

City of Swartz Creek

Downtown Development Authority

Development Plan and Tax Increment Financing Plan

**DEVELOPMENT PLAN
and
TAX INCREMENT FINANCING PLAN**

**Swartz Creek Downtown Development Authority
Genesee County, Michigan**

Adopted:

**Downtown Development Authority: October 6, 2005
City Council: December 19, 2005**

Amended:

**Downtown Development Authority:
City Council:**

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PURPOSE OF THE DEVELOPMENT PLAN AND TAX INCREMENT FINANCING PLAN

The Development Plan and Tax Increment Financing Plan are both required by Public Act 197 of 1975, as amended. They are presented here as a single document. Information shared between each plan, such as the legal description for the district, are contained in the appendices and are appropriately referenced in the plans. Both plans were prepared with extensive involvement by the Board of the Downtown Development Authority, the Development Area Citizens Council, the Swartz Creek City Council, and City of Swartz Creek staff. Furthermore, throughout the process of preparing these instruments, the general public, City officials, the Development Area Citizens Council, and others were provided the opportunity to offer comment and input.

It is the purpose of the Development Plan and the Tax Increment Financing Plan to establish the legal basis for the capture and expenditure of tax increment revenues in accordance with Public Act 197 of 1975, as amended. The tax increment revenues are used for the financing of public improvements identified as necessary to accomplish the objectives of the Swartz Creek Downtown Development Authority (DDA).

In compliance with Public Act 197 of 1975, as amended, the Swartz Creek Downtown Development Authority is the managing entity for development and financing activities within the established district. The boundary of the district is illustrated on a map found in Appendix A. The City Manager is responsible for coordinating daily DDA activities.

History

- In 1980, the City Council of the City of Swartz Creek created a DDA, appointed the initial members to a Board of Directors, and designated the boundaries of the district. The DDA was initially created to reverse the pattern of deterioration in the downtown area and to plan for and implement certain public improvements that are considered necessary for future economic growth. While a concept plan was prepared, a Development and TIF plan was never adopted.
- After being inactive for almost twenty years, the City Council took steps to deactivate the DDA, but was then halted in favor of reestablishing an active DDA Board. In October 2004, a new DDA Board was appointed.
- January 2005, the City Council officially adopted new boundaries for the DDA District to include the area north of I-69.
- July 2005, in order to be more proactive in revitalizing the Downtown, the DDA agreed to prepare and adopt the first Development Plan and Tax Increment Financing Plan.
- The Development Plan and Tax Increment Financing Plan was adopted by the DDA on October 6, 2005 and transmitted to the Swartz Creek City Council thereafter. The Plan was adopted by City Council on December 19, 2005 and effective December 25, 2005.

The Development Plan

SWARTZ CREEK
DOWNTOWN DEVELOPMENT AUTHORITY

GENESEE COUNTY, MICHIGAN
2015

Downtown Development Goals

This Development Plan is created to implement projects designed to meet certain goals established for the DDA. This Development Plan sets forth a program to accomplish these goals through implementation of various public and private improvements. These specific projects are described in later sections of the Plan and the abilities to finance these ideas are set forth in the Tax Increment Financing Plan. The goals are as follows:

Economic Goals

- Improve the overall business climate of the Downtown through planning, promotion, coordination of activities, and implementation of specific improvement projects
- Retain existing businesses and attract new businesses and uses which complement a mixed-use development pattern
- Assist in creating new employment opportunities by fostering commercial and industrial development, redevelopment, and business expansion within the DDA
- Further the economic vitality of the Downtown area by creating a balanced mix of retail, service, residential, office, industrial and other uses consistent with market demands
- Support the development of vacant or underutilized land parcels in a manner consistent with the goals of this plan

Land Use

- Promote greater concentrations of land use activity in the Downtown
- Diversify business types including retail, service, dining, entertainment, and office
- Accommodate high density residential within the Downtown to create a continuum of activity
- Promote public gathering areas and comfortable public spaces
- Gradually remove land uses or structures that are inconsistent with the goals of this plan
- Maximize use of the land to meet demands for uses
- Consolidate smaller land parcels to achieve adequately-sized building sites
- Ensure development is compatible with adjacent residential neighborhoods

Aesthetic Goals

- Establish a distinct and attractive design theme that reflects the City's character and heritage
- Promote compatibility of design between new and existing developments
- Eliminate visually unattractive and blighting influences within the area
- Support the infusion of open space and landscaping throughout the Downtown

Circulation

- Provide for efficient, safe, and convenient motorized and non-motorized circulation
- Offer convenient, consolidated parking areas consistent with the Downtown character
- Modernize the existing street network to meet the current and future needs consistent with the Downtown character
- Support and improve alternative modes of transportation and circulation in and to the Downtown such as public transportation and non-motorized pathways
- Improve way-finding into and within the Downtown

Facilities and Services

- Develop the Downtown in a manner that is supported by the City's infrastructure
- Support regulations and enforcement that ensure the Downtown is maintained and attractive
- Provide public improvements needed to attract and support future private investment
- Diversify the types of services offered to businesses to support their continued vitality
- Modify services as needed to accommodate needs of the mixed-uses such as residential

Building and Site Improvements

- Promote high-quality site improvements and building design to upgrade the quality of the Downtown and to ensure the long term viability of the business district
- Ensure new development is compatible with traditional downtown character
- Eliminate sources of blight, poor property maintenance practices, and inappropriate land uses
- Encourage a high standard of property maintenance on private and public lands

Operational Goals

- Provide an organization which unifies the property owners and business operators
- Foster a spirit of cooperation between the DDA, City staff and officials, residents and the school district
- Pro-actively attract desired uses to the Downtown
- Promote the Downtown in a manner which presents a favorable image

Boundary Designations

Section 17(a) The designation of boundaries of the development area in relation to highways, streets, streams, or otherwise.

Section 17(b) The location and extent of existing streets and other public facilities within the development area, shall designate the location, character, and extent of the categories of public and private land uses then existing and proposed for the development areas, including residential, recreational, commercial, industrial, educational, and other uses, and shall include a legal description of the development area.

The boundaries of the Downtown Development Authority are indicated on DDA Boundary Map found in Appendix A. The Downtown Development Authority District and the Development Area boundaries are identical.

The main roads through the DDA are Miller Road, running east-west and Morrish Road, running north-south. Both conveniently have interchange access to I-69, the expressway that traverses through the northern segment of the City. The majority of the district is commercial, office, and some residential uses. There are community facilities within the boundary including City Hall, churches, the police station, the fire station, senior center, library, parks, and a community amphitheater. Private recreation and major land holdings in the DDA include the now closed Sports Creek Race Track.

Project Improvements and Phasing

Section 17(c) A description of existing improvements in the development area to be demolished, repaired, or altered, a description of any repairs and alterations, and an estimate of the time required for completion.

Section 17(d) The location, extent, character, and estimated cost of the improvements including rehabilitation contemplated for the development area and an estimate of the time required for completion.

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

Based on the goals listed on the previous pages, the following is a complete listing of the proposed improvement projects to be completed during the 30 year term of this Plan. Each project listed includes a general description of the extent, character, and location of the project. Refer to Table 1 in Appendix B for a summary and cost estimates.

The projects are organized by the following categories:

- Enhancement Improvements
- Transportation Improvements
- Public Facility Improvements
- Administration and Planning

Enhancement Improvements

Corridor Enhancement: Enhancement of specific corridors within the DDA includes creating a uniform, enhanced street system appearance that creates a sense of place within the Downtown and subsequently generates economic development and reinvestment by attracting certain businesses to the Downtown. These enhancements will include upgrades and installations related to the following:

- Concrete curbs and gutters
- Street trees and curb lawns (strip of lawn between the street curb and the sidewalk)
- Sidewalks/pathways/specialty paving
- Street lighting
- Crosswalk enhancements
- Planters and benches
- Knee walls

These proposed improvements are planned for the following roadway segments located within the DDA Boundary. Some discussion is included of the possible improvements, however, further study will be necessary in order to confirm the details in addition some of these roadway segments have existing streetscape improvements that will need to be protected and coordinated with new improvements.

- Miller Road – cross section should include improvements such as maintaining existing two travel lanes, center turning lane, and bike lane with the inclusion of wider sidewalks, brick pavers, updated street lighting, on-street parking, and decorative amenities as appropriate.
- Morrish Road – cross section should include improvements such as a reduction of four travel lanes to accommodate on-street parking, wide sidewalks, street lighting and decorative amenities as appropriate.
- Morrish Road/I-69 Overpass – special treatment will be necessary along Morrish Road where it passes over I-69 that will improve the visual and physical connection of the DDA north and south of the expressway.
- Fortino Drive - cross section should include simplistic improvements such as maintaining the existing two travel lanes, sidewalks, on-street parking, street lighting, curb lawn, and decorative amenities. These improvements must also incorporate the planned Veteran's Memorial Park.
- Holland Drive - cross section should include simplistic improvements such as maintaining the existing two travel lanes, on-street parking, sidewalks, street lighting, curb lawn, and decorative amenities. Improvements should incorporate and upgrade the existing pavilion and open space area.
- Future road extensions - cross section should include simplistic improvements such as two travel lanes, sidewalks, on-street parking, street lighting, curb lawn, and decorative amenities.

Burial or Relocation of Overhead Utilities: Throughout the DDA, overhead utilities such as electricity, cable, and telephone lines are highly visible and detract from the appearance of the streetscape. These utilities are indispensable for overall City functions. However for safety and

aesthetic reasons overhead utilities should be either relocated to underground utility installations or relocated to rear yards. The DDA has allocated funding to assist the City in these efforts.

Gateway Treatment: Gateways are an important element in announcing arrival into the Downtown and the City. These elements also reflect the character of the Downtown and alert visitors that they have found a destination. In order to promote the image of the DDA, welcome signs, landscape, streetscape, and decorative features should be provided. Gateway treatment is planned for the following entry points into the Downtown and will be incorporated in the streetscape enhancements:

- I-69 Interchange at Morrish Road
- Miller Road (east and west end)
- Morrish Road (north and south)

Property/Structure Acquisition: In order to improve the image of the DDA and the City it is imperative to remove blighted and obsolete structures. For this purpose the DDA plans to coordinate efforts with the City of Swartz Creek and assist in the acquisition and removal or redevelopment of blighted and obsolete structures within the DDA boundary. The DDA will also pursue removal of structures that may impede the character of the Downtown, such as billboards.

Building Rehabilitation: There are some historically significant structures in the DDA where preservation and/or rehabilitation may be of value to the City such as the grain elevator. The DDA has allocated some resources to assist in acquisition and rehabilitation of these structures to protect Swartz Creek's history.

Public art or sculptures in gathering areas: Public art such as fountains, sculptures, or monuments provide a sense of place and a visual reference that identifies gathering areas. The DDA intends to allocate resources to provide public art of some form in key gathering spaces.

Update traffic signals: Although functional, overhead span wire traffic signals do not provide adequate human scale provided by the mast arm signals. The DDA recognizes that some of the key intersections with span wire traffic signals should be replaced with mast arm signals and enhanced pedestrian cross walk signals. To assist in accomplishes this objective the DDA will provide assistance in achieving this goal. Possible intersections include the intersection of Miller Road and Morrish Road, Fortino Road and Morrish Road, and Fortino Road and Miller Road.

Façade and Signage Improvements: Existing structures and signs in the DDA are in need of extensive upgrade in terms of design, materials, and colors. Currently, many of the buildings and signs do not promote a welcoming traditional downtown environment. The DDA has allocated resources to pursue the following efforts toward upgrading the appearance of buildings in the Downtown:

- Develop design guidelines or requirements for all buildings and signs in the Downtown with corresponding sketches and pictures
- Develop a program to assist business owners in funding these improvements as a method to encourage implementation of the design guidelines or requirements

Transportation Improvements

Traffic Study: In order to respond to any current traffic problems and provide an efficient road network that can accommodate additional traffic related to future development, a traffic study for the Downtown and the surrounding area will be needed. Based on a traffic data analysis, the study should provide updated traffic counts, assess the current road system level of service, estimate future traffic generation, develop mitigation strategies, and determine necessary road improvements. The DDA could contribute to the preparation of this study by providing resources for a portion of the total required investment.

Road Improvement Projects: In order to maintain the walkable, pedestrian scale of the Downtown, it is unlikely that the traffic study will reveal that extensive road widening or improvement projects will be warranted. Projects to which the DDA will likely contribute involve the following:

- Streets maintenance and repairs
- Intersection improvements such as at Fortino Road and Morrish Road where increased traffic volumes are expected as a result of new development.
- Road extensions to service new development areas
- Alley construction may be necessary to divert traffic off main roads, to provide convenient access between business and rear parking areas, and to provide rear access to buildings for deliveries.

Way-finding: The DDA will allocate resources to design, purchase and install way-finding signage for the Downtown. Way-finding signage will direct people to and through the Downtown, highlight entryways, and provide directional signs to points of interest in the Downtown. This could also include signage on I-69 near the Morrish Road and Miller Road interchanges.

Public Parking: The location and amount of parking in the Downtown will be crucial to its success and desirability. Resources will need to be allocated to support development of accessible and well-designed public parking lots. Special attention will be paid to enhancements to the parking lots to ensure pedestrian safety and comfort. Rear yard parking is the priority for convenient access to businesses and to ensure street fronts are devoted to building facades. Implementation may include land acquisition for new parking lots.

Sidewalk Improvement Projects: Pedestrian friendly environments are an essential element to any successful Downtown. In order to generate a pedestrian friendly environment within the DDA, the Plan has identified the following improvements necessary to generate pedestrian activity. The DDA plans to assist the City in any efforts related to these improvements.

- *Sidewalks* – 5 foot concrete sidewalks should be provided in areas where there is no sidewalk available and repaired in areas where current sidewalks are damaged.
- *Pathways* – 10 foot concrete multi-modal paths are planned along major routes such as Miller Road and Morrish Road in front of the core commercial areas. This will also

allow for outdoor seating areas for local restaurants. These should complement, not replace, existing bike routes within the downtown.

Transit: Regional transit is provided by Mass Transportation Authority (MTA). MTA does not have a fixed-line extending to Swartz Creek, but curb-to-curb service is available. If a fixed-route is extended to the downtown, bus stops should be installed in strategic locations to provide shelter for bus riders. Bus stops should not only be a functional element but also aesthetically pleasing and designed accordingly with the overall City of Swartz Creek character. Additional efforts may include installation of a park and ride lot and bike racks at or near a main bus stop in the Downtown. Any new improvements should compliment any existing or planned facilities proposed by MTA in the immediate area.

Public Facility Improvements

Water Main, Sanitary Sewer, and Storm Water Drainage Improvements: In order to improve these services and ensure adequate access to distribution lines for new development, the DDA will assist the City of Swartz Creek in upgrading water mains, sanitary sewer lines, and storm water drainage facilities throughout the DDA as needed. It is anticipated that improvements will generally be focused on line extensions to new development areas, particularly on the south side of the DDA and along new streets.

Park Development: In order to develop the Downtown as an active and exciting place to visit and to live, parks and recreation must be emphasized. One of the City's existing parks is located within the Downtown and there is also an amphitheater for outdoor concerts. These are amazing assets but the locations do not maximize their potential to create a centralized gathering place for residents and visitors. Parks and recreation is an important element in ensuring the economic vitality for uses in the Downtown. In an effort to achieve this goal, the DDA plans to allocate resources to aid the City of Swartz Creek in developing these existing facilities and possibly incorporating a new park in the center of downtown for additional opportunities. This may also include land acquisition.

Wireless Internet Access: Offering wireless internet access is an invaluable resource that will help keep pace with technology and offer attractive services for businesses, residents, and businesses. The DDA has allocated resources to install the necessary equipment to offer this service anywhere in the Downtown.

Community Center: A new Community Center may be planned in order to expand the facilities and programs offered to residents. To offer a centralized location for all residents, the new center should be located within the DDA near other civic uses. If the facility does locate within the DDA, funding has been allocated to aid the new project.

Library: Offering the highest quality community facilities is important for the vitality of the Downtown because it becomes a draw for residents all over the community to visit or live in Downtown. In the future, upgrades to the Library will be needed to keep pace with technology and to ensure a comfortable, relaxing environment and destination for residents. Since the Library is located within the boundaries of the DDA and it is important to the desirability of

Downtown, resources have been allocated as part of this Plan to contribute to future improvements and/or expansion.

City Hall: Although the current City Hall is a new facility in the future upgrades may be needed to maintain its presence and accessibility to serve the daily needs of businesses and residents also in the Downtown. This Development Plan allocates funds to assist the City in updating City Hall in the future to include technological updates as well as any necessary structural modifications.

Administration and Planning

Marketing Plan: In order to promote the Downtown's image and truly create a regional draw to this little known asset, the DDA will allocate resources to generate and implement a marketing plan for the Downtown.

Webpage: The City's website should be updated to provide a link to a special site devoted to the Swartz Creek DDA. This would include the latest information on restaurants, events, housing, shopping, parks, recreation, and services in the Downtown. It should also provide information such as investment incentives, available vacancies, development opportunities, and sources of employment that will stimulate further economic development within the DDA.

DDA Promotion: In order to promote the DDA and attract more visitors, newspaper articles, travel magazines articles, etc., should be published. This will help promote Downtown Swartz Creek as a destination and inform the public about planned development, local events, and recently completed projects.

Events and Festivals: Additional events and festivals should be proposed to take place in different areas of the DDA throughout the year such as a farmers' market that is a regularly scheduled event. Adequate promotion of these events should take place by publicizing them in local newspapers, the City of Swartz Creek, radio stations, etc. These events will help generate community involvement and bring additional visitors to the area.

Open Space

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

Areas left as open space includes one City Park at Morrish Road and Holland Street. Select areas around/near future business and residential development will be retained as parkland or open space.

Land and Developer Transactions

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

Section 17(i) 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 and for whose benefit the project is being undertaken, if that information is available to the authority.

Section 17(k) The procedures for bidding for the leasing, purchasing, or conveying of all or a portion of the development upon its completion, if 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 to those persons.

The DDA does not own any land to donate, exchange or sell within the Development Area. They currently have no plans to buy or lease land within the Development Areas. Should acquisition of property be required in the future to accomplish the objectives of the DDA, or should the Authority receive property by donation, through purchase, or by any other means of acquisition, the Authority will follow Federal, State, and local regulations.

The City owns the following properties (Refer to Map 3: City Owned Land for locations and uses) within the Development Area. In the future, there may be partnership opportunities between the City and the DDA related to these sites.

58-01-100-020	58-35-576-001
58-01-100-026	58-35-576-002
58-01-100-027	58-35-576-030
58-01-100-028	58-35-576-033
58-01-100-031	58-35-576-050
58-01-100-033	58-35-576-052
58-01-100-042	58-35-576-055
58-01-502-059	58-35-576-058
58-01-502-089	58-35-576-059
58-35-576-032	58-36-300-027

Zoning, Street, and Utility Changes

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

Zoning: The zoning and future land use designations of the DDA are illustrated on Map 4: Zoning and Map 5: Future Land Use included in Appendix A. There is a mixture of commercial, residential, and industrial designations within the Development Area. Specifically, there is a Central Business District limited to properties generally situated at the corner of Morrish Road and Miller Road. Future changes to the zoning designations are not anticipated, however may be necessary to implement future projects. For example, some changes may be needed to allow

mixed use building or higher density residential development. The Zoning Ordinance is currently being updated by the City and will take into consideration this plan.

Streets/Utilities: Future projects will increase traffic volumes on the streets within the DDA. Street widening is not anticipated, however intersection improvements may be needed. Cost estimates have been allocated in the project list to accommodate these improvements. Specifically, the intersection of Morrish Road and Fortino Drive may require upgrades. Major utility changes are not anticipated. However, some upgrades to existing lines and minimal extension of services may be needed to service new development. Some money is allocated to these minor improvements.

Development Costs and Financing Capabilities

Section 17(i) 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.

Estimate for DDA contributions to development areas improvements are provided Table 1 – City of Swartz Cree DDA Projects List and Cost Estimates in Appendix B. No private sector investment commitments have been made nor have estimates of private sector costs been included. The private sector improvements will be financed through conventional lending sources arranged by the developers.

It is presently planned that the public sector improvements will be financed largely through the use of captured tax increments in accordance with a Tax Increment Financing Plan established pursuant to Act 197 of 1975, as amended. It is contemplated that the Authority will issue tax increment bonds in accordance with Section 16 of Act 197, and pledge future captured tax increments to pay the principal and interest due on such bonds. A comprehensive discussion of tax increment financing for the proposed public improvements is set forth in the Tax Increment Financing Plan. In addition, the Authority intends to explore with the City of Swartz Creek alternative or supplementary sources of funding, including the following:

- *County, State or Federal Funding.* The Authority intends to pursue alternate financing from other governmental entities, such as the Michigan Economic Growth Alliance, Michigan Economic Development Corporation, and the Department of Natural Resources for the non-motorized pathways.
- *City of Swartz Creek Financing.* It is anticipated that the City of Swartz Creek will finance a portion of some or all of the projects, using General Fund monies and other revenue as appropriate.
- *Private Developer Financing.* To the extent permitted by law, the City will require developers to finance public improvements that are made necessary and that would directly benefit proposed private developments.

Relocation

Section 17(l) Estimates of the number of persons residing in the development area and the number of families and individual to be displaced. If occupied residences are designated for acquisition and clearance by the authority, a development plan shall include a survey of the families and individuals. to be displaced, including their income and racial composition, a statistical description of the housing supply in the community, including the number of private and public units in existence or under construction, the condition of those in existence, the number of owner-occupied and renter-occupied units, the annual rate of turnover of the various types of housing and the range of rents and sale prices, an estimate of the total demand for housing in the community, and the estimated capacity of private and public housing available to displaced families and individuals.

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

Section 17(n) Provision for the costs of relocating persons displaced by the development and financial assistance and reimbursement of expenses, including litigation expenses and expenses incident to the transfer of title, in accordance with the standards and provisions of the federal uniform relocation assistance and real property acquisition policies act of 1970, being Public Law 91-646, 42 U.S.C. sections 4601, et seq.

Section 17(o) 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.

Based on the number of housing units, occupancy rates, and average household size, it is estimated there are 1,001 individuals living in the Development Area. Additional residential development is planned within the Downtown that will increase these figures in the future.

Minimum displacement of individuals or families is anticipated as a direct result of DDA activities. Should relocation of individuals, families, or businesses be required in the future, the DDA, with the cooperation of the City, will prepare and adopt a formal relocation plan prior to the relocation. The relocation plan will include surveys required by Section 17(l) of Act 197, and it will require the provision of relocation payments and other assistance to families, individuals, businesses, and non-profit organizations as required by the Uniform Relocation Assistance and Real Property Acquisition Act and Michigan Public Act 227 of 1972, as amended.

Other Pertinent Information

Section 17(p) Other material which the authority, local public agency, or government body deems pertinent

Section 21 of Act 197 of 1975 requires that a Development Area Citizen's Council be established if a proposed Development Area has residing within it 100 or more residents. Based on a population estimate, 1,001 residents were counted, and therefore a Development Area Citizens Council is required and has been established. They have reviewed the plan and offered input before adoption.

The Tax Increment Financing Plan

SWARTZ CREEK
DOWNTOWN DEVELOPMENT AUTHORITY

GENESEE COUNTY, MICHIGAN
2015

Tax Increment Financing Requirement

Section 14(1) When the authority determines that it is necessary for the achievement of the purposes of this act, the authority shall prepare and submit a tax increment financing plan to the governing body of the municipality. The plan shall include a development plan as provided in section 17, a detailed explanation of the tax increment procedure, the maximum amount of bonded indebtedness to be incurred, and the duration of the program, and shall be in compliance with section 15. The plan shall contain 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. The plan may provide for the use of part of or all of the captured assessed value, but the portion intended to be used by the authority shall be clearly stated in the tax increment financing plan. The authority or municipality may exclude from captured assessed value growth in property value resulting solely from inflation. The plan shall set forth the method for excluding growth in property value resulting solely from inflation.

Explanation of the Tax Increment Procedure

Adoption Procedures and Timeline

Pursuant to the requirements set forth in the Public Act 197 of 1975, as amended, the Downtown Development Authority Act (hereinafter referred to as the 'Act'), the following actions have been taken:

- 1980 - City Council adopted ordinance establishing the (DDA).
- Fall 2004 - the new DDA Board was appointed.
- Fall 2005 - the DACC was appointed.
- The Tax Increment Financing Plan was adopted December 19, 2005.

The Development Plan outlines the boundaries of the Development Area; indicates the location, character, and extent of existing and proposed public and private improvements; specifies the timing for implementation of proposed improvements; provides estimates of the costs of proposed public and private improvements; and addresses relocation needs.

According to Section 14 of the Act, the Tax Increment Financing Plan (hereinafter referred to as the 'Plan') is prepared under the auspices of the DDA. After reviewing the Plan and making modifications, if necessary, it is anticipated that the DDA will forward the Tax Increment Financing Plan, together with the Development Plan, to the City Council with a recommendation for adoption.

In accordance with the Act, the City will notify all applicable taxing jurisdictions of the City's intent to adopt the plan. As necessary, the City will meet with said jurisdictions concerning the Plan. Since they were all notified and given the opportunity to "opt out" as part of the boundary amendment process in 2004, the notification process as part of plan development is only a matter of procedure. The City Council will then hold a public hearing. Following the public hearing, it is anticipated that the City Council will take action on the Tax Increment Financing Plan and Development Plan. Action to approve the joint Plan will be by ordinance.

Detailed Tax Increment Finance Procedures

Simply stated, tax increment financing will be used to finance public improvements in the Development Area by capturing, for a specified period of time, *increased* tax revenues generated largely as a result of the development program which is designed to stimulate private, taxable investment in the Development Area. As private investments add to the tax base within the Development Area, the *increased* tax revenues will be captured by the DDA to be used for the purposes outlined in this Plan and in the Development Plan.

Terms Defined. The following important terms are defined as part of this Plan.

- *Initial assessed value.* The most recently assessed value, as finally equalized by the State Board of Equalization, 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. This is also referred to as the base value.
- *Captured assessed value.* The amount by which the current assessed value exceeds the base value.
- *Captured taxable value.* When the DDA act was passed and terms were defined, the assessed value of property for the purposes of calculating property tax was the State Equalized Valuation (SEV). This value was applied to the local millage in order to establish property taxes. As a result of 'Proposal A' (Public Act 415 of 1994), a new formula was developed in establishing the property value to use when calculating property taxes and is referred to as the 'taxable value'. For the purposes of this step in the Tax Increment Financing Plan process, establishment of the 'captured assessed value,' is actually establishment of the 'captured taxable value' and shall be referred to as such throughout the remainder of this Plan.
- *Tax increment revenue.* The property tax revenue which is generated as a result of the difference in value between the base year and the current year. This tax increment can be used by the DDA to carry out the Development Plan.

Step One – Establishing the Base Value. Establishing the 'base year,' which will serve as the point of reference for determining future tax increments, is the first step in the tax increment financing procedure. The City Council takes this step at the time it adopts an ordinance approving the Tax Increment Financing Plan.

For the City of Swartz Creek Downtown Development Authority, the initial assessed value will be the assessed value of all real and personal property in the Development Area as set December 31, 2004, and equalized by the State of Michigan in May, 2005. The Plan was adopted on December 19, 2005. The amendment includes new base values for properties as of 12/31/2014.

The total base taxable value for the Swartz Creek DDA is \$23,295,775.

From this point forward, all property tax revenue generated from the increases in the value will be captured by the Swartz Creek DDA. That revenue is referred to as the tax increment revenue.

Step Two - Estimated Future Captured Taxable Value. As we look to the future, tax increment revenue needs to be projected because that establishes the budget for the DDA. The first step in estimating tax increment revenue is to determine the growth in taxable values in the district. The estimates are based on an increase in assessed value of property in the Development Area due to factors not directly related to new construction, such as inflationary increases, various market factors, changes in the use of property resulting in reassessment, or other factors. In preparing this plan, it was conservatively estimated that the annual growth in taxable value due to these factors would be 2.0 percent annually. This projection is provided in column two of Table 2 in Appendix B. By 2036, it is estimated that property in the DDA will be valued at \$33 million.

The amount captured by the DDA is the difference between the new values each year subtracted from the base value established in Step 1. These estimates are provided in column three of Table 2 in Appendix B which indicates the estimated captured taxable value over the next thirty year period, ending in 2036. By 2036, the DDA can expect to capture a taxable value of \$3.25 million. Possible increases in the value of taxable personal or real property resulting from new construction in the Development Area have not been included in the estimates in Appendix B.

Step Three – Estimated Future Tax Increment Revenue – After estimating future captured taxable value, the tax increment is determined for each year by applying the total current millage rate for all taxing jurisdictions in the Development Area against the captured taxable value.

The total millage rate used for the DDA capture is 20.5102 mills, plus a 4.9 mil assessment that is applied to real property. As regulated by law, this includes the following taxing jurisdictions and noted millage rates. Taxing jurisdictions collect the tax increment revenues in accordance with their normal property tax collection processes and schedules, and in turn distribute the revenues to the DDA.

City of Swartz Creek DDA Millage Capture	
Millage Category	2015 Rate
County - General Operating	5.5072
County – Paramedics	0.4847
County – Parks	0.7500
County – Airport Authority	0.4847
County – Library Authority	0.9981
City – General Operating	4.8289
County – Senior, MSU, Vet. Animal, Health	2.0400
City – Voted Operating	2.6270
MTA	0.8000
Community College – General Operating	1.3486
Community College - Extra Operating	0.6410
Total	20.5102

The tax increment to be collected by the DDA is based on the *operating millage* of the taxing jurisdictions, rather than total millage. Thus, the debt *millage* of the taxing jurisdictions will be unaffected by this Plan and will continue to generate tax revenue for the taxing jurisdictions.

Under current law, the DDA is only permitted to capture tax increment revenues from the State Education Tax and Swartz Creek School District to the extent necessary to pay debt service on eligible obligations or other protected obligations under Act 197. Since this is the initial establishment of the Tax Increment Finance Plan, there is no debt obligation and therefore Swartz Creek shall not capture school taxes of any kind.

Table 2 of Appendix B provides the projection of tax increment revenue based on the projected increases in captured taxable values through 2036. Table 2 also provides this same information broken down by taxing jurisdiction.

In total, the Swartz Creek DDA is projected to generate \$3.254 million in tax increment revenue over the 30 year term of this plan. This is substantially less than the \$7 million proposed in the 2005 plan.

Maximum Amount of Bonded Indebtedness

The DDA may issue tax increment bonds to finance proposed public improvements in the Development Area. The maximum amount of bonded indebtedness to be incurred, subject to available increments, will be equal to \$12.3 million based on:

- the total costs of the projects described in the Development Plan, as adjusted for inflation, and contingencies
- expenses related to issuance of the bonds, legal and financial counsel, bond printing, printing of the prospectus, notice of sale, and miscellaneous expenses.

The DDA will seek competent financial counsel to determine the most cost effective and efficient manner of securing the required financing.

A portion of the tax increment revenue available after payment of debt service requirements will be used to pay administrative, operating, maintenance, planning, legal, and promotion expenditures that have been or are expected to be incurred by the DDA and City for the purposes of preparation and implementation of the Development Plan and Tax Increment Financing Plan. These costs include advances extended by the City for payment of legal, municipal finance, and planning advisors and consultants, plus the past allocation of City staff on work related to the DDA. No other advances have been extended by others that will be repaid from tax increment revenues.

Duration of the Development Program

This Plan shall continue upon its approval by the City Council for a term of 30 years, unless this Plan is amended to extend or shorten its duration.

Impact on Taxing Jurisdictions

Current Revenues for Taxing Jurisdictions

Currently, the applicable taxing jurisdictions generate a small portion of their total revenue from property taxes generated within the Development Area. Table 2 reveals the tax increment revenue generated by taxing jurisdiction. Table 3 indicates the impact of the 2015 amended boundary.

Property Tax Revenue History and Projections

Economic growth within the Development Area has been minimal. This is due to a variety of local, regional, and national market factors combined with a lack of infrastructure and other amenities necessary to encourage economic growth. Over the past three years, many parcels within the Development Area have experienced only modest or no growth in State Equalized Value. The marketing of properties for commercial purposes is often extended in duration as potential buyers weigh the current attributes of the Development Area against those of other communities.

Data examined by the City indicates that property values in the Development Area have generated extremely small increases in tax revenues for the applicable taxing jurisdictions. Since the Tax Increment Financing Plan affects only the *increase* in property values, it follows logically that the Tax Increment Financing Plan will have a small impact on any property tax revenues that would have been anticipated by and available to the taxing jurisdictions had a Tax Increment Financing Plan not been adopted.

The projected captured revenue from each taxing jurisdiction is set forth in Appendix B. As noted earlier, the projections in Appendix B are based on an increase in taxable value at a rate of 2.0 percent annually. Upon eventual termination of the DDA, the taxing jurisdictions will reap the benefits of the anticipated development. In the interim, financial benefits will accrue to the other taxing jurisdictions as the result of new employment opportunities, housing construction and other ancillary development outside the limits of the Development Area, greater stability to the area's future, and related factors.

Impact on Debt Millage

As stated earlier, debt millage will be unaffected by this Plan. Debt millage will continue to generate tax revenue for the taxing jurisdictions based on the full current taxable value, rather than the base value.

Revenue Gains upon Completion of Plan

Completion of the Development Plan and Tax Increment Financing Plan will produce substantial increases in property tax revenues for all taxing jurisdictions in the Development Area. By the year 2036, it is estimated that the total taxable value of the Development Area will be over \$33 million.

As indicated, the growth of the Downtown is expected to expand tax revenue for all taxing jurisdictions. Although the taxable value for the Downtown is expected to increase markedly due to new project activity attracted through completion of the projects proposed by this Plan, there are no firm commitments to date regarding new development projects. However, it should be noted that the City proposes to aggressively pursue new development opportunities coincident with the completion of the projects detailed in the Plan.

Plan for Expenditure of Tax Increment Funds

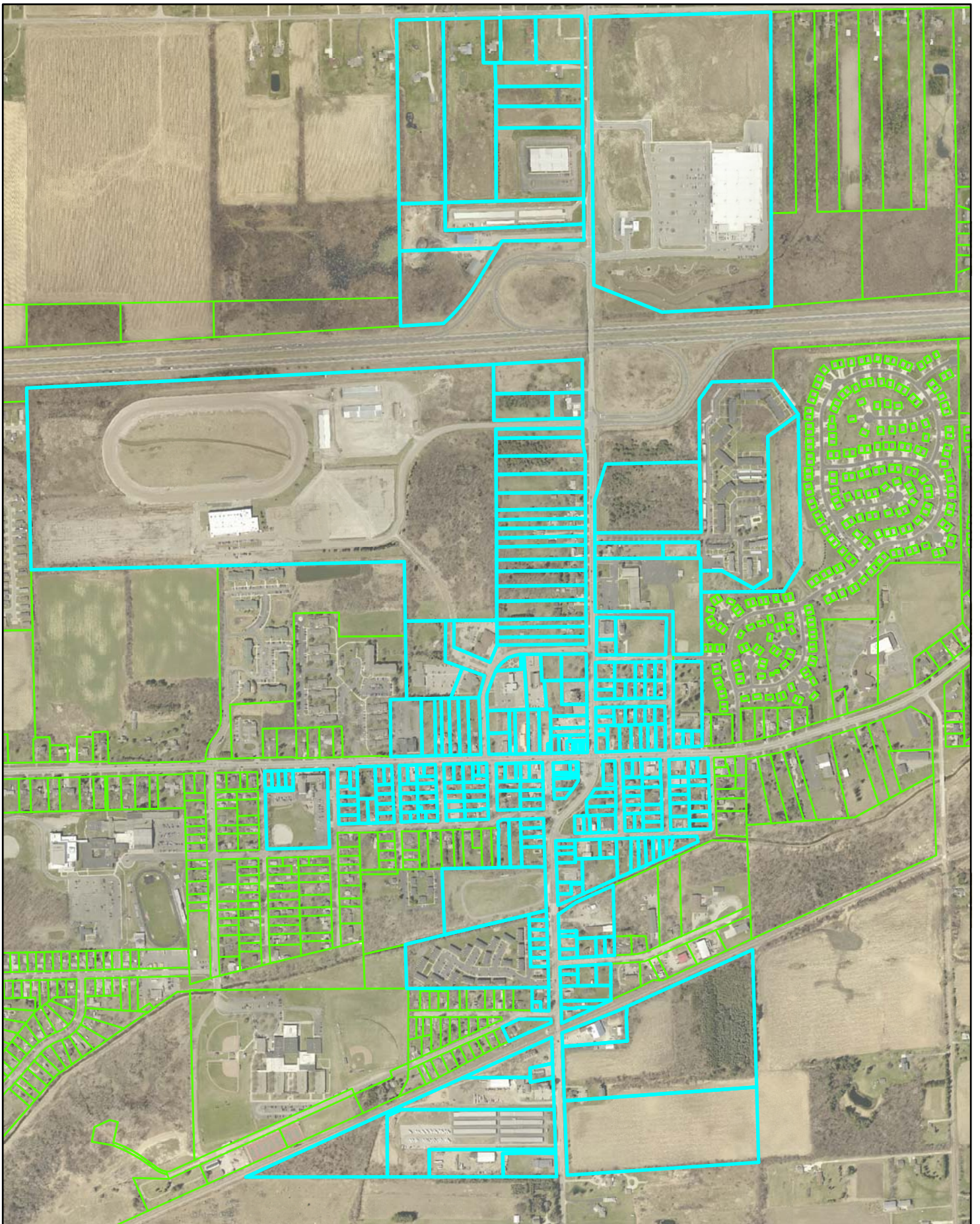
The tax increment funds received by the DDA will be used for the purposes outlined in this Plan and the Development Plan. Any additional tax increment revenues generated beyond those projected in this Plan will be used as follows:

1. To further the implementation of the public improvement program, or
2. Redistribution to the applicable taxing jurisdictions, in proportion to the amount of revenue generated within the district and the millage rate of each taxing jurisdiction in that year.

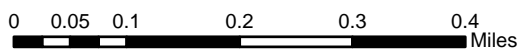
In the event that tax increment revenues generated are less than projected, the DDA may:

1. Collect the captured tax increment revenues until sufficient funds are available to implement specific public improvements on a pay-as-you-go basis.
2. Seek supplemental funding sources to help finance the Development Plan.
3. Amend the Development Plan to match the available revenues.

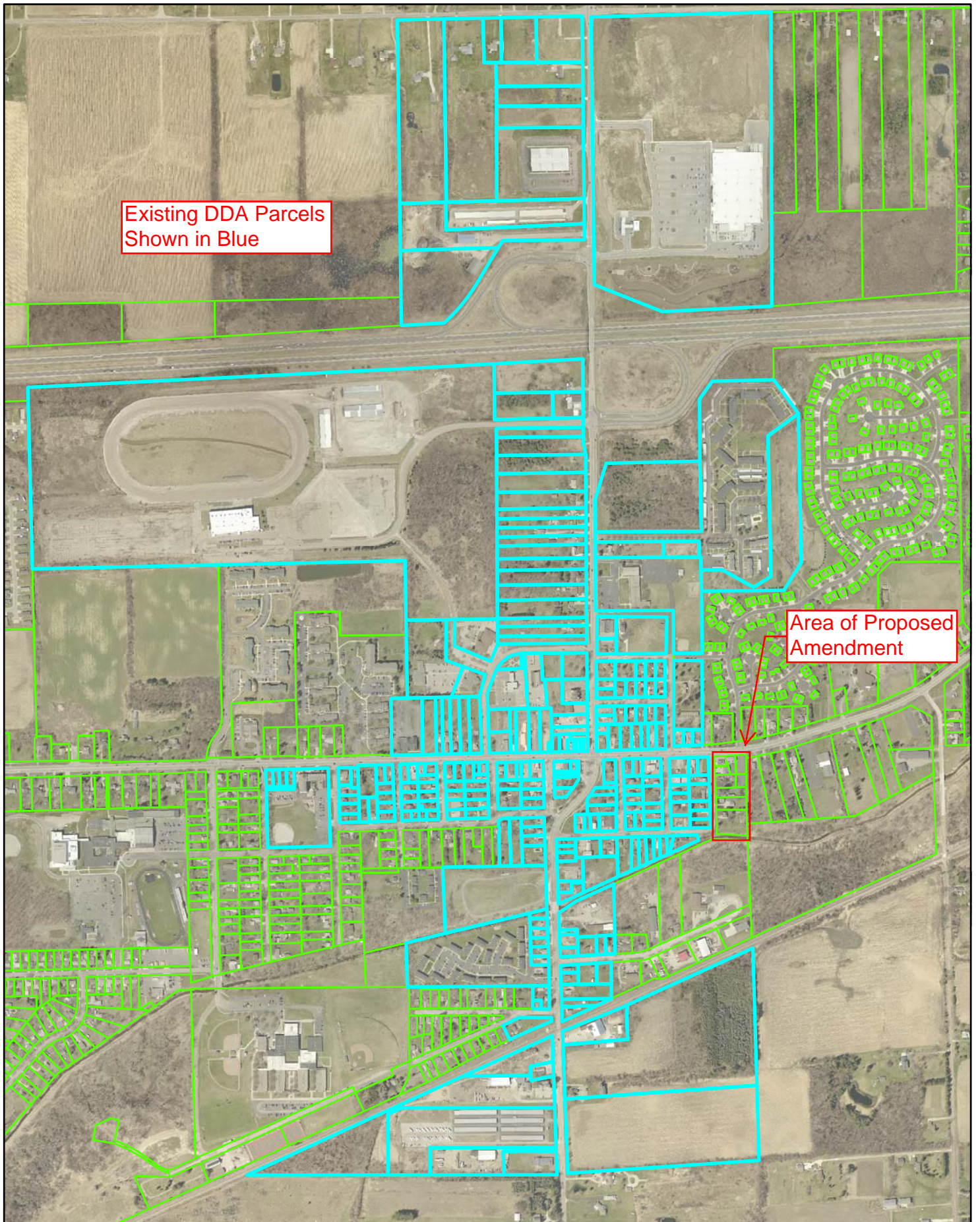
Appendix A:
Plan Map



City of Swartz Creek DDA Boundary Map



September 14, 2015 Draft



Existing DDA Parcels
Shown in Blue

Area of Proposed
Amendment

City of Swartz Creek DDA Boundary Map

0 0.05 0.1 0.2 0.3 0.4 Miles

September 14, 2015 Draft

Appendix B:
Plan Tables

Table 1: City of Swartz Creek DDA Projects

	DDA Allocated Costs
<i>Enhancement Improvements</i>	
Miller Road Corridor Enhancement (2,200 feet)	\$800,000
Morrish Road Corridor Enhancement	\$900,000
Morrish Rd/I-69 Overpass Corridor Enhancement	\$425,000
Fortino Road Corridor Enhancement	\$575,000
Holland Road Corridor Enhancement	\$125,000
Future Road Extensions Corridor Enhancement	\$325,000
Burial or Relocation of Overhead Utility Lines	\$800,000
I-69/Morrish Rd Gateway Treatment	\$225,000
Miller Road (east and west) Gateway Treatment	\$125,000
Morrish Road (north and south) Gateway Treatment	\$125,000
Property/Structure Acquisition	\$125,000
Building Rehabilitation	\$300,000
Public Art/Sculptures	\$175,000
Update Traffic Signals	\$250,000
Façade and Signage Improvements	\$320,000
<i>Transportation Improvements</i>	
Traffic Study	\$25,000
Street maintenance and repairs	\$550,000
Intersection Improvements	\$725,000
Road Extensions	\$725,000
Alley construction	\$325,000
Way-finding	\$250,000
Public Parking	\$525,000
Sidewalks/Pathways	\$225,000
Transit Enhancement	\$125,000
<i>Public Facility Improvements</i>	
Water Main, Sanitary Sewer, and Storm Drainage Improvements	\$850,000
Park Development	\$300,000
Wireless Internet Access	\$100,000
Community Center	\$300,000
Library	\$300,000
City Hall	\$300,000
<i>Administration and Planning</i>	
Marketing Plan	\$20,000
Webpage Development	\$10,000
DDA Promotion	\$250,000
Events and Festivals	\$350,000
General Administration	\$450,000
<i>Total Project Costs</i>	\$12.3 million

Table 2: City of Swartz Creek DDA Total Projected Revenues By Taxing Jurisdiction

FY	TV	Capture	Genesee County										Other	Mott		City		Revenue	
			Gen Op	Paramed	Parks	Senior	Health	Vets	MSU	Animal	Airport	Library	MTA	Gen Op	Voted Op	Gen Op	SAD*		Voted Op
Base	\$21,444,882	-																	
2016	\$23,295,775	\$1,850,893	\$10,193	\$897	\$1,388	\$1,296	\$1,851	\$185	\$74	\$370	\$897	\$1,847	\$1,481	\$2,497	\$1,186	\$8,938	\$329	\$4,862	\$38,292
2017	\$23,761,691	\$2,316,809	\$12,759	\$1,123	\$1,738	\$1,622	\$2,317	\$232	\$93	\$463	\$1,123	\$2,312	\$1,853	\$3,125	\$1,485	\$11,188	\$2,352	\$6,086	\$49,871
2018	\$24,236,924	\$2,792,042	\$15,376	\$1,353	\$2,094	\$1,954	\$2,792	\$279	\$112	\$558	\$1,353	\$2,787	\$2,234	\$3,766	\$1,790	\$13,482	\$4,415	\$7,335	\$61,682
2019	\$24,721,663	\$3,276,781	\$18,046	\$1,588	\$2,458	\$2,294	\$3,277	\$328	\$131	\$655	\$1,588	\$3,271	\$2,621	\$4,420	\$2,100	\$15,823	\$6,520	\$8,608	\$73,729
2020	\$25,216,096	\$3,771,214	\$20,769	\$1,828	\$2,828	\$2,640	\$3,771	\$377	\$151	\$754	\$1,828	\$3,764	\$3,017	\$5,087	\$2,417	\$18,211	\$8,667	\$9,907	\$86,016
2021	\$25,720,418	\$4,275,536	\$23,546	\$2,072	\$3,207	\$2,993	\$4,276	\$428	\$171	\$855	\$2,072	\$4,267	\$3,420	\$5,768	\$2,741	\$20,646	\$10,856	\$11,232	\$98,550
2022	\$26,234,826	\$4,789,944	\$26,379	\$2,322	\$3,592	\$3,353	\$4,790	\$479	\$192	\$958	\$2,322	\$4,781	\$3,832	\$6,462	\$3,070	\$23,130	\$13,089	\$12,583	\$111,334
2023	\$26,759,523	\$5,314,641	\$29,269	\$2,576	\$3,986	\$3,720	\$5,315	\$531	\$213	\$1,063	\$2,576	\$5,305	\$4,252	\$7,169	\$3,407	\$25,664	\$15,367	\$13,962	\$124,374
2024	\$27,294,713	\$5,849,831	\$32,216	\$2,835	\$4,387	\$4,095	\$5,850	\$585	\$234	\$1,170	\$2,835	\$5,839	\$4,680	\$7,891	\$3,750	\$28,248	\$17,691	\$15,368	\$137,675
2025	\$27,840,608	\$6,395,726	\$35,223	\$3,100	\$4,797	\$4,477	\$6,396	\$640	\$256	\$1,279	\$3,100	\$6,384	\$5,117	\$8,628	\$4,100	\$30,884	\$20,061	\$16,802	\$151,241
2026	\$28,397,420	\$6,952,538	\$38,289	\$3,370	\$5,214	\$4,867	\$6,953	\$695	\$278	\$1,391	\$3,370	\$6,939	\$5,562	\$9,379	\$4,457	\$33,573	\$22,479	\$18,264	\$165,079
2027	\$28,965,368	\$7,520,486	\$41,417	\$3,645	\$5,640	\$5,264	\$7,520	\$752	\$301	\$1,504	\$3,645	\$7,506	\$6,016	\$10,145	\$4,821	\$36,316	\$24,944	\$19,756	\$179,194
2028	\$29,544,675	\$8,099,793	\$44,607	\$3,926	\$6,075	\$5,670	\$8,100	\$810	\$324	\$1,620	\$3,926	\$8,084	\$6,480	\$10,927	\$5,192	\$39,113	\$27,459	\$21,278	\$193,591
2029	\$30,135,569	\$8,690,687	\$47,861	\$4,212	\$6,518	\$6,083	\$8,691	\$869	\$348	\$1,738	\$4,212	\$8,674	\$6,953	\$11,724	\$5,571	\$41,966	\$30,025	\$22,830	\$208,276
2030	\$30,738,280	\$9,293,398	\$51,181	\$4,505	\$6,970	\$6,505	\$9,293	\$929	\$372	\$1,859	\$4,505	\$9,276	\$7,435	\$12,537	\$5,957	\$44,877	\$32,642	\$24,414	\$223,255
2031	\$31,353,046	\$9,908,164	\$54,566	\$4,802	\$7,431	\$6,936	\$9,908	\$991	\$396	\$1,982	\$4,802	\$9,889	\$7,927	\$13,366	\$6,351	\$47,846	\$35,311	\$26,029	\$238,533
2032	\$31,980,107	\$10,535,225	\$58,020	\$5,106	\$7,901	\$7,375	\$10,535	\$1,054	\$421	\$2,107	\$5,106	\$10,515	\$8,428	\$14,212	\$6,753	\$50,874	\$38,033	\$27,676	\$254,117
2033	\$32,619,709	\$11,174,827	\$61,542	\$5,416	\$8,381	\$7,822	\$11,175	\$1,117	\$447	\$2,235	\$5,416	\$11,154	\$8,940	\$15,075	\$7,163	\$53,962	\$40,810	\$29,356	\$270,012
2034	\$33,272,103	\$11,827,221	\$65,135	\$5,733	\$8,870	\$8,279	\$11,827	\$1,183	\$473	\$2,365	\$5,733	\$11,805	\$9,462	\$15,955	\$7,581	\$57,112	\$43,642	\$31,070	\$286,226
2035	\$33,937,545	\$12,492,663	\$68,800	\$6,055	\$9,369	\$8,745	\$12,493	\$1,249	\$500	\$2,499	\$6,055	\$12,469	\$9,994	\$16,853	\$8,008	\$60,326	\$46,531	\$32,818	\$302,763

Total **\$137,128,420** **\$755,194** **\$66,466** **\$102,846** **\$95,990** **\$137,128** **\$13,713** **\$5,485** **\$27,426** **\$66,466** **\$136,868** **\$109,703** **\$184,986** **\$87,899** **\$662,179** **\$441,224** **\$360,236** **\$3,253,811**

*The special assessment does not levy against personal property, thereby making current capture based upon the real property increment only.

Table 3: City of Swartz Creek DDA Expansion Projected Impact By Taxing Jurisdiction

FY	TV	Capture	Genesee County										Other	Mott		City				
			Gen Op	Paramed	Parks	Senior	Health	Vets	MSU	Animal	Airport	Library	MTA	Gen Op	Voted Op	Gen Op	SAD*	Voted Op	Revenue	
Base	\$320,275	-																		
2016	\$320,275	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017	\$326,681	\$6,406	\$35	\$3	\$5	\$4	\$6	\$1	\$0	\$1	\$3	\$6	\$13	\$10	\$17	\$8	\$62	\$63	\$34	\$163
2018	\$333,214	\$12,939	\$71	\$6	\$10	\$9	\$13	\$1	\$1	\$3	\$6	\$13	\$10	\$17	\$8	\$62	\$63	\$34	\$329	
2019	\$339,878	\$19,603	\$108	\$10	\$15	\$14	\$20	\$2	\$1	\$4	\$10	\$20	\$16	\$26	\$13	\$95	\$96	\$51	\$498	
2020	\$346,676	\$26,401	\$145	\$13	\$20	\$18	\$26	\$3	\$1	\$5	\$13	\$26	\$21	\$36	\$17	\$127	\$129	\$69	\$671	
2021	\$353,609	\$33,334	\$184	\$16	\$25	\$23	\$33	\$3	\$1	\$7	\$16	\$33	\$27	\$45	\$21	\$161	\$163	\$88	\$847	
2022	\$360,682	\$40,407	\$223	\$20	\$30	\$28	\$40	\$4	\$2	\$8	\$20	\$40	\$32	\$55	\$26	\$195	\$198	\$106	\$1,027	
2023	\$367,895	\$47,620	\$262	\$23	\$36	\$33	\$48	\$5	\$2	\$10	\$23	\$48	\$38	\$64	\$31	\$230	\$233	\$125	\$1,210	
2024	\$375,253	\$54,978	\$303	\$27	\$41	\$38	\$55	\$5	\$2	\$11	\$27	\$55	\$44	\$74	\$35	\$265	\$269	\$144	\$1,397	
2025	\$382,758	\$62,483	\$344	\$30	\$47	\$44	\$62	\$6	\$2	\$12	\$30	\$62	\$50	\$84	\$40	\$302	\$306	\$164	\$1,588	
2026	\$390,413	\$70,138	\$386	\$34	\$53	\$49	\$70	\$7	\$3	\$14	\$34	\$70	\$56	\$95	\$45	\$339	\$344	\$184	\$1,782	
2027	\$398,222	\$77,947	\$429	\$38	\$58	\$55	\$78	\$8	\$3	\$16	\$38	\$78	\$62	\$105	\$50	\$376	\$382	\$205	\$1,981	
2028	\$406,186	\$85,911	\$473	\$42	\$64	\$60	\$86	\$9	\$3	\$17	\$42	\$86	\$69	\$116	\$55	\$415	\$421	\$226	\$2,183	
2029	\$414,310	\$94,035	\$518	\$46	\$71	\$66	\$94	\$9	\$4	\$19	\$46	\$94	\$75	\$127	\$60	\$454	\$461	\$247	\$2,389	
2030	\$422,596	\$102,321	\$564	\$50	\$77	\$72	\$102	\$10	\$4	\$20	\$50	\$102	\$82	\$138	\$66	\$494	\$501	\$269	\$2,600	
2031	\$431,048	\$110,773	\$610	\$54	\$83	\$78	\$111	\$11	\$4	\$22	\$54	\$111	\$89	\$149	\$71	\$535	\$543	\$291	\$2,815	
2032	\$439,669	\$119,394	\$658	\$58	\$90	\$84	\$119	\$12	\$5	\$24	\$58	\$119	\$96	\$161	\$77	\$577	\$585	\$314	\$3,034	
2033	\$448,462	\$128,187	\$706	\$62	\$96	\$90	\$128	\$13	\$5	\$26	\$62	\$128	\$103	\$173	\$82	\$619	\$628	\$337	\$3,257	
2034	\$457,432	\$137,157	\$755	\$66	\$103	\$96	\$137	\$14	\$5	\$27	\$66	\$137	\$110	\$185	\$88	\$662	\$672	\$360	\$3,485	
2035	\$466,580	\$146,305	\$806	\$71	\$110	\$102	\$146	\$15	\$6	\$29	\$71	\$146	\$117	\$197	\$94	\$706	\$717	\$384	\$3,718	

Total **\$1,376,340** **\$7,580** **\$667** **\$1,032** **\$963** **\$1,376** **\$138** **\$55** **\$275** **\$667** **\$1,374** **\$1,101** **\$1,857** **\$882** **\$6,646** **\$6,744** **\$3,616** **\$34,974**

*The special assessment does not levy against personal property, thereby making current capture \$0. Future impacts are not estimated.

Appendices C-E have been truncated to reduce the page count. These sections remain unchanged.