table -- Boardman Lake Avenue / Trail Pathway

			PLAN YEAR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	
	Revolving Loan Fund Year		CALENDAR YEAR	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
EXPENDITURES	(Pay-As-You-Go)																	
	TOTAL PLAN COST	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
	TRANSACTION COSTS	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
	TOTAL COST	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
BASE VALUE				\$ 154,340														
ANNUAL VALUE ADDITIONS				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
CUMULATIVE VALUE				\$ -	\$ -	\$ -	\$ 4,000,000	\$ 875,000	\$ 1,000,000	\$ 2,000,000	\$ 3,000,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -		
TAXABLE VALUE				\$ -	\$ 6,201,733	\$ 6,201,733	\$ 8,201,733	\$ 8,639,233	\$ 9,139,233	\$ 10,349,435	\$ 12,087,472	\$ 12,865,484	\$ 13,161,190	\$ 13,464,102	\$ 13,773,777	\$ 14,090,574	\$ 14,414,657	
	HOMESTEAD	\$ 4,961,386	\$ 3,721,040	\$ 4,821,040	\$ 5,185,510	\$ 5,483,510	\$ 6,209,661	\$ 7,252,483	\$ 7,719,291	\$ 7,896,834	\$ 8,078,461	\$ 8,264,266	\$ 8,454,314	\$ 8,648,793				
	NONHOMESTEAD	\$ 1,240,317	\$ 2,480,693	\$ 3,280,693	\$ 3,455,693	\$ 3,655,693	\$ 4,139,774	\$ 4,834,989	\$ 5,146,191	\$ 5,264,556	\$ 5,385,641	\$ 5,509,511	\$ 5,636,229	\$ 5,765,863				
REVENUES																		
	State Taxes	\$ -	\$ 59,537	\$ 81,863	\$ 108,623	\$ 114,038	\$ 120,638	\$ 136,613	\$ 159,555	\$ 169,824	\$ 173,730	\$ 177,726	\$ 181,814	\$ 185,996	\$ 190,273			
	TC School	\$ -	\$ 22,326	\$ 44,652	\$ 59,052	\$ 62,202	\$ 65,802	\$ 74,516	\$ 87,030	\$ 92,631	\$ 94,762	\$ 96,912	\$ 99,171	\$ 101,452	\$ 103,786			
	SEIT	\$ -	\$ 37,210	\$ 37,210	\$ 49,210	\$ 51,835	\$ 54,835	\$ 62,097	\$ 72,525	\$ 77,193	\$ 78,968	\$ 80,785	\$ 82,643	\$ 84,543	\$ 86,486			
	Local Units of Government	\$ -	\$ 140,394	\$ 140,394	\$ 185,669	\$ 195,573	\$ 206,892	\$ 234,288	\$ 273,634	\$ 291,246	\$ 299,253	\$ 306,136	\$ 313,177	\$ 320,380	\$ 327,749			
	GT County	\$ -	\$ 30,908	\$ 30,908	\$ 40,876	\$ 41,056	\$ 45,548	\$ 51,580	\$ 60,212	\$ 64,119	\$ 65,594	\$ 67,102	\$ 68,616	\$ 70,225	\$ 71,810			
	City of TC- operating	\$ -	\$ 80,974	\$ 80,974	\$ 107,088	\$ 117,800	\$ 119,328	\$ 135,129	\$ 157,823	\$ 167,981	\$ 171,844	\$ 175,797	\$ 179,810	\$ 183,976	\$ 188,208			
	College- NMC	\$ -	\$ 13,458	\$ 13,458	\$ 17,798	\$ 18,747	\$ 19,832	\$ 22,458	\$ 26,730	\$ 27,918	\$ 28,560	\$ 29,217	\$ 29,889	\$ 30,577	\$ 31,280			
	BATA	\$ -	\$ 2,029	\$ 2,029	\$ 2,681	\$ 2,827	\$ 2,990	\$ 3,386	\$ 3,955	\$ 4,210	\$ 4,306	\$ 4,405	\$ 4,507	\$ 4,610	\$ 4,716			
	Commission On Aging	\$ -	\$ 3,013	\$ 3,013	\$ 3,984	\$ 4,197	\$ 4,440	\$ 5,028	\$ 5,872	\$ 6,250	\$ 6,394	\$ 6,541	\$ 6,691	\$ 6,815	\$ 7,003			
	Medical Care Facility	\$ -	\$ 4,090	\$ 4,090	\$ 5,409	\$ 5,698	\$ 6,027	\$ 6,825	\$ 7,972	\$ 8,185	\$ 8,680	\$ 8,880	\$ 9,084	\$ 9,293	\$ 9,506			
	Library Operating	\$ -	\$ 5,921	\$ 5,921	\$ 7,831	\$ 8,249	\$ 8,726	\$ 9,882	\$ 11,541	\$ 12,284	\$ 12,566	\$ 12,856	\$ 13,151	\$ 13,453	\$ 13,763			
	Rec Authority																	
	TBA- ISD	\$ -	\$ 18,179	\$ 18,179	\$ 24,041	\$ 24,323	\$ 26,789	\$ 30,336	\$ 35,431	\$ 37,711	\$ 38,579	\$ 39,466	\$ 40,374	\$ 41,302	\$ 42,242			
	TOTAL TAXES	\$ -	\$ 218,109	\$ 240,435	\$ 317,973	\$ 331,934	\$ 351,319	\$ 401,237	\$ 468,619	\$ 498,782	\$ 511,562	\$ 523,328	\$ 535,365	\$ 547,678	\$ 560,275			
	CAPTURED TAXES																	
	ALL AVAILABLE YEARLY STATE TAX CAPTURE	\$ -	\$ 59,537	\$ 81,863	\$ 108,263	\$ 111,038	\$ 120,638	\$ 136,613	\$ 159,555	\$ 169,824	\$ 173,730	\$ 177,726	\$ 181,814	\$ 185,996	\$ 190,273			
	CUMULATIVE STATE TAX CAPTURE	\$ -	\$ 59,537	\$ 141,400	\$ 249,663	\$ 367,701	\$ 484,319	\$ 620,951	\$ 780,506	\$ 950,330	\$ 1,124,060	\$ 1,301,787	\$ 1,483,600	\$ 1,669,596	\$ 1,859,569			
	ALL AVAILABLE YEARLY LOCAL TAX CAPTURE	\$ -	\$ 158,572	\$ 158,572	\$ 209,710	\$ 221,897	\$ 231,681	\$ 264,162	\$ 309,065	\$ 328,958	\$ 337,832	\$ 345,602	\$ 353,551	\$ 361,682	\$ 370,001			
	CUMULATIVE LOCAL TAX CAPTURE	\$ -	\$ 158,572	\$ 317,194	\$ 526,854	\$ 741,751	\$ 981,432	\$ 1,246,057	\$ 1,555,121	\$ 1,884,079	\$ 2,221,911	\$ 2,567,512	\$ 2,921,063	\$ 3,282,746	\$ 3,652,747			
	TOATAL YEARLY STATE/LOCAL TAX CAPTURE	\$ -	\$ 218,109	\$ 240,435	\$ 317,973	\$ 331,934	\$ 354,319	\$ 401,237	\$ 468,619	\$ 498,782	\$ 511,562	\$ 523,328	\$ 535,365	\$ 547,678	\$ 560,275			
	CUMULATIVE STATE/LOCAL CAPTURED TAXES	\$ -	\$ -	\$ 218,109	\$ 458,544	\$ 776,517	\$ 1,111,451	\$ 1,465,770	\$ 1,867,007	\$ 2,335,627	\$ 2,814,409	\$ 3,345,971	\$ 3,869,299	\$ 4,404,663	\$ 4,952,342	\$ 5,512,616		

### TIF Table -- Boardman Lake Avenue / Trail Pathway

STATE /  
LOCAL  
END

				PLAN YEAR	15	16	17	18	19	20	21	22	23	24									
	Revolving Loan Fund Year	CALENDAR YEAR		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032									
<b>EXPENDITURES</b>	(Pay-As-You-Go)																						
	TOTAL PLAN COST	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$									
	TRANSACTION COSTS	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$									
	<b>TOTAL COST</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>									
<b>BASE VALUE</b>																							
<b>ANNUAL VALUE ADDITIONS</b>		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$									
<b>CUMULATIVE VALUE</b>		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$									
<b>TAXABLE VALUE</b>		\$	14,716,194	\$	15,085,156	\$	15,132,320	\$	15,787,263	\$	16,150,370	\$	16,521,828	\$	16,901,830	\$	17,290,573	\$	17,688,256	\$	18,095,086	\$	18,511,271
	HOMESTEAD	\$	8,847,716	\$	9,051,214	\$	9,250,392	\$	9,472,358	\$	9,690,222	\$	9,913,097	\$	10,141,098	\$	10,374,344	\$	10,612,953	\$	10,857,051	\$	11,106,767
	NONHOMESTEAD	\$	5,898,478	\$	6,034,143	\$	6,172,928	\$	6,314,905	\$	6,460,148	\$	6,608,731	\$	6,760,732	\$	6,916,229	\$	7,075,302	\$	7,238,034	\$	7,404,500
<b>REVENUES</b>																							
	State Taxes	\$	194,650	\$	199,127	\$	203,707	\$	208,392	\$	213,185	\$	218,088	\$	223,104	\$	228,236	\$	233,485	\$	238,855	\$	244,344
	TC School	\$	106,173	\$	108,615	\$	111,113	\$	113,668	\$	116,283	\$	118,957	\$	121,693	\$	124,492	\$	127,355	\$	130,285	\$	133,285
	SET	\$	88,477	\$	90,512	\$	92,594	\$	94,724	\$	96,902	\$	99,131	\$	101,411	\$	103,743	\$	106,130	\$	108,571	\$	111,067
	Local Units of Government	\$	335,287	\$	342,999	\$	350,888	\$	358,958	\$	367,214	\$	375,660	\$	384,300	\$	393,139	\$	402,181	\$	411,432	\$	420,895
	GFT County	\$	73,492	\$	75,182	\$	76,912	\$	78,681	\$	80,490	\$	82,341	\$	84,235	\$	86,173	\$	88,155	\$	90,182	\$	92,257
	City of TC- operating	\$	192,537	\$	196,965	\$	201,495	\$	206,130	\$	210,871	\$	215,721	\$	220,682	\$	225,758	\$	230,950	\$	236,262	\$	241,697
	College- NMC	\$	31,999	\$	32,735	\$	33,488	\$	34,258	\$	35,046	\$	35,852	\$	36,677	\$	37,521	\$	38,384	\$	39,266	\$	40,167
	BATA	\$	4,825	\$	4,936	\$	5,019	\$	5,166	\$	5,284	\$	5,406	\$	5,530	\$	5,657	\$	5,788	\$	5,921	\$	6,057
	Commission On Aging	\$	7,161	\$	7,328	\$	7,497	\$	7,669	\$	7,846	\$	8,026	\$	8,211	\$	8,400	\$	8,593	\$	8,791	\$	8,990
	Medical Care Facility	\$	9,725	\$	9,949	\$	10,178	\$	10,412	\$	10,651	\$	10,896	\$	11,147	\$	11,403	\$	11,665	\$	11,934	\$	12,207
	Library Operating	\$	14,680	\$	14,403	\$	14,735	\$	15,074	\$	15,420	\$	15,775	\$	16,138	\$	16,509	\$	16,889	\$	17,277	\$	17,672
	Rec Authority	\$	1,466	\$	1,499	\$	1,534	\$	1,569	\$	1,605	\$	1,642	\$	1,680	\$	1,719	\$	1,758	\$	1,799	\$	1,841
	TBA-ISD	\$	43,224	\$	44,218	\$	45,235	\$	46,276	\$	47,340	\$	48,429	\$	49,543	\$	50,682	\$	51,848	\$	53,040	\$	54,267
	<b>TOTAL TAXES</b>	<b>\$</b>	<b>573,161</b>	<b>\$</b>	<b>586,344</b>	<b>\$</b>	<b>599,830</b>	<b>\$</b>	<b>613,626</b>	<b>\$</b>	<b>627,739</b>	<b>\$</b>	<b>642,177</b>	<b>\$</b>	<b>656,917</b>	<b>\$</b>	<b>672,057</b>	<b>\$</b>	<b>687,514</b>	<b>\$</b>	<b>703,327</b>	<b>\$</b>	<b>719,500</b>
	<b>CAPTURED TAXES</b>																						
	ALL AVAILABLE YEARLY STATE TAX CAPTURE	\$	194,650	\$	199,127	\$	203,707	\$	208,392	\$	213,185	\$	218,088	\$	223,104	\$	228,236	\$	233,485	\$	238,855	\$	244,344
	CUMULATIVE STATE TAX CAPTURE	\$	2,054,519	\$	2,253,616	\$	2,457,353	\$	2,665,741	\$	2,878,929	\$	3,097,017	\$	3,320,122	\$	3,548,357	\$	3,781,842	\$	4,020,697	\$	4,265,044
	ALL AVAILABLE YEARLY LOCAL TAX CAPTURE	\$	378,511	\$	387,217	\$	396,123	\$	405,234	\$	414,554	\$	424,089	\$	433,843	\$	443,821	\$	451,029	\$	464,472	\$	475,153
	CUMULATIVE LOCAL TAX CAPTURE	\$	4,031,258	\$	4,418,475	\$	4,811,598	\$	5,219,832	\$	5,631,386	\$	6,058,475	\$	6,492,318	\$	6,936,139	\$	7,390,168	\$	7,854,640	\$	8,329,750
	TOTAL YEARLY STATE/LOCAL TAX CAPTURE	\$	573,161	\$	586,344	\$	599,830	\$	613,626	\$	627,739	\$	642,177	\$	656,917	\$	672,057	\$	687,514	\$	703,327	\$	719,500
	CUMULATIVE STATE/LOCAL CAPTURED TAXES	\$	6,085,727	\$	6,672,121	\$	7,271,950	\$	7,885,576	\$	8,513,315	\$	9,155,492	\$	9,812,439	\$	10,484,406	\$	11,172,010	\$	11,875,437	\$	12,594,841