

AGENDA

ALLIANCE
FOR
INVESTMENT



AFI

Board Members:

James Botts • Meagan Carr • Rick DeVries • Santiago Gomez • Kristian Grant • Tansy Harris • Dave Hill • Rachel Hood
Landon Jones • Ryan Kilpatrick • Nick Koster • Ning Liu • Ted Lott • Mark Miller • Nick Monoyios • Traci Montgomery • Kirt Ojala
Kevin Patterson • Sarah Rainero • Dave Riley • Mark Roys • Art Sebastian • Phil Skaggs • Lori Staggs • Jay Steffen • Tom Tilma
Roberto Torres • Brianna Vasquez de Pereira • Rick Winn • Kara Wood

November 8, 2016

3:30p – 5:00p

29 Pearl Street, NW Suite #1

- | | | | |
|----|--|------------------|----------------------|
| 1. | Call to Order | | |
| 2. | Approval of October Minutes
(enclosure) | <i>Motion</i> | <i>Monoyios</i> |
| 3. | Sheldon Avenue | <i>Info Item</i> | <i>Steer</i> |
| 4. | Incentive Program and Evaluation Update
(enclosure) | <i>Info Item</i> | <i>Kelly</i> |
| 5. | DDA Development and TIF Plan | <i>Info Item</i> | <i>Kelly</i> |
| 6. | Open Alliance Discussion | <i>Info Item</i> | <i>Full Alliance</i> |
| 7. | Public Comment | | |
| 8. | Adjournment | | |



DOWNTOWN



Alliance for Investment

October 11th, 2016

1. Call to order: Kelly called the meeting to order at 3:34pm
2. Members Present: James Botts, Meagan Carr, Rick DeVries, Dave Hill, Rachel Hood, Landon Jones, Mark Miller, Traci Montgomery, Kevin Patterson, Dave Riley, Mark Roys, Jay Steffen, Brianna Vasquez de Pereira, Rick Winn

Members Absent: Santiago Gomez, Kristian Grant, Tansy Harris, Ryan Kilpatrick, Nick Koster, Ning Liu, Ted Lott, Nick Monoyios, Kirt Ojala, Sarah Rainero, Phil Skaggs, Lori Staggs, Tom Tilma, Roberto Torres, Kara Wood

Others Present: Tim Kelly, Jennie Kovalcik, Bill Kirk

3. Approval of September Meeting Minutes:
Motion: Moved to approve September 13th, 2016 minutes as presented. Motion carried unanimously.
4. Incentive Program & Evaluation Discussion:
Kelly said after having conversations with Kris Larson and Nick Monoyios about the Incentive Program, changes have been made to focus on public space enhancements. Kelly reviewed the changes with the group, stating applications will be evaluated specifically as they pertain to the GR Forward Plan and available funds will be added for items like street trees, furniture, public art, snowmelt systems, etc. Winn asked what programs will be replaced with this new program. Kelly said it will still replace the Building Reuse, Streetscape, and Areaway programs as the only available enhancement program. Hood asked how planter boxes will be defined, as that enhancement could be interpreted in multiple ways. Kelly responded that specific details will be decided after general concepts have been agreed upon. Winn asked how discussions from last meeting that were focused on budgeting for one or two projects per year migrated to this new system. Kelly responded the old BRIP system was no longer needed or useful, which has led to breaking the fifty thousand dollar funding ceiling and moving to providing a percentage of funds to increase the scale of support for projects. Kelly continued, this is in

addition to DGRI's regular budgeted line items and support of other projects. Kelly said the intent of this program is support for public enhancements. Winn asked Kelly to clarify that there is no cap to allow funding of larger projects. Kelly responded yes; this program moves away from incentives and more towards enhancements as an evolving program. Winn asked if funding will be based on arbitrary decision making. Kelly said there are a number of current requirements that will remain, and money must be used towards items that are categorized as eligible GR Forward projects. Kelly added that anyone who wants to review funding applications will have the opportunity to participate. Hood asked if river activation projects fit into eligible enhancements at this time. Kelly said recognizing the amount of limited private development parcels along the river, this piece will be revisited. Kelly said as new items fit into this program they can be added, creating an evolving system. Kelly added that the DDA can decide to fund a project at any time. Kelly said it is important to get this program approved by the DDA Board in November in order to be effective by January first. Winn asked what the program will be called. Kelly said the group can brainstorm. Kelly said one other change to the requirements include items to be reimbursed must not have commenced construction before seeking funding. Kelly said we want developers to seek funding before a project is completed, especially if they find out about the program during construction. Kelly said based on the conversations from previous months, the Alliance will move forward with this project and take this item off of the main agenda. Winn requested the Alliance revisit this item before January.

5. Alliance for Livability Project Update:

- DASH & Silverline: Kirk said the DASH line changes have been ongoing for about a month. Kirk presented the changes from the old route to the new route, pointing out specific improvements. Kirk said a unique funding situation contributed to these changes, with funds coming from the DDA, MNTIFA, and the City. Kirk said ridership has grown over the last few years which pushed a dramatic improvement to the schedule. Kirk said, after hearing from riders, an inconsistency in the schedule and lack of information hindered ridership. Kirk said input from a variety of stakeholders coupled with GR Forward priorities helped create the new program that kicked off on September first. Kirk said the biggest and most positive change to the DASH is the schedule, now operating with longer hours and at a frequency of 7-8 minutes. Kirk said the new DASH is accessible and consistent. Kirk said Mobile GR is funding a fare-free zone north of Wealthy Street stops for the Silverline, serving like a third DASH route. Kirk said differences and increases in ridership will lead to changes in funding from the City. Kirk continued both bus system changes coincided with an increase of parking rates throughout downtown, based on demand. Kirk said an analysis from the first month showed an increase in West, South, and North ridership. Kirk added the results show us that anyone who was using the bus before the changes is still using it, and others are finding it convenient to use as well. Kirk said there was a significant increase in DASH North ridership that connects the Monroe North Neighborhood to downtown. Kirk said this is the biggest increase seen in the last three (3) years due to the new schedule. Kirk said complaints to the City 311 were primarily during peak service times, and due to the influx of ArtPrize visitors. Kirk said complaints have since tapered off after adding an extra bus to DASH West to curb end of day rush hour traffic. Kirk noted this is a one year pilot plan, and changes will continue to be

made based on feedback. Kirk said the Alliance for Livability has budgeted money to enhance stop infrastructure as changes get more set in stone.

- Accessibility Audit: Kirk said the audit process is about to begin, noting that the last audit was completed in 2006 by the Disability Advocates of Kent County. Kirk said regulations have changed over the last ten (10) years and report results will help guide development in the public realm. Kirk said we are waiting for authorization from the DDA Board meeting tomorrow to fund this new audit that will be completed by June of next year. Kirk added DGRI will use the audit to recommend new development strategies.
- Bikeshare Feasibility: Kirk said the bikeshare RFP is going out soon. Kirk said the goal is to understand the feasibility and demand for a bikeshare system, and then write a business plan that fits into those needs. Kirk said funding for this system will come from a mix of sources. Kirk presented a timeline, noting that the RFP process is an important first step. Kirk said the intention of the City is to have a system on the ground in 18-24 months after the study of the city as a whole is concluded. Kirk added there are four (4) parties registered with the intent to provide an RFP.

6. Open Alliance Discussion:

Kelly announced the Mayor's Greening Initiative tree planting event on October 28, where three hundred (300) trees will be planted throughout downtown. Kelly said DGRI is working with the City Parks Department to make sure two hundred (200) trees that are budgeted will go in this fall/next spring for a total of five hundred (500) new trees. Kelly said the reconfiguration process of Sheldon Avenue is underway, with a conceptual design process and public meeting tentatively set for November 3. Kelly said the Calder Plaza design team met at the end of last month for more in-depth sessions with steering committee members and other stakeholders. Kelly said dates are being finalized for the next public meeting, with the intent to show the preferred choice at that time.

7. Public Comment:

None

8. Next Meeting:

November 8, 2016

9. Adjournment:

Kelly adjourned the meeting at 4:17pm

Minutes taken by:

Jennie Kovalcik

Administrative Assistant

Downtown Grand Rapids Inc.



Sheldon (Maple to Library)

Concept Design Meeting
11-3-16



Introductions

- Breese Stam – City Engineering
- Jon Re – City Traffic Safety
- Tim Kelly – Downtown Grand Rapids, Inc.
- Wes Steer – OCBA
- Layla Aslani – City Community Engagement

Agenda

- Introductions
- Project Overview
- Guiding Documents and Principles
- Concept Design
- Discussion

STREETS ARE VITAL FOR



RESIDENTIAL

INCREASED PROPERTY VALUES AND
BETTER MOBILITY (CARS, BIKING, WALKING
AND BUSES)



SMALL BUSINESS

CUSTOMERS NEED TO SAFELY REACH
RETAILERS & RESTAURANTS IN THE AREA



BIG BUSINESS

STREETS ARE VITAL FOR MOVING GOODS
& PRODUCTS TO CONSUMERS



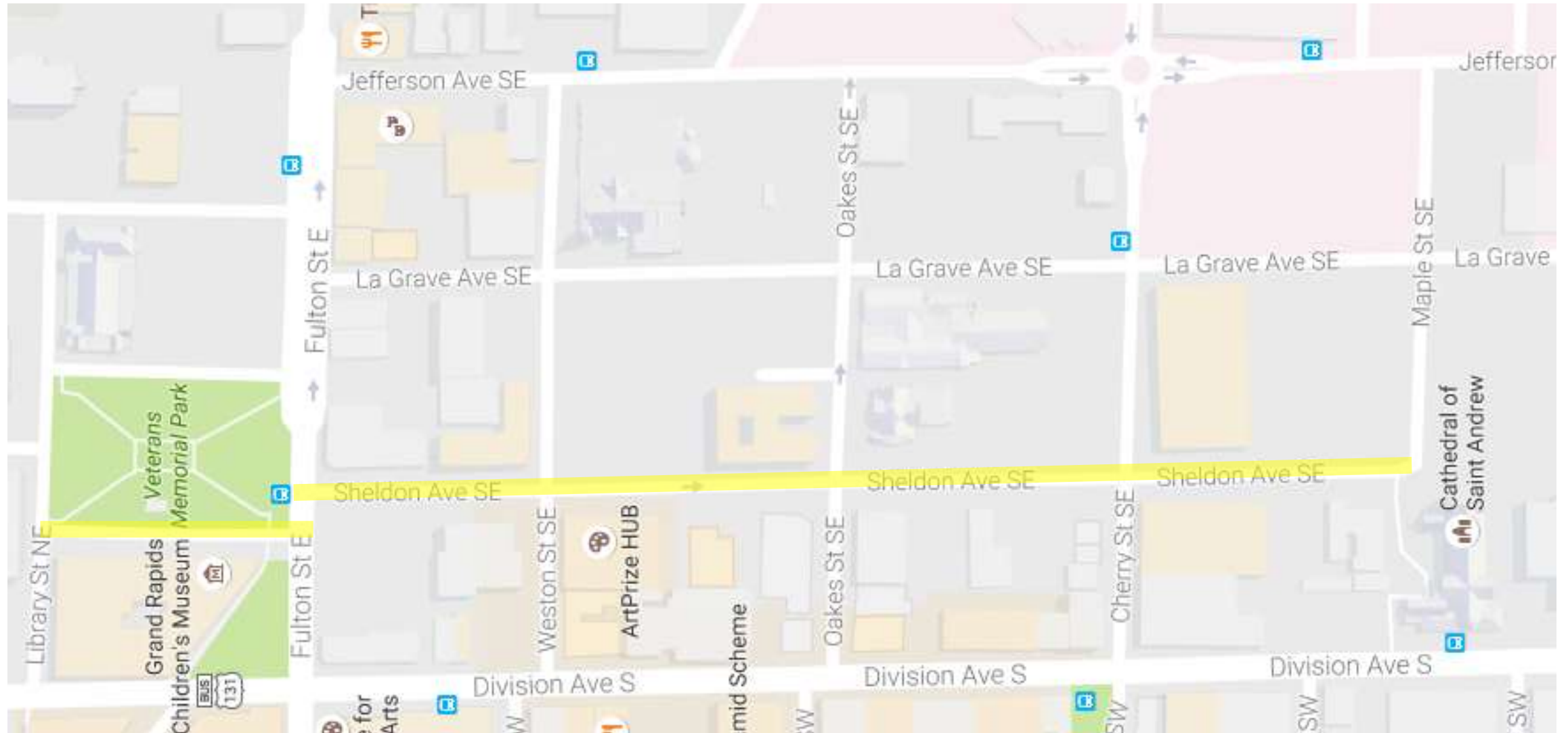
Project Overview



Project Limits

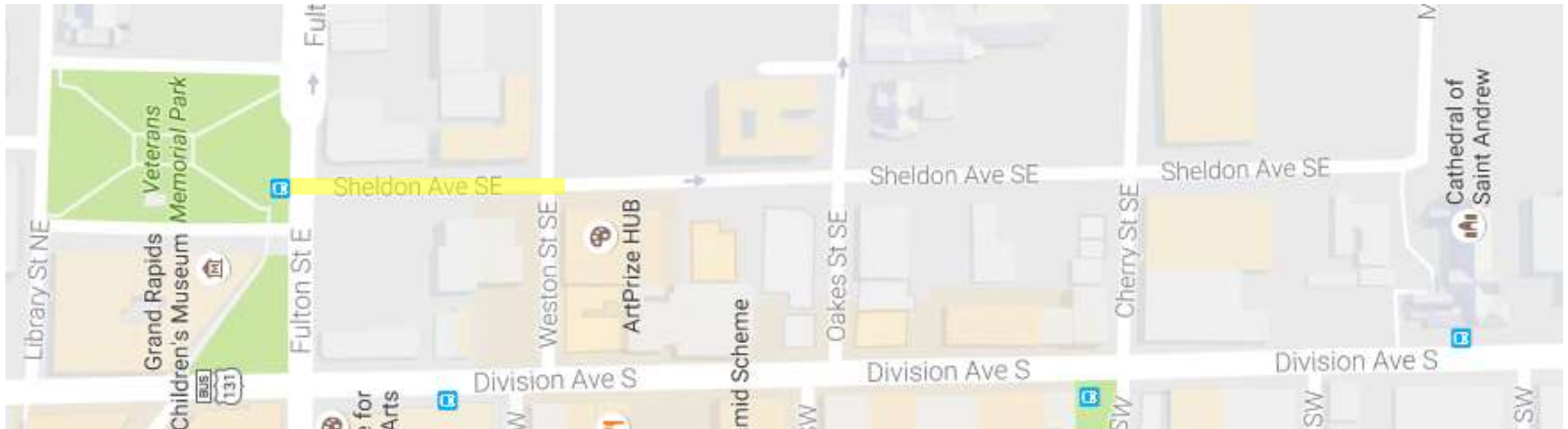
- Maple to Library

← North



Construction

- Sheldon (Weston to Fulton) – reconstruction in 2017
- Other sections to be reconstructed in the coming years
- Upgrade sidewalks and ramps to be compliant with the Americans with Disabilities Act



Approximate Funding

- Total Cost ≈ \$927,492
 - Sewer ≈ \$268,000
 - DDA ≈ TBD
 - Vital Streets ≈ \$199,492
 - Water ≈ \$192,000



Existing Conditions



Existing Conditions



Existing Conditions

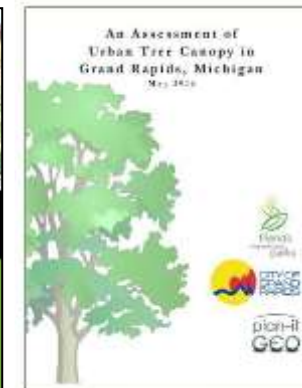
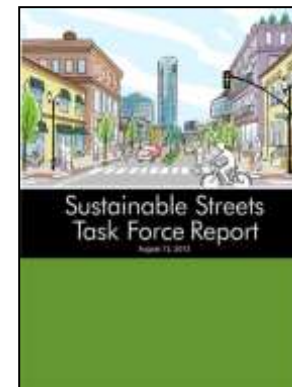
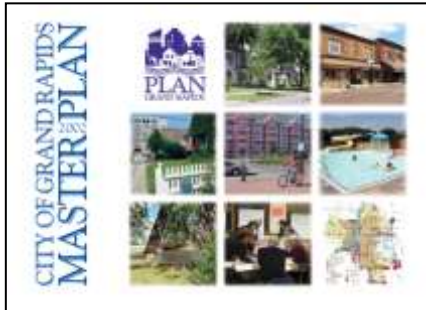


Guiding Documents and Principles



Guiding Documents

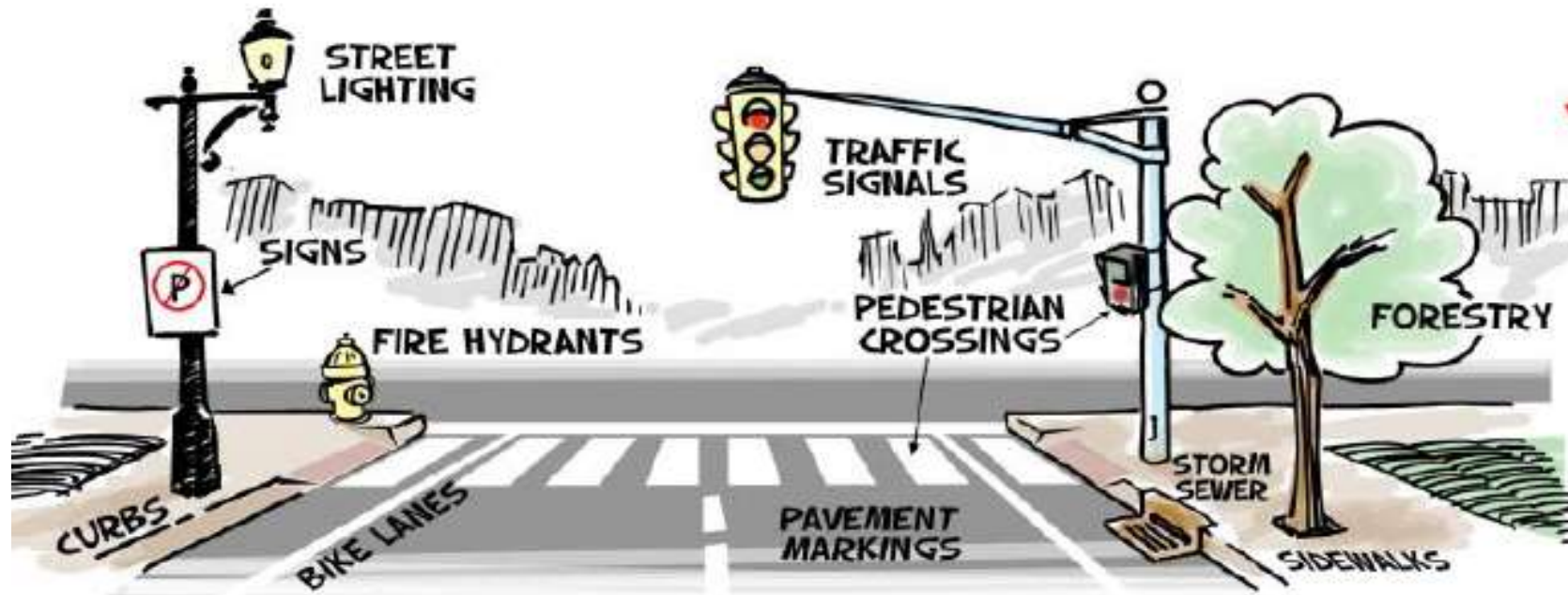
- 2000-2002 City Master Plan
- 2007-2010 Green Grand Rapids
- 2011 Complete Streets Resolution
- 2012-2013 Sustainable Streets Task Force Report
- 2015 Urban Tree Canopy Assessment
- 2015 GR Forward
- 2016 Vital Streets Plan



Sustainable Streets Task Force Vision

City Streets and rights-of-way will be accessible, attractive, and safe, serving people of our community, contributing to the livability of our neighborhoods and business districts and increasing economic opportunity to individuals, businesses, and new development.

Infrastructure assets will be maintained and well-managed, using a multi-faceted funding strategy and innovative approaches to preserve our investment.



Vision

IS THIS WHAT WE WANT OUR STREETS TO LOOK LIKE?



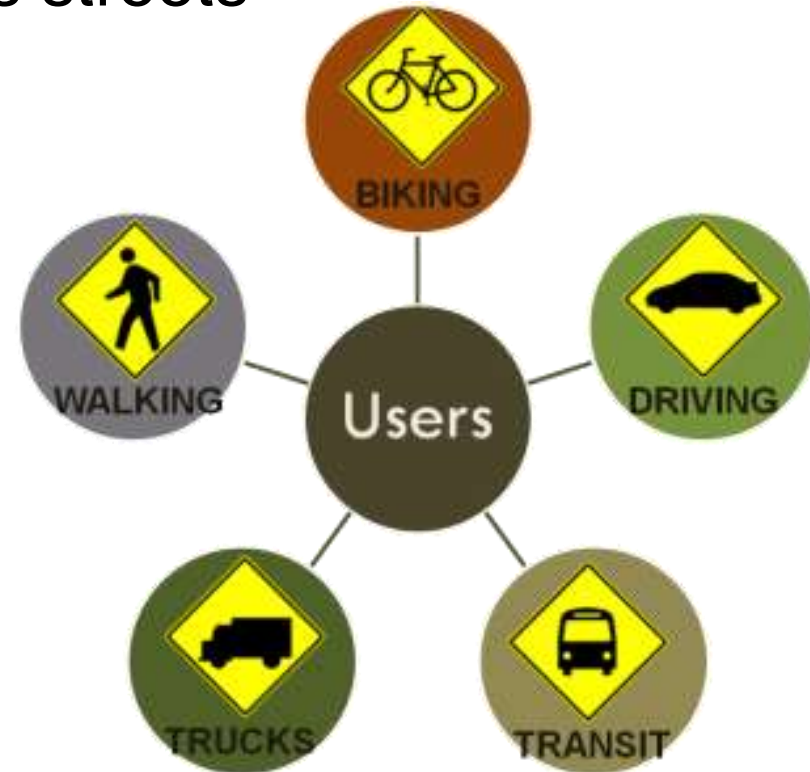
OR



Complete Streets

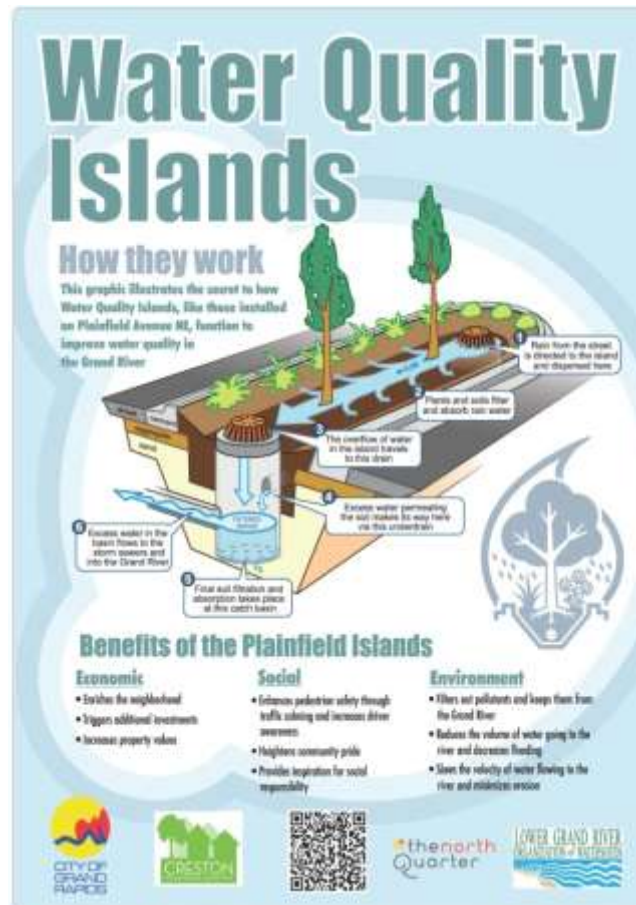
A system of streets...planned, designed, operated and maintained so all legal users may safely, comfortably and conveniently move along and across streets

~ PA 134 of 2010



Vital Streets

Complete streets + green infrastructure



All users include:

- People walking
- People driving
- People biking
- Trucks
- Children
- Elderly
- People of all abilities



Why all users?

- **1/3rd** of the population does not drive
- Aging population:
 - **1 in 5** seniors do not drive (AARP)
 - Most seniors outlive their ability to drive by **7 to 10** years (AARP)
- Ability:
 - **20%** of Americans have a disability that limits their daily activities (Census)
 - **Nearly half** of people 65 and older have a disability (Census)

Why all users?

- Young people:
 - **1/4th** do not have a driver's license (U.S. PIRG)
 - 2001-2009 vehicle trips declined by **23%** (U.S. PIRG)
 - Trips by bike ↑ **24%**, ↑ walking **16%**, ↑ transit **40%** (U.S. PIRG)
- Expense:
 - Average cost of owning and operating one automobile (2015): **\$8,698/year** (AAA)
 - Average household transportation costs (Grand Rapids MSA, 2015): **\$11,497/year** (H+T Index)

Urban Tree Canopy

- 40% urban tree canopy goal
- Downtown area has <20% canopy

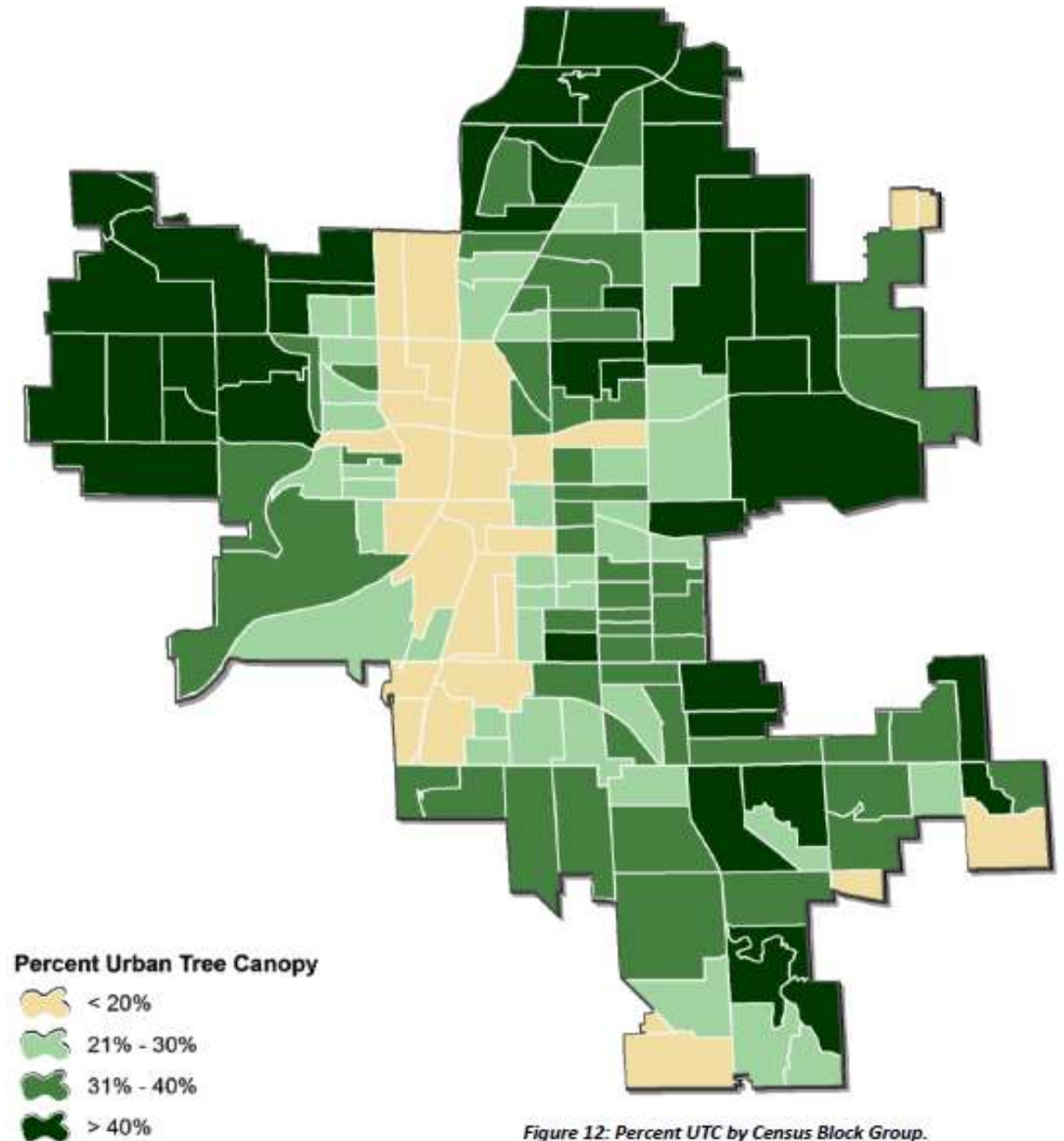


Figure 12: Percent UTC by Census Block Group.

Why Urban Tree Canopy?

- Environmental quality
- Public health
- Water quality
- Property value
- Aesthetics

34%

*Average (UTC) in
Grand Rapids*

\$2.64

million*

*Annual Ecosystem
Services*

-0.7%

*Percentage Point
UTC Change from
2005-2014*

7,032

*Acres Possible
Planting Area*

1,640

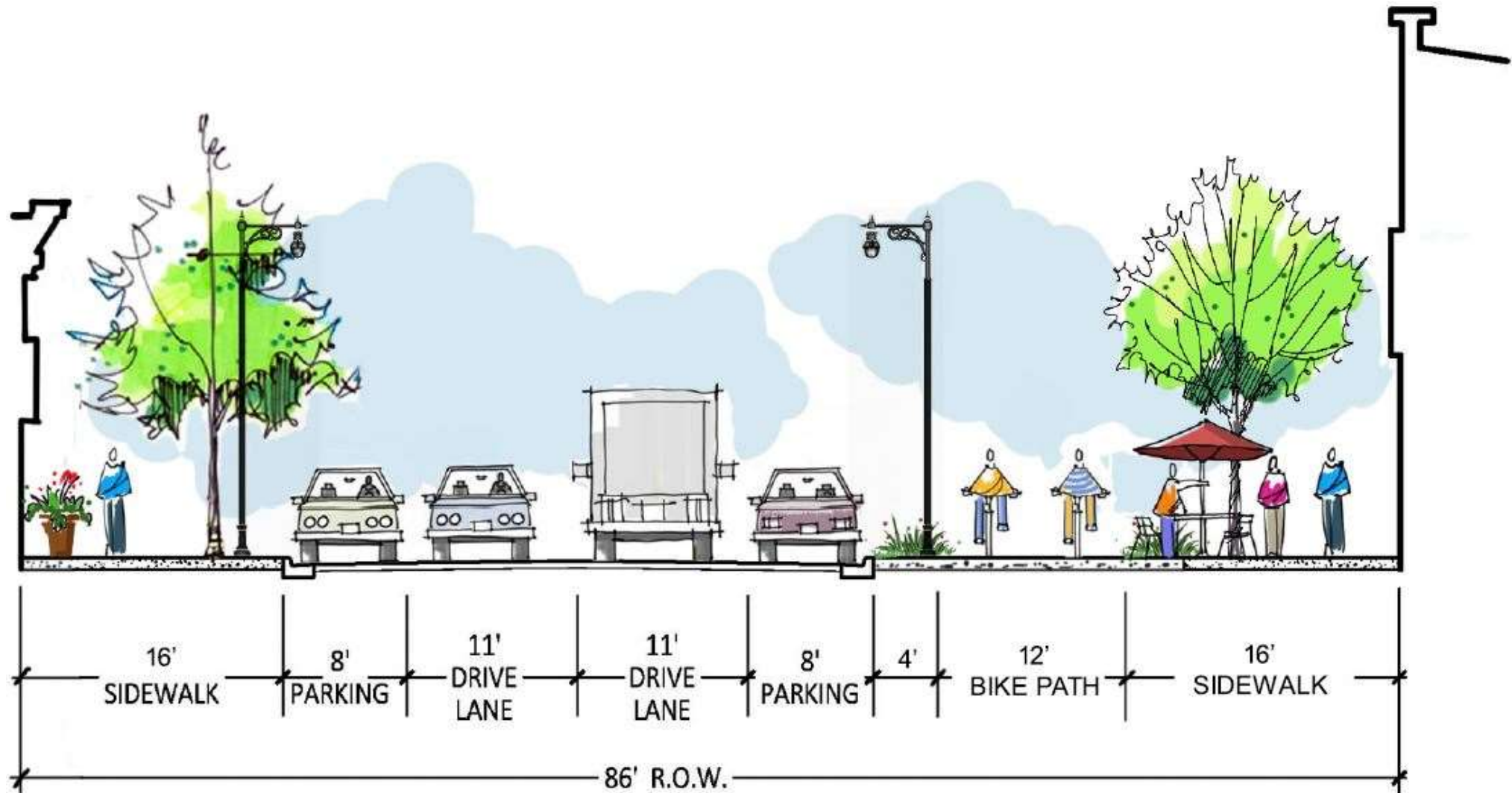
*Acres Increase
Needed to Meet
40% UTC Goal*



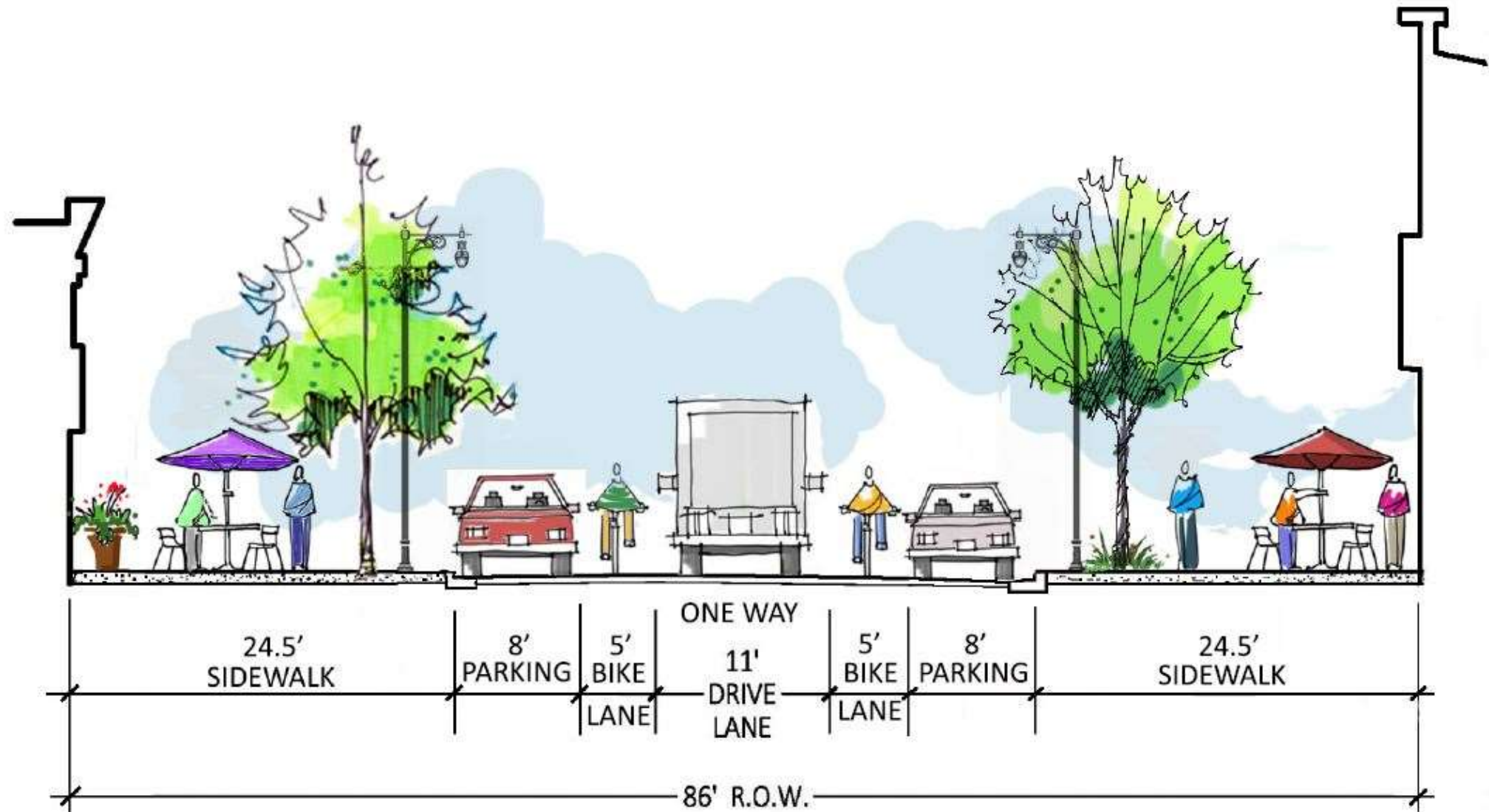
Concept Design



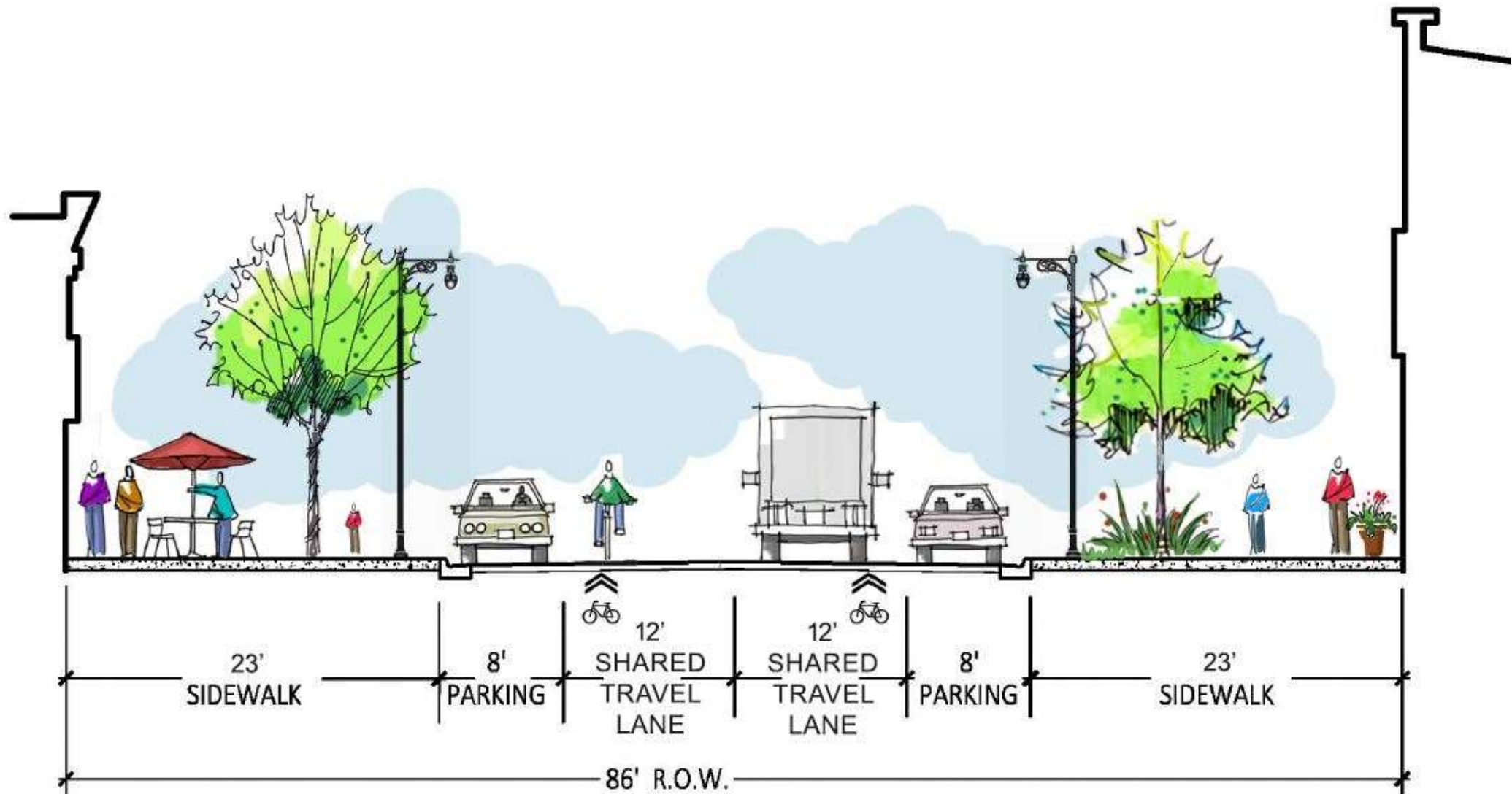
Concept Design 1



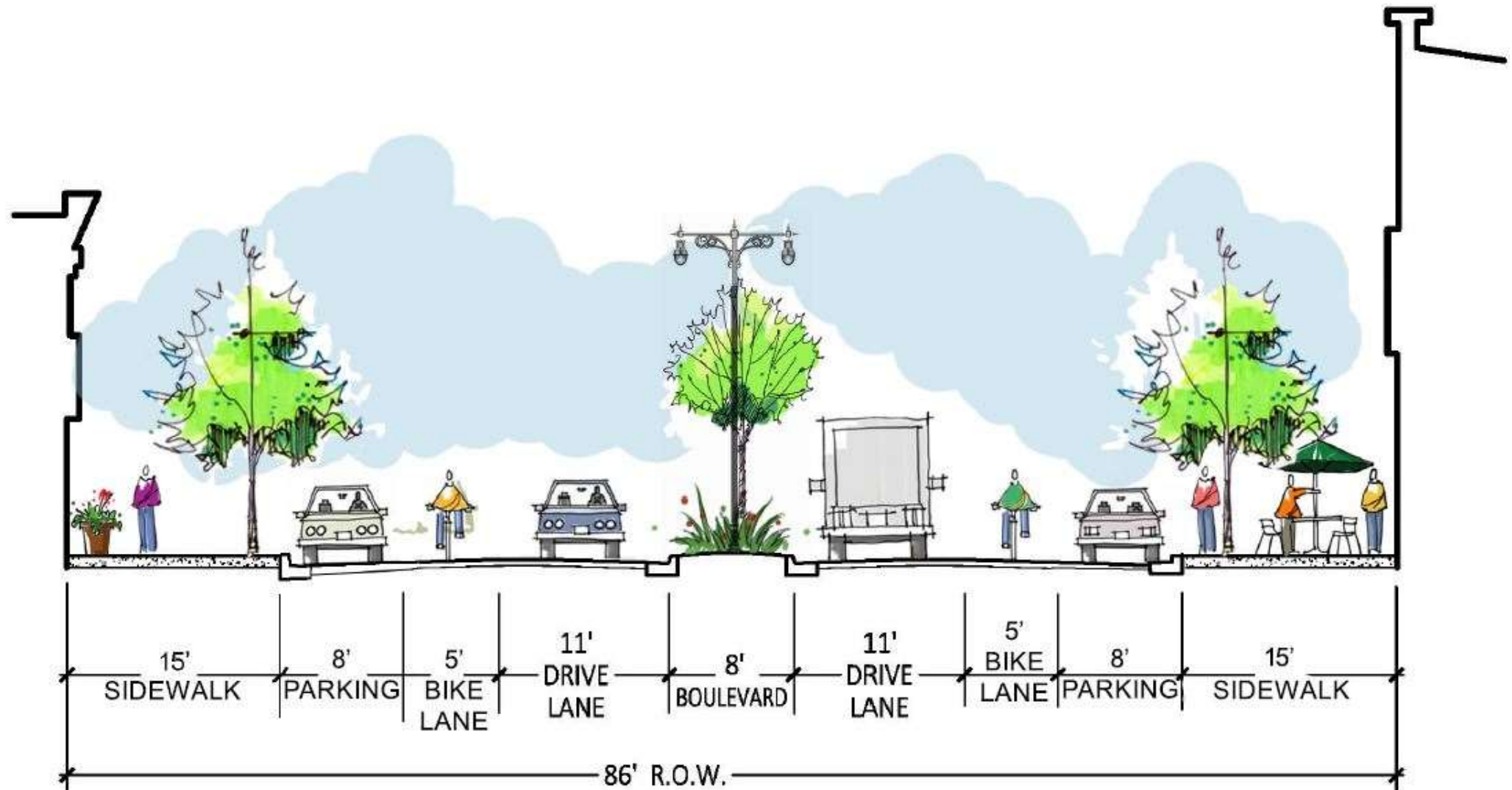
Concept Design 2



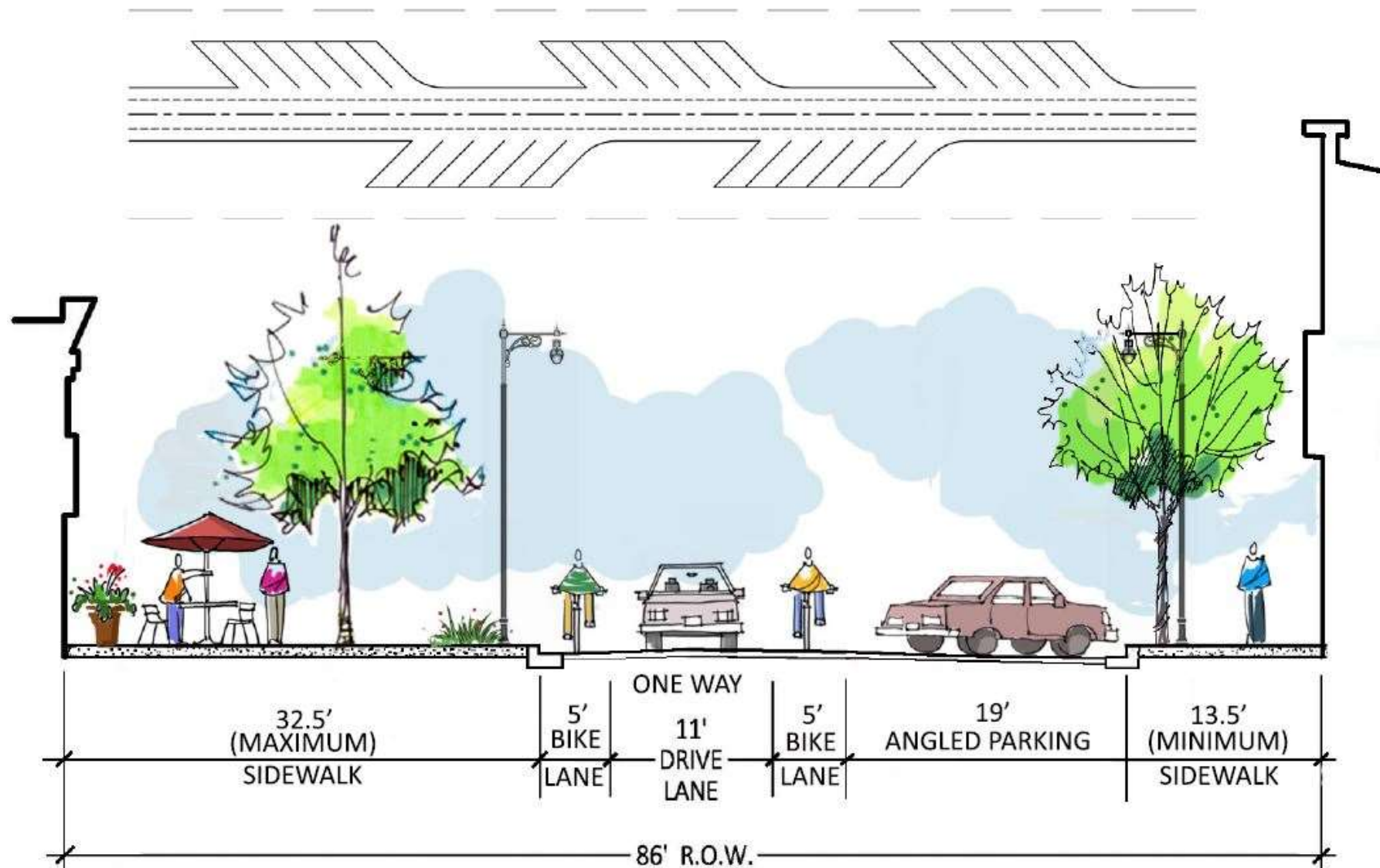
Concept Design 3



Concept Design 4



Concept Design 5

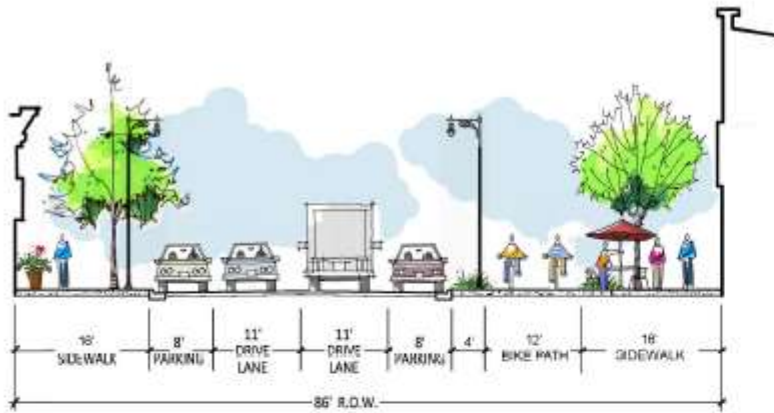




Discussion



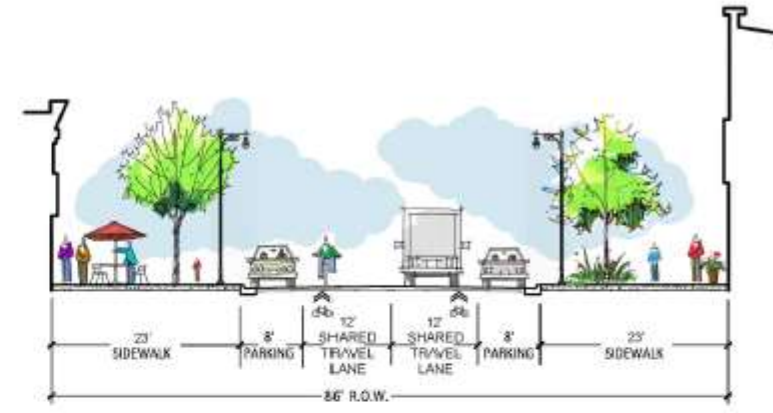
Discussion



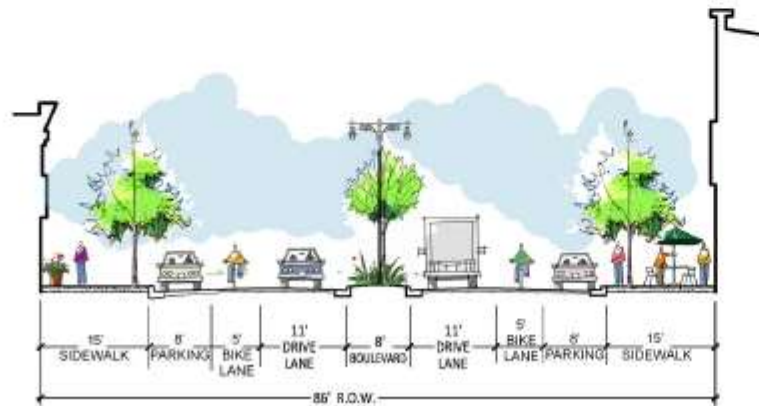
Option 1



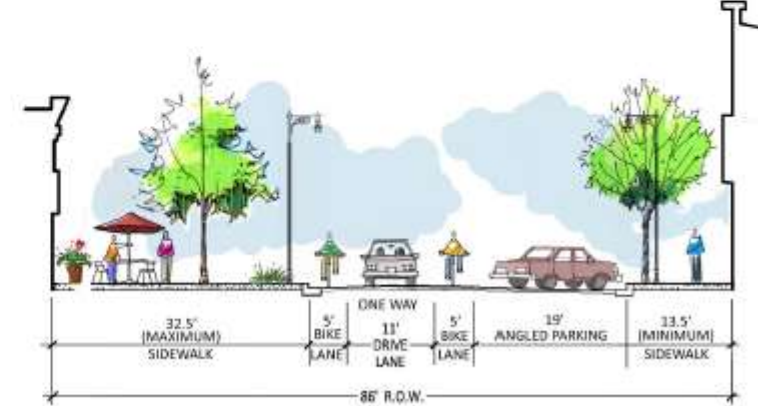
Option 2



Option 3



Option 4



Option 5

Contact Information

- Road construction website:
grcity.us/roadconstruction
- City phone number: 311 or 456-3000



Development and Tax Increment Financing Plan Amendment



Development Plan

- The Development Plan establishes the boundary, and identifies the activities and projects the DDA will participate in. It also includes a statement on the objectives the DDA intends to accomplish.
- The Development Plan includes:
 1. Boundaries of the Downtown Development Area
 2. Development Plan Objectives
 3. Location, Character, Extent, and Estimated Cost of Proposed Improvements
 4. Location, Character and Extent of Existing Public and Private Land Uses
 5. Location, Character and Extent of Proposed Land Uses
 6. Existing and Planned Open Space Areas
 7. Description of Existing Zoning and Proposed Changes
 8. Street Changes
 9. Development Cost Estimates and Financing
 10. Identification of Private Development Entities to Which Acquired Properties Have Been or Will Be Sold or Leased
 11. Land Disposition Terms
 12. Estimates of the Number of Persons Residing in the Development Area and the Number of Families and Individuals to Be Displaced



Tax Increment Finance Plan

- PA 197 requires the creation of a tax increment finance (TIF) and development plan for all DDA's in the State of Michigan
- The TIF Plan establishes procedures, requirements, and methods for the collection and use of tax increment revenues, in order to carry out the activities of the DDA.
- The Plan includes:
 - 1) A detailed explanation of the tax increment procedure;
 - 2) Identification of the maximum amount of bonded indebtedness to be incurred over the life of the Plan;
 - 3) Statement on the duration of the program;
 - 4) A statement on the estimated impact of tax increment financing on the assessed values of all taxing jurisdictions in which the development area is located.





**TAX INCREMENT FINANCING AND DEVELOPMENT PLAN
FOR
CITY OF GRAND RAPIDS
DOWNTOWN DEVELOPMENT AREA NO. 1
AS AMENDED**

CITY OF GRAND RAPIDS DOWNTOWN DEVELOPMENT AUTHORITY
CITY OF GRAND RAPIDS, MICHIGAN
Approved November 14, 2007

Approved by the
Grand Rapids City Commission
December 18, 2007

Summary of Plan Edits



Summary of Plan Edits

Introduction

- Updated activities
- GR Forward
- Introduced language to “Purpose of TIF Plan”
 - Affordable housing
 - MWBE businesses
 - Grand River

Development Plan

- Introduced language to “Development Plan Objectives”
 - Affordable housing
 - MWBE businesses
- Include descriptions of expansion areas – size, legal descriptions, maps
- Include description of public and private uses in expansion areas
- Updated “Committed Ongoing Expenditures”
- Updated Existing Zoning and Proposed Changes, Street Changes, Planned Projects, and Disposition Terms Based on GR Forward
- Update Local Increment “Committed Ongoing Expenditures” and corresponding table
- Update School Increment Ongoing Expenditures

Summary of Plan Edits

TIF Plan

- Updated Capture Language
- Included Gain Sharing Language
- Updated Duration of the Plan - 2046

Maps, Tables and Attachments

- Summary of Ongoing Expenditures
- Estimated FY2016 TI Calculation for Current Boundaries
- Summary of Estimated Captured TV by District and Roll
- Estimated Tax Increment Calculation
- Estimates of Future Tax Increment Revenues
- Estimates of Captured Assessed Values and TI Revenues
- Boundary Description
- Procedure for the Preparation of Assessment Rolls
- Initial Assessed Values for Real Property, Personal Property and Act 198 – Industrial Facilities Exemption Property
- Tax Increment Revenues for Districts
- Estimates of Future Tax Increment Revenues, 30 Year Projection

Boundary



Grand Rapids Downtown Development Area No. 1

A – 46 acres

B – 10 acres

C – 86 acres

D – 34 acres

E – 46 acres

F – 36 acres

G – 14 acres

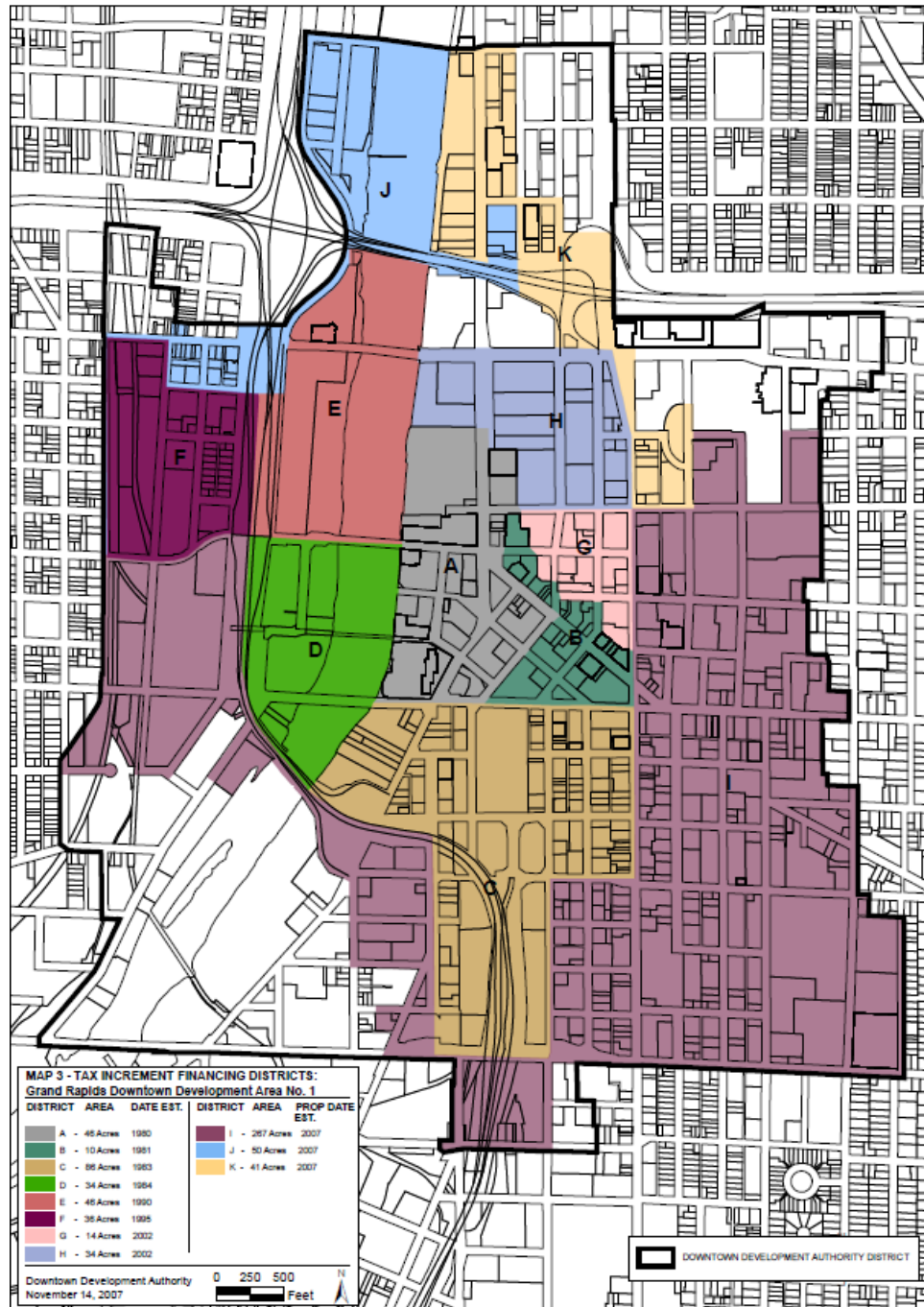
H – 34 acres

I – 278 acres

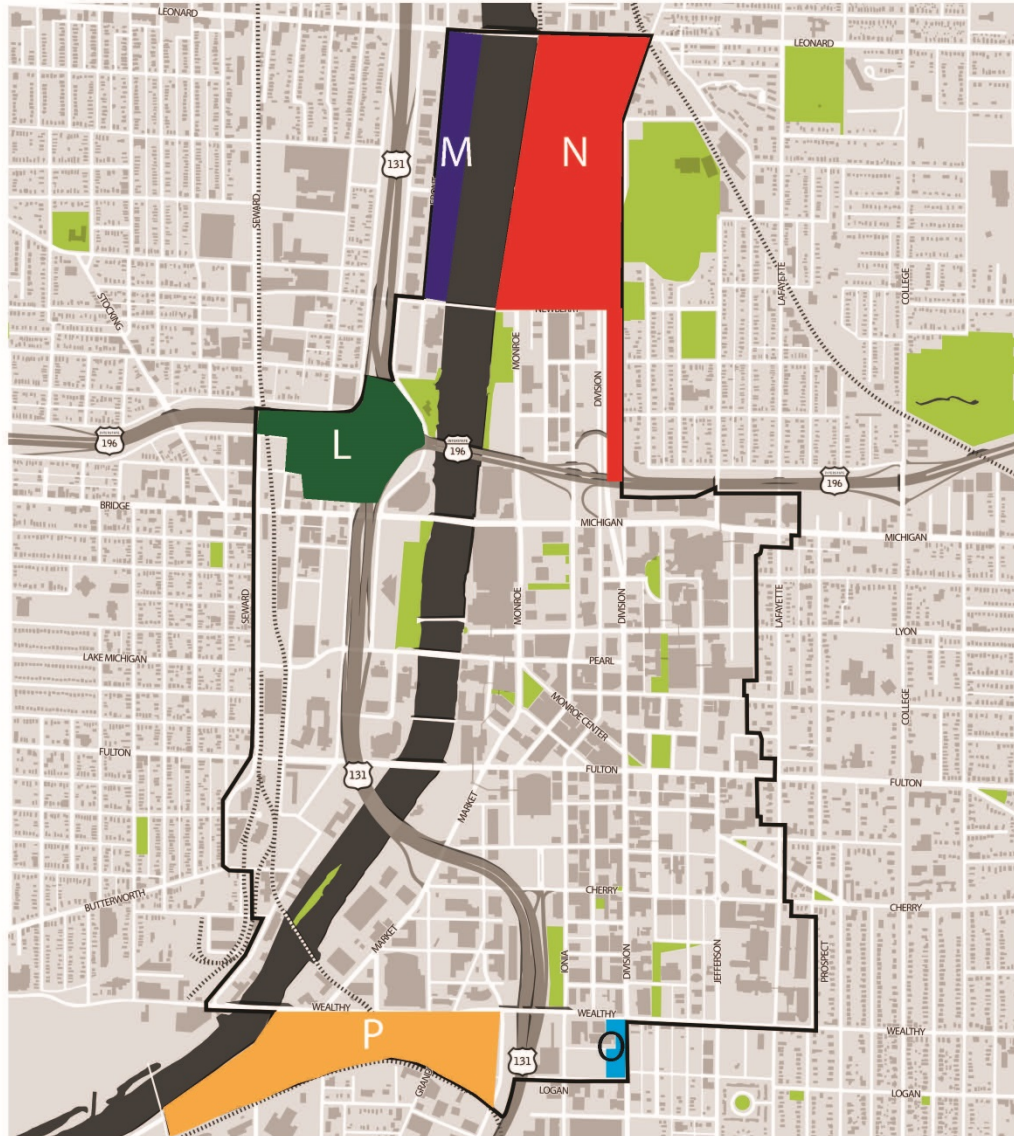
J – 55 acres

K – 37 acres

TOTAL – 676 acres



Grand Rapids Downtown Development Area No. 1



Proposed Expansion Area – District L (North Westside)

Existing Public Uses	MDOT Right-of-Way St. Mary's Catholic Church, Dadds Magic Bus, Holy Trinity Presbyterian Church, Catalyst Partners, Cheseapeake & Ohio RR, SIBSCO lot, Rockford Development Sites, Swift Realty Sites, Vacant Sites (Cube LLC)
Existing Private Uses	
Proposed Public Land Uses	Interchange Park, River Trail Alabama Lofts, Future Rockford Developments, New
Proposed Private Land Uses	Holland and Barley Flats
GR >> Goals	#2, #4, #5



Proposed Expansion Area - District M (West Riverfront)

Existing Public Uses

N/A

Existing Private Uses

EPS Security, Wolverine Coil Spring Co. , Ryder Truck Site (vacant), Young Supply Co., Grand River Interiors Inc., River City Enterprises, Carpe Diem Volleyball, SF Supply, Unreal Fitness, Creston Industrial Sales, Recovery Academy

Proposed Public Land Uses

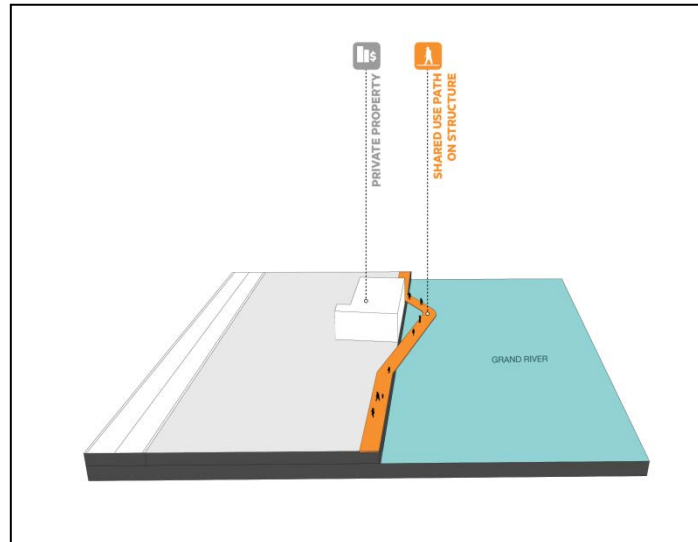
River Corridor Trail

Proposed Private Land Uses

Ryder Truck Housing Development

GR >> Goals

#1, #2



Proposed Expansion Area – District N (Monroe North)

Existing Public Uses

Canal Street Park, 1101 Monroe, 1120 Monroe, MDOT Property

Existing Private Uses

Landmark Lofts, 1001 Monroe, Devries LLC, 820 Monroe, Boardwalk Condos, Autodie, Surface Parking Lots, Taylor Park Place, Waddell Center

Proposed Public Land Uses

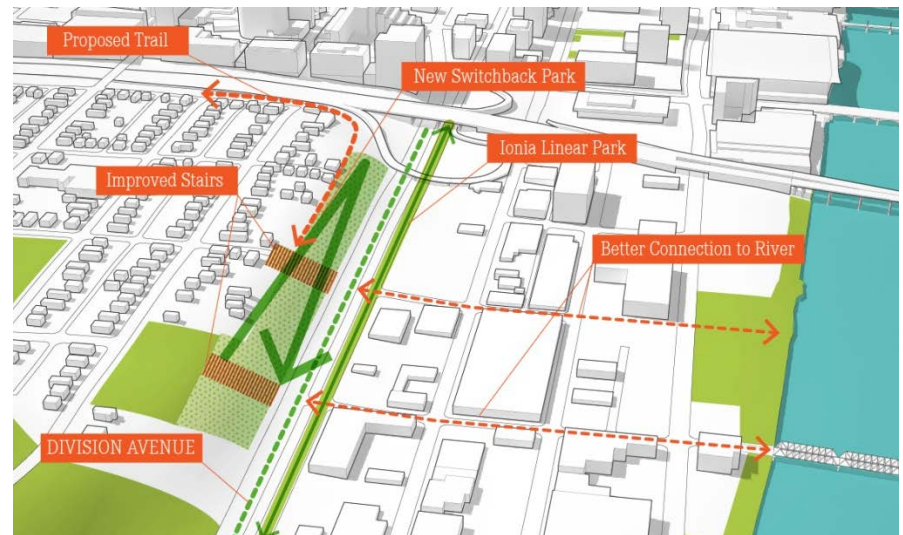
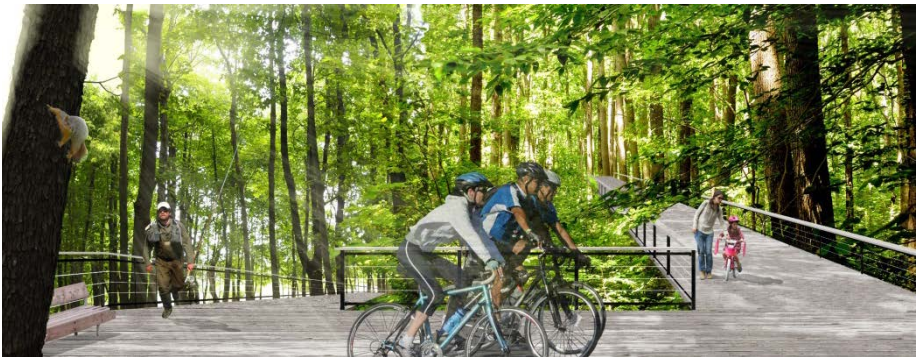
River Corridor Trail, Switchback Park

Proposed Private Land Uses

1001 Monroe Apartments, 1101 Monroe Development, 1120 Monroe

GR >> Goals

#1, 2, 5



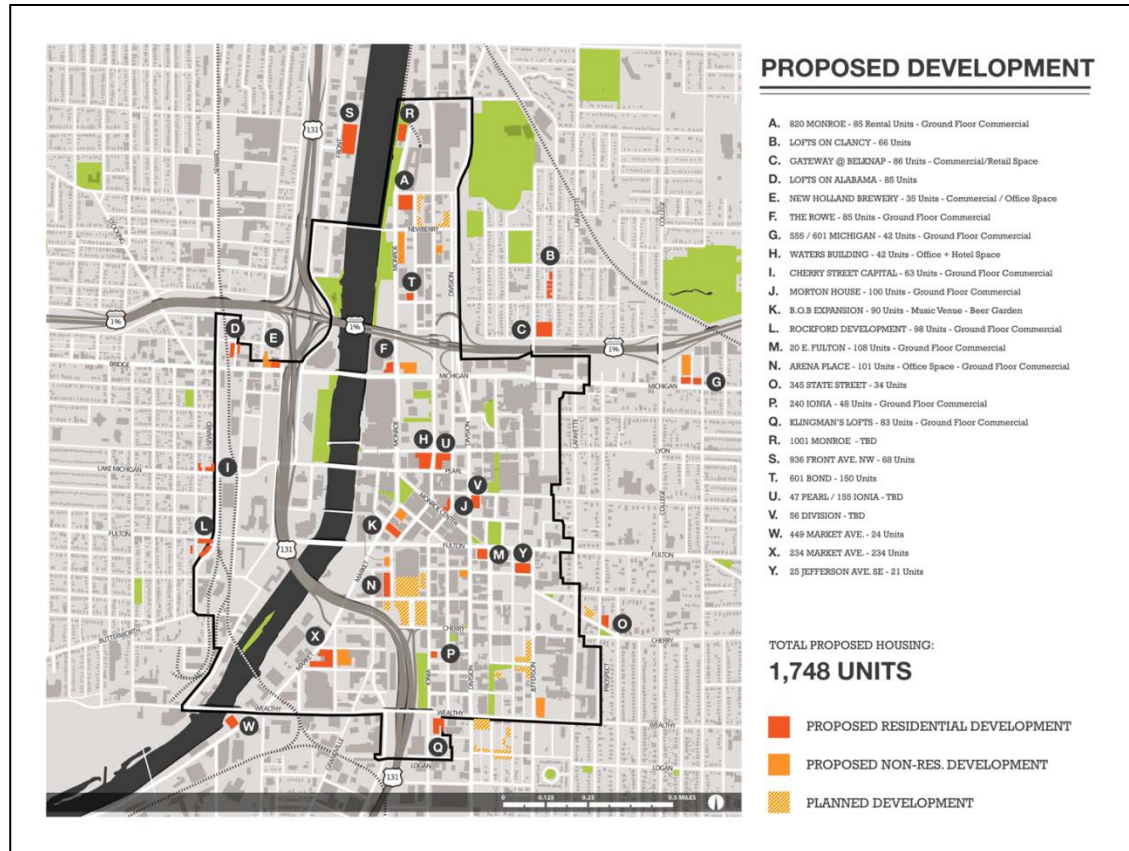
Proposed Expansion Area – District O (Market District)

Existing Public Uses N/A

Existing Private Uses Shell Gas Station, Warehouse, Various Vacant Lots

Proposed Public Land Uses N/A

Proposed Private Land Uses TBD
GR >> Goals #2, #4



Proposed Expansion Area – District P (Southwest)

Existing Public Uses

Ped Bridge, Amtrak Station, 427 Market Ave

Existing Private Uses

Napa Auto Parts, Antique Warehouse, Sherwin Williams, Faber Inc., Hi-Tec RV Refrigeration, Eikenhout, DTE, Gelock

Proposed Public Land Uses

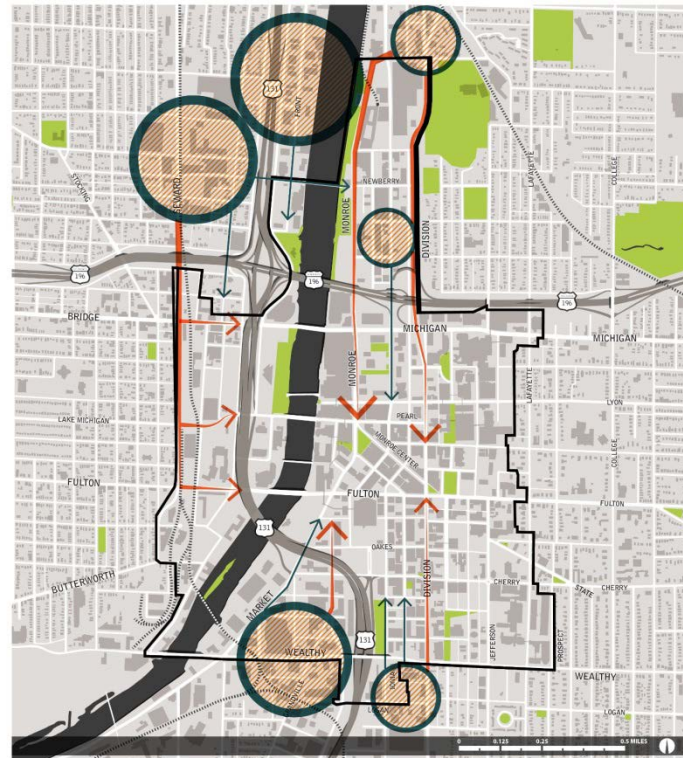
River Corridor Trail

Proposed Private Land Uses

Apartment Development

GR >> Goals

#1, #4



Grand Rapids Downtown Development Area No. 1

Existing Districts

- 676 acres

Expansion Districts

L – 35 acres

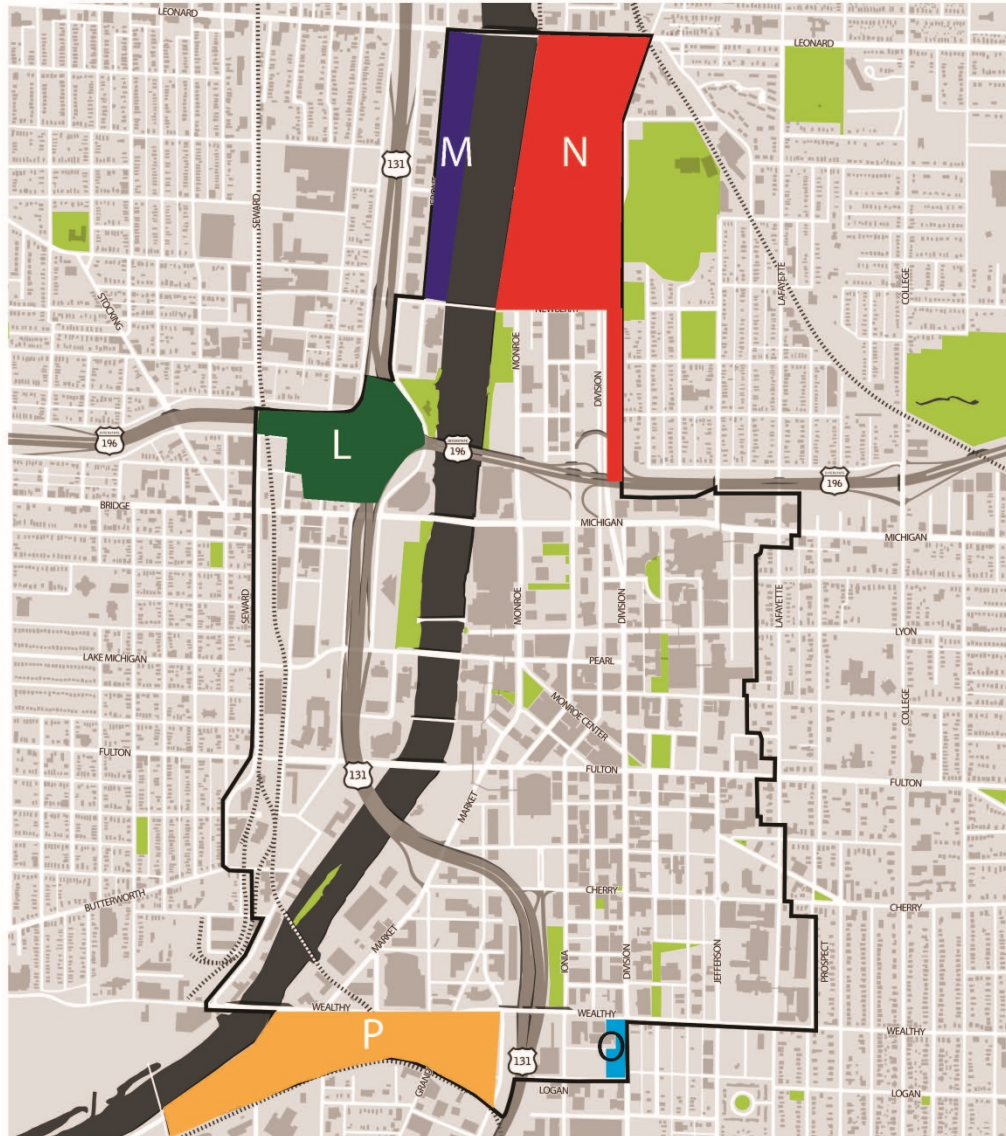
M – 17 acres

N – 100 acres

O – 4 acres

P – 41 acres

TOTAL – 873 acres



DOWNTOWN
GRAND RAPIDS INC.

TIF and Development Plan Draft Timeline

- February 10, 2016: DDA Approved Formation of Steering Committee
- April 20, 2016: Steering Committee Meeting
- July 15, 2016: Steering Committee Meeting
- August 18 and 19: Steering Committee Tours of Potential Expansion Areas
- September 14, 2016: DDA Board Update on TIF Plan
- September 19, 2016: Steering Committee Review of Draft Plan
- October 5, 2016: Steering Committee Approval of Final Plan
- October 12, 2016: DDA Approves and recommends Plan to the City Commission
- November 15, 2016: City Commission Sets Public Hearing for December 6 and Introduces Ordinance
- Not Later Than November 16, 2016: Notices Sent / Posted in DT / Posted in GR Press (need affidavits)
- December 6, 2016 – Public Hearing
- December 6 or 13, 2016 – City Commission Approval of Ordinance

NEXT STEPS / Q & A

