

CITY OF WYANDOTTE
DEVELOPMENT AND TAX INCREMENT FINANCING PLAN
DOWNTOWN DEVELOPMENT AREA



DOWNTOWN DEVELOPMENT AUTHORITY
Approved - March 22, 1988

CITY COUNCIL
Adopted - May 16, 1988

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James R. DeSana

Council
Richard T. Kelly
Johnny A. Kolakowski
Sam A. Palamara
Mark A. Paryaski
Martin J. Shimkus
Lawrence S. Stec

DOWNTOWN DEVELOPMENT AUTHORITY
Established 1987

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1996

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Miller, Canfield, Paddock and Stone

Planning Consultant
Vilican-Leman & Associates, Inc.

Printed: January 1996

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DEVELOPMENT PLAN

Boundaries

The boundaries of the Downtown Development Authority (DDA) District as established by Ordinance No. 825 are illustrated on the District Map found on Page 12.

The Downtown Development Area, illustrated on the District Map, is that portion of the DDA District located east of the railroad right-of-way.

The Development Area is further illustrated on the three maps following Page 12 and a legal description is set forth on Page 16 as Exhibit A.

Land Use

The Existing Land Use Map the first map following page 12 shows streets, public facilities and the character and extent of land uses including residential, commercial, an industrial site at Eureka and 5th Street, parking areas and vacant parcels. It like the other maps, shows 1988 conditions although it carries a printing date of 1989.

The Future Land Use Map, the third map following Page 12 shows development opportunities, open spaces and possible locations of needed support facilities such as parking structures.

Land Exchange

The Authority may engage in land exchanges with the City particularly when a change of land use is necessary to facilitate new development requiring support facilities such as parking structures in those area identified as possible locations on the Future Land Use Map. The terms would be negotiated at the time with the intent of leveraging as many private dollars as possible for each public dollar expended.

DEVELOPMENT PLAN

Continued

Zoning

Existing zoning districts are set forth on the second Map following page 12.

Desired zoning changes are to further the goals of the 1974 Master Plan as revised in 1987, for the portion of the Development Area South of Eureka Road. This calls for establishment of the Pine Street Waterfront Development (Mixed Use) District featuring site plan approval and a Central Business District (CBD) classification on the South side of Eureka Road between Seventh Street and Third Street. It does not include any Biddle Avenue "By-pass" utilizing Van Alstyne Boulevard. Consequently, the west side of Van Alstyne is shown as residential and not as CBD except the property at the corner of Elm Street (3006 Van Alstyne). Desired zoning changes are consistent with the Future Land Use Map.

No Specific Beneficiaries

There is no express or implied agreement between the Authority and persons, natural or corporate, that all or a portion of the development will be leased, sold, or conveyed in any manner to those persons. The Plan is being undertaken for the intended general benefit and not for any specific beneficiary.

No Displacement

The Plan does not call for the displacement of any families or individuals such that a resident priority procedure for placement in any new housing is not applicable.

ESTIMATED COST OF DEVELOPMENT

Capital Improvements

Streets.....\$ 3,000,000.00
Other Improvements.....\$11,220,000.00
Utilities.....\$ 7,570,000.00
\$ 21,790,000.00

Site Preparation

Acquisition.....\$ 2,000,000.00
Contingency.....\$ 200,000.00
\$ 2,200,000.00

Administration

Planning, Legal and
General.....\$ 2,100,000.00
Contingency.....\$ 210,000.00
\$ 2,310,000.00

\$ 26,300,000.00

For project descriptions and cost summaries, refer to Exhibit B, found at Page 17.

CONSTRUCTION TIMETABLE

The improvements set forth in the estimated cost of development summary are not to be considered as a one-time large construction project.

In order to insure the possibility of likely funding as well as phasing for orderly development, it is recommended that improvements be considered in a series of phases or packages that are responsive to reasonable funding potential and logical construction staging.

Individual projects should not involve more than one construction season. If two or more projects are grouped together, construction could extend over more than one construction season.

All projects are capable of implementation during the first ten years of this twenty year plan, permitting reimbursement of particular funds as set forth in the Financial Ability & Method section which follows.

Most projects are independent of each other and will be prioritized according to local desires at a later time.

It is recommended that, when feasible, all improvements in a block be constructed as a total project. Phasing of blocks is a matter of local desire, availability of area and degree of impact.

FINANCIAL ABILITY & METHOD

The Authority is dependent upon the City for the ability and method of financing. This could take various forms, several of which are outlined below. The City could use any of the options either alone or in combination with one or more of the others.

1. The City has the option of implementing the Plan with local funds. These funds might be raised in the form of tax or through the sale of an asset, or combination thereof. The City would be reimbursed by the Authority from the tax increment revenue.

2. The City has the option of utilizing grants received directly or indirectly from other government bodies or agencies with reimbursement by the Authority.

3. The City has the option of borrowing sufficient funds to implement all or part of the Plan by conventional bond financing. In this case, the tax increment revenue would serve as security for repayment or as a reimbursement to the City for bond payments.

4. The City has the option of entering into agreements with private developers who may then undertake certain of the public improvements with reimbursement by the City payable from the tax increment revenue.

5. The City may authorize direct expenditures by the Authority to be financed from Authority funds which have accrued as a result of contributions, increment revenue or other approved sources except for the acquisition of occupied residences which shall remain the responsibility of the City.

LAND SALES

1. Transactions involving the sale of real property shall be authorized by Authority resolution and only after receipt of a report from the Community Development Department.
2. The Authority shall have the discretion to retain the services of a licensed real estate broker by entering into a listing agreement. Such broker, to be paid by commission only, shall be that firm or person deemed to possess the best combination of professional or technical skills, related experience and demonstrated responsibility.
3. The report of the Community Development Department concerning the sale of Authority-owned property shall include an analysis and summary of the following factors:
 - a) Identification of the public purpose involved in the proposed land transactions.
 - b) Determination of the market value of the property as indicated by the assessed and equalized values of the property from the Assessor's records or other qualified real estate appraiser.
 - c) An opinion of value from the Assessor's office.
 - d) The fact that the property has been advertised in all cases, and in cases where appropriate, that it has been posted including the use of a "For Sale" sign. Such advertisement must be at least twice in a newspaper of general circulation in the community with potential bidders given at least 30 days to respond from the date of first publication.
 - e) Examining the use to which the property can or will be put and the ability of the proposed purchaser to undertake development within one year from the date of the closing of the sales transaction.
 - f) Sale to the highest bidder is an important factor but is to be judged in combination with the other factors set forth above. Consideration to include dollar offer and such terms/items as identified by the Community Development Department that represent a legal obligation of the City or the Authority and value assigned thereto.
 - g) The Authority shall reserve the right to reject all bids and proposals.
4. All land transactions involving City officers or employees, and Authority officers or employees shall be governed by applicable provisions of state law and City Charter on conflicts of interest and in any event, shall require a full disclosure of the officer or employee interest and non-voting of the person involved.

POPULATION

<u>Housing Category</u>	<u>Number of Buildings</u>	<u>Number of Dwelling Units</u>	<u>Estimated Persons per Unit</u>	<u>Total</u>
Single Family	114	114	3	342
Two Family	44	88	2.5	220
Multiple	<u>27</u>	<u>287</u>	2	<u>574</u>
	<u>185</u> =====	<u>489</u> =====		<u>1,136</u> =====

Note: This Plan does not call for the displacement of any families or individuals.

If this Plan were to be amended at some future time for the purpose of introducing displacement activity, the DDA Act (Public Act 197 of 1975, as amended) requires that such displacement be in accord with the Federal Uniform Act and in compliance with the State Relocation Assistance Act. Such an amendment is permitted if approved by the City Council upon notice and after public hearings and agreements as are required for approval of the original plan.

Survey

The more detailed population survey is not required since no occupied residences are designated for acquisition and clearance by the Authority.

TAX INCREMENT FINANCING PLAN

The Development Plan is hereby incorporated by reference and made a part of this Tax Increment Financing Plan.

Procedure

The theory of tax increment financing is that public improvements in an area within a municipality will induce additional private development in the area, resulting in greater property tax revenues from the area than would otherwise accrue if no special public development were undertaken. Such increased tax revenues are, therefore, earmarked to pay the cost of such public development. The key to tax increment financing is the capturing of those revenues that result from development. Once the "initial" assessed value of the properties in the development area is determined, then each year thereafter, the assessed value of the same properties is recalculated and any net increase in the assessed value over and above the initial assessed value is the "captured" assessed value. Taxes levied by all of the taxing jurisdictions on the captured assessed value are paid over to the Authority and these taxes constitute the "tax increments" which are used to pay for public improvements within the development area. Taxpayers pay the same amount of tax they would have paid without tax increment financing. But, what has been paid, is diverted by law.

Initial Assessed Value

The initial assessed value is the facts and circumstances of December 31, 1986 as finally equalized for 1987. The estimated values by roll are as follow: Real - \$15,399,742.00; Personal - \$6,311,780.00; and Commercial Facilities - \$617,450.00.

Bonds

The maximum amount of bonded indebtedness to be incurred is the Cost of Development as set forth in this Plan (page 4) which is estimated to be approximately \$ 26.3 million plus the cost of issuance which presently is estimated at \$200,000 for the estimated amount of bonded indebtedness.

Use of Tax Increment Revenue

Revenue may be used directly to implement various projects, except for the acquisition of occupied residences which shall remain the responsibility of the City, or revenue may be used to reimburse expenditures made for various projects as set forth in the Ability & Method portion of this Plan (page 6).

No captured assessed value will be excluded.

Duration

This plan shall be in effect for 20 years unless earlier terminated by the City Council except as required by law in the case of outstanding bonds where the Plan shall end when the bonds are retired.

IMPACT ON TAXING JURISDICTIONS

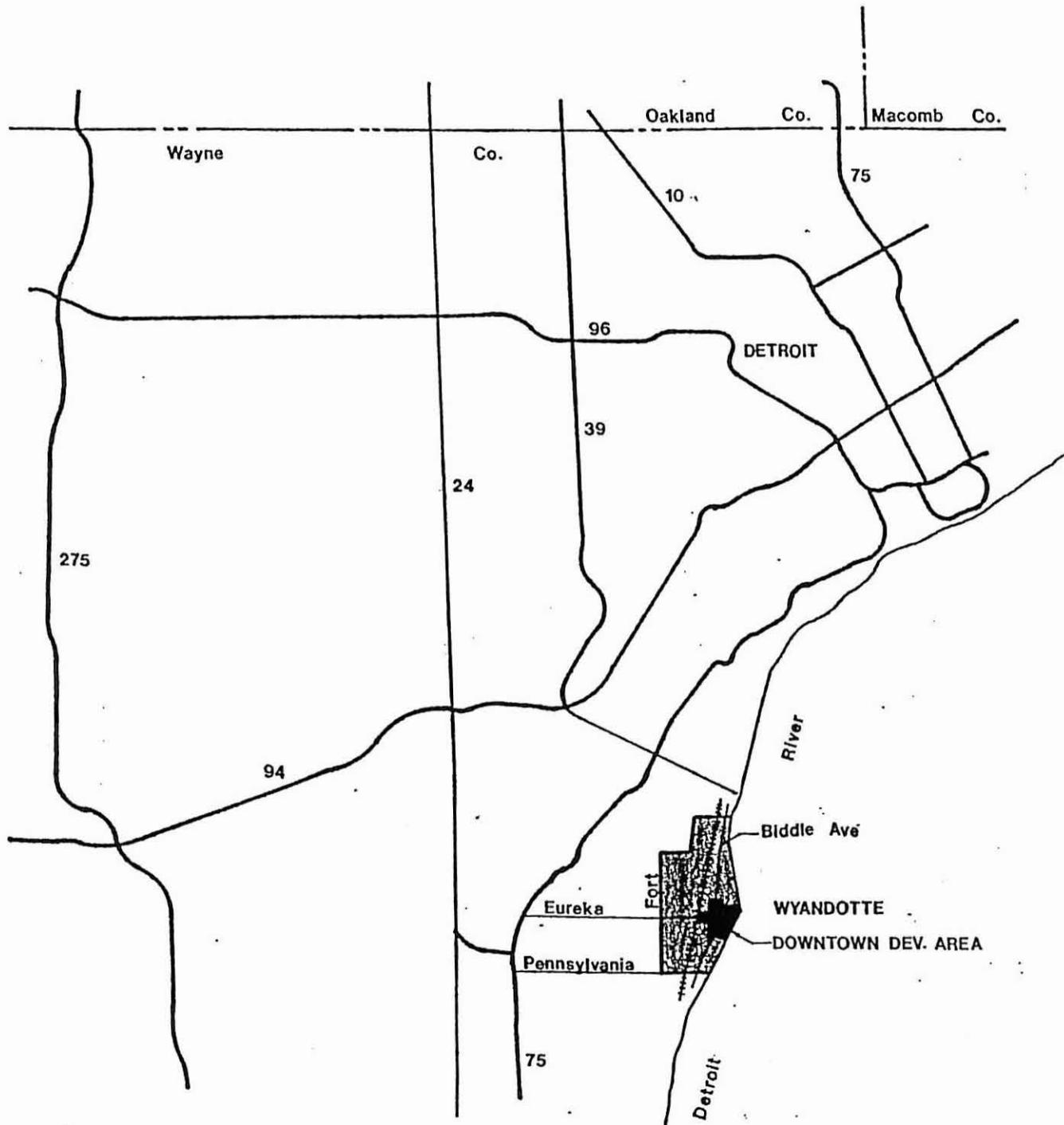
All taxing jurisdictions will benefit from a well-executed Plan. There will be a short term foregoing of future revenue by the County and other taxing jurisdictions during the term of the Plan.

Surplus funds may be retained by the Authority only for the payment of the principal and interest on outstanding bonds or for other purposes, that by resolution of the board, are determined to further the development program. Any surplus funds not so used shall revert proportionately to the respective taxing bodies as required by law.

Schools

The State of Michigan is a major contributor to local tax increment plans through the School Aid Fund. Normally, when SEV increases, school aid payments decrease proportionately. However, the School Aid Act has been amended to exempt increased SEV included in a tax increment plan from the calculation of school aid. School aid payments to these (in-formula) districts, such as Wyandotte, are therefore increased from the levels that they would otherwise be. The reason for excluding SEV included in a plan from School Aid formula calculations is that the revenue from this increased SEV doesn't benefit the school district, since it is diverted for development purposes. If SEV was not excluded, school districts would experience a reduction in school aid, with no increase in local tax revenues.

There will be no negative impact on the schools.



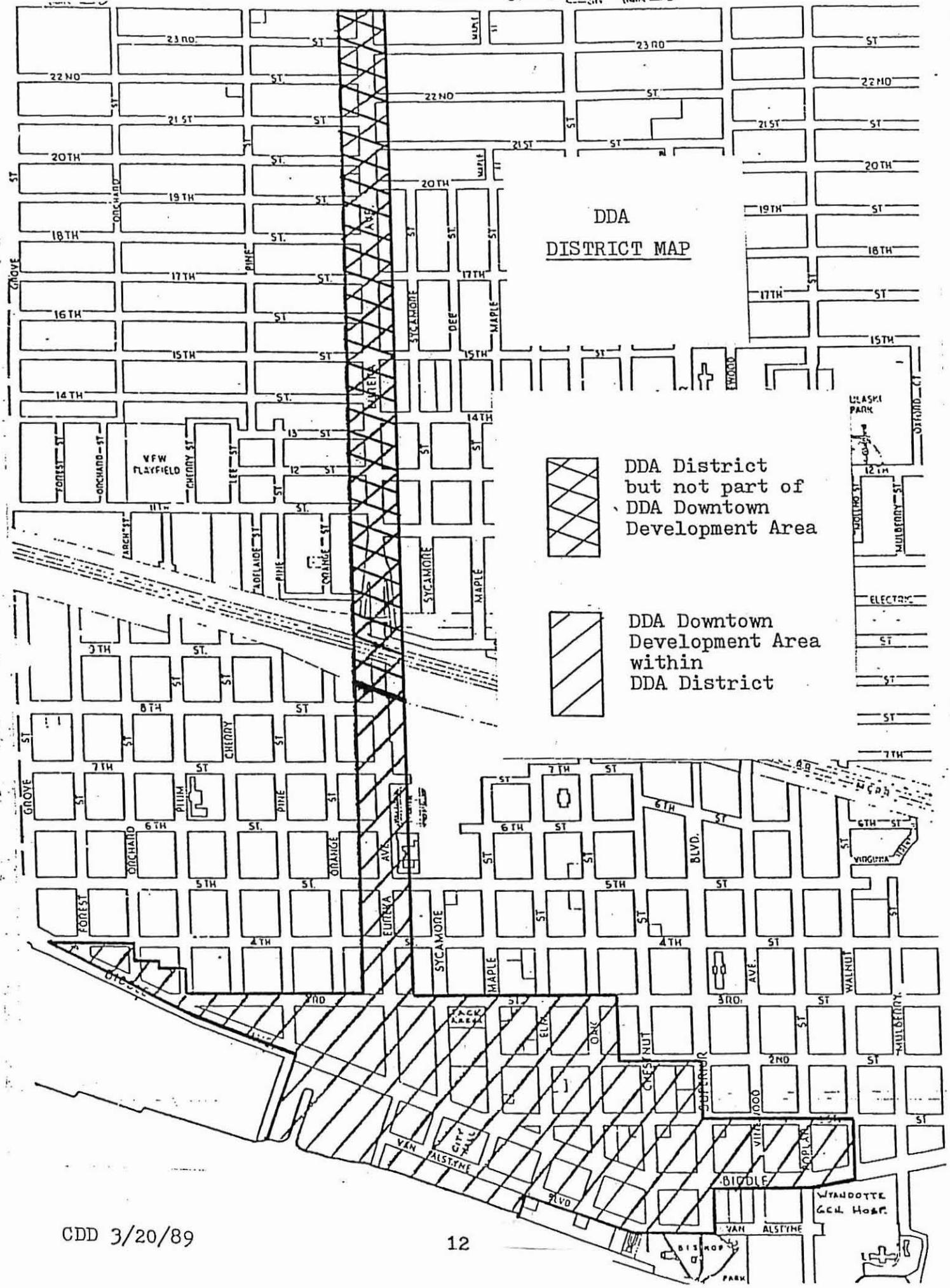
REGIONAL LOCATION MAP

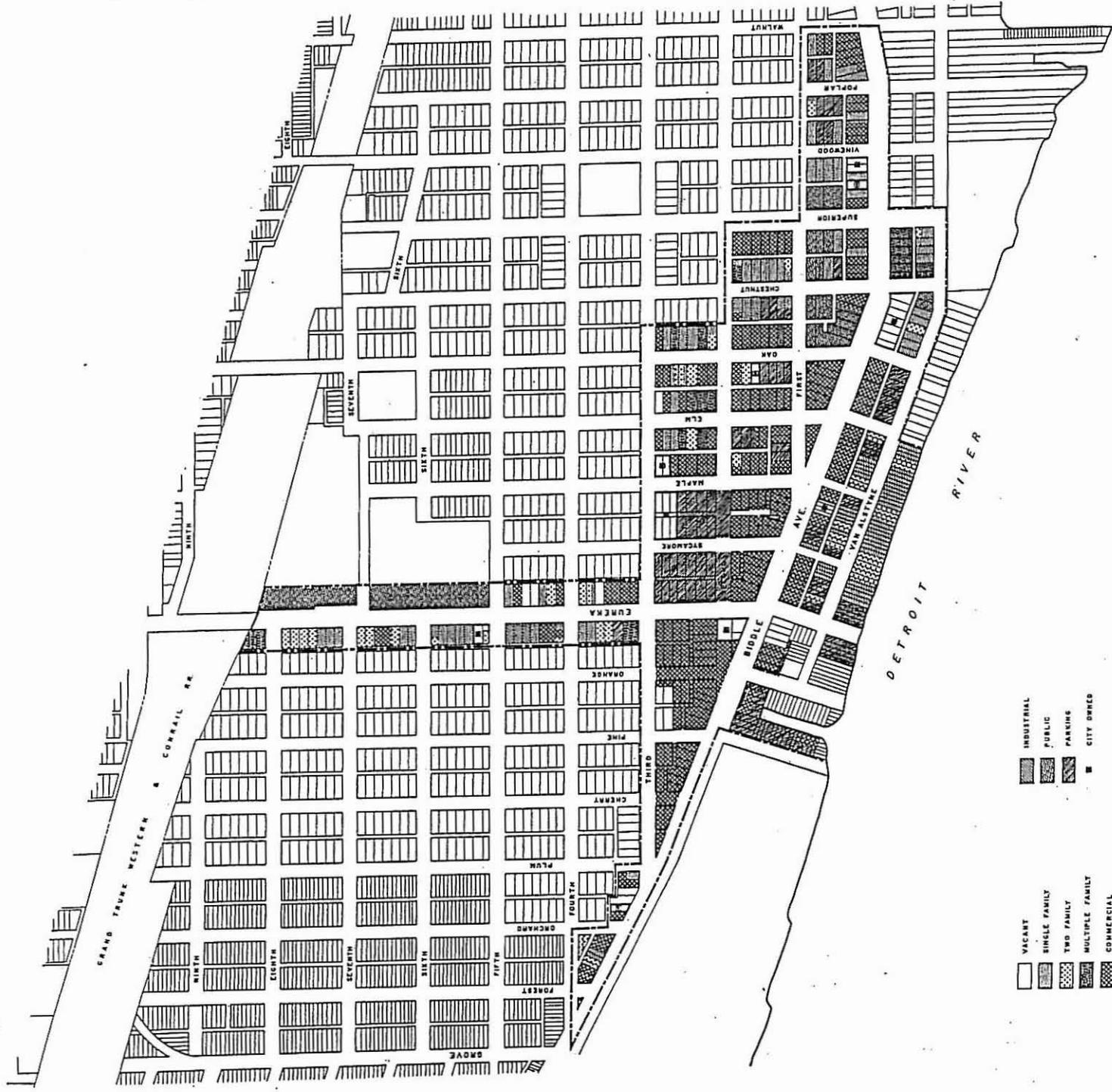


DDA
DISTRICT MAP

 DDA District
but not part of
DDA Downtown
Development Area

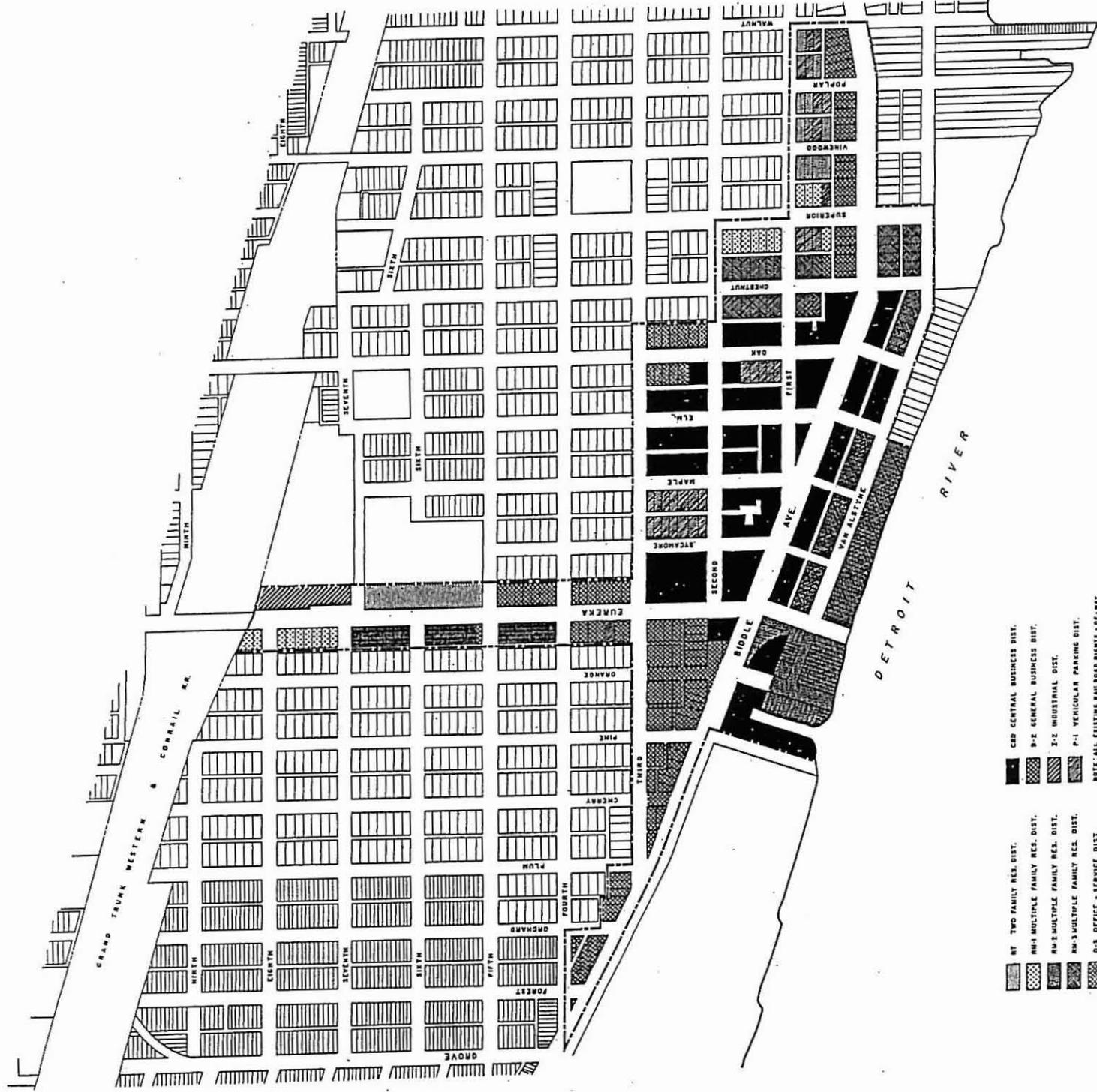
 DDA Downtown
Development Area
within
DDA District





0 100 200 300 400 500 FEET
 JANUARY 1988

EXISTING LAND USE
 DOWNTOWN DEVELOPMENT AUTHORITY - DOWNTOWN DEVELOPMENT AREA
 CITY OF WYANDOTTE · MICHIGAN





 0 100 200 300 FEET

 JANUARY 1965

EXISTING ZONING
 DOWNTOWN DEVELOPMENT AUTHORITY - DOWNTOWN DEVELOPMENT AREA
 CITY OF WYANDOTTE MICHIGAN

EXHIBIT A
DOWNTOWN DEVELOPMENT AREA

Legal Description

Beginning at a point where the centerline of Biddle Avenue and the extended centerline of 4th Street intersect. Thence northerly along the centerline of 4th Street to the centerline of Orchard Street. Thence easterly along said centerline to the extended centerline of the alley east of 4th Street. Thence northerly along said centerline to the centerline of the alley south of Plum Street. Thence easterly along said centerline to the centerline of the alley west of both 3rd Street and Biddle Avenue. Thence northerly along said centerline to the centerline of Plum Street. Thence easterly along said centerline to the west property line of 3rd Street. Thence northerly along said property line to the centerline of the alley south of Eureka Avenue. Thence westerly along said centerline to the centerline of 7th Street. Thence northerly along said centerline to the extended centerline of the alley south of Eureka Avenue and west of 7th Street. Thence westerly along said centerline to the centerline of 8th Street. Thence southerly along said centerline to the extended centerline of the alley south of Eureka Avenue and west of 8th Street. Thence westerly along said centerline to a point where said centerline intersects the east right-of-way line of the easternmost Grand Trunk Western Railroad Co. property. Thence northerly along said R.O.W. line to a point where a line 150 feet north of and parallel to the north property line of Eureka Avenue intersects said R.O.W. line. Thence easterly along a line from said point to a point where the east property line of 5th Street intersects the centerline of the alley north of Eureka Avenue. Thence easterly along said centerline to the west property line of 3rd Street. Thence northerly along said property line to the extended centerline of the alley north of Oak Street. Thence easterly along said centerline to the centerline of 2nd Street. Thence northerly along said centerline to the centerline of Superior Boulevard. Thence easterly along said centerline to the centerline of 1st Street. Thence northerly along said centerline to the centerline of Walnut Street. Thence easterly along said centerline to the east property line of Biddle Avenue. Thence southerly along said property line to the north property line of Superior Boulevard. Thence easterly along said property line to the east property line of Van Alstyne Boulevard. Thence southerly along said property line to the south property line of Elm Street. Thence easterly along said property line to the harbor line of the Detroit River. Thence southerly along said harbor line to the north property line of Pine Street. Thence westerly along said property line to a point where said property line extended intersects the centerline of Biddle Avenue. Thence southerly along said centerline to the point of beginning.

CAPITAL IMPROVEMENTS
Descriptions

STREETS

Paving and/or resurfacing of various streets in the Downtown Development District Area.

STREET SCAPING

- Lighting -
- A. Lighting for pedestrians on Eureka Road.
 - B. Extend City lights on Biddle Avenue to Grove Street.
 - C. Christmas lighting.
 - D. Lighting of Van Alstyne.
 - E. Underground wiring in parking area - Oak street to Elm Street.
 - F. Renovation in courtyard walkway from Yack Arena.

- Signage -
- A. Signage for merchants in the Downtown Development Area.
 - B. Banners.
 - C. A City marquee

- Parking Lots to be Resurfaced -
- A. Maple at Second Street the Northwest corner.
 - B. West of First Street between Maple and Elm Streets.
 - C. Southwest corner of Oak and First Street.
 - D. Yack Arena parking lot.
 - E. Other lots may be added to this list.

Lot Improvements - Major improvements will be made to the parking lot on Oak to Elm Street at the River including the cost to put electrical lines underground between Oak and Eureka, east side, which consists of primary, secondary and street lighting circuits. The cost does not include cable television or telephone lines which are also overhead. Additionally, it would require each individual customer to have their service connected to tap boxes served by the underground system at an estimated cost per customer of \$1,000 - \$5,000. There are 33 commercial customers and 20 residential customers in the area.

CAPITAL IMPROVEMENTS
Descriptions

Trash Containers/Planters - Trash containers to be placed in the Downtown Development Area to be used to keep the Downtown Area clean. Planters and trees will be placed on Biddle Avenue to Grove Street to enhance this Area.

- Alleys -
- A. Alley W. of Biddle Avenue.
 - B. Alley S. of Oak St. from 2nd to 3rd. Street.
 - C. Alley N. of Oak St. from 2nd to 3rd. Street.
 - D. Other alleys might be added to this list.

OTHER CAPITAL IMPROVEMENTS

Shoreline Access

Improve public access to shore where feasible.

Sidewalks

The replacement of various sidewalks on an "as-needed" basis.

Boulevard

A boulevard is proposed from Fourth Street to Walnut Street on Biddle Avenue approximately 600 feet. The project includes concrete removal, fill, top soil and other related costs.

Viaducts

Repair and maintenance of the viaducts at Eureka Road.

Parking Structures

Parking structures may be necessary at one or more of the following general areas:

- A. Wyandotte Savings Bank/Yack Arena/ Bud's Tavern Area.
- B. Wyandotte Theater/Post Office Area.
- C. Waterfront/Bishop Park Area.
- D. Van Alstyne/Eureka Area.

Cost is estimated at \$8,000.00 per space.

CAPITAL IMPROVEMENTS
Descriptions

MUNICIPAL BUILDINGS

City Hall

3131 Biddle Ave. - General maintenance to the building, the removal of asbestos will be required. A new boiler is proposed. The entrance at the rear will need improvements. The roof will have to be replaced. A new City Hall is proposed in the next 20 years. Property will have to be acquired for this proposal. The cost for the property acquired is not included.

Fire Station

266 Maple Street - General maintenance to the building will be required. The boiler and overhead doors will have to be replaced within the next ten (10) years.

PUBLIC FACILITIES

Weight Station - Weight enforcement to lessen truck traffic in the Downtown Development Area.

Yack Arena - Additional storage will be required. Repairs to the arena roof will be required. To enhance the building appearance, planter boxes should be placed at the front entrance.

Ford-MacNichol Home

2610 Biddle Avenue - Heating and cooling system with humidity control. This will reduce long term energy costs and provide a proper climate for the artifacts and collections.

Isham-Marx Home

2630 Biddle Avenue - Tuckpoint exterior north, south and west elevations and replace block foundation at rear of building with stone to maintain proper consistency, prevent structural stress and damage. Construct porch with wheelchair ramp for side entrance, south, for handicap accessibility. Interior plastering.

Miscellaneous - The Smith Home, 80 Vinewood, has been donated to the City of Wyandotte. The house should be relocated to a nearby site thereby preserving a beautiful piece of architecture that has historical significance.

CAPITAL IMPROVEMENTS
Descriptions

UTILITIES

120KV Intertie & SCADA - 120KV Intertie with Detroit Edison is to supplement the existing 40 KV Intertie with Detroit Edison and improve overall system reliability. System Control and Data Acquisition (SCADA) System to monitor system load switching from a central point.

District Heating - Phase I of High Temperature Hot Water District Heating will incorporate a relatively small area in close proximity to the power plant - south to Chestnut, north to Wyandotte Hospital and Medical Center, west to the east side of Biddle Avenue. High Temperature Hot Water District Heating system will consist of 2 large size pipes, one being sent out water and one being return water. From this piping system, taps will be made to individual buildings along its route. The water will go into a heat exchanger in the basement of the homes or businesses and from the heat exchanger, it will go to the existing furnace. High Temperature Hot Water District Heating is a much more efficient way to transport energy than a steam system which is currently being used.

Boiler No. 8 - Because of property constraints at the existing power plant site, a conventional boiler could not be installed and it was necessary to install a state of the art circulation fluid bed boiler - 275,000 pounds per hour (28 MW).

Water Plant Improvements - Rebuilding Rapid Sand Filters in the Filtration Plant and making valve changes and control upgrades.

Street Light Conversion - Converting the street lights from incandescent to high pressure sodium which is a more efficient method of street lighting.

Sewers - Reline existing sanitary sewers in the Downtown Development Area, including engineering, inspection total installation.

SITE PREPARATION
Descriptions

ACQUISITION

No property has been targeted for acquisition in this development area. However, selective acquisition of certain properties on a voluntary basis may be desirable in conjunction with various projects.

CAPITAL IMPROVEMENTS

STREETS

1st. St. from Maple to Elm St.....	\$13,256.66	
1st. St. from Elm to 175' S.....	4,736.66	
1st. St. from 175' S. to Oak St.....	5,996.66	
1st. St. from Oak to Chestnut St.....	7,576.00	
2nd. St. from Maple to Oak St.....	17,318.39	
2nd. St. from Oak to Superior St.....	18,635.99	
3rd. St. from Biddle Ave. to Eureka Rd.....	38,635.98	
3rd. St. from Eureka Rd. to Oak St.....	38,635.98	
3rd. St. from Oak St. to Alley N.....	3,788.00	
4th. St. from Alley S. to Eureka Rd.....	4,545.60	
4th. St. from Eureka Rd. to Alley N.....	4,545.60	
5th. St. from Eureka Rd. to Alley N.....	3,788.00	
6th. St. from Alley S. to Eureka Rd.....	3,914.27	
7th. St. from Alley S. to Eureka Rd.....	4,167.00	
8th. St. from Alley S. to Eureka Rd.....	4,305.90	
Chestnut St. from Van Alstyne to Biddle Ave..	6,818.00	
Chestnut St. from Biddle Ave. to 2nd St.....	16,666.99	
Elm St. from Van Alstyne to Biddle Ave.....	6,818.00	
Elm St. from Biddle Ave. to 1st St.....	3,533.00	
Elm St. from 1st to 2nd St.....	13,573.32	
Elm St. from 2nd to 3rd St.....	13,573.32	
Eureka Rd. from Det. River to Van Alstyne....	3,580.00	
Maple St. from 3rd to 2nd St.....	8,144.00	
Maple St. from 2nd to Biddle Ave.....	14,204.99	
Maple St. from Biddle Ave. to Van Alstyne St.	4,545.33	
Oak St. from Van Alstyne to Biddle Ave.....	11,363.32	
Oak St. from Biddle Ave. to 3rd St.....	38,983.31	
Orchard St. from 4th to Biddle Ave.....	5,217.00	
Pine St. from 3rd to Biddle Ave.....	7,045.00	
Pine St. from Biddle Ave. to Det. River.....	13,654.99	
Sycamore St. from Van Alstyne to Biddle Ave..	4,545.33	
Sycamore St. from Biddle Ave. to 2nd St.....	10,896.66	
Sycamore St. from 2nd to 3rd St.....	13,573.32	
Van Alstyne from Eureka Rd. to Elm St.....	15,144.66	
Van Alstyne from Elm St. to 100' N.....	7,633.00	
Van Alstyne from 100' N. to Superior Blvd....	15,189.99	
Vinewood from Biddle Ave. to WPL 1st St.....	8,523.00	
Superior St. from Biddle Ave. to Van Alstyne.	<u>5,058.48</u>	
		\$ 422,131.70

Street Scaping

Lighting.....	2,000,000.00	
Signage.....	100,000.00	
Parking Lots Resurfaced.....	70,000.00	
Lot Improvements Oak to Elm..	160,000.00	
Trash Containers/Planters....	100,000.00	
Alleys.....	<u>70,000.00</u>	
		2,500,000.00
Contingency		77,868.30
TOTAL STREETS.....		<u>\$3,000,000.00</u>

OTHER CAPITAL IMPROVEMENTS

Shoreline Access..... 200,000.00
Sidewalks..... 20,000.00
Boulevard..... 500,000.00
Viaduct..... 100,000.00
Parking Structures..... 6,400,000.00
Contingency..... 50,000.00
\$7,270,000.00

Municipal Buildings

City Hall..... 3,000,000.00
Fire Station..... 200,000.00
\$3,200,000.00

Public Facilities

Weight Station..... 200,000.00
Yack Arena..... 160,000.00
Ford-MacNichol Home..... 27,000.00
Isham-Marx Home..... 33,000.00
Miscellaneous..... 40,000.00
\$ 460,000.00
Contingency \$ 290,000.00

TOTAL OTHER IMPROVEMENTS.....\$11,220,000.00

UTILITIES

120KV Intertie & SCADA..... 125,000.00
District Heating..... 1,938,000.00
Boiler #8 Installation..... 2,600,000.00
Walter Plant Improvements..... 100,000.00
Street Lighting Conversion..... 25,000.00
Sewers..... 2,100,000.00
Contingency..... 682,000.00
TOTAL UTILITIES.....\$ 7,570,000.00

SITE PREPARATION

Acquisition..... 2,000,000.00
Contingency..... 200,000.00
TOTAL SITE PREPARATION.....\$ 2,200,000.00

ADMINISTRATION

Planning; Legal
and General (10%)..... 2,100,000.00
Contingency..... 210,000.00
TOTAL ADMINISTRATION.....\$ 2,310,000.00

TOTAL.....\$26,300,000.00

OTHER CAPITAL IMPROVEMENTS

Shoreline Access.....	200,000.00	
Sidewalks.....	20,000.00	
Boulevard.....	500,000.00	
Viaduct.....	100,000.00	
Parking Structures.....	6,400,000.00	
Contingency.....	50,000.00	
		<u>\$7,270,000.00</u>

Municipal Buildings

City Hall.....	3,000,000.00	
Fire Station.....	200,000.00	
		<u>\$3,200,000.00</u>

Public Facilities

Weight Station.....	200,000.00	
Yack Arena.....	160,000.00	
Ford-MacNichol Home.....	27,000.00	
Isham-Marx Home.....	33,000.00	
Miscellaneous.....	40,000.00	
		\$ 460,000.00
Contingency		<u>\$ 290,000.00</u>

TOTAL OTHER IMPROVEMENTS.....\$11,220,000.00

UTILITIES

120KV Intertie & SCADA.....	125,000.00	
District Heating.....	1,938,000.00	
Boiler #8 Installation.....	2,600,000.00	
Walter Plant Improvements.....	100,000.00	
Street Lighting Conversion.....	25,000.00	
Sewers.....	2,100,000.00	
Contingency.....	682,000.00	
		<u>\$ 7,570,000.00</u>

TOTAL UTILITIES.....\$ 7,570,000.00

SITE PREPARATION

Acquisition.....	2,000,000.00	
Contingency.....	200,000.00	
		<u>\$ 2,200,000.00</u>

TOTAL SITE PREPARATION.....\$ 2,200,000.00

ADMINISTRATION

Planning; Legal and General (10%).....	2,100,000.00	
Contingency.....	210,000.00	
		<u>\$ 2,310,000.00</u>

TOTAL ADMINISTRATION.....\$ 2,310,000.00

TOTAL.....\$26,300,000.00