

TAX INCREMENT FINANCING AND DEVELOPMENT PLAN

Luna Pier Downtown Development Authority

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TABLE OF CONTENTS

INTRODUCTION.....	3
DEVELOPMENT PLAN	
1. Designation of the boundaries of the development area [Section 17(2) (a)].....	4
2. The location and extent of existing streets and other public facilities within the development area, categories of public and private land uses - existing and proposed, and a legal description of the development area. [Section 17(2)(b)]......	4
3. A description of existing improvements in the development area to be demolished, repaired, or altered, and an estimate of the time required. [Section 17(2)(c)]	8
4. The location, extent, character, and estimated cost of the improvements including rehabilitation, and an estimate of the time required for completion. [Section 17(2)(d)]	9
5. A statement of construction, or stages of construction planned, and the estimated time of completion of each stage. [Section 17(2)(e)].....	11
6. A description of any parts of the development area to be left as open space and the use contemplated for the space. [Section 17(2)(f)]	12
7. A description of any portions of the development area that the authority desires to sell, donate, exchange, or lease to or from the municipality and the proposed terms. [Section 17(2)(g)]	12
8. A description of desired zoning changes, and changes in streets, street levels, intersections, or utilities. [Section 17(2)(h)]	12
9. An estimate of the cost of the development, a statement of the proposed method of financing the development, and the ability of the authority to arrange the financing. [Section 17(2)(i)].....	13
10. Designation of the person or persons, natural or corporate, to whom all or a portion of the development is to be leased, sold, or conveyed in any manner. [Section 17(2)(j)]	13
11. The procedures for bidding for the leasing, purchasing, or conveying in any manner of all or a portion of the development upon its completion. [Section 17(2)(k)].....	13
12. Estimates of the number of persons residing in the development area [Section 17(2)(l)].....	14
13. A plan for establishing priority for the relocation of persons displaced by the development in any new housing in the development area. [Section 17(2)(m)].	14
14. Provision for the costs of relocating persons displaced by the development [Section 17(2)(n)]	14
15. A plan for compliance with Act No. 227 of the Public Acts of 1972, being sections 213.321 to 213.332 of the Michigan Compiled Laws. [Section 17(2)(o)].....	14
16. Other material that the authority, local public agency, or governing body considers pertinent. [Section 17(2)(p)]	14

TAX INCREMENT FINANCING PLAN

1. Purpose of Tax Increment Financing Plan 15

2. Explanation of the tax increment procedure 15

3. The maximum amount of bonded indebtedness to be incurred..... 16

4. Duration of the program,..... 16

5. Compliance with Section 15 of the Act. Section 14(1)..... 16

6. A statement of the estimated impact of tax increment financing on the assessed values of all taxing jurisdictions in which the development area is located. Section 14(1). 17

7. Plan for the Expenditure of Captured Assessed Value by the Authority 17

APPENDICES

LIST OF TABLES

Table 1: Estimated Project Costs and Schedule20

Table 2: Applicable Millage Summary23

Table 3: Future Capture Estimates.....24

Table 4: Future Capture Estimates and Impact on Taxing Jurisdictions25

Table 5: List of Parcels Included in Development Area Boundary26

LIST OF MAPS

Map 1: DDA and Development Area Boundary30

Map 2: Existing Land Use31

Map 3: Concept Master Plan.....32

Map 4: Zoning33

INTRODUCTION

The legal basis for creation of the Luna Pier Downtown Development Authority (Luna Pier DDA) is Michigan Public Act 197 of 1975, which is also known as the “Downtown Development Act.” This legislation provides Michigan communities with the means to achieve substantial and meaningful revitalization of downtown business districts. It authorizes the establishment of downtown development authorities (“DDAs”) to address deteriorating property values and to foster economic development in their downtowns. DDAs are empowered to study downtown economic conditions and trends, and to undertake long-range planning in cooperation with the planning commission and elected officials.

As part of this planning effort, DDAs are empowered to create downtown development plans and are authorized to use tax increment financing (TIF) revenues generated from economic growth in their downtowns to finance the implementation of those plans. Most importantly, growth in TIF revenue comes from successful public planning and implementation that stimulates private investment. Economic growth is essential for TIF revenues to build, and as economic growth increases, more funds are generated, allowing even more investment to foster even more growth. In a real sense, DDAs that are able to excite growth around a bold vision generate far more resources toward its implementation than those whose vision is more timid and whose leadership less influential.

Under the Downtown Development Act, the DDA must prepare and submit a TIF Plan and a Development Plan if it determines that creation of such plans is necessary for the achievement of the purposes of the Act. This document constitutes both of these plans.

While the Luna Pier DDA may undertake a number of activities pursuant to the powers granted to the DDA by state law, it may only spend tax increment revenues in accordance with the Development Plan. Therefore, when spending TIF revenues, the expenditures must be in support of projects that are specified in the Development Plan. The Development Plan should then act as a living document, on the one hand guiding the activities of the DDA in spending TIF revenues, and on the other hand being amended and revised, to stay current with the needs and the vision for the redevelopment of this area. The DDA may have other sources of funds from time to time that it may spend in furtherance of its powers, but TIF revenues must be spent in accordance with the Development Plan.

DEVELOPMENT PLAN

1. Designation of the boundaries of the development area [Section 17(2) (a)].

The development area designated by this Development Plan is located within the City of Luna Pier, Michigan. For the most part, the development area focuses on commercial areas along Luna Pier Road, and includes a commercial/mixed use area along Harold Drive, southward toward LaPointe Drain. The development area contains several residential properties.

Map 1 depicts the specific boundaries of the development area and illustrates properties that are included and their parcel numbers.

2. The location and extent of existing streets and other public facilities within the development area, categories of public and private land uses - existing and proposed, and a legal description of the development area. [Section 17(2) (b)].

A. Streets and Other Public Facilities

Public streets in the development area include the following:

- Lakeside Drive
- Elm Street
- Northern Avenue
- Erie Street
- Valleywood Avenue
- Madison Drive
- Lincoln Street
- Luna Pier Road
- Lakewood Avenue
- First Street
- Evans Drive
- Harold Drive
- Grand Boulevard

Public facilities in the development area include:

- City Hall (4357 Buckeye Street)
- Memorial Park (East of Harold Drive, South of Luna Pier Road, and North of First Street)
- Lighthouse/bath house in Memorial Park
- Wastewater Treatment Plant (Harold Drive)
- Pier Structure at the end of Luna Pier Road
- Boat Ramp at the end of Harold Drive

B. Existing Land Use

Existing land uses are mixed in the development area. An Existing Land Use Map is included as Map

2. Existing land uses fall into the following general categories:

Public Land Uses:

Public land uses relate to the public facilities mentioned above. The largest public land use is Memorial Park, which is an attractive and very important urban space. Memorial Park is oriented in a perpendicular fashion to Lake Erie, and connects directly with the beach area. This orientation sets up extraordinary views of Lake Erie to the east. The beach is an active public land use and is a key feature and primary draw of people to the area.

Private Residential Uses:

Several private residences are located toward the northeast corner of the development area.

Private Commercial Uses:

Commercial uses are primarily located along Luna Pier Road and Harold Drive. This commercial area is a significant corridor for the City, as it connects with the I-75 exit and is the focus of efforts to enhance the local tax base.

Private Industrial Uses:

Some light industrial uses are found along the west side of Harold Drive, and abutting the I-75 right-of-way. This area is zoned light industrial and mix use.

Private Recreational Uses:

Private recreational uses are located to the south of the development area. The largest and most significant recreational use is the 32-acre Luna Pier Harbour Club. This Marina facility has winter storage, a party store and bait shop, ramp access, a gas dock with pump-out, a modern bathhouse with showers, sport fishing charters, fish cleaning services, 400 seasonal and transient slips for guests, a family picnic area, and a campground. LPHC is connected to Lake Erie via the LaPointe Drain.

Transportation/Utilities/Communication:

Apart from the road system and other elements of public infrastructure, land uses devoted to transportation/utilities/communication are not significant land uses. The City of Luna Pier owns and operates a small public boat launching facility at the end of Harold Drive, at the far southern end of the development area. This facility has some associated parking and can accommodate smaller boats. The launch is actually connected to LaPointe Drain, which leads to Lake Erie a short distance to the east. Additionally, there is universally accessible kayak launch attached to the pier.

C. Proposed Land Use

The City Master Plan, which was completed in 2010, provides the foundation for the development of the proposed land uses described in this Development Plan. It is intended that land uses proposed in this Development Plan will conform to the Luna Pier Master Plan and any future amendments to it. Early in 2012, the Luna Pier Zoning Ordinance was updated to help implement the Master Plan. New zoning districts were created, and existing districts were modified, to support the vision expressed in the Master Plan. This vision is guided by a number of goals, as follows:

- Land Use Goal: The City of Luna Pier will achieve and maintain a balance of land uses that supports community character, economic development, and overall livability.
- Community Character/Urban Design Goal: Luna Pier will develop and maintain an attractive community character built on nautical and coastal Great Lakes architectural themes.
- Environment/Natural Resources/Energy Goal: The City of Luna Pier will be a place that is “clean, green and healthy.”
- Economic Goals: The City of Luna Pier will diversify its economy and provide a strong and stable tax base for future generations.
- Public Infrastructure and Facilities Goal: The City of Luna Pier will build the public infrastructure and facilities necessary to support its vision for development and redevelopment.

Future Land Use & Master Plan Elements are illustrated on **Map 3**, and are more fully described below.

Residential

Residential land uses are expected to become a more important land use element in the future. This is in the context of housing units located in upper floors of new structures to be built along Luna Pier Road. The 2010 Master Plan calls for mixed land uses along Luna Pier Road, within two- or three-story structures. Residential land uses are expected to be designed as either condominiums or apartments for young people and “empty-nesters.” Residential uses could also be used as a more seasonal residence for those who wish to spend winter months elsewhere.

Residential land uses may also be located toward the southern end of the development area within the Luna Pier Harbour Club. Past planning efforts and pre-development activity have identified opportunities for residential development within this active marina.

Recreational

Recreational land uses are proposed in two key areas.

- Memorial Park, along with the beach and pier are focal points for active and passive forms of community recreation. These spaces currently offer varied recreational activities (such as swimming, fishing and a playground) and plans are to expand outdoor recreational uses in the future. Memorial Park is regarded as being significantly underutilized, and that it can become more of a draw for visitors, and a catalyst for economic development. Development plans include creating an outdoor entertainment/gathering venue for events such as concerts, weddings, church services and movies on the beach. A future pavilion for farmers markets and small gatherings is also planned. It is understood that a necessary element of making Memorial Park more of an attraction and active space includes attentive efforts to program activities and events.
- A second recreational focal point is the privately-owned and operated Luna Pier Harbor Club. This facility could grow to accommodate water-related, boating residential and commercial activities under the Waterfront-Marina Zoning category.

Commercial

Commercial development is focused along Luna Pier Road and Harold Drive. Generally, land toward the western side of Luna Pier Road is planned to provide more auto-oriented commercial space with buildings set back a short distance from the road right-of-way. These commercial uses include stand-alone buildings and strip shopping centers. The Luna Pier School property (+/- 3 acres) is a prime redevelopment site located within this area. These areas are generally zoned Expressway Service (ES) and General Business (B-2).

To the east, commercial uses will be included in mixed-use buildings pulled forward toward the right-of-way. Here, commercial uses are expected to be more pedestrian-oriented, offering more of a “downtown” look and feel, with mixed uses. As noted, residential uses are expected to be located on upper floors.

The triangle shaped parcel between Harold Drive and Grand Boulevard is also a prime commercial development site.

To help support commercial development and begin to develop community assets along the lakeshore, the City of Luna Pier has recently applied for and received several grants: one from the Michigan Natural Resources Trust Fund, one from the USEPA, and one from the Monroe County Environmental Fund.

Industrial

Light industrial uses on the west side of Harold Drive are expected to be maintained with little or no expansion. This area is zoned Light Industrial (I-1) and Mixed Use (M-U).

D. Legal Description of Development Area

The City of Luna Pier hereby designates the boundaries of the Downtown Development District as follows:

- Beginning at the intersection of the centerline of Lakeside Drive and Elm Street, then in a generally westerly direction 292 feet, more or less, along the centerline of Elm Street to the intersection with the centerline of Northern Avenue;
- then in a generally northern direction on Northern Avenue from the centerline of its intersection with Elm Street, 159 feet more or less, to the intersection with Buckeye Street;
- Then in a generally westerly direction along the centerline of Buckeye Street 203 feet, more or less, to the intersection with Harold Drive,
- Then in a generally southwesterly direction 112 feet, more or less, to the centerline at the intersection of Harold Drive and Erie Street,
- Then in a generally westerly direction on the centerline of Erie Street 280 feet, more or less, to the western boundary of the Elmhurst subdivision,
- Then in a generally northerly direction 554 feet, more or less, along the western boundary of the Elmhurst subdivision, also the eastern boundary of parcel number 51-002-020-10,
- Then in a generally westerly direction 348 feet, more or less, along the northern boundary of parcel 51-002-020-10, to the eastern boundary of parcel number 002-020-00,
- Then in a generally northerly direction 574 feet, more or less, along the eastern boundary of parcel 002-20-00 to the northeast corner of parcel 002-20-00,
- Then in a generally westerly direction along the northern boundary of parcel 002-20-00 384 feet, more or less, to the city line,
- Then in a generally southwesterly direction along the western border of the city for 1405 feet, more or less, to the northwest boundary of parcel 51-003-014-00,
- Then in a generally southerly direction along the western boundary of parcel 51-003-014-00 for 690 feet, more or less, to the southwest boundary of parcel 51-003-014-00,
- Then in a generally easterly direction along the southern boundary of parcel 51-003-014-00 for 454 feet, more or less, to west line of the S. Harold Drive right of way.
- Then in a southwesterly direction, along the west line of the S. Harold Drive to the southwest corner of parcel 51-003-017-00,
- Then in a generally easterly direction for 1,420 feet, more or less, along the northern shore of the LaPointe Drain to Grand Boulevard,
- Then in a generally northerly direction for 2,201 feet, more or less, along the centerline of Grand Boulevard to the centerline of the intersection of South Harold Drive,
- Then in a generally northeasterly direction for 533 feet, more or less, to the centerline of the intersection of South Harold Drive and First Street,
- Then in a generally easterly direction to a point that is parallel with the centerline of Lakeside Drive and 800 feet of such centerline, extending beyond the Clyde R. Evans Memorial Pier,
- Then in a generally northeast direction along such a line that parallel with the centerline of Lakeside Drive and 800 feet to east to a point that is the extended northern property line of parcel 99-999-999-99 and also know as Meader's Bend Park,
- Then in a generally northwestern direction along such extended property line to the northwest boundary of parcel 99-999-999-99.

- Then in a generally southwesterly direction for 662 feet, more or less following the centerline of Lakeside Drive, to the centerline intersection of Elm Street and Lakeside Drive, the starting point.

3. A description of existing improvements in the development area to be demolished, repaired, or altered, and an estimate of the time required. [Section 17(2)(c)]

The proposed development program for the Development Area incorporates both public and private improvements. Specific project descriptions and an anticipated schedule of phasing for projects are found in Table 1.

The DDA's Development Plan reflects the City of Luna Pier's 2010 Master Plan. The Master Plan placed considerable emphasis on areas included in the Development Area, because it represents the heart of the community, and many saw huge untapped redevelopment potential. This Development Plan is focused on several key principles.

- **Significant public investment in infrastructure is needed to stimulate private investment.** Private capital is drawn to places where public infrastructure is well designed, well maintained, and very functional. In many places within the Development Area, roadways, sidewalks, and other public infrastructure require more improvements to attract private investment.
- **Lake Erie is a huge local resource.** The local economic development strategy focuses squarely on Lake Erie. There are many opportunities to leverage experiences in a variety of ways. Recent investments in the Beach area (new beach house, kayak launch, pier improvements, access, and parking area) are beginning to open economic opportunities throughout the Development Area.
- **Placemaking.** The State of Michigan is realigning economic development efforts to include placemaking. The notion of placemaking centers on creating a "sense of place" with amenities, celebration of historical features, interaction venues, gathering places, events, unique resources, and intangible assets that bring people together. People are drawn to places that mean something, and when they go there, they invest in those places. Luna Pier is well positioned to create a "sense of place" that can endure for generations.
- **Support for private investment.** The Development Plan supports the concept that the DDA and TIF resources should be used to support and stimulate private redevelopment, since redevelopment of an urban area is much more difficult than "greenfield" development. The DDA fully intends to be a partner with those who see opportunity and potential, and are willing to invest in Luna Pier. The DDA will take the necessary steps to acquire and hold land, document market opportunities, and help with other reasonable redevelopment steps as needed.

Future physical improvements call for the renovation and repair of existing infrastructure within public rights-of-way. These include road improvements, on-street parking, drainage, utilities, sidewalk repair, non-motorized transportation improvements, flood control systems, and lighting. Improvements are also planned for various public buildings, facilities, and parks throughout the Development Area.

Demolition of obsolete buildings and structures is anticipated, as necessary to support private development and/or to replace existing public facilities. For example, future demolition of the existing City Hall may be necessary to provide for other uses, or perhaps a new municipal building, on the same site. Similarly, the vacant Luna Pier School building may be acquired, demolished, and marketed for other uses.

These proposed improvements will require the full 20 years to complete, as TIF revenues accumulate, and as other public and private sources of funding become available.

4. The location, extent, character, and estimated cost of the improvements including rehabilitation, and an estimate of the time required for completion. [Section 17(2)(d)]

Public improvements contemplated in the Development Area over the 20-year life of this Plan, along with estimated costs (where possible) and timing, are included in **Table 1 *Estimated Project Costs and Schedule***, provided at the end of this document. This table defines both capital improvement projects and more programmatic and equipment-related expenditures contemplated.

Cost estimates for the projects are very preliminary, and are subject to detailed plan development, site investigation, and refinement of project parameters. Estimates were developed with a general understanding of the project scope and costs from recent comparable construction activities. Most of the projects will require additional design development and answers to many unknown factors, in order for detailed estimates to be prepared. Thus, some project costs are presented as approximate budgets, or with costs to be determined (TBD) with specifics to be developed later.

To ensure that the projects and priorities contemplated in this Development Plan remain current, every five years following the adoption of this plan, the Luna Pier DDA will review the Development and TIF Plans, and determine whether or not to start procedures to amend them. The Luna Pier DDA's review and its findings shall be submitted to City Council for Council's comments and approval.

Funding for the projects will be obtained from a variety of sources – primarily TIF revenues, but may also include: federal and state grants (from agencies such as the U.S. Department of Housing and Urban Development, Michigan Economic Development Corporation, Michigan State Housing Development Authority and Michigan Department of Transportation); private donations; and other municipal funds. The Luna Pier DDA intends to leverage its TIF funds with other funding sources to the maximum extent practicable, to achieve its goals.

Descriptions of the major capital projects to be completed are as follows, and correspond to Table 1 in the Appendices:

- 1) **Continue Luna Pier Road streetscape from Harold Drive to the Lake (approximately 600 feet):** The existing streetscape between Luna Pier Road and the Lake is in poor condition. It lacks a consistent theme with respect to lighting, street furniture, and landscaping. Existing walkways have uneven surfaces and street pavement has multiple cracks. Proposed improvements include developing improved on-street parking, new road pavement, repaired underground utilities, new lighting, street furniture, and landscaping.
- 2) **Develop new gateway & directional signage:** The City lacks a consistent signage and wayfinding system to direct visitors to key destinations and to identify parking, buildings, and places. A new signage system will be created that reflects the theme established by the new beach house. The largest and most dominant signage element will be a new gateway sign near I-75 that provides an opportunity to create a positive first impression.
- 3) **Complete beach house (elevator, second floor, lighting, balcony, alarm system, etc):** The new beach house is a phased project that presents opportunities for greater utilization. A new elevator would provide access to the second floor, providing an ADA accessible place for small gatherings, and a balcony would offer outstanding views of Lake Erie.

- 4) **Physical improvements to support future ferry service, ticket booth, waiting area, dredging, shuttle/ transportation, etc.** There is potential for future ferry service in Luna Pier. When private investments are made in boats, public investments will be necessary to provide a place for passenger boarding, ticketing, parking and ancillary improvements. At this point, the location for a dock, and many other variables have not been determined. The potential for ferry service out of Luna Pier is regarded as a significant opportunity, and this development plan encourages supportive improvements when they are identified in specific terms. This includes the development of a large visitor parking area(s) for vehicle parking related to ferry boat use.
- 5) **Remove and replace existing parking in Memorial Park, elevate site to improve Lake views & create flexible event space next to the beach.** The portion of Memorial Park next to the beach will be improved to provide an entertainment venue and flexible gathering space. This includes elevating the site to improve Lake views, and removing the parking lot to help create gathering space. New parking will be provided elsewhere. Future events include concerts, movies on the beach, weddings, church services, etc. Replacement parking will be secured prior to removal of existing parking.
- 6) **Create farmers/fish market venue/pavilion & picnic area:** A sheltered space for farmers and fish markets is needed in Memorial Park. A new structure should be located on the west side of the Park, and should provide shelter for outdoor displays.
- 7) **Acquire and develop land in strategic locations to support parking needs from new development and to accommodate ferry passengers, beach visitors, farmer's market customers and other tourists as necessary:** As Luna Pier attracts more and more people, parking demand will increase. Parking lots are expected to be needed near Luna Pier Road and Harold Drive to supplement on-street parking and the parking lot at the end of Luna Pier Road (near the new beach house). Opportunities to buy property for parking may present themselves when property owners make choices to sell their property. The Luna Pier DDA will stand ready to consider such opportunities and make determinations as necessary. New parking areas will include new pavement, lighting and other amenities as necessary and appropriate. These projects will likely be designed as green infrastructure improvement with sustainability and environmental preservation in mind, similar to the parking lot project completed in 2012 at the end of Luna Pier Road.
- 8) **Kayak Launch Improvement (relocate to west side of pier with walkway to beach area).** Relocating the kayak launch may prove beneficial in the future if the area inside the pier is dredged and cleaned. The Kayak launch can be attached to a walkway that joins the pier near its connection to the mainland. This would shorten the distance and allow kayaks to be beached for temporary storage. The opportunity exists to promote the kayak launch to users of the Detroit Heritage River Water Trail and to develop a local water trail connecting Muddy Creek with the Lotus Pond.
- 9) **Continue Luna Pier Road streetscape from I-75 to Harold Drive (approximately 1,100 feet).** A continuation of the Luna Pier Road Streetscape between Harold Drive and I-75 should contain many of the same elements as the segment to the east. Some design considerations, such as on-street parking, may change.
- 10) **Harold Drive improvements (new pavement, curbs, drainage, bike lane, lighting enhancements - approximately 3,200 lineal feet).** Harold Drive is the principal north-south connector to Luna Pier Road, and future improvements should enhance both vehicular and non-motorized travel. The existing bike lane can be enhanced in terms of both safety and aesthetics, so

that it becomes a better link between areas north and south and the Luna Pier Road corridor via the Southeast Michigan Greenways Initiative.

- 11) Secondary street improvements (Lakeside, Elm, Northern, Erie, Valleywood, First, Madison, Lincoln, Evans, First).** Many secondary streets require upgrades in terms of pavement, drainage, lighting and relocation of utilities underground.
- 12) Access to Luna Pier Road from Shopping Plaza:** Improved access to the shopping plaza on the south side of Luna Pier Road near I-75 is a long-standing need. The lack of direct access between Luna Pier Road and the Shopping Plaza reduces accessibility and limits business activity. Several improvement options exist and could include a service drive, new driveway and/or traffic control improvements. These options are likely to require property owner involvement and participation, and collaboration with MDOT and the City. The DDA will be prepared to participate in efforts to resolve this issue as a means to support business development in the Shopping Plaza. Participation may include funding all or part of the necessary engineering and/or a portion of the necessary improvements such as a service drive, new intersection, or traffic control improvements.
- 13) Utility Improvements:** Apart from water line and sewer line upgrades that might be made as part of road improvement projects, individual improvements to water lines and sewer lines may be necessary to maintain adequate levels of service. This is particularly true in terms of upgrading of old or undersized lines to support existing or proposed development. Improvements to the wastewater treatment plant are also possible in terms of providing needed capacity or special treatment to support new development.
- 14) Provision of Pedestrian Friendly amenities:** Apart from improvements associated with larger street redesign project, individual improvements to support pedestrian-friendly amenities are contemplated. Such projects may include connecting currently fragmented segments of sidewalks, pedestrian-related traffic control devices and ADA-compliant curb ramps at intersections. Luna Pier is a Pre-WWII traditional walkable community and the DDA intends to encourage non-motorized transportation where possible. This includes cooperating with larger regional efforts to establish hiking and biking trails throughout Monroe County, Southeast Michigan and Northwest Ohio.
- 15) Flood Control Structures:** The DDA will support construction, acquisition of and maintenance of Flood Control Structures within the district. The DDA may use TIF revenues to augment other resources and support improvements that provide flood control. The City of Luna Pier has a separate tax levy specifically for flood control improvements and these resources are viewed as the primary source of revenue for flood control improvements.
- 16) Facilitate Boating and Other Water Dependent Uses:** Improvements to the City Harbor and LaPointe Drain are contemplated to facilitate boating and other water dependent uses. Projects will be undertaken which improve navigability, provide dockage for possible future ferry service, and enhance or extend the public beach.

5. A statement of construction, or stages of construction planned, and the estimated time of completion of each stage. [Section 17(2)(e)]

The anticipated schedule for construction and implementation of the public improvement projects for the Development Area is outlined in Table 1, *Estimated Project Costs and Schedule*. The actual timing and sequence of projects may vary based on opportunities that arise to achieve the goals and purposes of this plan, and Luna Pier DDA priorities. For example, it is very possible that opportunities to apply

for grants, or the availability of other sources of funding, may make it desirable to accelerate or delay projects. Opportunities to support and encourage private development with investments in public infrastructure may also present themselves.

6. A description of any parts of the development area to be left as open space and the use contemplated for the space. [Section 17(2)(f)]

The major portion of the development area to be left as open space is Memorial Park and the beach / pier area. Memorial Park, along with the beach and pier area, is critically important to the development area since it serves as place to host activities and draw people. As described in Table 1, future development of this area is planned to include a venue for varied activities ranging from concerts to many other types of gatherings. A new pavilion is also planned for a site near Lakewood that can serve as a venue for small groups and smaller events. Projects will be undertaken to extend the public beach to the North and South.

7. A description of any portions of the development area that the authority desires to sell, donate, exchange, or lease to or from the municipality and the proposed terms. [Section 17(2)(g)]

The Luna Pier DDA does not own any portion of the Development Area at this time. Further, the DDA has no immediate plans to sell, donate, exchange, or lease to or from the City any land or building in the Development Area. If the Luna Pier DDA assists in constructing a public facility, it may acquire land and transfer ownership to the City. Further, if opportunities arise consistent with the goals and purposes of this Plan, other land and/or building purchases may be considered, and terms would be determined at that time.

Additional rights-of-way or easements may be required to accomplish the planned streetscape, connections, utilities and other public improvements. While it is not the intent of the Luna Pier DDA to purchase either rights-of-way or easements, since considerable benefits will accrue to the abutting parcels from the improvements, purchase may be required. Any rights-of-way acquired will be transferred to the road agency with jurisdiction.

8. A description of desired zoning changes, and changes in streets, street levels, intersections, or utilities. [Section 17(2)(h)]

No zoning changes are proposed as part of this Plan (**See Map 4: Existing Zoning**). However, as the Plan progresses, the Luna Pier DDA, as a component of its economic development strategy, may recommend to the Planning Commission certain changes to the Luna Pier Master Plan and Zoning Ordinance that affect properties within the Development Area. Any proposed zoning changes on parcels in the Luna Pier DDA District will be coordinated between the Luna Pier DDA, the Planning Commission, and the City Council according to State enabling acts and procedures of the City. Any change will occur in a manner that ensures appropriate future land uses within the district for the attainment of the goals as stated herein.

Proposed changes in utilities, intersections, and streets were described previously and may include right-of-way acquisition or vacation; pavement removal and replacement; traffic modifications; relocating, expanding or burying existing utilities; and changes to median widths, landscaping, driveways and access to parcels; and related elements. Detailed design plans that will be prepared as part of the implementation of this plan may specify further utility or street changes.

9. An estimate of the cost of the development, a statement of the proposed method of financing the development, and the ability of the authority to arrange the financing. [Section 17(2)(i)]

The cost estimates for the proposed public improvements to be undertaken by the Luna Pier DDA were provided earlier in Sections 5 and 6 this Plan. When costs could be identified, the estimated costs of the public improvement projects listed in this Plan, including the cost of associated administration, engineering, planning, and design work as outlined in Table 1, is **\$2,440,000.00**. This does not include the costs of parking lot development or improvements associated with a future ferry service, as these are variable and difficult to define until there is more information and specific project context. This estimated cost also does not include programmatic or equipment costs as identified in Table 1, which are also variable and difficult to define.

It is anticipated that these projects will be paid for with TIF revenues generated by increases in property valuations resulting from economic growth and new construction within the Development Area, in accordance with the TIF Plan. The TIF revenues may be supplemented with developer contributions, grant funds, other local revenues, private donations and other funds as may become available. Projects will not be initiated until sufficient funds have been projected to pay for the project, or for the debt service for project financing. Matching funds, contributions from other funding entities, grants, donations, bonding, special assessments, and other sources available to the Luna Pier DDA may be utilized, consistent with the goals and objectives of this Plan.

It is anticipated that most projects will be financed on a “pay-as-you-go” basis, using funds on hand or accumulated from prior years’ revenues. However, the Luna Pier DDA may find that there is a need to sell bonds, obtain loan funds or grants, or receive contributions from any of the other sources permitted under the DDA Act to facilitate completion of one or more of the improvement projects.

The cost estimates for projects are rough preliminary estimates because construction or design drawings have not yet been prepared, and therefore the estimates have been based on preliminary concepts. A percentage has been factored into the estimates to cover contingencies and design costs. The costs are estimated in current 2012 dollars.

10. Designation of the person or persons, natural or corporate, to whom all or a portion of the development is to be leased, sold, or conveyed in any manner. [Section 17(2)(j)]

All public improvement projects undertaken as part of this Plan will remain in public ownership for the public benefit. The Luna Pier DDA may participate in, and/or facilitate, a purchase of land for use or redevelopment in accordance with the City Master Plan, the Luna Pier DDA Concept Master Plan, and the goals of this Development Plan. The Luna Pier DDA may convey any such property to another entity, yet unknown. Further, the Luna Pier DDA may consider other property acquisition, lease, or sale, as appropriate, in furtherance of the goals of this plan. The person or persons to whom such property may be leased or conveyed is unknown at this time.

11. The procedures for bidding for the leasing, purchasing, or conveying in any manner of all or a portion of the development upon its completion. [Section 17(2)(k)]

It is intended that the Luna Pier DDA be authorized to acquire land and/or properties, as necessary, to facilitate and support the projects described previously. Should acquisition of property be found to be necessary, or if the Luna Pier DDA receives property by donation or by any other means, the Luna Pier DDA will follow municipal procedures subject to applicable federal, state and local regulations.

The Luna Pier DDA does not intend to own property on a permanent basis, unless it relates to a general public-use facility that supports the overall goals and objectives of the DDA and Development Plan. Temporary ownership of property should be oriented toward encouraging and facilitating desired development in strategic locations and as an inducement for quality development. Luna Pier DDA-owned property will be conveyed to parties able to develop the site, so as to accomplish the goals and objectives of this Development Plan. In most cases, this will occur through the Request for Proposal (RFP) process, so as to be fair and equitable.

Steps to acquire or sell property may include an independent appraisal of the real estate by a qualified real estate appraiser licensed to perform such work in the State of Michigan. In the event that the Luna Pier DDA decides to dispose of real property, such sale may be for more than appraised value, at appraised value, or below the appraised value at the discretion of the Luna Pier DDA.

12. Estimates of the number of persons residing in the development area [Section 17(2)(l)]

It is estimated that there are about 26 housing units in the development area and about 60 residents. No individuals are proposed to be displaced as a direct result of the Luna Pier DDA activities under this Plan. No occupied residences are designated for acquisition or clearance by the Luna Pier DDA. Since fewer than 100 people reside in the Development Area, a Development Area Citizens Council (DACC) is not required by the DDA Act.

13. A plan for establishing priority for the relocation of persons displaced by the development in any new housing in the development area. [Section 17(2)(m)].

The need to establish a priority for the relocation of displaced persons is not considered to be applicable. The Luna Pier DDA does not intend to, nor anticipates, being involved with property condemnation, or other actions that would cause residents to be displaced. In the unlikely event that such action were to be taken, it would most likely be in conjunction with federal funding. In such instances, acquisition of property, or relocation of displaced persons would be accomplished in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (The Uniform Act). This federal law establishes minimum standards for programs and projects that require the acquisition of real property (real estate), or that displace persons from their homes, businesses, or farms. The Uniform Act's protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects.

14. Provision for the costs of relocating persons displaced by the development [Section 17(2)(n)]

See response to number 13 above.

15. A plan for compliance with Act No. 227 of the Public Acts of 1972, being sections 213.321 to 213.332 of the Michigan Compiled Laws. [Section 17(2)(o)]

Not applicable based on response to number 13 above.

16. Other material that the authority, local public agency, or governing body considers pertinent. [Section 17(2)(p)]

TAX INCREMENT FINANCING PLAN

1. Purpose of Tax Increment Financing Plan

The Luna Pier DDA was established in order to accomplish a number of goals, such as to increase property tax valuation and facilitate the overall economic growth for the City of Luna Pier. On that basis, the Luna Pier City Council deemed it beneficial and necessary to create and provide for the operation of a Downtown Development Authority, under the provisions of the DDA Act. Formal action to create the Luna Pier DDA was accomplished with Ordinance 207, adopted on September 24, 2009.

As an official Downtown Development Authority created pursuant to Public Act 197 of 1975, MCL 125.1651 et seq, the Luna Pier DDA is authorized to prepare and submit a Tax Increment Financing (TIF) Plan to the governing body. A TIF Plan is the primary means of implementing the Development Plan. A tax increment financing plan must be prepared, submitted to, and approved by the governing body of the municipality through an ordinance adopting a tax increment financing plan.

This TIF Plan includes the preceding Development Plan, along with a detailed explanation of the tax increment procedure, the maximum amount of bonded indebtedness to be incurred, the duration of the program, the impact of tax increment financing on the assessed values of all taxing jurisdictions in which the development area is located, and a statement of the portion of the captured assessed value to be used by the Luna Pier DDA.

2. Explanation of the tax increment procedure

As provided in the DDA Act, tax increment financing is a financing tool for the redevelopment of designated development areas within the Development Area. Tax increment financing is the process of expending new property tax dollars for improvements that generally benefit the Development Area. Tax dollars generated from new private property developments and from improvements to existing private property within a designated development area are “captured” and utilized by the Luna Pier DDA to finance projects within the Development Area. This process supports and encourages continued private investment. In each year after the tax increment financing plan is approved, the total assessed value of real and personal property within the boundaries of the development area is referred to as the “current assessed value.” The difference between the current assessed value and the initial assessed value in each year is known as the “captured assessed value.”

To utilize tax increment financing, the Luna Pier DDA must prepare a development plan and a tax increment financing plan. Both plans are submitted to the City Council. The City Council must adopt the plans by ordinance. As described above, the plans specify the initial assessed value, estimate the captured assessed value, and provide for the expenditure of the funds. These plans may be amended in the future to reflect changes desired by the Luna Pier DDA. All amendments must follow the procedures of the DDA Act.

Captured assessed value is defined in the DDA Act, as the amount, in any one year, by which the current assessed value of the development area exceeds the initial assessed value. Initial assessed value is defined as the assessed value, as equalized, of all the taxable property within the boundaries of the development area at the time the ordinance establishing the tax increment financing plan is approved, as shown by the most recent assessment roll of the municipality.

Such funds transmitted to the Luna Pier DDA are termed “tax increment revenues”. Tax increment revenues are the amount of ad valorem and specific local taxes attributable to the application of the levy of all taxing jurisdictions other than the state education tax and local or intermediate school districts upon the captured assessed value of real and personal property in the development area.

For this Plan, the initial assessed value is the total taxable value for all real and personal property in the development area as of December 31, 2012. The applicable tax levy for tax increment purposes in the Luna Pier DDA Development Area will be the total millage levied by the eligible taxing jurisdictions. The current tax levy of all applicable taxing jurisdictions is 26.6835 mills.

Data presented in Table 2 indicates the anticipated Captured Assessed Value for the Development Areas through 2036.

3. The maximum amount of bonded indebtedness to be incurred.

The Luna Pier DDA has no bonded indebtedness and does not anticipate the use of bonds to finance improvements. Most of the Luna Pier DDA’s proposed improvements will be implemented on a “pay-as-you-go” basis as tax increment revenues are transmitted to the Luna Pier DDA, or as may be accumulated over more than one year, and held in reserve to allocate for projects. Bonded indebtedness may be undertaken if the Luna Pier DDA determines it would be advantageous to completing all or portions of the improvement program.

The maximum amount of bonded indebtedness to be incurred under this TIF Plan shall be \$3 million. Bonds issued under this TIF Plan may be issued in any form authorized under the DDA Act.

Under this TIF plan, the tax levy on the entire captured assessed valuation is planned to be utilized by the Luna Pier DDA. The tax increment revenues will be expended in the manner as set forth in this Plan. Estimates of the projected growth in taxable value, the revenue captured by taxing jurisdictions and the tax increment revenues to be received by the Luna Pier DDA are included in Table 3.

4. Duration of the program,

This TIF Plan will remain in effect until December 31, 2032, but may be modified from time to time by the City Council in accordance with the procedures required by the DDA Act. However, this TIF Plan will not terminate before the principal and interest owing on any bonds which are outstanding has been paid in full, or funds sufficient for such payment have been segregated.

5. Compliance with Section 15 of the Act. Section 14(1).

As referred to above, it is the intent of these plans to comply with Section 15 of the Act regarding tax increments, amount of tax increments, expenditure of tax increments, and submission of the tax increment financing report. These revenues shall not be used to circumvent existing property tax limitations. The City Council may abolish the tax increment financing plan when it finds that the purposes for which are was established are accomplished. However, the tax increment financing plan shall not be abolished until the principal of and interest on, bonds issued pursuant to Section 16 have been paid or funds sufficient to make the payment have been segregated.

Annually the Luna Pier DDA shall submit to the City Council and state tax commission a report on the status of the tax increment financing account. The report shall include:

- The amount and source of revenue in the account;
- The amount and purpose of expenditures from the account;

- The amount of principal and interest on any outstanding bonded indebtedness;
- The amount in any bond reserve account; the initial assessed value of the project area;
- The captured assessed value retained by the DDA;
- The tax increments received; the number of jobs created as a result of the implementation of the Tax Increment Financing Plan; and
- Any additional information the governing body considers necessary.

The report shall be published in a newspaper of general circulation in the City. It is recognized that the amount of tax increment revenue to be transmitted to the Authority by the City Treasurer and/or County Treasurer shall be that portion of the tax levy of all taxing bodies paid each year on the assessed value of real and personal property in the Development Area on the captured assessed value.

It is further recognized that tax increment revenues shall be expended by the DDA only in accordance with the provisions of this Tax Increment Financing Plan and that surplus tax increment revenues shall be returned to the local taxing jurisdictions.

6. A statement of the estimated impact of tax increment financing on the assessed values of all taxing jurisdictions in which the development area is located. Section 14(1).

The tax increment financing plan will in no way diminish the assessed values of property within the area boundaries. Local taxing jurisdictions will therefore, suffer no loss of current tax revenues. For the period during which the tax increment financing plan is in effect, the assessed values of properties within the Development Area will effectively remain constant insofar as the local taxing jurisdictions are concerned.

Any increase in property values will generate tax increment revenues which will be available only to the Authority during the duration of the plan unless excess funds are available and if available will be distributed proportionally to the taxing units.

It is anticipated that the development activities of the Luna Pier DDA, financed in whole or in part by tax increment revenues, will produce a positive material effect on the assessed values of property within and in the proximity of the development and will ultimately result in the eventual collection of greater real property tax revenues than would otherwise have been available.

Pursuant to Section 14(4) of the Act, the DDA shall fully inform the taxing jurisdiction within the Development Area subject to capture of the fiscal and economic implications of the proposed development. A Schedule containing an estimate of the impact on the taxing jurisdictions is included as Exhibit D in the Appendix

7. Plan for the Expenditure of Captured Assessed Value by the Authority

Under this tax increment financing plan, the entire tax increment amount is to be utilized by the Luna Pier DDA. The tax increment revenue paid to the DDA by the City and County treasurers is to be disbursed by the Luna Pier DDA from time to time in such manner as the DDA may deem necessary and appropriate in order to carry out the purposes of the Development Plan, including, but not limited to, the following:

- The principal, interest, and reserve payments required for any bonded indebtedness to be incurred in its behalf for purposes provided in the Development Plan.
- Cash payments for initiating and completing any improvement or activity called for in the Development Plan.

- Cash payments for professional fees incurred by the DDA in connection with its operation and in the planning and implementation of projects provided for in this Plan.
- Cash payments to public or private entities for services rendered in drafting and developing grant applications.
- Payments to the City of Luna Pier to reimburse the City for services, materials and other assistance provided to the DDA.
- Any annual operating deficits that the DDA may incur from acquired and/or leased property in the Development Area.
- Payments of principal and interest on any sums that the DDA should borrow before or during the construction of any improvement or activity to be accomplished by the development plan, after approval by the City Council of the City of Luna Pier.
- Payments required to establish and maintain a capital replacement reserve.
- Payments required to establish and maintain a capital expenditure reserve.
- Payments of the costs of any additional improvements to the Development Area that are determined necessary by the Luna Pier DDA and approved by the Luna Pier City Council.

The DDA may modify its priority of payments at any time if within its discretion such modification is necessary. Instead of financing a project, the DDA may accumulate funds that it receives from tax capture in order to build up a fund balance that is sufficient to pay the cost of a project.

A. Estimate of Tax Increment Revenues. Table 3 shows the projected capture of assessed value within the development areas through 2032. This projection is based on the assumption that growth in taxable values will increase at an average rate of 4 percent per year. This growth includes inflationary increases; anticipated rebounding of property values and expected new private development. Potential new development activity will likely create periodic “spikes” in tax revenues as private developments are completed from time to time and become part of the tax rolls. The estimated average increases in taxable values are considered to be modest and reasonable. In the past several years, economic conditions have led to declining property values for several years. In fact, commercial real estate values have been flat to declining for the past several years.

Direct conversations with property owners contemplating private development projects have taken place. These conversations support the expectation that private development projects may occur in the next few years depending local and regional market conditions and the overall health of the economy. The pace of build out and full construction of these projects is unknown. Therefore a 4 percent average and aggregate increase in future tax revenues is regarded as being both prudent and realistic. Naturally, a prolonged economic downturn and a slower rebound in economic conditions results in lower realized increases in property values.

Additional increases in the assessed valuation for the Development Area and consequent tax increment revenues could result from higher than expected levels of new construction, expansion, rehabilitation, or further appreciation of property values, than those projected in Table 3. If such increases are realized, tax increment revenues will be spent according to this plan in an accelerated manner. Such circumstances may also warrant steps to update and restate both the Development Plan and Tax Increment Financing Plan. Should the tax increment revenues be less than projected, the Luna Pier DDA may choose to:

- Collect and hold the captured revenues until a sufficient amount is available to implement specific public improvements.
- Implement public improvement projects based upon the ability to match existing funds with expenditures, while seeking out additional funding sources.
- Amend the development plan and/or tax increment financing plan to allow for alternative projects and funding.

B. Expenditure of Tax Increment Revenues. The program and schedule for the expenditure of tax increment revenues to accomplish the proposed public improvements for the Luna Pier DDA Development Area is outlined in Table 1. The cost estimates shown are current estimates only. These estimates are based solely upon preliminary concepts and have not been developed from specific projects designs, proposed construction drawings or detailed selection of materials or finishes. The cost estimates generally consider fees for design, preparation of construction drawings, contract administration, and other contingencies.

The Luna Pier DDA shall annually review proposed increment expenditures and revenues to prioritize the use of additional funds. Other public improvements which would further the completion of the Development Plan may be funded by the Luna Pier DDA.

APPENDIX – TABLES

Table 1 Estimated Project Costs and Schedule	
On-Going & Sustained Projects & Programs	
Projects & Programs	Lead DDA Committee
Business recruitment programs (efforts to attract specific businesses to fill known market voids). For example, there are several known small business and retail opportunities missing in the downtown’s business mix. Similarly, the area zoned “Expressway Service” has seen redevelopment activity, and more efforts are needed to attract appropriate businesses to these areas. Efforts may include market studies, attraction efforts, and participation with chambers of commerce and or County, Regional, and State economic development organizations.	Economic Restructuring
Property acquisition, developer recruitment and/or preparation of RFP's for specific development projects	Economic Restructuring
Small business development program (financial & technical assistance to existing & start-up businesses such as loans, grants, pursuing alternative funding strategies and sources, liquor licenses)	Economic Restructuring
Business retention programs (keep businesses here & thriving)	Economic Restructuring
DDA website management/development & greater development of social media tools	Promotions
Development of branding/marketing campaign (First Taste of Michigan) and expand collaboration with Pure Michigan travel website to showcase area attractions. Similarly, Expand collaboration with Authentic Monroe County to showcase area attractions	Promotions
Develop & implement media relations program	Promotions
Expand and Further Develop various festivals	Promotions
Expand & develop other DDA events (inc. Farmers/Fish Market, Movies on the Beach, etc)	Promotions
Create a DDA custodian/ambassador program to help keep the area "clean & green."	Organization
Develop & maintain volunteer recruitment & management system	Organization
Conduct annual fundraising campaigns, write grants and hire staff	Organization
Advocacy and education programs	Organization
Install wireless webcam for beach, establish link on website to show current conditions, expand to social media outlets	Promotions
Construct billboard to advertise Downtown Luna Pier from I-75	Promotions
Prepare a market study to identify significant voids in the Market, help identify potential synergies between existing/proposed businesses.	Economic Restructuring
Projects To Be Completed As Opportunities Present Themselves & Upon Demand	
Acquire (or option) available property, demolish existing buildings & make sites development-ready	Economic Restructuring
Create a property improvement program (with grants or loans) that provides incentives to private property owners for property upgrades (code violations/façades/signage) to bring buildings more in line with Design Guidelines & Master Plan. This program can also help eliminate blight, or help a property owner overcome functional obsolescence of a building or assist with environmental clean up.	Design
Support & encourage driveway into Plaza from Luna Pier Road	Design
Zoning & design guidelines updates	Design

Equipment Purchases			Lead DDA Committee
Purchase of equipment and fixtures necessary to activate the beach area with various activities and to maintain a high quality environment. Equipment may include elements such as temporary movie screens/equipment, golf carts, picnic tables; play equipment, benches, banners/flags, beach cleaning equipment, bike racks, informational signage, educational materials, etc.			Promotions and Design
Near-Term Capital Projects 2013-2018			
Projects*	Project Cost	Comments	Lead DDA Committee
1) Continue Luna Pier Road streetscape from Harold Drive to the Lake (new road, sidewalks, streetlights, curbs, lighting, drainage, parking, sidewalk, pedestrian amenities, ADA improvements). Approximately 650 lineal feet.	\$300,000	May be accomplished with grants and maybe in conjunction with private development on the north side of Luna Pier Road.	Design
2) Develop new gateway & directional signage throughout the DDA area	\$30,000	May be phased in over several years. Major city gateway sign is a priority	Design
3) Complete beach house (elevator, second floor completion, lighting, balcony, alarm system, etc)	\$200,000	May be accomplished along with other grant sources.	Design
4) Physical improvements to support future ferry service, ticket booth, waiting area, dredging shuttle/ transportation, etc.	TBD - Costs can vary widely depending on location, private participation & involvement and project scope.	May be able to leverage economic development funding to help with costs. All or part of project may continue into medium-term or long-term	Design
5) Remove existing parking in Memorial Park, elevate site to improve lake views & create flexible event space next to the beach.	\$150,000	May be accomplished along with other grant sources. Design to accommodate a wide range of events and maintain lake views. Project timing may be tied to providing parking elsewhere	Design
6) Create farmers/fish market venue/pavilion & picnic area	\$100,000	New facility to offer sheltered space for various events	Design
7) Acquire and develop land for parking in strategic locations to support parking needs from new development and to accommodate ferry passengers as necessary	TDB – Costs can vary widely based on specific parking requirements and numbers of locations	Likely includes multiple locations for public parking as opportunities present themselves.	Design

8) Access to Luna Pier Road From Shopping Plaza:	TDB – Costs can vary widely based on specific design and participation	Project timetable is difficult to determine given large number of variables. May become medium or long term capital projects.	Design
9) Various Utility Improvements (Water / Sewer)	TBD – Costs are highly variable but likely include smaller and more isolated projects that are independent of larger projects	Project timetable is difficult to determine given large number of variables. May become medium or long term capital projects.	Design
10) Misc. Pedestrian-friendly improvements along roadway	TBD – Costs are highly variable but likely include smaller and more isolated projects that are independent of larger projects	Project timetable is difficult to determine given large number of variables. May become medium or long term capital projects.	Design
11) Flood Control Structures	TBD – Costs are highly variable but likely include smaller and more isolated projects that are independent of larger projects	Project timetable is difficult to determine given large number of variables. May become medium or long term capital projects.	Design
12) Facilitate Boating at the City Harbor and LaPointe Drain to support water-dependent uses. Improvements to support potential ferry service defined separately above.	TBD – Costs are highly variable but likely include smaller and more isolated projects that are independent of larger projects	Project timetable is difficult to determine given large number of variables. May become medium or long term capital projects.	Design
Medium-Term Capital Projects 2019-2025			
Projects*	Project Cost Estimate1		Lead DDA Committee
8) Kayak Launch Improvement (relocate to west side of pier with walkway to beach area)	\$25,000		Design
9) Continue Luna Pier streetscape from I-75 to Harold Drive. Approximately 1,100 feet.	\$500,000	Extends Design Theme established east of Harold Drive.	Design
Long-Term Capital Projects 2026-2032			
Projects*	Project Cost Estimate1	Comments	Lead DDA Committee
10) Harold Drive street improvements (new pavement, curbs, drainage, bike lane, lighting enhancements). Approximately 3,200 lineal feet	\$640,000	Emphasis on Luna Pier / Harold Drive Intersection and South end of Harold Drive	Design

11) Secondary street improvements (Lakeside Drive, Elm, Northern Ave., Erie, Valleywood, First, Madison Lincoln, Evans, First)	\$500,000	Selective Improvements TBD	Design
Total Capital Improvement Costs	\$2,420,000		

Table 2 Applicable Millage Summary	
Entity	Mills
Luna Pier Oper.	9.8304
State Ed Tax	6.0000
Co. Operating	4.7952
Luna Pier Flood	.5000
Summer	21.1256
Senior Citizens	.5000
Co. Library	1.0000
Community College	2.1794
Monroe ISD	4.7541
09 Mason Oper	18.0000
Fairview	.2000
Veterans	.0500
Winter	26.6835

Table 3 Projected Cumulative Captured Taxable Value

Year	Total Taxable Value in Development Area	Annual Projected Increases in Total Taxable Value From New Investment & Increasing Property Values	Cumulative Captured Taxable Value
	2012	\$4,685,912	
1	2013	\$4,873,348	\$187,436
2	2014	\$5,068,282	\$382,370
3	2015	\$5,271,014	\$585,102
4	2016	\$5,481,854	\$795,942
5	2017	\$5,701,128	\$1,015,216
6	2018	\$5,929,174	\$1,243,262
7	2019	\$6,166,341	\$1,480,429
8	2020	\$6,412,994	\$1,727,082
9	2021	\$6,669,514	\$1,983,602

10	2022	\$6,936,294	\$266,781	\$2,250,382
11	2023	\$7,213,746	\$277,452	\$2,527,834
12	2024	\$7,502,296	\$288,550	\$2,816,384
13	2025	\$7,802,388	\$300,092	\$3,116,476
14	2026	\$8,114,483	\$312,096	\$3,428,571
15	2027	\$8,439,063	\$324,579	\$3,753,151
16	2028	\$8,776,625	\$337,563	\$4,090,713
17	2029	\$9,127,690	\$351,065	\$4,441,778
18	2030	\$9,492,798	\$365,108	\$4,806,886
19	2031	\$9,872,510	\$379,712	\$5,186,598
20	2032	\$10,267,410	\$394,900	\$5,581,498

Table 4 Potential Future Capture Estimates and Impact on Taxing Jurisdictions

Y R	Cumulative Captured Assessed Value	Luna Pier Oper. 9.8304	State ED Tax 6.0000	Co. Oper. Tax 4.7952	Luna Pier Flood 0.5000	Senior Citizens 0.5000	Co. Library 1.0000	Comm. College 2.1794	Monroe ISD 4.7591	Mason Oper. 18.0000	Fairview 0.2000	Vets. .0500
1	\$187,436	\$1,843	\$1,125	\$899	\$94	\$94	\$187	\$408	\$892	\$3,374	\$37	\$9
2	\$382,370	\$3,759	\$2,294	\$1,834	\$191	\$191	\$382	\$833	\$1,820	\$6,883	\$76	\$19
3	\$585,102	\$5,752	\$3,511	\$2,806	\$293	\$293	\$585	\$1,275	\$2,785	\$10,532	\$117	\$29
4	\$795,942	\$7,824	\$4,776	\$3,817	\$398	\$398	\$796	\$1,735	\$3,788	\$14,327	\$159	\$40
5	\$1,015,216	\$9,980	\$6,091	\$4,868	\$508	\$508	\$1,015	\$2,213	\$4,832	\$18,274	\$203	\$51
6	\$1,243,262	\$12,222	\$7,460	\$5,962	\$622	\$622	\$1,243	\$2,710	\$5,917	\$22,379	\$249	\$62
7	\$1,480,429	\$14,553	\$8,883	\$7,099	\$740	\$740	\$1,480	\$3,226	\$7,046	\$26,648	\$296	\$74
8	\$1,727,082	\$16,978	\$10,362	\$8,282	\$864	\$864	\$1,727	\$3,764	\$8,219	\$31,087	\$345	\$86
9	\$1,983,602	\$19,500	\$11,902	\$9,512	\$992	\$992	\$1,984	\$4,323	\$9,440	\$35,705	\$397	\$99

10	\$2,250,382	\$22,122	\$13,502	\$10,791	\$1,125	\$1,125	\$2,250	\$4,904	\$10,710	\$40,507	\$450	\$113
11	\$2,527,834	\$24,850	\$15,167	\$12,121	\$1,264	\$1,264	\$2,528	\$5,509	\$12,030	\$45,501	\$506	\$126
12	\$2,816,384	\$27,686	\$16,898	\$13,505	\$1,408	\$1,408	\$2,816	\$6,138	\$13,403	\$50,695	\$563	\$141
13	\$3,116,476	\$30,636	\$18,699	\$14,944	\$1,558	\$1,558	\$3,116	\$6,792	\$14,832	\$56,097	\$623	\$156
14	\$3,428,571	\$33,704	\$20,571	\$16,441	\$1,714	\$1,714	\$3,429	\$7,472	\$16,317	\$61,714	\$686	\$171
15	\$3,753,151	\$36,895	\$22,519	\$17,997	\$1,877	\$1,877	\$3,753	\$8,180	\$17,862	\$67,557	\$751	\$188
16	\$4,090,713	\$40,213	\$24,544	\$19,616	\$2,045	\$2,045	\$4,091	\$8,915	\$19,468	\$73,633	\$818	\$205
17	\$4,441,778	\$43,664	\$26,651	\$21,299	\$2,221	\$2,221	\$4,442	\$9,680	\$21,139	\$79,952	\$888	\$222
18	\$4,806,886	\$47,254	\$28,841	\$23,050	\$2,403	\$2,403	\$4,807	\$10,476	\$22,876	\$86,524	\$961	\$240
19	\$5,186,598	\$50,986	\$31,120	\$24,871	\$2,593	\$2,593	\$5,187	\$11,304	\$24,684	\$93,359	\$1,037	\$259
20	\$5,581,498	\$54,868	\$33,489	\$26,764	\$2,791	\$2,791	\$5,581	\$12,164	\$26,563	\$100,467	\$1,116	\$279
		\$505,299	\$308,410	\$246,481	\$25,701	\$25,701	\$51,402	\$112,025	\$244,626	\$925,231	\$10,280	\$2,570
Total Cumulative Potential Capture: \$2,457,727												

Table 5: List of Parcels Included in Development Area Boundary (2012 Values)

Parcel No.	Address	Assessed Value	Taxable Value
5851-002-020-00	10701 Elmhurst	0	0
5851-002-020-10	10701 Elmhurst	0	0
5851-003-005-00	4237 Luna Pier Road	50,800	50,800
5851-003-005-10	10550 Evans Drive	60,900	60,900
5851-200-022-00	10550 Evans Drive	37,507	35,704
5851-003-006-00	4219 Luna Pier Road	91,300	91,300
5851-200-039-00	4219 Luna Pier Road	4,665	4,665
5851-003-007-10	10447 Harold Drive	136,700	136,700
5851-200-078-00	10447 Harold Drive	19,737	19,737
5851-003-007-50	10552 Evans Drive	298,500	282,425

5851-200-014-00	10552 Evans #8	500	500
5851-200-012-00	10552 Evans Drive	14,004	14,004
5851-200-015-00	10552 Evans Drive	256	256
5851-200-017-00	10552 Evans Drive	15,000	15,000
5851-200-058-00	10552 Evans Drive	8,922	8,922
5851-200-090-10	10552 Evans Drive	2,000	2,000
5851-003-008-00	Lot	0	0
5851-003-009-00	Industrial Park	0	0
5851-003-009-10	10501 Evans Drive	67,600	67,600
5851-200-079-00	10501 Evans Drive	6,000	6,000
5851-003-009-20	10441 Harold Drive	171,900	171,900
5851-200-027-00	10441 Harold Drive	3,020	3,020
5851-003-009-30	4163 Super Eight Drive	612,100	612,100
5851-200-011-00	4163 Super Eight Drive	16,441	16,441
5851-003-009-40	10543 Evans Drive	110,100	110,100
5851-200-052-00	10543 Evans Drive	2,497	2,497
5851-003-010-00	10420 Harold Drive	461,400	461,400
5851-200-023-00	10420 Harold Drive	69,500	69,500
5851-003-011-00	10420 Harold Drive	26,300	14,670
5851-003-012-00	10450 Harold Drive	61,200	38,910
5851-003-014-00	Lot	0	0
5851-003-017-00	10420 Harold Drive	63,800	63,800
5851-025-001-00	10712 Lakeside	47,900	47,900
Parcel No.	Address	Assessed Value	Taxable Value
5851-025-002-00	10712 Lakeside	15,600	15,600
5851-025-003-00	10704 Lakeside	34,800	28,530
5851-025-004-00	10666 Lakeside	53,000	53,000
5851-030-001-00	4419 Elm	27,500	27,500
5851-030-002-00	4419 Elm	11,700	2,164
5851-030-003-00	Lot	0	0
5851-030-004-00	4416 Luna Pier Road	37,700	37,700
5851-055-001-00	Lot	0	0
5851-055-002-00	10632 Lakeside	88,300	88,300
5851-055-003-00	10628 Lakeside	78,100	72,146
5851-055-006-00	Lot	0	0

5851-055-007-00	10644 Lakeside	129,700	129,700
5851-055-010-00	10644 Lakeside	22,100	14,511
5851-055-011-00	10662 Lakeside	132,800	132,800
5851-055-013-00	10666 Lakeside	10,000	2,164
5851-060-001-00	4352 Luna Pier Road	30,300	30,300
5851-060-002-00	4354 Luna Pier Road	51,600	50,733
5851-060-003-00	4380 Luna Pier Road	28,600	28,600
5851-200-102-00	4380 Luna Pier Road	14,942	14,942
5851-060-004-00	4408 Luna Pier Road	45,300	45,300
5851-060-005-00	4416 Luna Pier Road	9,400	9,400
5851-060-006-00	4413 Elm	18,100	18,100
5851-060-007-00	4407 Elm	12,600	12,600
5851-060-008-00	Parking lot	0	0
5851-060-010-00	4364 Elm	25,100	25,100
5851-060-019-00	10629 Northern	28,400	28,400
5851-060-020-00	4363 Buckeye Street	16,400	16,400
5851-060-021-00	4357 Buckeye Street	0	0
5851-075-001-00	4265 Luna Pier Road	0	0
5851-080-001-00	10620 Harold Drive	29,300	29,300
5851-080-002-00	4348 Luna Pier Road	105,100	101,792
5851-200-007-00	4348 Luna Pier Road	818	818
5851-080-006-00	4320 Luna Pier Road	61,800	53,319
5851-200-005-00	4320 Luna Pier Road	5,776	5,776
Parcel No.	Address	Assessed Value	Taxable Value
5851-080-007-00	4320 Luna Pier Road	9,100	5,810
5851-120-141-00	Park	0	0
5851-125-001-00	4180 Luna Pier Road	661,400	661,400
5851-200-096-00	4180 Luna Pier Road		
5851-200-096-10	4180 Luna Pier Road	10,000	10,000
5851-125-001-05	4180 Luna Pier Road		
5851-125-003-00	4220 Luna Pier Road	161,700	155,795
5851-125-004-00	4240 Luna Pier Road	62,100	62,100
5851-125-005-00	4246 Luna Pier Road	73,300	51,555
5851-200-080-00	4246 Luna Pier Road	1,014	1,014
5851-200-095-00	4246 Luna Pier Road	2,421	2,421

5851-125-006-00	4368 Luna Pier Road	0	0
5851-125-007-00	4267 Erie Road	43,400	43,400
5851-125-007-10	Lot	0	0
5851-125-008-00	4240 Luna Pier Road	8,200	8,200
5851-125-008-10	Valleywood (lot)		
5851-125-014-00	10631 Valleywood	59,500	59,500
5851-125-015-01	Lot	10,400	1,702
5851-125-015-10	Lot	10,400	1,702
5851-125-016-00	10643 Valleywood	25,500	25,500
5851-140-131-00	Park	0	0
5851-155-057-00	10121 Grand Blvd	1,700	689
5851-155-058-00	10121 Grand Blvd	50,700	3,409
5851-155-059-00	10121 Grand Blvd	107,400	107,400
Total Taxable Value			4,685,912

APPENDIX – MAPS



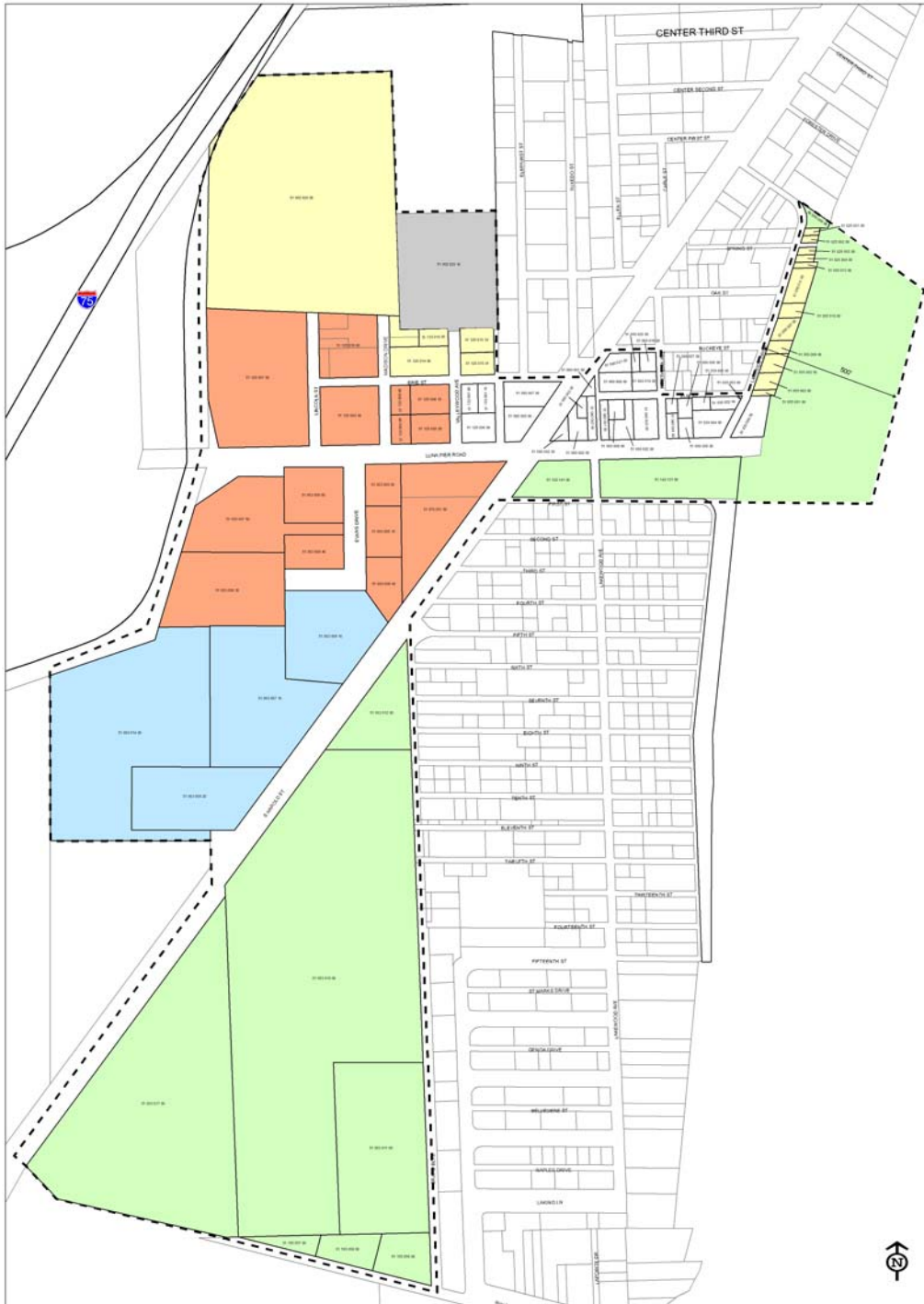
Map 1: Boundaries of the Development Area
 City of Luna Pier
 TIF Plan

Base Map Source: Monroe County GIS
 Data Source: City of Luna Pier



 Parcels Within the Boundary Area
 Development Area Boundary

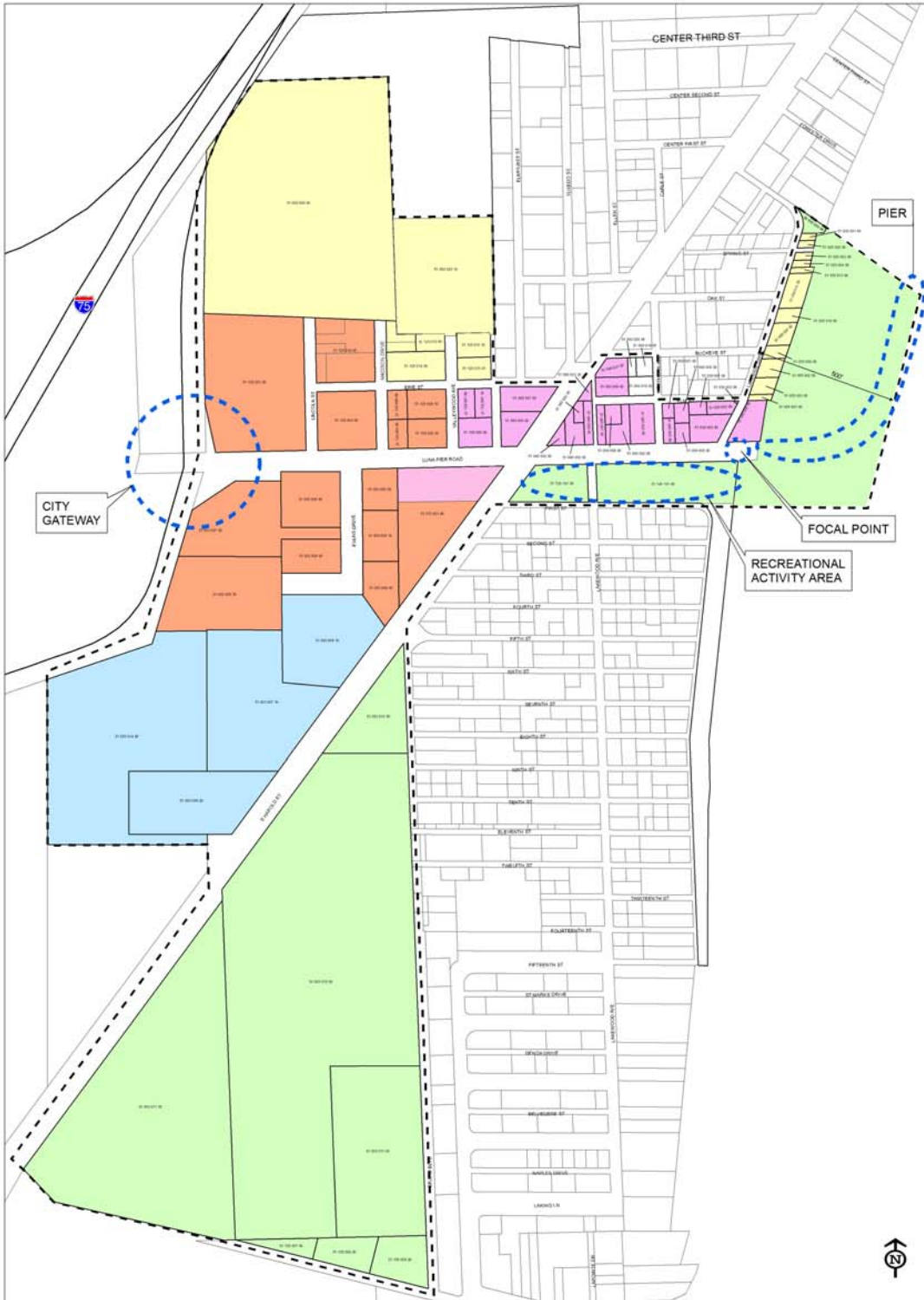




Map 2: Existing Land Use
 City of Luna Pier
 TIF Plan

- Residential
- Commercial
- Industrial
- Recreation
- Vacant
- Development Area Boundary





Map 3: Future Land Use & Master Plan Elements

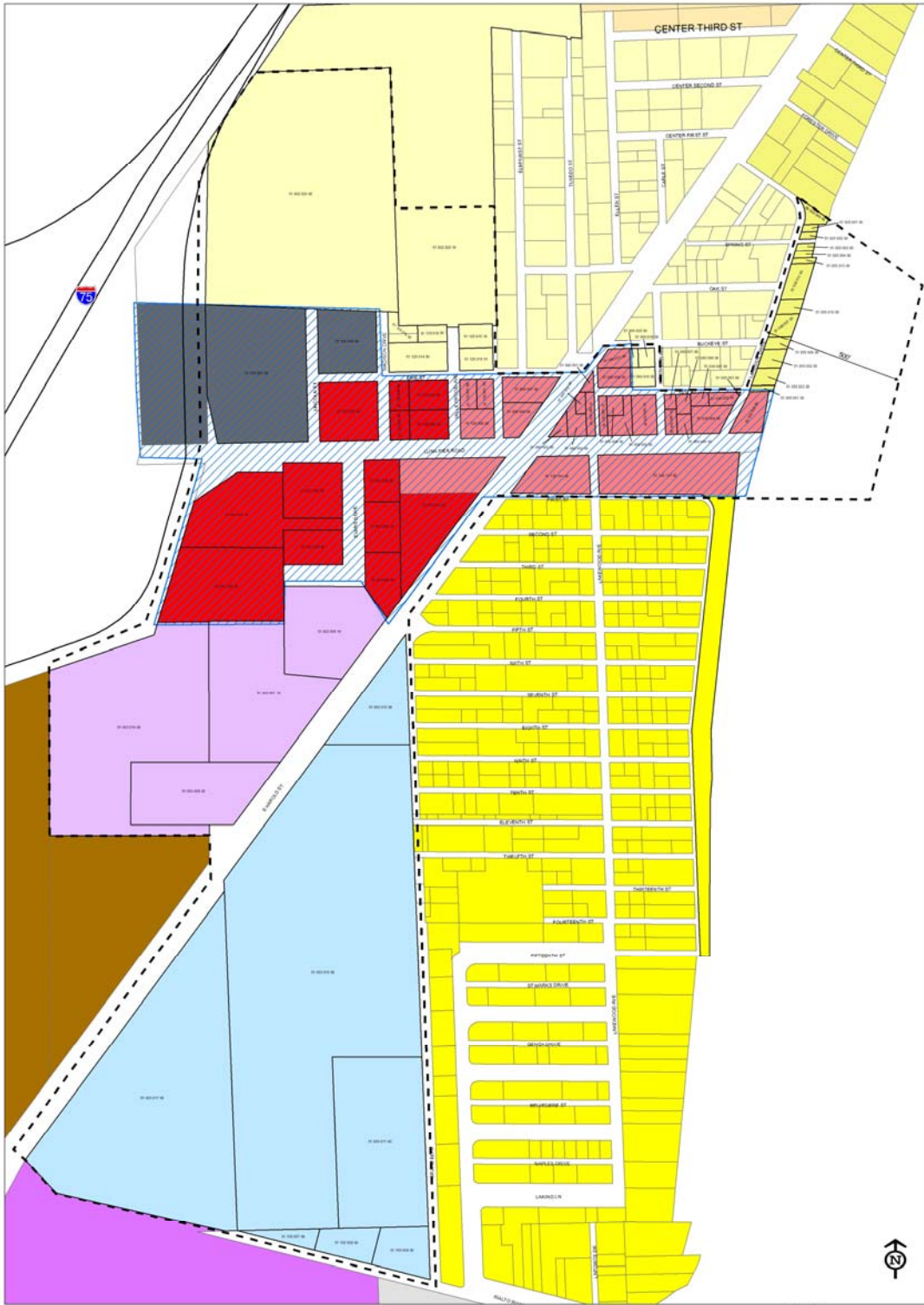
City of Luna Pier
TIF Plan



- Residential
- Downtown Commercial (Mixed Uses)
- Commercial
- Industrial
- Recreation
- Master Plan Elements
- Development Area Boundary

Base Map Source: Mason County GIS
Data Source: City of Luna Pier





Map 4: Existing Zoning
 City of Luna Pier
 TIF Plan



- | | |
|--|--|
| R-1 One-Family Residential District | ES Expressway Service District |
| R-2 One-Family Residential District | WM Waterfront Marina District |
| R-3 One-Family Residential District | MU Mixed Use District |
| RM Multiple-Family Residential District | I-1 Light Industrial District |
| MH Mobile Home Park District | I-2 General Industrial District |
| B-1 Local Business District | LPRCO Luna Pier Road Corridor Overlay |
| DM Downtown Mixed District | PUD Planned Unit Development District |
| B-2 General Business District | Development Area Boundary |

Base Map Source: Monroe County GIS
 Data Source: City of Luna Pier

