City of Swartz Creek AGENDA

Regular Council Meeting, Monday, July 28, 2025, 7:00 P.M.
Paul D. Bueche Municipal Building, 8083 Civic Drive Swartz Creek, Michigan 48473
THIS WILL BE A HYBRID MEETING, WITH IN PERSON ATTENDANCE BY COUNCIL MEMBERS.

- 1. CALL TO ORDER:
- 2. INVOCATION & PLEDGE OF ALLEGIANCE:
- 3. ROLL CALL:

4.	MOTION TO	APPROVE	MINUTES:

4A.	Council Meeting of July 14, 2025	MOTION	Pa. 30

5. APPROVE AGENDA:

5A. Proposed / Amended Agenda MOTION Pg. 1

6. REPORTS & COMMUNICATIONS:

6A.	City Manager's Report	MOTION	Pg. 8
6B.	Staff Reports & Meeting Minutes		Forthcoming
6C.	Footing Disconnect Pilot Pricing		Pg. 39
6D.	Lining Cooperative Bid		Pg. 40
6E.	DDA & TIF Plan Proposed Amendment		Attached

7. MEETING OPENED TO THE PUBLIC:

7A. General Public Comments

8. COUNCIL BUSINESS:

8A.	DDA Development and TIF Plan Amendment	PUBLIC HEARING	
8B.	Appointment	RESO Pg.	26
8C.	Storm Line Pricing Cooperative Bid	RESO Pg.	27
8D.	Sump Pump Disconnect Pilot Reimbursement	RESO Pg.	28

- 9. MEETING OPENED TO THE PUBLIC:
- 10. REMARKS BY COUNCILMEMBERS:

11. ADJOURNMENT: MOTION Pg. 29

Next Month Calendar (Public Welcome at All Meetings)

Planning Commission: Tuesday, August 5, 2025, 7:00 p.m., PDBMB (Cancelled)

City Council: Monday, August 11, 2025, 7:00 p.m., PDBMB
Downtown Development Authority: Thursday, August 14, 2025, 6:00 p.m., PDBMB
Park Board: Tuesday, August 19, 2025, 5:30 p.m., PDBMB
Zoning Board of Appeals: Wednesday, August 20, 2025, 6:00 p.m., PDBMB
Fire Board: Monday, August 18 2025, 6:00 p.m., Station #2

City Council: Monday, August 25, 2025, 7:00 p.m., PDBMB
Metro Police Board: Wednesday, August 27, 2025, 11:00 a.m., Metro HQ

City Council Packet 1 July 28, 2025

City of Swartz Creek Mission Statement

The City shall provide a full range of public services in a professional and competent manner, assuring that the needs of our constituents are met in an effective and fiscally responsible manner, thus promoting a high standard of community life.

City of Swartz Creek Values

The City of Swartz Creek's Mission Statement is guided by a set of values which serve as a common operating basis for all City employees. These values provide a common understanding of responsibilities and expectations that enable the City to achieve its overall mission. The City's values are as follows:

Honesty, Integrity and Fairness

The City expects and values trust, openness, honesty and integrity in the words and actions of its employees. All employees, officials, and elected officials are expected to interact with each other openly and honestly and display ethical behavior while performing his/her job responsibilities. Administrators and department heads shall develop and cultivate a work environment in which employees feel valued and recognize that each individual is an integral component in accomplishing the mission of the City.

Fiscal Responsibility

Budget awareness is to be exercised on a continual basis. All employees are expected to be conscientious of and adhere to mandated budgets and spending plans.

Public Service

The goal of the City is to serve the public. This responsibility includes providing a wide range of services to the community in a timely and cost-effective manner.

Embrace Employee Diversity and Employee Contribution, Development and Safety

The City is an equal opportunity employer and encourages diversity in its work force, recognizing that each employee has unlimited potential to become a productive member of the City's team. Each employee will be treated with the level of respect that will allow that individual to achieve his/her full potential as a contributing member of the City staff. The City also strives to provide a safe and secure work environment that enables employees to function at his/her peak performance level. Professional growth opportunities, as well as teamwork, are promoted through the sharing of ideas and resources. Employees are recognized for his/her dedication and commitment to excellence.

Expect Excellence

The City values and expects excellence from all employees. Just "doing the job" is not enough; rather, it is expected that employees will consistently search for more effective ways of meeting the City's goals.

Respect the Dignity of Others

Employees shall be professional and show respect to each other and to the public.

Promote Protective Thinking and Innovative Suggestions

Employees shall take the responsibility to look for and advocate new ways of continuously improving the services offered by the City. It is expected that employees will perform to the best of his/her abilities and shall be responsible for his/her behavior and for fulfilling the professional commitments they make. Administrators and department heads shall encourage proactive thinking and embrace innovative suggestions from employees.

CITY OF SWARTZ CREEK VIRTUAL REGULAR CITY COUNCIL MEETING ACCESS INSTRUCTIONS MONDAY, JULY 28, 2025, 7:00 P.M.

The regular meeting of the City of Swartz Creek city council is scheduled for **July 28, 2025** starting at 7:00 p.m. and will be conducted in hybrid form. The meeting will be available virtually (online and/or by phone). Council members and staff must attend in-person. The general public may attend in-person or virtually.

To comply with the **Americans with Disabilities Act (ADA)**, any citizen requesting accommodation to attend this meeting, and/or to obtain the notice in alternate formats, please contact Renee Kraft, 810-429-2766, 48 hours prior to meeting,

Zoom Instructions for Participants

To join the conference by phone:

- 1. On your phone, dial the teleconferencing number provided below.
- 2. Enter the **Meeting ID** number (also provided below) when prompted using your touch-tone (DTMF) keypad.

Before a videoconference:

- 1. You will need a computer, tablet, or smartphone with speaker or headphones. You will have the opportunity to check your audio immediately upon joining a meeting.
- 2. Details, phone numbers, and links to videoconference or conference call is provided below. The details include a link to "**Join via computer**" as well as phone numbers for a conference call option. It will also include the 9-digit Meeting ID.

To join the videoconference:

- 1. At the start time of your meeting, enter the link to join via computer. You may be instructed to download the Zoom application.
- 2. You have an opportunity to test your audio at this point by clicking on "Test Computer Audio." Once you are satisfied that your audio works, click on "Join audio by computer."

You may also join a meeting without the link by going to <u>join.zoom.us</u> on any browser and entering the Meeting ID provided below.

If you are having trouble hearing the meeting, you can join via telephone while remaining on the video conference:

- 1. On your phone, dial the teleconferencing number provided below.
- 2. Enter the **Meeting ID number** (also provided below) when prompted using your touchtone (DMTF) keypad.
- 3. If you have already joined the meeting via computer, you will have the option to enter your participant ID to be associated with your computer.

Participant controls in the lower left corner of the Zoom screen:



Using the icons in the lower left corner of the Zoom screen you can:

- Mute/Unmute your microphone (far left)
- Turn on/off camera ("Start/Stop Video")
- Invite other participants
- View participant list-opens a pop-out screen that includes a "Raise Hand" icon that you may use to raise a virtual hand during Call to the Public
- Change your screen name that is seen in the participant list and video window
- Share your screen

Somewhere (usually upper right corner on your computer screen) on your Zoom screen you will also see a choice to toggle between "speaker" and "gallery" view. "Speaker view" show the active speaker.

Renee Kraft is inviting you to a scheduled Zoom meeting.

Topic: Swartz Creek City Council Meeting

Time: July 28, 2025 at 7:00 PM Eastern Time (US and Canada)

Join Zoom Meeting

https://us02web.zoom.us/j/83096401128

Meeting ID: 830 9640 1128

One tap mobile

- +13017158592,,83096401128# US (Washington DC)
- +13126266799,,83096401128# US (Chicago)

Dial by your location

- +1 301 715 8592 US (Washington DC)
- +1 312 626 6799 US (Chicago)
- +1 929 205 6099 US (New York)
- +1 253 215 8782 US (Tacoma)
- +1 346 248 7799 US (Houston)
- +1 669 900 6833 US (San Jose)

Meeting ID: 830 9640 1128

Find your local number: https://us02web.zoom.us/u/kz4Jb4etg

If you have any further questions or concerns, please contact 810-429-2766 or email rkraft@cityofswartzcreek.org.

A copy of this notice will be posted at City Hall, 8083 Civic Drive, Swartz Creek, Michigan.

CITY OF SWARTZ CREEK VIRTUAL (ELECTRONIC) MEETING RULES AND PROCEDURES

In order to conduct an effective, open, accessible, and professional meeting, the following protocols shall apply. These protocols are derived from the standard practices of Swartz Creek public meetings, Roberts Rules of Order, the City Council General Operating Procedures, and other public board & commission procedures. These procedures are adopted to govern participation by staff, councilpersons and members of the public in all City meetings held electronically pursuant to PA 228 of 2020. Note that these protocols do not replace or eliminate established procedures or practices. Their purpose is to augment standing expectations so that practices can be adapted to a virtual meeting format.

The following shall apply to virtual meetings of the city's public bodies that are held in accordance with the Open Meetings Act.

- 1. Meetings of the City Council, Planning Commission, Zoning Board of Appeals, Downtown Development Authority, Park Board, or committees thereunder may meet electronically or permit electronic participation in such meetings insofar as (1) the Michigan Department of Health and Human Services restricts the number of persons who can gather indoors due to the COVID-19 pandemic; (2) there is in place a statewide or local state of emergency or state of disaster declared pursuant to law or charter by the governor or other person authorized to declare a state of emergency or disaster.
- 2. All meetings held hereunder must provide for two-way communication so that members of the public body can hear and respond to members of the general public, and vice versa.
- 3. Members of the public body who participate remotely must announce at the outset of the meeting that he/she is in fact attending the meeting remotely and by further identifying the specific physical location (by county, township, village and state) where he/she is located. The meeting minutes must include this information.
- 4. Notice of any meeting held electronically must be posted at the City Offices at least 18 hours before the meeting begins and must clearly explain the following:
 - (a) why the public body is meeting electronically;
 - (b) how members of the public may participate in the meeting electronically, including the specific telephone number, internet address or similar log-in information needed to participate in the meeting;
 - (c) how members of the public may contact members of the public body to provide input or ask questions on any business that will come before the public body at the meeting;
 - (d) how persons with disabilities may participate in the meeting.
- 5. The notice identified above must also be posted on the City's website homepage or on a separate webpage dedicated to public notices for non-regularly scheduled or electronic

public meetings that is accessible through a prominent and conspicuous link on the website's homepage that clearly describes the meeting's purpose.

- 6. The City must also post on the City website an agenda of the meeting at least 2 hours before the meeting begins.
- 7. Members of the public may offer comment only when the Chair recognizes them and under rules established by the City.
- 8. Members of the public who participate in a meeting held electronically may be excluded from participation in a closed session that is convened and held in compliance with the Open Meetings Act.

MAINTAINING ORDER

Public body members and all individuals participating shall preserve order and shall do nothing to interrupt or delay the proceedings of public body.

All speakers shall identify themselves prior to each comment that follows another speaker, and they shall also indicate termination of their comment. For example, "Adam Zettel speaking. There were no new water main breaks to report last month. That is all."

Any participants found to disrupt a meeting shall be promptly removed by the city clerk or by order of the Mayor. Profanity in visual or auditory form is prohibited.

The public body members, participating staff, and recognized staff/consultants/presenters shall be the only participants not muted by default. All other members must request to speak by raising their digital hand on the virtual application or by dialing *9 on their phone, if applicable.

MOTIONS & RESOLUTIONS

All Motions and Resolutions, whenever possible, shall be pre-written and in the positive, meaning yes is approved and no is defeated. All motions shall require support. A public body member who reads/moves for a motion may oppose, argue against or vote no on the motion.

PUBLIC ADDRESS OF COUNCIL

The public shall be allowed to address a public body under the following conditions:

- 1. Each person who wishes to address the public body will be first recognized by the Mayor or Chair and requested to state his / her name and address. This applies to staff, petitioners, consultants, and similar participants.
- 2. Individuals shall seek to be recognized by raising their digital hand as appropriate on the digital application.
- 3. Petitioners are encouraged to appropriately identify their digital presence so they can be easily recognized during business. If you intend to call in only, please notify the clerk in advance of your phone number.

- 4. The city clerk shall unmute participants and the members of the public based upon the direction of the mayor or chair. Participants not recognized for this purpose shall be muted by default, including staff, petitioners, and consultants.
- 5. Individuals shall be allowed five (5) minutes to address the public body, unless special permission is otherwise requested and granted by the Mayor or Chair.
- 6. There shall be no questioning of speakers by the audience; however, the public body, upon recognition of the Mayor or Chair, may question the speaker.
- 7. No one shall be allowed to address the public body more than once unless special permission is requested, and granted by the Mayor or Chair.
- 8. One spokesperson for a group attending together will be allowed five (5) minutes to address the public body unless special permission has been requested and granted by the Mayor or Chair.
- 9. Those addressing the public body shall refrain from being repetitive of information already presented.
- 10. All comments and / or questions shall be directed to and through the Mayor or Chair.
- 11. Public comments (those not on the agenda as speakers, petitioners, staff, and consultants) are reserved for the two "Public Comment" sections of the agenda and public hearings.

VOTING RECORD OF PUBLIC BODIES

All motions, ordinances, and resolutions shall be taken by "YES" and "NO" voice vote and the vote of each member entered upon the journal.

City of Swartz Creek CITY MANAGER'S REPORT

Regular Council Meeting of Monday, July 28, 2025 - 7:00 P.M.

TO: Honorable Mayor, Mayor Pro-Tem & Council Members

FROM: Adam Zettel, City Manager

DATE: July 24, 2025

ROUTINE BUSINESS – REVISITED ISSUES / PROJECTS

✓ MICHIGAN TAX TRIBUNAL APPEALS (No Change of Status)

The timeframe for appeals is open. As of writing, we do not have any. Generally, values have been increasing at a rate that is obviously in excess of our taxable value rate adjustments. However, this may be slowing down, and business may look to explore appeals again.

✓ **STREETS**(See Individual Category)

✓ 2025-2027 TRAFFIC IMPROVEMENT PROGRAM (TIP) (No Change of Status)
We have tentative funding for Miller, Morrish to Dye, as well as Elms Road. These two streets are broken up into four separate projects for the Genesee County Traffic Improvement Program as noted below.

The concrete section of Miller Road is proposed to be funded at 80% as a rehabilitation project. However, the other three segments have PASER 5 funds, and these funds are proposed to be limited. This limit is currently set at \$55/lane foot, and funding is set to be only 80% of that, but this could change.

Summarily, the good news is that federal funds are available for all submissions. The bad news was that the local match for all projects was initially over \$2.1M. As of writing, we have new numbers in from OHM that reduce the projects down to very basic mill and resurfacing projects. This substantially reduces the overall price and cuts our local match from \$2,142,772 in the original breakdown to \$1,344, 070 as follows, a savings of about \$800,000:

<u>Section</u>	<u>Repair Type</u>	<u>Beginning</u>	<u>End</u>	<u>Total Cost</u>	<u>Federal</u>	<u>Local</u>
		East Springpoint	475' East of			
Miller	Concrete Repair	of Elms	Tallmadge	\$668,502	\$534,802	\$133,700
Elms	Asphalt Resurfacing	South City Limits	North City Limits	\$730,313	\$470,800	\$259,513
Miller	Asphalt Resurfacing	Morrish	Elms	\$1,287,581	\$747,384	\$540,197
Miller	Asphalt Resurfacing	Tallmadge	Dye	\$1,524,916	\$1,114,256	\$410,660

\$5,010,014 \$2,867,242 \$1,344,070

Based on these new numbers, there is a path forward by which we can do all of the work. However, I was hoping to get the local match below \$1M. Note that the projects have substantially reduced estimates for the typical level of curb, sidewalk, grading, and undercutting work. As priced, we are looking at projects that are more similar in nature

to the quick and easy Seymour Road resurfacing than the more involved Miller Road rehabilitation. However, given the condition of the streets at this point, I find such an investment to still be very much worth it with the matching funds.

We will plan to proceed with all four streets. The big question we will be working on with the GCMPC and OHM is related to the phasing. We need to set a tentative plan to get all the work done in a three year window. Doing all the work at once will save costs on mobilization and will put the work behind us quicker, with fewer interruptions. However, that plan could be a traffic nightmare and may be inflexible should we need more time to set funds aside. We are likely to break this project into two phases, perhaps the concrete first, followed by all paving in a subsequent season.

After meeting with GCMPC on January 16th, they intend to break the project into two phases with 2027 and 2029 being the construction years. This is later than we would like, but this is probably the best that can be arranged. We are trying to line up the asphalt phases of Miller Road first since those are the most time sensitive repair in order to prevent more costly decay. Note that a project occurring in 2026 is nearly impossible at this point because of the nine month delay with governmental agency reviews for engineered projects.

STREET PROJECT UPDATES (Update)

This is a standing section of the report on the status of streets as it relates to our dedicated levy, 20-year plan, ongoing projects, state funding, and committee work. Information from previous reports can be found in prior city council packets.

All systems are a go for 2025 construction. The city approved Cappy Lane road work, with water main, as well as Don Shenk and the county project on Bristol Road (city limits to Morrish). Culverts on Bristol Road have been replaced, work on sidewalks and drives has started, and paving should occur in August. Tree removal and storm water work is complete. Water main work is finalizing. The goal is to get all water work and road base work completed prior to school commencing on August 20th. Both projects should be substantially complete in September.

We had an amended agreement for the decorative street lighting for this phase of the project from Consumers Energy. The amount was higher than anticipated at about \$70,000. This includes the addition of 15 new decorative street lights, which we feel is too much and is not really consistent with past projects. We cut the project scope in half and have asked to have CE revise it and return it to the council for review.

We applied for MDOT funds to help support Civic, Frederick, and School Street work. This is a long shot.

We have approved a proposal for city-wide crack fill. This is expected to occur midsummer, followed by lane markings in the late summer or fall.

2024 Winchester Village street reconstruction is ready to close out. Concrete and restoration have been addressed for punch list items. We will conduct a final review and look to issue final payments and USDA reports.

In Winchester Woods, street rehabilitation with limited drainage work has been successfully completed. Note that the milled sections did experience higher rates of cracking during the winter. This is unwelcome but not a sign of a project deficiency for this type of rehabilitation.

Note that there are many concerns about ditching in the area. Overall, drainage is much improved. However, there have been some changes. With the area very wet and relatively flat, the ditch grades are not steep. However, they are consistent and without barriers. This has resulted in water generally flowing through all areas almost all the time due to the high water table and the discharge of sump pumps. Previously, some ditches would dry out, but this was generally the result of upstream damming effects of culverts that were retaining standing water.

✓ WATER – SEWER ISSUES PENDING (See Individual Category)

✓ SEWER REHABILITATION PROGRAM (Update)

Dependable Sewer is underway with the second year of the eight year cleaning and televising program. As of writing, there are no formal reports, but their verbal account is that there are no blockages or pipe deficiencies. Council approved to have Dependable Sewer address the areas of Bristol, Miller, and in Heritage that amount to about 17,000 lineal feet, as follows:

2025 Sewer Cleaning and Televising

	Manholes Numbers		Footage
Heritage Village	G1-G73		5107
Bristol Rd.	A251-A265		5098
Miller Rd.	A273-A287		6852
		Total	17057

Based upon the approved pricing of the three year agreement, I estimate that the work will cost around \$80,000 for cleaning, televising, root cutting, and mobilization. Staff did include additional provisions for traffic control, which include a benchmark of MDOT standards.

The city is also taking the next step forward in GIS (our Geographic Information System or mapping system). DLZ has been retained to do some repairs on our GIS map and to update the related data fields with existing information. They will also be updating the data regularly as new inspection and/or repair data is made available.

See the January 13, 2025 report for historic and conceptual details regarding the city's eight year inspection program.

✓ WATER MAIN REPLACEMENT- USDA (No Change of Status) All water main work is complete. This should close out concurrently with the road work in Winchester Village.

✓ BROWN ROAD WELL SITE AND TRANSMISSION MAIN (No Change of Status)

I received a soft inquiry from the City of Durand about our well head site on Brown road, as well as the 16" transmission main that connects that site to the west end of our city.

[These assets served the Winchester Village subdivision with water and were privately owned and operated until sold to the city in 1975. The city then supplied all public customers with this water source until connecting to the county system. The 16" concrete main remains in place, the eleven acres remains in possession of the city, and the well house is still present but inactive].

I can only speculate that Durand may be looking at long term options to supply another well or to connect to Karegnondi. They sought access to the site, a possible valuation, and current well viability. I provided what information that I could, but I indicated that well viability, costs for startup, and valuation would likely require third party services that would come with a substantial cost.

The manager acknowledged this and indicated that they would reach out with a formal request to conduct due diligence further if they choose to learn more. For our part, I do not believe we are in a position to invest in those types of viability studies for the potential marketing of the site. While the sale of these assets might be desirable, I believe our approach should be passive, with a potential user conducting the analysis.

If anyone wishes to discuss this matter or the approach I recommend, please let me or the council know so we can explore it.

✓ WATER PLANS (No Change of Status)

The timeframe for review of proposals and commencement of work is likely to be the beginning of the fourth quarter this year. The previous report follows.

We have a number of state-required plans and studies that are due in the coming 12-18 months. These include our water reliability study, emergency response plan, and general plan. These documents are all currently up to date, but I wish to get a head start on their revisions so that we can use them for financial/construction planning, as well as to file with the state in a timely manner. To proceed, I am seeking a professional service agreement from OHM. They believe that revisions should be undemanding to update, which should result in an agreeable cost.

✓ SEWER ASSET MANAGEMENT PLAN (Update)

DLZ is retained to update our sewer district map and 20 year asset management plan. We had a progress meeting on July 23rd, and they are commencing with redistricting our map and determining theoretical flows based upon changes to the system since the last districting process.

Concerning the flow monitoring that is required to understand our capacities, Genesee County is working with DLZ to price out meters within their region-wide bidding process. This should help us streamline the process and save money as we monitor sewer in the coming years.

For complete details on this topic, see the June 23, 2025 report.

✓ SEWER INFLOW MITIGATION (Business Item)

I have a proposal from the onsite contractor for the potential pilot footing disconnect for 5197 Durwood Drive. This is an extremely good price (\$5,586), which is likely resulting because the contractor will be onsite installing footings for a home addition, as well as other sanitary lead repairs. We generally expect such work to cost around \$10,000.

I encourage the council to authorize reimbursement of this expense with a 15% contingency, provided that the city is able to observe the functions and results of the disconnect in addition to the public storm connection. This will enable staff to learn more about potential sewer disconnection processes for private residences as we potentially engage in a program to pursue more of these in the future.

Note that sanitary leads and stormwater drains are the responsibility of homeowners. However, since these stormwater connections were legally installed to interconnect into the sewer system, their removal is of a public benefit and is a legitimate public expense. I stress that such expenses are a legitimate public expense, BUT they are ultimately the burden of the OWNER.

As the city continues to pursue reduced inflow of stormwater into the sanitary sewer, a program to encourage footing drain disconnects is a priority. While the city may ultimately have no choice but to order removal at the owners' expense (under a state directive), we believe that the sharing of costs or potential for total reimbursement is a strong way to start a program proactively. This will encourage voluntary disconnections prior to a potential future time when disconnections are mandated.

The previous report that describes the I&I problem and our position follows.

Sanitary sewer inflow and infiltration (I&I) contributes much to our sewer collection system capacity and that of the sewer treatment facility. This can cause backups and overflows. The cause includes areas of the sewer collection system that can be subjected to ground water infiltration (pipe cracks, deteriorating manhole structures, unlined pipes), as well as inflows (roof, groundwater, or home footing drains).

It is our opinion that home footing drains that are connected to the sanitary sewer system are the biggest culprit for water inflow into the sanitary sewer. In addition to taking up capacity and stressing the treatment facility, this is also resulting in increased surcharges from the Genesee County Drain Commissioners office (rightfully so).

This problem is region-wide and presents itself with various levels of impact. New subdivisions like Parkridge might contribute very little, but a place like Winchester Village has many footing drains that were lawfully connected at the time of installation. Presently, these connections are not permitted, and we believe there will be a mandate in the distant future (~10 years) to remove these from public sewer systems to avoid the issues noted above.

At our budget meetings this spring, I brought up the idea of using available sewer funds to explore removing footing drains from homes and replacing them with sump pumps. This transition is likely to cost \$5,000-\$12,000 per home. I propose that the city conduct

a pilot project or two to develop a better understanding of the costs and methods needed to scale such a program to entire neighborhoods of the city (more on this later).

What I propose in the long run is to offer a number of footing disconnects in each year that are equal to our available sewer funds (perhaps 10-15 per year). The city could cover 100% of the cost for homeowners on a first-come, first-served basis. This will allow the city to incrementally proceed towards the goal of removing all known footing drains at a reasonable pace, hopefully avoiding a potential mandate that forces a large scale operation down the road.

In any event, there will likely come a time when homeowners are forced to disconnect, and the resources will not likely be available to conduct removals at that scale. This will require owners to provide some, perhaps all, of the disconnection cost. It is for that reason that we believe an incremental approach now will not only slowly relieve stress on the system, but it will be popular among interested homeowners.

With that said, there is an owner in Winchester Village that is undertaking some home remodeling and called our office about the need to excavate and repair their private lead. I inquired about their thoughts on disconnecting the footing drain in lieu of a sump pump system (using available sewer funds). The owner is very interested. I am expecting a quote from their contractor, and my intention is to peer review the work/cost and request the city council to approve the work with sewer funds as one of the aforementioned pilot projects.

✓ HYDRANTS (Update)

Hydrant work is ongoing again. We are still not pleased with the level of communication or effort we are getting from the vendor. Our crews are able to gauge paint thickness and are auditing the workmanship to ensure a quality product.

✓ **GENESEE COUNTY WATER & SEWER MATTERS** (No Change of Status)

Work is complete on a new section of water main that will connect Elms/Maple to Hill, and on to Morrish. This will provide some additional redundancy for the system. Water main is being installed on Elms, between Maple and Hill. Connection down Hill to Seymour is expected next year. I am making inquiries to the county to see if this is something we need to plan for. It does not appear that a connection is imminent.

These two connections will greatly increase reliability in the city, especially on our extreme west end, where we have a pronounced need for a second feed from either Clayton or Gaines. As a side note, this could encourage some new development south of the city, which is common to experience when utilities are extended during strong economic periods.

See prior reports (May 28, 2024) for updates on PFAS. At a meeting of the WWS Advisory Committee in December, it was again stressed that there is not a good solution for PFAS effluence. The county may be forced to devise a plan for incineration as land application and landfill disposal becomes more problematic. This could result in future added costs.

It was affirmed during the GCDC-WWS budget meeting in December that there is no rate increase planned for our bulk water.

✓ HERITAGE VACANT LOTS (No Change of Status)

Another privately owned lot is having a new home built. The water service could not be located, so the city provided one at our expense.

The city also has two more lots that were acquired through the tax reversion process. There is interest by the builder to proceed with acquisition and construction. In addition, the association manager reached out about permitted designs and builders for the subdivision. There could be renewed interest in some building. This would finally clear us of the subdivision and put the association in a better position to build membership and dues for their operations.

Though the city cannot retain funds in addition to expenses for these lots, we are still expected to sell them at market value. Listings in Heritage for vacant units are \$10,000-\$12,000, and none of them are moving. I propose a price of \$10,000 for each lot. If there is no objection, I will bring this back to the council for the first step of the sale process.

✓ NEWSLETTER (No Change of Status)

The summer newsletter is out! Let me know what you think.

✓ **CONSTRUCTION & DEVELOPMENT UPDATE** (See Individual Category)

This will be a standing section of the report that provides a consolidated list for a brief status on public and private construction/developmental projects in the city. Many of these briefs are covered in more detail elsewhere in this report

- Additional demolitions have been undertaken by the owner of the raceway. The
 owner intends to have the site razed for future use. The site is not formally for sale,
 nor is there a concept plan for reuse.
- 2. The **reuse of Mary Crapo is moving forward.** Construction is underway on phase one of the varsity baseball field. There will be two pickleball courts that can double as skating in the winter. Most recently, we have fielded a number of afterhours construction/noise complaints. We believe we have addressed this with the school.
- 3. (Update) Street repair in 2025. Work is underway and on schedule. We do expect to have higher costs related to undercuts on Cappy and Don Shenk due to the detection of poor soil. We have authorized this work. The cooperative project for Bristol Road is expected to undergo surfacing in August. Local street work in 2026-2028 will be limited due to advancement of the above projects. However, TIP funds are still pending for Miller (Morrish to Dye) and Elms.
- 4. The Brewer Condos may have new life. The builder may be able to finish all twelve units if they can successfully acquire a DDA TIF incentive. They are likely to apply in the next month.
- 5. The current phase of **Springbrook East is substantially complete.** We created a punch list for the infrastructure improvements, which the owner has nearly completed. The next step is to proceed with formal street dedication. I expected this in January, but the owner was in a tragic accident, which slowed the process. Things are moving again, but not in time to get this before the council in April to accept the streets, water, sewer, and storm. **There has been a sale of this**

- project's future phases and real estate. It appears JW Morgan and another partner are in control of future phases.
- 6. The **southwest corner of Elms & Miller** was seeing some increased activity. We met with the owner and an architect yet again in January. Though there is nothing imminent, there is enough interest to make me believe we may see something in 2025.
- 7. (Update) Park Projects. Projects currently include an active grant award for Otterburn. We are now preparing the bid for the tree project at Abrams Park, which was awarded about \$10,000 through the DNR. We have bike racks ordered for various areas at Abrams and Elms, Elms Park pickleball nets (delivered), Abrams forestry (October), a replacement sign at Abrams (July order), and Genesee County Park Ranger patrols at Elms Park (ongoing). Additional historical signs are awaiting availability of the historical society to furnish content. Irrigation is installed for the Abrams butterfly garden.
- 8. **New Businesses.** The vacant land between Little Caesars and Gil-Roys has sold, but we have no indication of the use. The property across from Gil-Roys is reported to be sold, with a potential food market store moving into the former Rite-Aid and offices for Gordon Food Service occupying the west end. Permits are being pulled for interior work for the downtown bookstore.
- 9. (Update) Mundy Megasite. The potential user, Sandisc, has withdrawn interest in the site. However, the Genesee Economic Alliance maintains efforts to find a user and continues to present their offer to purchase Morrish Elementary for \$40,000,000. They did a preliminary study that indicates this should be sufficient to replace the school with a larger and more functional site. The school board will be considering this.
- 10. (Update) Holland Square lighting and sound costs are expected by the beginning of August. We are integrating these costs into the plan and will be getting the committee together soon. We plan to fund this project with \$75,000 from MSHDA and matching funds from the MEDC crowdfunding program (which could be as much as \$150,000).
- 11. (Update) Wayfinding & Branding Signs are going up. The concept is being applied to the trail signs, since these have already been funded by the Cosmos campaign. These will be up in early August. We also replaced the Hill Road entry sign and ordered a replacement sign at Abrams Park. The DDA and council can liaise on if, when, and how to proceed with future installations.
- 12. The DDA considered a Social District about two years ago. There is renewed interest in exploring this. No recommendations have been made, but I would not be surprised if this was back on DDA agenda's this spring or summer. With the potential for another tavern coming, the city has the ability to designate a commons area in the community.
- 13. (Update) The Cage Fieldhouse is undergoing resurfacing of the parking lot. As a school, they are exempt from zoning, so they are able to make changes that include removal of landscaping in greenbelts and the traffic islands. They do intend to increase the amount of available parking, and they have applied to extend the deceleration lane and add a second driveway. Our engineer is reviewing the plans for the new drive and road alteration, which is still under the purview of the city as a modification to the right of way. Note that the school did conduct an exhaustive traffic study.

14. (Update) Old Methodist Church has had a number of folks inspect the site, but I believe submission of a proposal in July is unlikely. We are pursuing some other avenues to garner interest and lower barriers to use. For example, the MEDC indicates that they may be able to perform analysis of materials to determine the scope of asbestos/lead liabilities, which is a large concern for potential users.

✓ **REDEVELOPMENT READY COMMUNITIES** (No Change of Status)

We have a new liaison for some of our MEDC projects. Joshua Prusik is taking over for Charles Donaldson. Some of you may have seen both of these outstanding gentlemen at our Cosmos ribbon cutting.

The RFQ for the old Methodist Church is live! This has been broadcast all over the state, shared with trade groups, and delivered to known local and regional interests. We expect to get submissions in through early summer, with the DDA convening in August to go over results. We have had a few requests for the RFQ, one walk through, and a couple consultations so far! The previous report follows.

The DDA completed the purchase of the Methodist Church on Morrish. They made this acquisition as a means to create more likely opportunities for the building's preservation and reuse for recreation, hospitality, or culture. We requested MEDC assistance through the RRC program to create a Request for Qualifications for reuse of the site. This has been approved. The DDA will now work with professionals to create a marketable request for developer/user qualifications and concepts.

The idea will be to market the site to potential users and request statements from interested parties that include a conceptual use, business plans, and qualifications. The DDA can then proceed to select one or more parties to negotiate a plan and transaction. To make this happen, the state is hiring a professional to craft a Request for Qualifications packet that will include promotional materials, project guidelines, and rating criteria. I expect the DDA to take the lead on finding a good use and developer.

The DDA is also taking the lead on Holland Square, which is a candidate for a future crowdfunding program. Please see the dedicated section below.

✓ CDBG (No Change of Status)

The applications for the next cycle (2025-2027) have been submitted. These include a 30% allocation to the senior center and a 70% allocation to an accessible drop off point for the Pajtas Amphitheater. It appears the county has tentatively approved both. We submitted additional information as requested. This is likely to be a 2026 project. Note that we have had issues bidding this type of work in the past. However, given the rush we were put in with the change in our fundable status, I think this is a good project. I will report the application status.

✓ DISC GOLF (Update)

We have cleared the site of more debris, and we have removed additional vegetation in the ditch area. In addition, we have established a mowing program for the open areas and fairways twice a month. The mower indicates that they can mow this for \$200 per cut going forward, assuming two cuts per month.

The course is fully installed and operational. We await the development of the front of the park and the new trail loop to really get things moving.

✓ OTTERBURN PARK DEVELOPMENT (No Change of Status)

The site is working its way through federal reviews for compliance with NEPA and a number of other requirements. This is likely to be done at the same time as Mundy and Grand Blanc Township, who we share the HUD funds with. Since we are ahead of them in the development of our plans, this may take a little time. However, Genesee County Parks and Recreation and Genesee County Metropolitan Planning Commission are assisting, and things appear to be in order. The previous report follows.

It appears we may be able to avoid expansive water detention work. However, adding utility connections to the plan made the cost even higher. It is not clear that there are any scope items that can be cut to make this more affordable. We may need to conduct the bid and see where things land. The previous report follows.

The engineer presented a preliminary plan to the park board on April 15th. I am happy with the work so far. Though the budget is a bit high, we are able to make some adjustments that should bring it in line with available funds. The DNR indicates that grant agreements may not be distributed until this summer, which makes summer/fall construction virtually impossible. The upside is that we have plenty of time to design and plan improvements. The previous report follows.

Our DNR Trust Fund grant application was approved by the DNR Trust Fund Board on December 11th in the amount of \$290,000! We have also signed on the sub-recipient agreement for the \$283,333.33 in funds from Kildee's office. In addition, we have two years' worth of donations from BeeMoreJentery that total well over \$10,000.

The project now includes a pavilion, restrooms, a path, bike station, gates, sign, and ADA parking. The estimated total cost is \$600,000. This concept includes all original work items, excluding the disc golf and sledding hill (now complete), as well as a secondary pavilion on the far north side of the site, which is not affordable. I am included the most recent concept, pricing, and engineering proposal in the April 28 meeting packet.

✓ WAYFINDING PROJECT (Update)

Trail head signs and trail wayfinding signs are ordered and an install date is to be set by early August! These are funded through the Cosmos crowdfunding campaign. The park board took a look at the concepts and made final recommendations on details.

The Abrams Park primary sign has been ordered as well. The Hill Road gateway sign was replaced with the new model after being struck by a vehicle. The next candidate is the red sign on Seymour and Miller. That sign is definitely at the end of its life.

✓ **SOCIAL DISTRICT** (No Change of Status)

The DDA had a discussion about the potential for a social district in the downtown area. There is some potential for this to have a positive impact by attracting events and visitors to encourage commerce and desirable activities in the community. There is also the potential for this to generate undesirable nonsense, bad behavior, litter, etc. The DDA did not act on this. They intend to independently consider how a district might impact the

community, be received by the residents, and support businesses. See the April 8, 2024 packet for more details.

√ HOLLAND SQUARE CROWDFUNDING PROJECT (Update)

Staff met with the DDA chair and a prospective provider of lighting and sound installation services. We should know more by the first August meeting. This keeps us on the early 2026 construction timeline. The previous report follows.

We have formalized the \$75,000 in MSHDA grant funds. We are working on an application to the crowdfunding program, which should be automatic. However, we need to complete the budget prior to taking this step.

The project is still being reviewed by the committee and we await updated costs and plans for the structure and technology components. We are nearing the creation of detailed plans, which will provide more finely tuned costs and imagery for review by the city council.

✓ **SPRINGBROOK STREET DEDICATION INQUIRY** (No Change of Status)

Resurfacing of Crosscreek Drive is scheduled for the end of July. The HOA is going to pay for a 4" resurfacing. We expect to offer in-kind engineering services to observe the project and to mark areas where full depth repairs may be needed. Doing so will ensure a longer lasting road and provide objective data on the road condition, should the city be asked to take it over. The previous report follows.

The HOA was not able to meet on May 13th as planned, but was able to convene on May 20 to discuss next steps. It sounds like they are desirous of taking formal steps to consider city ownership of the streets. I recommended that they send a written request to the city council, signed by the homeowners association, that indicates their conceptual terms and conditions for such a potential transfer. The council can then review this and decide if and how to proceed. The previous report follows:

I met with the HOA street committee on February 24th and March 24th along with Councilmember Spillane. The group is proceeding with rehabilitation of Cross Creek, using the best practices recommended by our engineer. They are also interested in continued in-kind services during final planning and construction to ensure project quality. If the city is still open to taking these streets, I recommend this support be given to ensure the assets are optimized.

Beyond their 2025 work, there is still much discussion, and I do not see this moving forward very quickly. They have a lot of questions about winter maintenance, solicitation control, sidewalks, and costs. The previous report follows.

The HOA completed three cores on Cross Creek Drive to better understand the pavement cross section that is there. It appears the road is generally built of 10" thick asphalt on clay instead of 5" asphalt on 10" of aggregate. Leadership from the HOA met with our engineers and staff to go over the implications of this finding on January 21st.

For the time being, they are taking the informal advice of our engineers and adjusting some of their plans for the 2025-2026 construction years. Though there is not any further

movement towards a potential street transfer, they appear to be proceeding with street maintenance and rehabilitation in a manner that would meet city standards.

I expect to be meeting with the group regularly moving forward. See the October 14, 2024 report for all the details of this request, as well as a historical and contextual narrative.

✓ ABRAMS FORESTRY GRANT (Update)

I plan to seek bids in August for a September or October planting.

The city has been awarded \$9,890 through the Community Forestry Grant Program to plant 38 native trees in Abrams Park. There are no strings attached here except that we are to provide an equal match. The time for performance is through fall of 2026, and there are no NEPA, Davis Bacon, or other federal requirements. I expected to bid this early in 2025, but we are going to push to the fall to increase the survivability of trees.

✓ FUTURE WASTE, RECYCLING, AND YARD WASTE SERVICE (Update)

We have not had luck in further communications on this matter. To mitigate the situation as best as possible, we plan to bid this service very early, probably in October. The previous report follows.

Our contract with Priority for collection expires at the end of June in 2026. We are taking a look around at current awards by similar municipalities, and the prices appear to be up 30 to 40%! This is an extreme and possibly insurmountable increase for our waste budget.

To improve our situation, I reached out to our neighbors to attempt to align bidding together for some economies of scale. So far, Flint Township, Mundy (expiring December 31, 2026), Clayton (expiring December 31, 2025) and Gaines Township liaisons have expressed an interest to do so. As of writing, I have not been able to solicit a response from Gaines Township, Clayton Township is in direct negotiations with their current carrier, and our carrier has not enable extension of our agreement to align with Flint/Mundy Townships. We were looking to align our expirations with extensions in order to seek bids for the same time frame.

✓ RENTAL INSPECTIONS (Update)

The Fire Board did not authorize the department to conduct rental inspections directly. They did take up a second vote to enable the City to use FD staff, provided they were employees/contractors of the city. This would theoretically allow them to identify as City staff & firefighters while conducting business.

I do not have the exact language of the resolution or the implications thereof. The next step will be to have the City and Township vote on their recommendation, which I expect will be August 11th for the city and August 14th for the Township. If both agree, the service could then commence. Presumably, the city would need to hire such firefighters as part time employees and provide for the training, uniforms, mileage, etc.

As an alternative, we might actually have the ability to have our DPW staff take this on. There are many benefits to doing so. While the DPW does not have the same background, training, and branding as the fire department, they are a well-organized, trained,

experienced, and visible workforce that is already employed by the city and well-situated to conduct the inspections.

Specifically, they work with the same staff liaison to schedule water appointments into private residences in much the same way as rentals. With the staff generally available already during the week, as well as available for evening/weekend contacts, they are probably in the best position to garner flexibility and availability to do so. With additional training, I could see this as a viable alternative.

I will take some time in the coming weeks to work with our staff on a potential program and report findings to the council. The previous report follows.

We are looking to transfer rental inspections to our paid-on-call firefighters. The reason for doing so is to add more scheduling slots for owners/residents to benefit from, to control costs, and to further integrate the fire department into the community. We believe FD will be respected and approachable in this role.

This transition is agreeable to the department staff, and should be very easy to transfer over from the staff at Mundy Township. However, the Fire Board was not comfortable with the expanded duties and requested more information at the Fire Board meeting on June 17th. I will look to provide this information, but I am working on a potential backup plan.

In the meantime, our rental program is stalled.

✓ GENESEE COUNTY FORECLOSURES (Update)

The following foreclosures were made available to the city, and the city opted to pass on acquisition.

58-01-502-047; 7484 Wade St	\$17,942.50 (Auto repair)
58-03-626-033; 9062 Luea Lane	\$4,095.78 (Vacant & unbuildable condo unit)
58-03-626-034; 9060 Luea Lane	\$4,095.78 (Vacant & unbuildable condo unit)

I suspect the county land bank may acquire all three. If so, they may be agreeable to working with us on managing the properties for the best public good. In any event, I will track their ownership and status.

✓ PARK RANGER SERVICES (Update)

The park rangers have been in the park for a couple weeks now. There has not been any reported activity. I was told by their chief that we should begin getting debriefing reports on the Tuesday following the weekend. We have not received our first invoice. For details, see the June 9, 2025 packet.

✓ FISCAL YEAR 2025 AUDIT (No Change of Status)

We met with our auditors to go over the timeline and needs for our upcoming audit. With Sheri and Amy more firmly integrated, I believe our process will be much smoother this year that last year. The auditors indicate that they will be starting their audit on September 15th, which should put them in a position to present by early November.

✓ PARKRIDGE DRIVEWAYS (No Change of Status)

We have had a large number of driveway modifications occur this year in Parkridge that were not permitted. Because this community has 'rolling curb', such expansions can occur without the need for a physical curb-cut. This has encouraged a number of homeowners to perform the work themselves or to have a contractor do the work over a weekend. Since right of way permits were not submitted, and there were not any calls for our crews to perform Miss Digg staking requests, we have not been aware of these.

Note that the city does require such permits, and I do believe we get those and/or are made aware of modifications in the vast majority of cases. Like with any building or development activity, we expect compliance and try to get projects into our process, but we certainly miss some, especially if they are attempting to hide the alterations.

Though the changes were frequently not in compliance with our ordinances and Design Standards Manual, the changes often remained unnoticed and of no consequence because the modifications were not having a noticeable impact on the right of way or street (e.g. someone might be widening a 14' drive to 20' of concrete, which meets standards). However, when a homeowner added a second drive that was composed of aggregate in the right of way, this was obvious and we reached out to the owner to remedy the situation. They did not choose to comply.

Upon review of this project and the rest of the street, we did discover a number of additional recent changes on other properties. Prior to enforcement actions, we solicited right-of-way permits from all owners that appeared to modify their drives within the last three years (many drives predate our standards or have otherwise been in existence for a decade or more). We chose three years because we have aerial imagery from 2022, which will allow us to confirm 'new' work.

After review of the permit applications, some drives were approved, some we have requested modifications to, and we requested that the second drive be removed altogether (it is not approvable due to the use of improper material, excessive width, proximity to the lot line, and its location over a city storm drain easement).

I am making this report to the city council because I suspect that the owner in question will force the issue to be resolved in court, and that may result in council action at a future date. We are prepared to go this route, but would rather avoid this outcome if we can. Our objective is to observe the intent of our various ordinances and standards in such a way that the public assets are protected, owner rights are able to be exercised, and fairness between similarly situated parties is observed.

We believe that our strategy of requiring compliance from all owners that made modifications within the last three years, as well as all drives moving forward, is reasonable given the circumstances. We stand by the need to review right of way work and to observe the application of applicable city standards. Note that we are not filing charges for trespass, issuing fines, or otherwise engaging in aggressive or negative compliance at this point.

✓ OTHER COMMUNICATIONS & HAPPENINGS (See Individual Category)

MONTHLY REPORTS (Update) Monthly reports are included.

✓ BOARDS & COMMISSIONS (See Individual Category)

✓ PLANNING COMMISSION (Update)

The Planning Commission has not met since March, and I do not have business for any future meeting. However, we do plan to convene in the fall at least two times, if not three, to go over some basic training principles and/or to familiarize the group with specific sections of the zoning ordinance. Their next meeting is scheduled for September 2, 2025.

✓ **DOWNTOWN DEVELOPMENT AUTHORITY** (No Change of Status)

The DDA met on July 10 to consider the DDA plan amendments. As presented, the amendments are limited to new projections on the tax increment revenue tables and a few other procedural features. The board unanimously recommended proceeding. The council will be holding a public hearing on this at their next meeting on July 28th.

The meeting also included routine updates and was attended by prospective member, Jeffery Kelley.

Their next regularly scheduled meeting is set for August 14, and that is their annual meeting.

✓ ZONING BOARD OF APPEALS (Update)

There was a use variance to consider permitting first floor residential at 7538 Miller Road in the Central Business District. This was deliberated at the July 16, 2025 meeting, and the ZBA denied the request. Notice has been sent to the petitioner.

✓ PARKS AND RECREATION COMMISSION (No Change of Status)

Park Board met on June 17th. In addition to updates, they discussed Otterburn Park plans. There are some follow up questions to the designer regarding the bathroom and pavilion finishes and materials. Otherwise, the plan is largely finalized. The projected budget IS high, about \$100,000 over the expected budget.

The board was introduced to the concept of the fitness stations as provided by the National Fitness Council. The idea is to place a fitness plaza in visible and well traveled park areas to allow individuals and groups the opportunity to engage in self-guided or group guided fitness and training activities. The park board liked the concept but felt the price tag, at \$200,000 local share, was too high. The popular location was thought to be Bicentennial Park, with the potential to use similar and more affordable equipment.

The board also discussed the slip and slide (set for Saturday, July 26th at Elms) and the new signs, which seem agreeable.

The board opted not to meet in July. Their next regular meeting is Tuesday, August 19, 2025 at 5:30pm.

✓ BOARD OF REVIEW (Update)

The Board of Review met on Tuesday, July 22nd at 1:30pm for qualified errors and poverty exemptions. There were no attendees, but they did correct two personal property clerical errors and three recappings that were submitted prior to the meeting.

✓ CLERK'S OFFICE/ELECTION UPDATE (Kraft) (No Change of Status)

- Routine duties include record management, publications, FOIA requests, human resources, ordinance codification, payroll approval, solicitation permits, recording secretary, maintaining the cemetery registry, helping to maintain the website, Keeper of the City Seal, Board of Review, and everything related to elections.
- □ As of today, we do not have an election in 2025.

✓ DEPARTMENT OF COMMUNITY SERVICES UPDATE (Bincsik) (Update)

- DPS continues to GPS water and sewer assets.
- DPS continues to update water meter transponders, registers and meters as needed.
- DPS has requested Dawes extend working hours to complete Cappy Lane and the Northern part of Don Shenk before school starts on August 20th. Earlier start times, longer work days and Saturday work should be expected in the coming weeks. While this will be an inconvenience for a short period of time we believe getting the project completed before school starts will shorten the project build time and deliver a better project in the end.
- DPS completed a refresh of the mural located on the Elms Rd. overpass.
- □ DPS is working on staining the playscape at Elms Park.
- □ DPS weed whacked the slopes on the overpasses at Miller Rd and Elms Rd.
- DPS has received the pickleball nets, posts and benches for Elms Park and will be working to get them installed in the near future.

TREASURER UPDATE (Nichols) (No Change of Status)

Summer property tax bills have been mailed and the FY25 audit process has begun. Routine operations include, but are not limited to, processing payments for utility bills, tax bills, delinquent personal and qualified real taxes, building permits, daily/weekly/monthly journal entries, bank wires, review/approval of accounts payable invoices, issuance of building permits and rental inspection collections, processing payroll, accounting for grants and projects and other financial matters impacting the city.

✓ ECONOMIC DEVELOPMENT UPDATE (Dietrich) (Update)

- On May 20th we had Cosmos in the Creek ribbon cutting at Elms Park. The Swartz Creek Area Chamber of Commerce headed up the event and representatives from the City and the Michigan Economic development Corporation were in attendance with 20 residents.
- □ Holland Sq: Mercury Sound and Audio did a walk through with DDA Chair last week and will be sending the city a quote by the end of July.
- Methodist Church: The marketing RFQ is out. An interested developer walked though the building last Thursday. The RFQ was printed in the Michigan Brewers Association publication at the beginning of July.
- EV Chargers Apple Energy completed the installation and hardware installation will happen next month.
- The City has purchased the services of Formstack which is an online from that the city will be using for food truck applications, background checks and complaint forms. This will provide an easy and more efficient way of exchanging information between the city and residents.

□ The Movie Night Series dates have been set for the summer. We have several organizations and businesses volunteering for each night except for July 11th. Dort FCU June 27th, ELGA CU July 25th and Girl Scouts August 8th.

NEW BUSINESS / PROJECTED ISSUES & PROJECTS

✓ APPOINTMENTS (Update)

There is a single vacancy for an alternate on the Board of Review. Mr. Henry is recommending resident Belinda Wright.

✓ SCHOOL STREET STORM SEWER (Business Item)

We televised the storm line on School Street because it was found to be draining slow. It was full of roots at many different locations. A contractor was able to clear the roots, but the pipe has many joints that will allow future root growth and blockages. To prevent this, Rob sought out lining prices that we can extend to this location.

He recommends using the extended bidding prices of Livonia, which I am including in the packet. Note that this process was a exhaustive request for qualifications, which included pricing. I am including the primary submission and the pricing appendix. There are numerous other appendices of technical data available if anyone is interested in viewing these.

I recommend council accept the unit costs proposed and authorize application of those prices to the School Street storm line. We are expecting to perform lining on 275' of 10" pipe. This amounts to \$11,000 to perform the bulk of the work, but other unit costs are likely to apply, as well as a mobilization costs. Other costs could include video inspection costs or spot repair.

✓ METRO POLICE 287(G) IMMIGRATION AUTHORITY (Update)

We were notified that Metro has executed a memorandum of understanding with the U.S. Immigration and Customs Enforcement.

I have the following statement from Metro.

As you may be aware the news broke today that the MPA has executed an MOA with the U.S. Immigration and Customs Enforcement (ICE). This MOA is pursuant to the 287g program which authorizes selected local law enforcement officers to be trained and perform certain immigration officer functions. Lacking this authorization MPA officers have no authority to detain suspects who are involved in criminal activity in our jurisdiction and who are illegal immigrants. Absent this authority, if officers are unable to lodge the individual for the local charges then they must be released back into the community.

There is no intention on the part of the MPA to become involved in any investigations of illegal immigrants outside that of those who we come into contact with as a result of criminal activity being conducted in our jurisdictions. If such contact occurs, a trained officer will evaluate what steps to take as to the detention of any suspects and relinquishment to federal authorities.

MPA will designate (4) officers for this training and authorization.

✓ BUDGET UPDATE (Update)

The next time we amend the budget, be it for project changes or for mid-year adjustments, we will likely seek an amendment to adjust for revenues. After looking at past practice, we discovered the cause of the discrepancy in our Public Safety funds, which appeared to be projected much higher than we anticipated. It turns out that some of these funds, about \$30,000 yearly are due to the DDA, which has been done since the inception of the levy in 2014. We will look to transfer these to the DDA for fiscal year 2025 and 2026, which will align both funds more closely with expectations.

Council Questions, Inquiries, Requests, Comments, and Notes

Orienteering Course: I am working with Walt to replace these medallions. We appear to be close to getting new material in the ground.

I-69: Repairs to the I-69 ramp over the Swartz Creek are imminent.

Events: The Summer Concert Series and Family Movie Night schedules are out. The Makers Market is proceeding, the first car show occurred, and the Summer Bash is set for this Saturday.

School Street Storm Line: The line is concrete.

Water Rate Increase History: The city has increased water rates five times since 2014. These rates generally included adjustments to adapt to the KWA system, inflationary adjustments, inclusion of cross connection services, and USDA bond payments. The last adjustment was in 2023 for USDA and I do not anticipate an increase in 2025 or 2026.

OHM and CIB Planning: Our planning firm, CIB Planning, has been purchase or otherwise merged with our engineering firm, OHM Advisors. It is common for engineering companies to offer such services. I do not see any changes to the services being offered, as I expect the staff, methods, and principles to remain the same. If anything, we could benefit from some additional resources already offered by OHM, as well as integration between the two related services.

City of Swartz Creek RESOLUTIONS

Regular Council Meeting, Monday, July 28, 2025, 7:00 P.M.

Motion No. 250/28-4	MINUTES - JULY 14, 2025	
Motion by Cour	cilmember:	
	vartz Creek City Council approve the Minutes of the onday, July 14, 2025, to be circulated and placed on file	•
Second by Cou	ncilmember:	
Motion No. 250728-5	A AGENDA APPROVAL – JULY 28, 2025	
Motion by Cour	cilmember:	
	vartz Creek City Council approve the Agenda as prese e Regular Council Meeting of July 28, 2025, to be circu	
Second by Cou	ncilmember:	
Voting For: Voting Against:		
Motion No. 250728-6	CITY MANAGER'S REPORT	
Motion by Cour	cilmember:	
	rtz Creek City Council accept the City Manager's Reports and communications, to be circulated and placed on fi	
Second by Cou	ncilmember:	
•		
Resolution No. 25072	28-8B RESOLUTION TO APPROVE COMMISSIO APPOINTMENTS	N
Motion by Cour	cilmember:	
WHEREAS, the	e laws of the State of Michigan, the Charter and Ordina	ances of the City

WHEREAS, the laws of the State of Michigan, the Charter and Ordinances of the City of Swartz Creek, interlocal agreements in which the City of Swartz Creek is a member, and previous resolutions of the City Council require and set terms for officers for various appointments to City boards and commissions, as well as appointments to non-city boards and commissions seeking representation by City officials; and

WHEREAS, there exists a vacancy in such a position; and

WHEREAS, said appointment is a Mayoral appointment, subject to affirmation of the City Council.

NOW, THEREFORE, BE IT RESOLVED, the Swartz Creek City Council concur with the Mayor and City Council appointment as follows:

Board of Re	POINTMENT: Belinda Wright view, Resident of Three year term, expiring June 30, 2026
Second by Councilmem	ber:
Resolution No. 250728-8C	RESOLUTION TO APPROVE COOPERATIVE PRICING FOR PIPE LINING SERVICES

Motion by Councilmember:

WHEREAS, the city finds it necessary to line approximately 275 feet for storm line on School Street to prevent further pipe degradation and root infiltration; and

WHEREAS, this process requires the services of a qualified sewer pipe restoration and lining company; and

WHEREAS, the City's Purchasing Ordinance, Chapter 2, Article VI, Section 2-406 provides for and encourages cooperative government purchasing practices; and

WHEREAS, SAK Construction, LLC is able and willing to extend their service proposal, as submitted to the City of Livonia, including pricing for such services, to the City of Swartz Creek; and

WHEREAS, the time and resources required to independently bid the services for a project of this magnitude, combined with the higher unit costs typically associated with small-scale contracts, are reasonably expected to exceed those incurred by utilizing a competitively awarded cooperative bid.

NOW, THEREFORE, BE IT RESOLVED, the Swartz Creek City Council accepts proposal and unit costs for pipe restoration and lining services by Sak Construction, LLC, as included in the July 14, 2025 city council packet, for the purposes of lining the storm sewer pipe on School Street as well as any other budgeted sewer work during the 2025 calendar year.

BE IT FURTHER RESOLVED, the Swartz Creek City Council authorizes and directs the City Manager to prepare and execute a standard contractor agreement with SAK Construction, LLC.

Second by Councilmember:
Voting For:
Voting Against:

Resolution No. 250728-8D

RESOLUTION TO APPROVE REIMBURSEMENT FOR WORK RELATED TO DISCONNECTING A RESIDENTIAL FOOTING DRAIN FROM THE SANITARY SEWER

Motion by Councilmember:	
--------------------------	--

WHEREAS, the City of Swartz Creek owns, operates, and maintains a sanitary sewer collection system; and

WHEREAS, the collection system and treatment facilities are stressed by the inflow and infiltration (I&I) of ground water into the system, especially by stormwater connections directly to the sanitary system; and

WHEREAS, residential footing drains, that were previously allowed to connect to the system, have been found to be the largest contributor to the I&I within the system; and

WHEREAS, the Genesee County Drain Commission, Water and Waste Services Division, as well as the City of Swartz Creek, find that removal of these footing drains is in the interest of the public; and

WHEREAS, the disconnection of such drains is the responsibility of the private owners of those drains; and

WHEREAS, though there may soon be a state mandate to require disconnection of said drains, there currently is not a suitable incentive or disincentive for owners to do so; and

WHEREAS, the city is interested in conducting a pilot footing drain removal from a private residence in order to ascertain the potential for a city-wide program for incentivizing disconnections; and

WHEREAS, the owner of 5197 Durwood is conducting a home remodel that includes new footing drains and sewer lead repair, and that owner is willing to participate in a pilot project provided the city covers the initial conversion cost.

NOW, THEREFORE, BE IT RESOLVED, the Swartz Creek City Council authorizes a pilot project to disconnect the footing drain from the sanitary sewer and replace it with a sump pump discharge to the available storm sewer.

BE IT FURTHER RESOLVED, the Swartz Creek City Council approves payment in the amount of \$5,586, plus a 15% contingency to Goyette Mechanical, as included in the July 1, 2025 repair quote, for such services rendered, such payment to be made as a reimbursement to the homeowner or directly to Goyette, provided that the City is able to observe the disconnect process and affirm its completion.

	Second by Councilme	mber:		
	Voting For: Voting Against:			
Motic	on No. 250728-11A	ADJOURN		
	Motion by Councilmer	nber:		
	I Move the Swartz Co 2025.	reek City Council adj	journ the regular council meetir	ng of July 28,
	Second by Councilme	mber:		
	Voting For: Voting Against:			

CITY OF SWARTZ CREEK SWARTZ CREEK, MICHIGAN MINUTES OF THE REGULAR COUNCIL MEETING DATE July 14, 2025

The meeting was called to order at 7:00 p.m. by Mayor Henry in the Swartz Creek City Council Chambers, 8083 Civic Drive.

Invocation and Pledge of Allegiance.

Councilmembers Present: Melen, Spillane, Gilbert, Hicks, Krueger,

Knickerbocker, Henry.

Councilmembers Absent: None.

Staff Present: Clerk Renee Kraft.

Others Present: Commissioner Dale K. Weighill, Fire Sergeant Tyler

Herr, Firefighter Jeffrey C. Kelley, Metro PD Chief Bade, Dennis Cramer, Jeff E. Kelley, Scott Thomas,

Mark Gonyea, Cindy Norff, Sue Dishaw.

Others Virtually Attended: City Manager Adam Zettel, Lania Rocha.

APPROVAL OF MINUTES

Resolution No. 250714-01

(Carried)

Motion by Councilmember Spillane Second by Councilmember Krueger

I Move the Swartz Creek City Council approve the Minutes of the Regular Council Meeting held Monday June 23, 2025 to be circulated and placed on file.

YES: Spillane, Gilbert, Hicks, Krueger, Knickerbocker, Henry, Melen.

NO: None. Motion Declared Carried.

APPROVAL OF AGENDA

Resolution No. 250714-02

(Carried)

Motion by Councilmember Krueger Second by Councilmember Gilbert

I Move the Swartz Creek City Council approve the Agenda as printed for the Regular Council Meeting of July 14, 2025, to be circulated and placed on file.

YES: Gilbert, Hicks, Krueger, Knickerbocker, Henry, Melen, Spillane.

NO: None. Motion Declared Carried.

CITY MANAGER'S REPORT

Resolution No. 250714-03

(Carried)

Motion by Councilmember Melen Second by Councilmember Gilbert

I Move the Swartz Creek City Council accept the City Manager's Report of July 14, 2025, including reports and communications to be circulated and placed on file.

Discussion Ensued.

YES: Hicks, Krueger, Knickerbocker, Henry, Melen, Spillane, Gilbert.

NO: None. Motion Declared Carried.

MEETING OPENED TO THE PUBLIC:

Sue Dishaw: Spoke on behalf of the Genesee County Coalition For Clean Water against the Mundy Township Megasite.

COUNCIL BUSINESS:

PRESENTATION: County Commissioner Dale Weighill.

Commissioner Weighill presented the Swartz Creek Fire Department with a resolution plaque commemorating the 100th anniversary of the fire department. He also discussed the county budget and the Tower Project, with an invitation to attend a tour on July 23 starting at 9:00am.

RESOLUTION TO APPROVE COMMISSION APPOINTMENTS

Resolution No. 250714-04

(Carried)

Motion by Mayor Pro Tem Hicks Second by Councilmember Melen

WHEREAS, the laws of the State of Michigan, the Charter and Ordinances of the City of Swartz Creek, interlocal agreements in which the City of Swartz Creek is a member, and previous resolutions of the City Council require and set terms for officers for various appointments to City boards and commissions, as well as appointments to non-city boards and commissions seeking representation by City officials; and

WHEREAS, there exists multiple vacancies in such positions; and

WHEREAS, said appointments are Mayoral appointments, subject to affirmation of the City Council.

NOW, THEREFORE, BE IT RESOLVED, the Swartz Creek City Council concur with the Mayor and City Council appointments as follows:

#250714-8A1 MAYOR APPOINTMENT: Monica Genovesi

Planning Commission, City Manager Designee Three year term, expiring June 30, 2028

#250714-8A2 MAYOR APPOINTMENT: Jeffrey Kelley

Downtown Development Authority – Property Interest Four year term, expiring June 30, 2029

YES: Krueger, Knickerbocker, Henry, Melen, Spillane, Gilbert, Hicks.

NO: None. Motion Declared Carried.

RESOLUTION TO APPROVE COOPERATIVE PRICING FOR PAVEMENT MARKING SERVICES

Resolution No. 250714-05

(Carried)

Motion by Councilmember Gilbert Second by Councilmember Melen

WHEREAS, the city finds it necessary to properly and adequately mark its streets with paint for lane delineation and related purposes; and

WHEREAS, this process requires various pavement markings and decals to be applied to the city streets to complete this process; and

WHEREAS, the City's Purchasing Ordinance, Chapter 2, Article VI, Section 2-406 provides for and encourages cooperative government purchasing practices; and

WHEREAS, the Burton City and Mt. Pleasant City have accepted pricing from M & M Pavement Marking, Inc. for the purchase of linear pavement markings and symbols to public rights of way; and

WHEREAS, the City of Swartz Creek also has established pricing for various symbols and markings with M & M Pavement Marking, Inc; and

WHEREAS, the unit costs bid to the two cities have been made available to the City and the city council finds that the lineal foot costs and symbol costs listed cannot be matched if attempts were made to bid on the open market or through private sources.

NOW, THEREFORE, BE IT RESOLVED, the City of Swartz Creek City Council accept the Burton and Mt Pleasant cooperative purchasing extension for the purchase of linear pavement and symbol marking from M&M Pavement Marking, Inc., as well as the notated price list for the City of Swartz Creek, with the lowest unit costs being applicable where there is a discrepancy, as included in the July 14, 2025 city council packet, expenses to be distributed to the Local and Major Street funds proportionate to use at the direction of the City's Finance Director.

Discussion Ensued.

YES: Knickerbocker, Henry, Melen, Spillane, Gilbert, Hicks, Krueger.

NO: None. Motion Declared Carried.

RESOLUTION TO APPROVE A TEMPORARY ALLEY USAGE/CLOSURE PERMIT FOR THE ALLEY NORTH OF AND ADJACENT TO 8006, 8010, 8012, 8014 MILLER ROAD

Resolution No. 250714-06

(Carried)

Motion by Councilmember Knickerbocker Second by Councilmember Krueger

WHEREAS, the City of Swartz Creek enables closure and use of its public streets, plazas, and alleys upon application by a petitioner and approval by the city council; and

WHEREAS, the COVID pandemic has had a profound and dynamic impact on the community, including hospitality businesses, greatly jeopardizing the abilities of these businesses and property owners that rely on this industry; and

WHEREAS, grants were made available to enable outdoor dining, including winter service, for those businesses that could pursue this as an option, including the petitioner; and

WHEREAS, the property at 8006 Miller Road (including 8010, 8012, and 8014 Miller Road) houses two restaurant businesses that are immediately south of and adjacent to the city's public alley; and

WHEREAS, this alley is the only accessible space in which to safely accommodate outdoor service for S&K as well as Jamie's Place; and

WHEREAS, temporary use of this alley has been granted by the city council for the purposes of outdoor dining at this location, but such use and access will expire in July of 2025; and

WHEREAS, public utilities, including water and storm water, exist in the subsurface of the alley.

NOW, THEREFORE BE IT RESOLVED that the City of Swartz Creek hereby authorizes and extends closure and private use, including routine maintenance (waste removal, snow removal, landscaping/weeding maintenance, and general safety) of the city alley north of and adjacent to 8006, 8010, 8012, and 8014 Miller Road for the purpose of food service, including alcohol sales, inclusive of all stipulations and conditions as specified and listed within the original permit and the extension, dated July 3, 2025, including the provision of valid insurance that lists the City of Swartz Creek as an additionally insured party for all activities.

BE IT FURTHER RESOLVED that the closure and use of said alley shall commence immediately and be valid for one year.

BE IT FURTHER RESOLVED that the closure and use of said alley is conditioned upon the retention of the city's access rights to operate and maintain all public utilities, systems, and appurtenances on and underneath the alley surface.

BE IT FURTHER RESOLVED that, as a condition of the permit, the city shall not be responsible for any private, personal property that may be damaged within the alley confines for any reason, including deliberate action by the city to access surface or subsurface utilities.

BE IT FURTHER RESOLVED that, as a condition of the permit, the applicant will be responsible for the costs to remove any and all improvements placed upon the alley upon expiration of use permissions, and the applicant shall post a bond or cash escrow with the city in an amount sufficient to financially support such activities.

Discussion Ensued.

YES: Henry, Melen, Hicks, Krueger, Knickerbocker. NO: Spillane, Gilbert. Motion Declared Carried.

RESOLUTION TO APPROVE SIGN FABRICATION FOR ABRAMS PARK

Resolution No. 250714-07

(Carried)

Motion by Councilmember Spillane Second by Councilmember Melen

WHEREAS, the City of Swartz Creek completed a wayfinding and branding sign plan in 2024; and

WHEREAS, the City, the designer, and Signs By Crannie have worked to establish materials, methods, and designs that can be produced economically; and

WHEREAS, Signs By Crannie has been awarded work in accordance with this program for park wayfinding and city gateway signage; and

WHEREAS, the Parks and Recreation Commission recommends proceeding with a new Abrams Park identification sign to replace the deteriorating sign, and this expense is in the current budget; and

WHEREAS, the city finds that, though this is normally a competitive product, the interests of the city are best served by proceeding with the current negotiated product.

NOW, THEREFORE, BE IT RESOLVED, the City of Swartz Creek approves the quote for Abrams Park signage from Signs By Crannie in the amount of \$6,401.44 as included in the July 14, 2025 city council packet.

Discussion Ensued.

YES: Melen, Spillane, Gilbert, Hicks, Krueger, Knickerbocker, Henry.

NO: None. Motion Declared Carried.

RESOLUTION TO ACQUIRE TAX REVERTED PROPERTY FROM GENESEE COUNTY TREASURER

Resolution No. 250714-08

(Carried)

Motion by Councilmember Krueger Second by Councilmember Melen

WHEREAS, the Swartz Creek City Council reviewed a list of tax foreclosed properties in the City, made available under MCL 211.78m by the Genesee County Treasurer; and,

WHEREAS, the property for which there is a public purpose includes:

7484 Wade Street, Swartz Creek, MI, Parcel ID Number 58-01-502-047; and,

WHEREAS, the City Council finds that a public purpose exists for the acquisition of the property, located at 7484 Wade Street, that purpose being the amelioration of blight and nuisances created by the condition and operation of said property; and.

WHEREAS, the County Treasurers' Office requires certain conditions and stipulations relative to the acquisition of tax reverted properties by local units of government.

NOW, THEREFORE, I Move the City of Swartz Creek enter into an agreement with the Genesee County Treasurers' Office, and further, direct the Mayor Nate Henry and City Clerk Renee Kraft to execute the agreement on behalf of the City, agreement as follows:

NOTICE TO GENESEE COUNTY TREASURER SAMUEL E. MUMA, THE FORECLOSING GOVERNMENTAL UNIT, OF ELECTION TO PURCHASE FORECLOSED PROPERTY

The City of Swartz Creek hereby notifies SAMUEL E. MUMA, Genesee County Treasurer and Genesee County Foreclosing Governmental Unit, that it intends to purchase property described as parcel number 58-01-502-047, also known as 7484 Wade Street, Swartz Creek. The total cost to acquire this parcel is 17,972.50 This includes both the \$17,942.50 minimum bid as that term is defined MCL 211.78m(1), as well as, \$30.00 representing deed recording cost.

This election by the City of Swartz Creek is made subject to any prior right of election vested in the State of Michigan.

The City of Swartz Creek understands that neither Genesee County nor SAMUEL E. MUMA, either individually and/or as Genesee County Treasurer and/or as the Foreclosing Governmental Unit, makes any warranty of any kind as to the title transferred to the City of Swartz Creek and will not indemnify, defend, save nor hold harmless the City of Swartz Creek from any or all claims, liabilities, damages, losses, suits, fines, penalties, demands or expenses, including costs of suit and attorney fees, incurred by the City of Swartz Creek because of or related to its election to purchase the property above described.

The City of Swartz Creek agrees to indemnify, defend, save and hold harmless Genesee County and SAMUEL E. MUMA, individually and/or as Genesee County Treasurer and/or as Foreclosing Governmental Unit, from any and all claims, liabilities, damages, losses, suits, fines, penalties, demands and expenses, including costs of suit and attorney fees, which Genesee County and/or SAMUEL E. MUMA, individually and/or as Genesee County Treasurer and/or as Foreclosing Governmental Unit incurred because of or related to the election of the City of Swartz Creek to purchase the property above described.

It will be the City of Swartz Creek's responsibility to defend the price paid for the property if a lawsuit should come from a party claiming an interest in the property.

Attached to this notice is a copy of the resolution authorizing the purchase which resolution incorporates the indemnification of Genesee County and SAMUEL E. MUMA.

Date:	
	Mayor or Supervisor
Date:	
	Clerk

BE IF FURTHER RESOLVED, the cost to purchase such property, being \$17,942.50 as well as the addition of any current year taxes, fees, and assessments, said costs to be appropriated to the unencumbered, unreserved General Fund (101) fund balance.

BE IF FURTHER RESOLVED, the City of Swartz Creek agrees to indemnify, defend, save and hold harmless Genesee County and SAMUEL E. MUMA, individually and/or as Genesee County Treasurer and/or as Foreclosing Governmental Unit, from any and all claims, liabilities, damages, losses, suits, fines, penalties, demands and expenses, including costs of suit and attorney fees, which Genesee County and/or SAMUEL E. MUMA, individually and/or as Genesee County Treasurer and/or as Foreclosing Governmental Unit incurred because of or related to the election of the City of Swartz Creek to purchase the property above described.

Discussion Ensued.

YES: Krueger, Henry.

NO: Spillane, Gilbert, Hicks, Knickerbocker, Melen. Motion Declared

failed.

MEETING OPENED TO THE PUBLIC:

Jeffrey E. Kelley: Thanked council for appointing him to the Downtown Development Authority board. He hopes his experience will benefit the city.

REMARKS BY COUNCILMEMBERS:

Councilmember Melen: Thanked everyone for attending the meeting.

Councilmember Spillane: Concert tomorrow at Pajtas Theater. Suggested reading the housing profile paperwork located in the packet.

Mayor Pro Tem Hicks: Suggests attending the Swartz Creek School Board meeting on Wednesday night at 6:00pm and the Townhall meeting is Thursday at 6:30pm at the PAC.

Councilmember Krueger: Thanked Commissioner Weighill and all the people that attended the meeting.

Mayor Henry: Thanked everyone for coming.

ADJOURNMENT

Resolution No. 250714-09

(Carried)

Motion by Councilmember Gilbert Second by Councilmember Melen I Move the Swartz Creek City Council adjourn the regular meeting at 8:30 p.m. Unanimous Voice Vote.

Nate Henry, Mayor

Renee Kraft, CMC, MiPMC-2, City Clerk



3842 Gorey Avenue P.O. Box 33 Flint, MI 48501 Phone: (810) 743-6883 Fax: (810) 743-9090

Repair Quote

Date: 7-01-25

ATTN: MONICA GENOVESI

5197 DURWOOD DR SWARTZ CREEK MI 48473

To Perform the following:

 INSTALL NEW SUMP CROCK AND PUMP IN BASEMENT OF HOME COMPLETE WITH LID. TRENCH IN THE FRONT YARD TIE INTO CITY STORM DRAIN.

TOTAL - \$5586

PAYMENT TERMS: COLLECT UPON COMPLETION

CONDITIONS: All material is guaranteed to be as specified. All work is to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from specifications involving extra costs will be executed only upon written orders and will become an extra charge over and above the estimate. All agreements are contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workman's Compensation Insurance.

ACCEPTED. The above prices, specifications and conditions are Satisfactory and are accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

This proposal may be withdrawn by us if not accepted within 14 days, Respectfully submitted,

GOYETTE MECHANICAL CO., INC. Zak-Rostar 810 - 691-1756

Date of Acceptance	
BY:	

DW

CAPABLE EXPERIENCED COMMITTED

Trust SAK to deliver on time, every time.

APR 30 2024



CITY OF LIVONIA Sanitary Sewer Maintenance Services Program

Request for Proposal Submittal

Due Date: April 30, 2024 @ 2 PM ET





April 30, 2024

City of Livonia
Director of Finance
Office of the Director of Finance
33000 Civic Center Drive
Livonia, MI 48154

Re: Proposal for RFP - Sewer Line System Maintenance Program

SAK Construction, LLC (SAK) is pleased to submit our Proposal in the requested format to the City of Livonia to serve as the responsible and responsive contractor for the Sewer Line System Maintenance Program.

SAK, along with our subcontractor partners, greatly appreciate the opportunity to provide the enclosed submission. Our team offers the City of Livonia deep experience and expertise in both wastewater infrastructure construction and in the delivery of on-call/emergency response, far exceeding minimum qualifications. **Together we will develop a lasting relationship on trust, teamwork, and performance.** Through our technical capabilities, our collaborative culture, our ability to develop and implement high-quality, cost-effective solutions, our innovative tools, and our dedication to strong and clear communications with the Project Team, Livonia can count on SAK's group of professionals.

The Authorized Representative from SAK championing the obligation in this proposal and the commitments to the City of Livonia is:

Respondent/Contractor

SAK Construction, LLC Name: Joe Feuerborn

Title: Vice President and General Manager CIPP Division

Email: jfeuerborn@sakcon.com

Phone: 636.385.1000

In addition, we acknowledge receipt of the following addenda:

Addendum #1 dated 4/15/2024 Addendum #2 dated 4/17/2024 Addendum #3 dated 4/18/2024 Addendum #4 dated 4/24/2024

SAK looks forward to serving the City of Livonia as its on-call sewer system maintenance contracting partner. If you should require further information or have any questions, please do not hesitate to contact any member of our team.

Respectfully,

lerome Shaw, Ir.

President, SAK Construction, LLC

National Headquarters

864 Hoff Road O'Fallon, MO 63366 636,385,1000 tel 636,385,1100 fax

www.sakcon.com

SAK CONSTRUCTION, LLC

TECHNICAL EXPERIENCE & QUALIFICATIONS OF BIDDER

SAK is an industry-leading pipe rehabilitation contractor that offers a full range of trenchless and underground construction services. SAK offers a full range of trenchless and underground construction services. We have grown considerably since our launch in 2006, and currently forecast \$280 million in construction revenue in 2024. Our 379 employeesnationwide complete an average of 125 projects per year. With headquarters in O'Fallon, MO, SAK operates in four regions across the U.S. Each of these regions has personnel in leadership positions with decades of experience, many of whom have been in the business since the early 1980s.



In just a few years, SAK has grown into a \$280-million company specializing in CIPP rehabilitation.

Our senior leaders have been involved with CIPP development in the U.S. since the product was first introduced SAK is now the largest privately held CIPP conti

introduced. SAK is now the largest privately held CIPP contractor in the U.S.

SAK specializes in repairing, reconstructing, building, and expanding wastewater, water, and stormwater systems using a wide range of trenchless technologies. SAK focuses on helping clients nationwide identify the most cost-effective solutions to the many operational, regulatory and environmental problems associated with inadequate or deteriorating sanitary sewers, water mains, and storm sewers.

SAK PHILOSOPHY

SAK was founded on a philosophy of providing services that focus on worker and public safety, a commitment to quality, with technical and operational excellence.

SAK believes in providing a safe work environment, meeting or exceeding Owner quality requirements, operational excellence and ontime completion and open communication with everyone involved on our projects

CIPP QUALIFICATIONS AND EXPERIENCE

SAK's core pipeline rehabilitation focus is Cured-in-Place Pipe (CIPP). SAK benefits from having some of the most experienced employees in the world. Within our Executive and Senior Management group only, SAK has well over 300 years of CIPP experience.

SAK has installed CIPP lining in 3,096 miles of pipe (16.3 million feet) and recently surpassed \$1.8 billion in total revenue. Since its inception, the CIPP division has grown from a single six-man crew to 22 crews working nationwide. Of the 16.3 million feet of CIPP lining installed, 2.5 million feet have been installed in diameters of 24 inches and greater. A competitive advantage we have over our industry peers is the ability to execute long CIPP installs, commonly referred to as an "over-the-hole (OTH)" install. The services requested in the City of Livonia - Sewer Line System Maintenance Program RFP are comfortably within SAK's capabilities.

Over the past 18 years, SAK has consistently provided a high quality CIPP lining product throughout the continental United States. Although manufacturing a pipe within a pipe is not without challenges, all of our projects involve some degree of complexity, whether it be internal pipe conditions or external factors such as sensitive environmental wetlands. We are adept at planning for varied conditions and have the resources to exceed stringent job requirements and deadlines. SAK has a proven track record that demonstrates our ability to deliver a quality job, on time, and within budget.

18.1 SELECTION CRITERIA

18.2 LEGAL STRUCTURE

Joe Feuerborn, Vice President and General Manager of SAK's CIPP Division and Boyd Hirtz, Vice President, are hereby authorized to sign bids, extend offers, submit proposals, and execute contracts on behalf of SAK Construction, LLC.

Please see Appendix A: Authority To Sign, for a letter signed by Jerome Shaw, Jr., President, verifying this information.

18.3 SUBCONTRACTOR LIST

SAK selects its team members (see Table 1 below) based on overall performance, consistency, and value, not solely on low bid. The City of Livonia is getting a proven team of contractors with years of experience in this type of work. Most importantly, the proposed team has worked together on very similar CIPP projects.

CATEGORY MEMBER NAME PURPOSE/TASK/SERVICE Prime Contractor **Prime SAK Construction. LLC** Cured-in-Place Pipe (CIPP), Self-Perform Remaining Work Items Subcontractor **Advance Underground Inspection** Cementitious Manhole Lining Subcontractor **Advanced Rehabilitation Technologies** Cured-In-Place Manhole Lining Subcontractor **BLD Technologies** CIPP Lateral Lining

Table 1. Team Members

Note: SAK is aware that subcontractors are limited to not more than 15% of the Contract services for the length of the Contract. SAK will follow these requirements in regards to all subcontractors used on projects,

18.4 REFERENCES

The table below provides a summary of SAK's references applicable to the City of Livonia. References 1-4 are specific to the RFP requirements, but we added an additional reference of Citizens Energy Group to further highlight SAK's ability of a long term collaborative partnership with an Owner through management of a multi-year on-call master construction agreement.

Table 2. SAK Reference Project Examples

Table 2. SAK Reference Project Examples

REFERENCE #	MUNICIPALITY/OWNER	PROJECT NAME	ORIGINAL CONTRACT VALUE
		2020 Sewer Lining	\$225,366
2	City of Royal Oak	2023 Sewer Lining	\$739,318
		Total:	\$964,684
		Garfield Interceptor SPR Rehabilitation	\$2,394,385
3	Macomb County (MIDDD)	Garfield Interceptor GeoKrete Rehab	\$510,160
		Total:	\$2,904,545
		2023 Sanitary Sewer Pipe Rehabilitation	\$1,577,160
4	Village of Lexington	Total:	\$1,577,160
		Master Construction Agreement - Collection	
5	Citizens Energy Group	System Renewal Program Preferred On-Call Contract (2017 through Q1 - 2024)	\$55,737,251
		Total:	\$55,737,251

REFERENCE 1

Project Name(s):	2020 and 2021 Sewer Lining Project, 2022 Sewer Lining Project, and 2023 Sewer Lining Project
Owner Name:	City of Ann Arbor
Owner Address:	301 E. Huron Street, Ann Arbor, MI 48107
Contact Information:	Igor Kotlyar 734.794.6410 ikotlyar@a2gov.org
Contract Amount:	Original Total Contract Amounts: \$9,984,432

Description of Services:

All three projects for Ann Arbor are very similar in project scope and include sewer cleaning and inspection (CCTV) and CIPP rehabilitation for both sanitary and storm sewers. The diameter range for these projects was from 6-inch through 66-inch. Project services also included point repairs (as necessary), flow control/bypass, manhole rehabilitation, traffic control and restoration.

18.5 LOCAL PREFERENCE

SAK is made up of over 379 team members in 12 locations across the U.S. Each location maintains multiple sets of installation equipment and experienced crews capable of successfully executing the outlined work scope. Our installation crews are supported by 2 wet-out facilities ensuring that materials will be available to complete work desired by the City of Livonia.

The 2020 and 2021 Sewer Lining Project was a combination of two years of rehabilitation budget because the City of Ann Arbor did not solicit a project during the pandemic. Work commenced on this project in April 2022 and was completed in Fall 2023. The total amount of CIPP installed was 62,056 lineal feet. Through close collaboration with the Owner, the project team was able to eliminate lines that either were previously lined or based on PACP inspections the sewer segments were deemed to not require rehabilitation. SAK was also able to eliminate many potential point repairs through innovative install techniques that reduced non-CIPP spend. Through elimination or reduction of many non-core budget items and sewer line segments that didn't require rehabilitation that was well communicated between SAK and the project team, the City of Ann Arbor was able add additional segments to maximize their rehabilitation budget.

The 2022 Sewer Lining Project was completed in tandem with the 2020 and 2021 Sewer Lining Project. The original scope included inspection, cleaning and CIPP rehabilitation of up to 20,086 lineal feet of sanitary and storm sewer ranging in diameter from 8-inch up to 40-inch. Again, the original scope also included ancillary items of flow control, point repairs (as necessary), traffic control, restoration, and manhole rehabilitation.

Work commenced on the 2022 Sewer Lining Project in September 2022 and completed in Fall 2023. Total footage rehabilitated was 5,788 lineal feet. Similar to the previous project, SAK worked collaboratively with the Ann Arbor project team through weekly status meetings and as-needed budget checks to maximize rehabilitation footage. Upon completion of the 2022 Sewer Lining Project, the desire by the Owner and SAK to further the relationship by piggybacking off the existing contract to continue annual services was attempted. However, due to the original solicitation and contract type, Ann Arbor was required to tender the 2023 Sewer Lining Project. Fortunately, SAK remained the low-bidder and acquired the contract with the City of Ann Arbor; however, this contract is set up as a term for up to two additional extensions.

Currently, the 2023 Sewer Lining Project is under construction. Construction commenced December 2023 and includes 23,819 lineal feet of both sanitary and storm sewer inspection, cleaning and CIPP rehabilitation. At of the end of Q1-2024, SAK has completed 21.7% of the contract based on footage rehabilitated and the City of Ann Arbor has verbally committed to an additional scope release for 2024/25.

REFERENCE 2

Project Name(s):

Owner Name:

City of Royal Oak

Owner Address:

Contact Information:

Contract Amount:

2020 Sewer Lining, S2002 and S2302, 2023 Sewer Lining

City of Royal Oak

203 S. Troy Street, Royal Oak, MI 48067

Merleo (Leo) Seneres
248.246.3260
merleos@romi.gov

Original Total Contract Amounts: \$964,684

Completed Total Contract Value: \$1,493,070

Description of Services:

SAK has completed two contracts with the City of Royal Oak since September 2020. The original contract work included cleaning, televising and CIPP rehabilitation of 6,160 lineal feet of sanitary sewer. The original contract was in the amount of \$259,500 but the contract allowed for additional terms and scope to be added to the original contract. Based on the performance of the original contract, Royal Oak elected to extend the scope and added 9,595 lineal feet of sanitary sewer rehabilitation in the amount of \$528,386 ranging in diameter from 8-inch to 18-inch. With the contract extension, the work was completed in August 2022. After completion in August 2022, the City of Royal Oak requested a second contract extension. Unfortunately, due to the massive material price increases in the previous two years and inflation rate, SAK was unable to honor the original contract pricing.

In 2023, Royal Oak tendered another sewer rehabilitation contract. SAK was the successful bidder for the scope that includes 7,570 lineal feet of sanitary sewer inspection, cleaning and CIPP rehabilitation in diameters ranging from 8" to 24". The construction for this project commenced in October 2023 and is currently in the process of being completed.

REFERENCE 3

Project Name(s):	Garfield Interceptor SPR/GeoKrete Rehabilitation
Owner Name:	Macomb Interceptor Drainage District
Owner Address:	21777 Dunham Road, Clinton Township, MI 48036
Contact Information:	Vincent Astorino 586.469.5325 vincent.astorino@macombgov.org
Contract Amount:	Original Total Contract Amounts: \$2,904,545

Description of Services:

The Macomb County Drain Drainage District (MIDDD) was evaluating new technologies for their interceptor rehabilitation program. Historically, MIDDD utilized traditional sliplining for large diameter rehabilitation but for the Garfield Interceptor, access locations limited the ability to excavate a large insertion pit and the bypass needs for the average daily flows were cost prohibitive. Through an intensive product vetting and collaborative ad-hoc design build process between MIDDD and SAK, it was determined that spiral wound lining (SPR) was the preferred rehabilitation methodology for the 750 lineal feet of 84" RCP. This technology was the only option that provided minimal access disruption and can be installed under flow that either eliminated or minimized bypass needs. This is also the first time the technology was utilized in the state of Michigan. The work for this project commenced in October 2022 and was completed in May 2023 and included pipe preparation, flow control, traffic control, and SPR installation. Throughout the project duration, intensive project communication was required and completed successfully with numerous agencies, project team, and the many commercial properties in the vicinity. This project has been awarded the 2024 APWA Project of the Year in the category of Disaster or Emergency Construction/Repair \$1MM to \$5MM. A copy of the award notice and recommendation letter is provided in Appendix B.

The second contract with MIDDD was for rehabilitation of vault structures and 235 lineal feet of 42-inch, 66-inch and 72-inch sidelines of the Garfield Interceptor. The scope included televising, cleaning/pipe preparation, and a fully structural spray-on application of GeoKrete geopolymer. Work began in May 2023 and was completed in June 2023.

REFERENCE 4

Project Name(s):	2023 Sanitary Sewer Pipe Rehab
Owner Name:	Village of Lexington
Owner Address:	7227 Huron Ave., Suite 100, Lexington, MI 48450
Contact Information:	Chris Townley 810.404.2266 chris@townleyengineering.com
Contract Amount:	Original Total Contract Amounts: \$1,577,160

Description of Services:

The 2023 Sanitary Sewer Pipe Rehabilitation project for the Village of Lexington began in October 2023. The 32,666 lineal feet of 8-inch and 10-inch pipe is approximately 71.6% complete at the time of proposal preparation. Besides the full length CIPP lining and pipe preparation, the scope of this project includes CIPP point repairs, CIPP service repair, pressure testing and grouting of sewer joints, and spot repairs by open cut. The unique aspect of this project is that the project was essentially rehabilitating the infrastructure in the entire Village. Due to the size of the project for the Village, SAK became an extension of village staff by educating staff, communicating with residents, and providing consistent and accurate project updates to the entire project team.

REFERENCE 5

Project Name(s):	Master Construction Agreement - Collection System Renewal Program
Owner Name:	Citizens Energy Group
Owner Address:	2150 Dr. Martin Luther King Jr. St., Indianapolis, IN 46202
Contact Information:	Tim Shutters 317.410.3988 tshutters@citizensenergygroup.com
Contract Amount:	Original Total Contract Amounts: \$55,737,251 completed as of Q1 - 2024

Description of Services:

As noted previously, we fully understand that this project does not meet the RFP instructions and metrics as it is outside of the state of Michigan. However, we believe it would be important to share this information with the City of Livonia to aid in the evaluation process by fully understanding SAK's on-call contract capabilities. In short, we understand it is a big decision to determine who the City of Livonia's next on-call contractor partner will be and SAK is very confident we would be a great fit based on our historical performance record.

In 2017, SAK acquired the first master construction agreement (MCA) with Citizens Energy Group (CEG) along with another contractor to provide pipeline assessment, pipe rehabilitation with CIPP, geopolymer, sliplining, shotcrete, and carbon fiber reinforced polymers for pipe diameters ranging from 8-inch to 84-inch. Ancillary work includes bypass pumping/flow control, traffic control, restoration, and point repairs/excavations. SAK also provides MSI inspections, SSES inspections, planning and project preparation, emergency responses and budget support. In 2023, the MCA was renewed, and SAK was selected as the preferred contractor and obtained the only contract award. Since 2017, we have completed 47 projects with a total contract value of \$55,737,251. A letter of recommendation is included in Appendix B.

Table 3. Compliance with Minimum Qualifications

ITEM	REQUIREMENT	COMPLIANCE
A .	The Bidder should indicate their base of operations, communities in which field crews are stationed and current on-going contracts in and around the City of Livonia.	Jobsite management for all projects contracted with the City of Livonia is provided through our Taylor Michigan office, established in 2022, with support from SAK's Headquarters office in O'Fallon, MO. SAK has 22 employees residing in Michigan and 14 employees residing in Wayne County, MI. Our Taylor Operations currently have agreements with several communities for similar services including: City of Ann Arbor, MI City of Woodhaven, MI Village of Lexington, MI Charter Township of Hampton, MI Oakland County Water Resource Commission
В.	It is the intention of the City to select a Contractor who has performed these services for more than five years with at least 2,000,000 feet documented municipal sewer rehabilitated with the proposed manhole-to-manhole CIPP materials.	SAK exceeds these requirements: Total years as a Contractor: 18 years Total linear feet of sewer mains: 16,345,659 linear feet
C.	Contractor who has field crews available within a 25-mile radius of the City of Linovia.	SAK's Michigan office is located at 27205 Northline Road, Taylor, MI 48180, approximately 13 miles from the City of Livonia Department of Public Works office. This office was established for the express purpose of bringing SAK's expertise and experience as a prime contractor performing CIPP and other sewer pipe repair/rehab/replace techniques to the region.
D.	Any Bidder who has restructured or changed names for any reason within the prior five years shall indicate the name of the previous company and the date of the completion of the formation of the new company.	SAK has not restructured or changed names for any reason within the prior five years.

The Taylor, MI office now entering its second year of operation has shown tremendous growth and strength becoming a key member of the total corporate entity. SAK is dedicated to providing our clients with the best products and services possible. Please see Appendix B: Local Preference for Letters of Recommendation.

As members of the Public Works Community, we support the organizations that help to improve the quality of all our lives through public works and community. We are active members of the following organizations:

- · Downriver Branch of American Public Works Association
- · Michigan Chapter of American Public Works Association
- · Michigan Water Environment Association
- · Michigan Chapter of American Water Association
- Michigan Rural Water Association
- Southern Oakland County Municipal Engineers
- National Association of Sewer Service Companies
- · National Association of Trenchless Technologies

As stated above, SAK has completed over 16.3 million linear feet of sewer mains rehabilitation. There are a number of projects that SAK has completed that were Term Contracts or On-Call Contracts, involving yearly renewals and various elements that are listed in the services requested, see Table 4.

Table 4. Term Contracts and On-Call Contract Examples

PROJECT EXAMPLE	PROJECT NAME	# OF TASK ORDER, WORK ORDERS, YEARLY RENEWALS	LINEAR FEET & DIAMETER	SEWER CLEANING	INTERNAL VIDEO INSPECTION	SECTIONAL OR SPOT LINING	MH TO MH LINING	LATERAL LINING	JOINT TESTING, SEALING WITH CHEMCIAL GROUT
1	WSSC, Sligo Creek ESA IDIQ	3 Task Orders	17,962' of 8"-18"	Х	X	Х	X		X
2	WSSC, Northwest Branch ESA IDIQ	7 Task Orders	6,580' of 8"-10"	Х	X		X	X	X
3	WSSC, Western Branch ESA IDIQ	10 Task Orders	27,243' of 8"-66"	Х	X		X	X	X
4	WSSC, Watts Branch ESA IDIQ	4 Task Orders	13,366' of 8"-27"	Х	Х	Х	X		X
5	WSSC, Paint Branch ESA IDIQ	4 Task Orders	15,982' of 8"-27"	Х	X	Х	X		X
6	WSSC, Horsepen ESA IDIQ	2 Task Orders	321' of 8"-21"	Х	X		X		X
7	WSSC, Rock Creek ESA IDIQ	5 Task orders	32,102' of 8"-36"	Х	Х	Х	X		X
8	KCMO, City-Wide Sewer Infrastructure Rehabilitation with Waterways	3 Work Orders	13,639' of 8:-54"	X	X		X	X	
9	CEG, Large Diameter Sewer Rehabilitation Program	65 Work Orders	116,211' of 6"-120"	X	X	X	X		

18.6 WORKPLACE SAFETY

a. Evidence of OSHA-approved safety training program

Safety is the core of SAK's culture. The personal commitment from all SAK team members to "Focus on Safety" every day, defines our company and culture. The people working on our projects are our most valuable resources, and we want to ensure everyone goes home safely to their loved ones. We work tirelessly to hone our means and methods to ensure predictable and safe results.

SAK's health and safety program, Focus On Safety, enables us to complete our work by the safest means possible with the goal of achieving ZERO incidents. While our zero-incident goal is ambitious, we truly believe it is achievable. Focus On Safety uses three guiding principles:

STOP: Physically stop, take a break, and pause before acting when conditions are not standard

operating procedures.

THINK: Identify and evaluate safety risks before reacting.

ACT: Proceed after assuring that the work environment is safe.

This safety-first attitude is every bit as important as SAK's thorough policies, procedures, and training. The City of Livonia can be assured that SAK prioritizes safety in every aspect of the work they do. Please see Appendix C: Workforce Safety for Table of Contents and Commitment Letter from SAK's Health and Safety Plan, entire document is available upon request.

Employee and Job Site Training

SAK emphasizes employee and job site training as essential to preventing injuries. New employees are put through a rigorous threeday safety orientation and training class prior to beginning any field activities. Annually, all field personnel are required to attend a four-day training course where previous training information is refreshed and new topics and procedures are introduced. For all field crews, each morning a toolbox meeting is held that covers a different safety topic relevant to that day's work. In addition, we demand our subcontractors meet our stringent standards for safety.

This continuous-training approach ingrains safe working habits at the beginning of employment, on a daily basis, and annually during the intensive training course. In addition, all field employees are required to participate annually in the 10-hour or 30-hour OSHA and 8-hour first-aid/CPR training. Our workers are prepared to perform their activities in a safe manner by completing the following



SAK's healthy and safety program, Focus on Safety, enables us to complete our work by the safest means possible with the goal of achieving ZERO incidents

safety programs and training courses prior to starting work with the company, and ongoing throughout their employment:

Training Courses and Safety Programs

- SAK Safety and Accident Prevention Plan
- · DOT
- Confined Space (Permit Required)
- · Hazardous Communications (HAZCOM)
- · Fall Protection
- · Hand and Power Tools
- Ventilation
- · Illumination
- · Flood Control
- Emergency Procedures, including excavation plans and check-in/check-out systems

- Substance Abuse and Alcohol Policy
- · Driver Orientation
- · Blood-bourne Pathogens
- HAZMAT
- · Electrical Safety
- · Respiratory Protection
- Air Monitoring
- · Communication
- · Mechanical Equipment
- Personal Protective Equipment
- Lock Out/Tag Out Procedures

b. Worker's Compensation EMR rating

SAK's policy and approach to safety has resulted in an extremely low EMR of 0.59. Please see table below detailing

SAK's EMR Rating for last three years as well as Appendix C: Workforce Safety for an EMR Letter verifying data provided.

Table 5. EMR Rating

YEAR	2023 -2024	2022 -2023	2021 -2022
COMPANY	EMR	EMR	EMR
SAK	0.59	0.52	0.52

c. OSHA 30-hour training program

Please see Appendix C: Workforce Safety for a list provided detailing all SAK employees that have OSHA 30-Hour and 10-Hour certification. Copies of certificates are available upon request.

18.7 WORKFORCE DEVELOPMENT

b. Department of Labor Apprenticeship Program

SAK participates in an apprenticeship and training program in conjunction with the National Laborers' Union of North America (LiUNA) via the Missouri and Kansas Laborers' District Council. Please see Appendix D: Workforce Development for a letter from the Apprenticeship Program Coordinator detailing SAK's association with the Apprenticeship Program and the United States Department of Labor Office of Apprenticeship Certificate of Registration of Apprenticeship Program.

c. Skills assessment for other employees

In addition to the apprenticeship and training program, SAK trains all CIPP crew members in Safety, CPR, First Aid, Confined Space and other applicable areas necessary for CIPP installation. All crew members are OSHA 10-hour certified and are all trained by Pipenology (liner manufacturer) to be certified installers of CIPP.



SAK's employees are the most important asset. As part of SAK's mentoring program, SAK provides training on quality performance, "doing it right the first time", and the importance of proper and effective construction techniques.

d. Social Equity

SAK currently has 379 employees nationwide, 22 employees residing in Michigan and 14 employees residing in Wayne County, MI.

e. Evidence of Equal Opportunity Program

Please see Appendix D: Workforce Development for SAK's Equal Employment Opportunity & Affirmative Action Policy Statement.

f. Equal Opportunity Employment Assurance

It is the policy of SAK Construction to not discriminate against any employee or applicant for employment because of age, race, religion, color, disability, gender, physical condition, developmental disability, sexual orientation, national origin, genetic information & testing, family & medical leave, gender identity/expression or veteran status and to take affirmative action to employ and to advance in employment all persons regardless of their status, and to base all employment decisions only on valid job requirements.

SAK Construction is committed to applying equal employment opportunity (EEO) policies in order to ensure that its policy of non-discrimination and affirmative action is accomplished. Specifically, SAK Construction does not discriminate on the basis of veteran status or disability status, and will not make any distinctions based on such.

Employment decisions will be based on valid job requirements only.

This policy applies to all employment actions, including but not limited to recruitment, hiring, promotion, transfer, demotion, layoff, recall, termination, rates of pay or other forms of compensation and selection for training, including apprenticeship, at all levels of employment. Employees of and applicants to SAK Construction will not be subject to harassment, intimidation, threats, coercion, or discrimination because they have engaged or may engage in filing a complaint, assisting in a review, investigation, or hearing or have otherwise sought to obtain their legal rights related to any federal, state, or local law regarding EEO for qualified individuals with disabilities, or qualified protected veterans.

SAK Construction maintains that it will abide by any collective bargaining agreement by adhering to written conditions of employment set forth therein. Such agreements shall not be inconsistent with the guidelines of this Affirmative Action Plan.

We prohibit retaliation against individuals who bring forth any complaint, orally or in writing, to the employer or the government, or against any individuals who assist or participate in the investigation of any complaint or otherwise oppose discrimination.

SAK Construction and its President, Jerry Shaw are committed to the principles of Affirmative Action and Equal **Employment Opportunity.**

Please see Appendix D: Workforce Development for SAK's Equal Employment Opportunity & Affirmative Action Policy Statement.

18.8 ABILITY TO PERFORM

Financial Stability

The following documents are included in Appendix E: Ability to Perform to show SAK's financial stability

- ✓ Surety Letter
- ✓ 2023 Audited Financial Statement (Confidential)

Established in 2006, SAK has produced profitable returns for many years, with a strong balance sheet that is not highly leveraged. SAK has a long-term relationship with BMO Harris Bank, N.A. since 2010, with a \$30 million available line of credit if needed to fund ongoing operations. SAK has never been in default of any of our banking covenants since the start of SAK.

SAK's project management process and financial tools, both tied together, have enabled SAK to manage its growth conservatively and consistently during the past 18 years. SAK is now the largest privately held pipe rehabilitation contractor in the U.S.

Strong financial success starts with the project estimate, where we accurately account for materials, labor, equipment, and general expenses for SAK's self-perform scope of work, as well as the subcontracting costs for CCTV and cleaning, bypass, manhole rehabilitation, excavations and traffic control, using our proprietary estimating program. After contract award, this information is input into Viewpoint, where all project management and accounting for the project is tracked, monitored, and adjusted on a weekly, monthly, and project-by-project basis by corporate accounting and the Project Manager. Smartsheet is a real-time online project management database that enables centralization and collaboration on every piece of the project. The estimate, the data in Viewpoint, and the use of Smartsheet ties all together, allowing us to manage the project effectively and efficiently, ensuring the project is delivered to the client's satisfaction.

Available Resources

SAK was incorporated in 2006 and has grown considerably in the past 18 years. SAK has installed CIPP in 3,096 miles of pipe (16.3 million feet) and recently surpassed \$1.8 billion in total revenue. Currently, 2024 forecasts estimates

\$280 million in construction revenue and \$15 million in Michigan. Our team has a strong performance record and solid reputation for completing projects on time and within budget. Since inception, the CIPP division has grown from a single six-man crew to 22 crews working nationwide. Our 379 employees employed nationwide complete an average of 125 projects per year.

SAK's Taylor Operations includes 23 team members dedicated to trenchless pipeline rehabilitation services in Michigan and Ohio. Our fleet is extensive. Please see Appendix E: Ability to Perform Documentation for a listing of equipment available to our Taylor location. This expansive fleet of equipment includes redundancy of each unit ensuring that if equipment issues are encountered, the project will be completed on time. In the unlikely event that our local resources are not adequate, we have the option to deploy resources from other locations as close as Kansas City, Mo, Chicago, IL or O'Fallon, MO to accomplish the project goals and remain on schedule.

Executive and Management Personnel

SAK's Taylor Operations has a strong Executive and Management Team that understands the parameters associated with this project and is committed to achieving all the project goals and objectives. For this project the following Executive/Management Team is proposed:

Table 6. Executive and Management Personnel

EMPLOYEE	POSITION	ROLE ON PROJECT
Dale Newby	Area Manager	Leader of the personnel and equipment resources
Brandon Stangle	Operations Manager	Manager of operational resources
Dawn Young	Project Manager	Liaison and Manager of all City of Livonia Projects
Derrick Witz	Assistant Project Manager	Assist Project Manager and be a point of contact for the City of Livonia
Don Krupp	Site Superintendent	On-site leader of labor, equipment, and material resources

In addition to the above, SAK has significant resources to provide dedicated support staff, including:

Tim Bussen, Central Region General Manager

DALE NEWBY, AREA MANAGER • 20 YEARS EXPERIENCE

Dale was the founder and owner of a successful technology business prior to moving into the CIPP industry. In 2009, Dale entered the underground rehabilitationworld in Michigan and he immediately, utilized his skills to develop an Electronic Support Department into an efficient business unit that could support the maintenance and repair of over 30 CCTV cameras, 10 robotic cutters, a fleet in excess of 50 units, computer support services for over 80 employees as well as the management of all associated labor, materials and equipment. In his role as Area Manager, Dale has been involved with the completion of over 1,400,000 feet of CIPP liner installed. He has been responsible for all portions of the region including acquisition of materials, liner impregnation (wet out), pipe preparation, CIPP installation, lateral reinstatement, bypass pumping, business sustainability, goal setting,

financials, and homeowner notifications. Although Dale's formal background is not directly associated with such activities, he has developed a thorough knowledge of CIPP lining while working within this industry for now over 20 years.

BRANDON STANGLE, OPERATIONS MANAGER • 16 YEARS EXPERIENCE

Brandon has 16 years of experience working in the trenchless pipeline rehabilitation industry in the Michigan area. Brandon started his career as a Laborer in 2008, performing many job functions such as Operator, Team Lead, Superintendent, Project Manager, Operations Manager, Senior Project Manager and Area Director. Brandon has predominantly worked in communities within the state of Michigan. Brandon has worked on many different types of projects including procurement methodology (bid, piggybacked, and term), scope size that ranges from \$10k to up to \$6MM and core work of lining that ranged from 2k feet up to 60k feet. He has also either performed or managed PACP pipe coding and CIPP point repairs. Brandon's experience has been



developed in the following regional Michigan communities: Bay City, Zillwalkuee, Flint, Genesee County, Swartz Creek, Grand Blanc, Flushing, Lapeer, Holland, Muskegon, Lansing, Southfield, Berkley, Livonia, Bloomfield, Farmington, Romulus, Waterford, St Clair Shores, Mt Clemens, Roseville, Centerline, Lincoln Park, Riverview, Trenton, Southgate, Woodhaven, Redford, Northville, Pontiac, Westland, and Canton.

Dawn is a Project Manager with 3 years of experience working in trenchless rehabilitation industry in the Michigan area. She has

DAWN YOUNG, PROJECT MANAGER • 3 YEARS EXPERIENCE

worked on many projects with varying scopes throughout Eastern Michigan from Flat Rock to north of Bay County. These projects have included small and large municipalities that were either managed by engineering firms or city staff, with all being managed with the same care and attention to detail. During her time, she has managed several projects within Wayne County specifically including 2 annual contracts in Dearborn Heights and Canton Township, term projects in Plymouth, Gibraltar, Flat Rock as well as some large diameter projects for GLWA. Dawn

considers it her duty to ensure all clients receive the necessary attention to detail and sufficient communication throughout the course of the project. She takes pride having the ability to work on improving the infrastructure of the community she was raised in.

DERRICK WITZ, ASSISTANT PROJECT MANAGER • 2 YEARS EXPERIENCE

Derrick's career started as a utility serviceman for a small "downriver" community. His experience and training from there, propelled him into NASSCO and the field of pipeline assessment and rehabilitation. Since 2002, Derrick has worked as a Project Manager for CIPP programs across the state of Michigan. He has managed CIPP rehab programs for the City of Livonia, Lincoln Park, Riverview, Redford Township, and Canton Township, as well as Genesee County. He is aware of the difficulties our aging infrastructure faces and takes pride in advancing his knowledge toward possible solutions. These projects have included multiple aspects of infrastructure rehabilitation, including relining/rehabilitation of watermains, manholes, sanitary mainlines, and storm mainlines. Derrick's responsibility as an assistant Project Manager is to facilitate clear communication between all parties and confirm that all requirements are met to successfully complete the project. Above all, he is proud to serve his local community with necessary infrastructure services.

DONALD KRUPP. SITE SUPERINTENDENT • 15 YEARS EXPERIENCE

Donald is a Site Superintendent with 15 years of experience working in trenchless rehabilitation in the Michigan area. He has worked on a large number of CIPP projects throughout the entire State of Michigan. Starting his CIPP career as laborer in 2009, he quickly progressed through the ranks to Team Lead and now is a Superintendent. He has worked on many large and small diameter CIPP installs, using both water and steam cure. He is responsible for setting up installs, ordering liners, and overseeing crews.

Construction Team Members

Dale Newby and the SAK management team lead a diverse local team capable of rehabilitating the sewer systems for the City of Livonia. SAK is a major supporter of local subcontractors in the region. To foster a prosperous and diverse contractor community, **SAK prepares our subcontractors for success**.

SAK leads a team of subcontractors that includes those highlighted in Table 7:

Table 7. Subcontractor Team

SUBCONTRACTOR	EXECUTIVE MANAGEMENT PERSONNEL	SERVICES PROVIDED
Advance Underground Inspection	Jeana Moir - Owner/President	Cementious Manhole Lining
	Steve Johnson - BD Manager	
Advanced Rehabilitation Technologies	Dustin Schlachter - Owner/ President	Cured-In-Place Manhole Lining
	Alex Lantz - Representative	

Table 7. Subcontractor Team

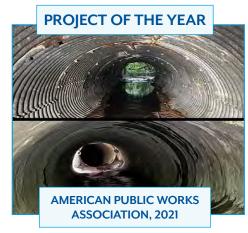
SUBCONTRACTOR	EXECUTIVE MANAGEMENT PERSONNEL	SERVICES PROVIDED
BLD Technologies	Jeremy Lange - Technical	CIPP Lateral Lining
	Representative	

Corporate Awards and Recognition

At SAK, we believe that hard work and dedication should always be recognized and celebrated. Our commitment to excellence is reflected not only in the quality of our work but also in the countless accolades and awards we have received over the years. We are proud to showcase our achievements and honor the individuals and teams who made them possible.



66-In. Trunk Sewer Rehabilitation
Napa, CA



Newport/Yeatman Box Culvert Improvements Webster Groves, MO



SAWS Multiple Sewershed Package 2A San Antonio, TX

ADDITIONAL HONORS	HONORED BY	YEAR
Project of the Year	Michigan APWA	2024
Superior Safety Performance	Associated General Contractors of American	2021
Top 100 Private Companies	St. Louis Business Journal	2019
CMA Star Employee Communications	Construction Marketing Association	2018
Corporation of the Year	National Forum for Black Public Administrators	2016
Top 20 Firms in Utility	Engineering News-Record	2012
Top Specialty Contractors	Engineering News-Record	2012
Top 100 Private Companies	St. Louis Business Journal	2012
Top Specialty Contractors	Engineering News-Record	2011
Top 20 Firms in Utility	Engineering News-Record	2011

Proposed Work Plan

This section describes our processes and approaches for analyzing task orders to identify cost-saving opportunities as well as our methodologies for getting in and out of the construction areas with minimal impact, executing the rehab/repair/replace activities, and restoring the site to the same or better pre-construction condition.

Upon receiving a Task Order from the City of Livonia, SAK representatives will develop an estimate of cost and detailed work plan to accomplish the desired project goals. Upon completion of the estimate and project plan, SAK

will present them to the City and/or their Representatives for input and approval.

Estimates will be based on the application of appropriate line items as outlined in the Price Page of the Agreement. Once approved by the City, a Notice to Proceed will be given.

PRECONSTRUCTION PHASE

Following the Notice to Proceed and prior to mobilization to the site, the SAK Team will complete all pre-construction

activities in close collaboration with the City's Project Management Team and ancillary agencies. Initial site visits by the SAK Project Manager and Subcontractors will be conducted to reconfirm the conditions of the system and the project plan. Based on the Scope of Work and current site conditions, with respect to the physical environment in and around the site, a Safe Work Plan and Job Hazard Analysis will be completed and incorporated into the Project Construction Plan. The SAK Team proposes that a Pre-Construction Meeting be conducted with the City's Project Team to ensure that all project requirements are addressed.

This includes:

- · The review of QA/QC Procedures
- · The coordination of emergency services
- · The confirmation of project details
- · Public Notification Process
- · Safe Work Planning
- · Construction sequencing and progress
- · Project schedule review
- · Quality Control monitoring during installation

During the Preconstruction Phase, the Team (including subcontractors) gains a thorough understanding of the task. This includes a site visit and walkthrough to confirm conditions and plan the project.

Our Project Plan is based on an understanding of the Project Goals including:

- Sewer Cleaning, including debris and grease removal, obstruction and root cutting, protrusion reaming in both main and lateral pipelines.
- Internal video inspection via CCTV video recording in mp4 format. The Contractor must be able to provide this service for the recording of mainline and lateral sewers including recommendations of specific corrective measures. All inspections shall be completed using the most current version of NASSCO Pipeline Assessment and Certification Program (PACP) for identifying observations.
- Deliverables will include a detailed report of the pipes surveyed per the specifications provided later in this document, as well as portable file storage device or other media acceptable to the City, which is clearly labeled and contains digital files named in accordance with the City's filing convention.
- Sectional lining of sewer with the use of a resin impregnated fabric liner (CIPP).
- · Relining sewer sections from manhole to manhole with a resin impregnated fabric inversion liner (CIPP).
- Relining service laterals from the mainline toward the premises with a resin impregnated fabric inversion liner (CIPP) including the installation of a cleanout at the right-of-way.
- · Pipe joint testing and sealing utilizing chemical grout.
- Rehabilitation of existing manhole structures for the purposes of inflow/infiltration control and/or structural purposes. The material and process utilized for this rehabilitation shall have prior approval by the City.
- Providing on-call/emergency response for the City of Livonia and general project management for the projected \$1MM per year rehabilitation of sewer infrastructure.

PERMITTING AND PUBLIC NOTIFICATIONS

The SAK Project Manager will coordinate all permitting requirements with the designated City's Project Team and/ or Representative. Any and all public notification requirements will be completed at a minimum of seven days prior to the first day of the effective date of the permit. The SAK Project Manager will communicate permit adherence and restrictions among its crews as well as those of our subcontractors. The SAK Project Manager in coordination with City of Livonia Representative will establish a Daily Notification chain that will serve as the means to communicate daily work activities to those who may need to be made aware of such activities. A General Project Notification will be distributed to all residents and businesses within the general project areas.

PROJECT ACCESS PLAN

Understanding of the project sites and the potential impact of equipment in residential subdivisions with landscaped yards, etc. has been considered instrumental to the success of this project. Our proposed plan was built with the priority of minimizing the surface disruption while maintaining a consciousness of the project milestones and overall schedule. The creation of a project plan designed to meet these goals is the first step into achieving this challenging goal.

Our plan was developed to satisfy the following:

- · Meet with City of Livonia approval
- Satisfy all Project Safety needs
- · Satisfy our CIPP needs
- · Satisfy any open trench pipe repair needs
- · Satisfy our flow control requirements
- · Be cost competitive
- · Minimize surface disruption and homeowner impact
- Minimize the amount of City resources needed on the project

"We are constantly looking for better ways to get projects done quickly, cost-effectively, and with the least impact to the environment and stakeholders."

We believe that we have met all these objectives relating to optimizing the project goals and maximizing the overall project value. Prior to proceeding our Site Superintendent will coordination with City Representatives and perform a complete site walk to establish the detailed needs for each location. Once established, our Team will proceed with public notification distributed to the subdivisions that will be affected during the project. This will be hand delivered and placed in a location that will be noticed by the homeowner/business. Instructions will be included as to who to contact should they have questions. If found to be necessary, our Project Team subcontractor, following notification of MISS DIG, will mobilize and complete the open trench pipe repair.

MAINTENANCE OF TRAFFIC

In conjunction to the establishment of access plans, traffic control plans per the standards of the Michigan Department of Transportation, Road Commission of Wayne County and the City of Livonia will be developed. The impact of operations including bypass routes will be taken into consideration during the development of these site specific plans. Traffic control measures will be established and removed at the completion of each workday to reduce the impact of the project activities on the public. In high traffic areas the potential of performing night operations may be considered in locations where it may be applicable to reduce socioeconomic impacts. Permission would be requested prior to any work being performed outside of the City's working hours or within those roadways of other agencies.

BYPASS OF FLOWS

Prior to each CIPP installation, our Project Team will establish an above ground bypass system sufficient in size to

maintain proper sewage service to all those connected upstream of the project area. Flows from the bypass system will be reintroduced to the sanitary collection system at a location that will have satisfactory carrying capacity to transport all existing and introduced flows. Our Project Team is very familiar with the collection system of the City of Livonia from its numerous previous experiences on City of Livonia's projects. Our Project Team is very well versed in the objectives/goals of this project and the expectations associated with the bypass activities.

OUR PROJECT PLAN IS BASED ON ACTIVATING THE BYPASS OPERATIONS DURING THE FOLLOWING OPERATIONS:

PIPE MEASUREMENT

CIPP LINER INSTALLATION

PIPE JOINT SEALING WITH CHEMCIAL GROUT

- The bypass system will be engaged only as necessary should it be found that high flows prevent the ability to complete the work.
- The bypass system will be engaged only during the on-site activities and upon completion of each liner installation the bypass will be dismantled and removed prior to departure of the crew
- The bypass system will be engaged only as necessary should it be found that high flows prevent the ability to complete the work.

As a final procedure of disengaging the bypass system, all pumps and discharge piping will be drained prior to removal from site. The process of draining the discharge pipe will use techniques that utilize gravity to drain the water from the discharge pipe. In some instances, the injection of pressurized air to force the water out of the pipe may be used. In all instances, the water within the discharge piping will be discharged into the sanitary sewer and no sewage will be discharged on the surface including paved roadways, storm sewers, green space, etc.

Our plans will be developed to reduce the risks associated with potential wet weather events, mechanical failure, or other potential negative impact to the bypass system that would result in basement flooding and /or a sanitary sewer overflow. It is important to note that all project managers, lead hands, crew leads, pump watch personnel, and other key individuals will be in constant 2-way communication. They always carry 2-way radios to ensure availability.

The flow control plans will detail the following:

- · Working hours during the pumping
- · Wet weather flow management plan
- Contingency plans including but not limited to emergency response plan for wet weather flow events, pump breakdown and spill response etc.
- Procedures for addressing the public concerns such as driveways, noise, pump/equipment site location to minimize impacts
- · Diversion Plug information and details

We will be ready and equipped to deal with potential spills. We will have multiple spare parts (properly sized) including tools at the ready in case of pipe damage. Once the CIPP liners are installed and post CCTV inspection is completed and accepted, the decommissioning can begin. Following each CIPP liner installation, the pneumatic plugs will be removed, and the pumps shut down. At this stage, the sewer system has been returned to service and is operating as designed. Before any of the pipe is dismantled it will be thoroughly flushed with hydrant water. After flushing, should gravity tactics not be sufficient than an air compressor may be hooked up to blow the remaining water out of the system. All discharge water will be reintroduced into the sanitary sewer system and will not be allowed to be discharged / spilled onto the surface, into the storm water system and/or into a water course.

CCTV, CLEANING AND PIPE PREPARATION

CCTV, cleaning and pipe preparation will be performed by SAK crews. CCTV equipment will be equipped with 1,000 ft rolls of coax cable to increase the ability to inspect the complete length of the sewer from fewer set up locations thus minimizing the number of vehicles set ups and maximizing daily production. This reduction will decrease the

overall impact to the surface conditions and result in less damage and restoration.

In rear yards or easements, we will utilize smaller track driven self-propelled pipe cleaning reels preventing the need to have vactors access these potentially sensitive locations. The reduction of this large truck traffic will decrease the impact to ground conditions and overall damage to the landscaping of each property. All debris encountered in the pipe during these operations will be removed for disposal at a facility equipped and licensed to handle such materials. Pipe preparation may include the removal of obstructions by passing reamers if pipe conditions warrant it. SAK possesses the ability to utilize flair reamers typically used for the removal of roots, calcite or grease. This style of reamer uses a high-speed motorcycle



Pre-lining CCTV inspection crew operating TV truck verifying sewers are ready for lining operations to start.

style chain that performs a superior job in removing the calcite and loose or mushy concrete without damaging the host pipe. Should other obstructions be encountered such as hanging gaskets, intruding reinforcement wire, etc., then SAK possesses the equipment and personnel to apply pneumatically powered remote controlled robotic cutters designed specifically for more sensitive pipe conditions and cutting of obstructions in heavily damaged pipe conditions.

Upon completion of the pipe preparation a pre-lining CCTV inspection is performed showing the full circumference of the sewer to ensure the sewer has been made ready for lining. A copy of the inspection will be submitted to the City's Project Team for review and consideration of material design prior to ordering. All cleaning and inspections will be completed by operators PACP certified per NASSCO standards. Please see Appendix E: Ability to Perform for a list of all PACP, LACP and MACP certified employees.

CIPP LINING MATERIALS

The Pipenlogy CIPP product is a composite structure made of various components of high quality materials that upon completion of installation, lead to a durable, chemically resistant, high-strength material that will provide a long-term solution to the City of Livonia's infrastructure needs through a minimum liner design life of 50-years. There are essentially two (2) main constituent parts of the Pipenology CIPP liner creating the finished composite. Those parts are the Pipenology's Non-Reinforced CIPP Tube, and a thermosetting resin. After a successful installation, these two constituent parts make up the finished composite that we call Pipenology CIPP liner. Each constituent material, the finished composite, and the design considerations of the finished composite are discussed below.

Pipenology Non-Reinforced CIPP Tube



Every Pipenology CIPP liner is stamped with footage markings and an identification number for tracking purposes.

Because of our long-term commitment to product research and development, Pipenology, a subsidiary of SAK, can provide the most innovative and versatile pipeline rehabilitation technologies within our market. We are proud of our state-of-the-art manufacturing facilities and research and development laboratory. Our team of engineers and researchers continue to improve our products and develop new product applications. Besides improving our existing product, we continue to add to our numerous products already in place throughout North America to remain an industry leader. SAK is a fully vertically integrated sewer Rehabilitation Company. In

other words, we take complete responsibility from research and development to manufacturing to installation. Pipenology is ISO certified, recognized by the American National Standards Institute. The technology upon which

our company was founded in 2006 is principally based on the use of our carrier tube which is a polypropylene (PP) coated, polyester needle punched felt material that is tailor made to meet the specific needs of each application. This time proven material is manufactured so that the felt material is made to have specific stretch, strength, and compressibility characteristics to help facilitate liner installation, and ensure consistency in finished composite thicknesses and strength. Further testing of the carrier tube is completed via ASTM D5035 "Standard Test Method for Breaking Strength and Elongation of Textile Fabrics". This testing provides minimum criteria for the carrier tube assuring the liner will not be in jeopardy of thinning-out during the installation and/or curing process, therefore, creating the possibility of liners below minimum design requirements. To minimize the potential impact from outside suppliers, Pipenology maintains enough felt to meet the demands of their installation crews across North America. The physical properties used in the structural design of our liners are reviewed on a regular basis to ensure they are based on attainable real-world results. In fact, the values that we have submitted herein are based on actual field samples values and not theoretical laboratory numbers. All of this assures that the finished cured pipe the City receives in their sewers will attain a 50-year design life in every aspect of its operation.

Polypropylene(PP) coating has been successfully installed in millions of feet by SAK. The switch to PP coated tubes from our Polyethylene coated tubes is a result of upgrading the coating's ability to perform with the higher temperatures associated with the Air-Inversion-Steam-Cure (AISC) methodology. This is necessary to assure that the coating does not melt during curing and therefore compromise the finished CIPP composite. The Pipenology liner is also fabricated so that, when inverted, it is in intimate contact with the host pipe wall along its entire circumference and is generally free from wrinkling, except for where changes in the circumference or bends in the alignment occur. It should be noted that the felt only acts as a "form" to place the resin in a uniform thickness around the entire circumference of the pipe and does not significantly contribute to the structural integrity of the cured liner. During manufacturing, the tube is inspected to insure proper diameter, length, thickness, and an imperforated coating on the outside of the tube.

The Pipenology Liner tube also consists of several layers of felt, which serve to fulfill three objectives:

- (1) Absorb the resin
- (2) To hold the resin in position and give dimensional stability prior to curing
- (3) To provide sufficient strength for the inversion process to take place

As a final quality check, our tube is tested at the wet-out facility utilizing a vacuum pump to further verify proper manufacturing and to assure there are no holes or defects in the polypropylene coating. Only after these tests are performed is the resin impregnation process, or "wet-out", allowed to proceed. The physical properties of the finished Pipenology product are largely a function of the type of resin system used. For the City of Livonia, we propose to utilize our enhanced polyester resin system exclusively manufactured by Interplastic. In addition to Interplastic's internal quality checks, upon receipt of the resin shipment at our O'Fallon, MO wet-out facility, Pipenology mixes the catalysts BCHPC and TBPB, into a resin sample and tests the catalyzed resin for cure properties, specific gravity, and



Pipenology liner quality check in wet-out facility to ensure durability and quality.

viscosity. If the resin meets all the necessary prescribed parameters, it is cleared for utilization in the Resin Saturation (wet-out) process described below. With the marriage of the Interplastic polyester resin and the Pipenology tube, the Pipenology CIPP product is complete. The physical properties and values that SAK used in the structural design of the liners are reviewed on a regular basis to ensure they are based on attainable real-world results.

In addition to the proven track record of SAK's installations that continue to successfully perform decades after initial installation, another measure that is used to assure that the liner will perform over time, is to test cured liner using industry accepted testing methodologies ASTM D790, D2990.

CIPP LINING DESIGN

SAK maintains and retains Professional Engineers as part of their existing staff in addition to their supportive Consulting Team. The Design Engineer for materials on this project will be a Michigan P.E.

A sample Preliminary Design has been included for your review. The in place CIPP thickness will be calculated based on information outlined in the bidding documents. Please See Appendix E: Ability to Perform. Following the completion of the pre CCTV inspection and pipe measurement but prior to material order/manufacturing, the SAK Project Manager will submit a CIPP liner design for each manhole to manhole section sealed by a Professional Engineer licensed in the State of Michigan to City of Livonia Project Team for review and confirmation.

Below is a list of typical design assumptions for CIPP:

- · Design Life: 50 Years
- Design Method ASTM F1216-07a, Appendix XI, Design Considerations
- Design Condition Fully Deteriorated
- External Hydrostatic Pressure 1/2
 Depth to Invert or 5ft below ground surface whichever is closer to the ground surface
- Safety Factor 2.0 for all equations
- · External Earth Load Actual Depth to Invert
- XI.2 Gravity Pipe, later versions of Appendix XI are not acceptable
- · Design Diameter per Plans
- Live Load AASHTOHS20

- Ovality 2% or the actual ovality, whichever is greater
- CIPP Liner Flexural Modulus Used for Design 400,000 psi
- Soil Weight 120 lb/ft3
- CIPP Liner Flexural Strength Used for Design 4,000 psi
- · Soil Modulus 1,000 psi

CIPP LINING INSTALLATION

Resin Impregnation (Wet-out)

All materials that make up the liner are inspected upon arrival at the O'Fallon, MO facility. The resin impregnation, or "wet-out", will only commence upon completion of the product quality tests and all site preparations have been completed. The owner's representative(s) are welcome to inspect all aspects of the resin impregnation. The wet-out facility uses bulk resin storage and computer controlled static mixers. By utilizing bulk resin shipments, the resin consistency from batch-to-batch is better than what is achieved with older barrel delivery methods. Furthermore, by sending via bulk transport, resin temperature during delivery is controlled, as are the bulk storage tanks at the wet-out facility. By maintaining the proper temperatures, resin viscosities can be optimized therefore maximizing the amount of resin saturation into the tube.

Another benefit with the Pipenology wet-out facility is that computer controlled static mixing is used. Static mixing is a superior method to mix all of the constituent parts of the finished liquid resin (base resin, catalysts, dye). Older methods of barrel mixing use paddles to combine the materials together, but also introduce air into the resin that is later pumped into the tube. By introducing air, the resin is less dense and therefore has a direct effect on lowering physical properties of the finished composite.

Design CCTV Inspection & Diameter Verification

A design CCTV inspection will typically be performed when the bypass system is operating. This inspection will confirm that the condition of the pipe is similar to contract design conditions. Any changes in condition will be immediately communicated to the City's Project Team. When the camera reaches the upstream or downstream manhole (depending on direction of travel) the cable will be pulled tight, and a tape mark will be made at the manhole where the CCTV is located. After the camera is retrieved, the cable will be stretched out and a steel tape measurement will be performed to determine the exact line length. In conjunction with the design CCTV, a confined space entry (with full safety equipment and confined space entry permit) is performed at both the upstream and downstream manholes to confirm the inside diameter of the sewer at both ends.

Quality Control and Monitoring

To counter the impacts of the unknown conditions during the curing of the liners such as material condition or temperature, the SAK CIPP installation team utilizes Thermal Imaging Technology for monitoring and recording of the cure data for all pipe runs 24-inches and greater, ensuring a full and proper cure. Where earlier efforts provided readings at intervals of 200 to 300 feet, our Thermal Imaging System enables our crews to monitor the curing process along the entirety of the pipe run. Our fiber optic technology will monitor the installation temperature at 6-inch intervals along the entirety of the pipe. The exponential increase in real-time data enables our teams to actively control the installations. More importantly, it will allow our crews to immediately react to any unfavorable or changing conditions. The result will be



consistent, measurable quality on every installation. In addition to continual monitoring temperature readings at boiler trucks, remote monitoring of installations will be made available for viewing by the City of Livonia Project Team using a smart phone or computer from any location. It is the intent to install all liners on this project via the Air-Inversion-Steam-Cure (AISC) method. The AISC process installs the liner in a similar method for what has been done for over 40-years; however, instead of water being the substance creating hydrostatic pressure against the liner, low pressure air is used. The AISC methodology is typically more cost effective, time efficient and by utilizing less water, more environment friendly. The low pressure air causes the Pipenology tube to turn inside-out (inverted) into the damaged pipe so that the resin saturated felt is pressed firmly against the host pipe and the polypropylene skin becomes the inside of the newly lined pipe. By sandwiching the felt/resin tube between the host pipe and polypropylene coating, a resin rich composite is maintained.

The machine that performs the inversion is called an air inversion unit. This unit utilizes air pressure to invert the CIPP liner down the manhole and into the host pipe being rehabilitated. The installation continues as the liner moves through the damaged pipe. At the halfway point of the installation, a hold back rope and steam circulation layflat is attached to the un-inverted end of the liner. The hold back rope is used to control the inversion rate ensuring a slow steady roll of the tube, which pushes the standing water in the sewer out of the way of the tube. The inversion continues until the liner appears in the downstream, or "termination end", manhole at which point and time a "steam port" is introduced in the portion of liner that will later be cut & removed. With the installation complete, the boiler unit is moved into position. Curing commences and continues until curing temperatures have been achieved according to Interplastic and Pipenology specifications.

Curing

Once on site, the resin saturated liner is transformed into a finished CIPP liner through a controlled exothermic reaction or "cure". With the AISC method, curing is no longer accomplished by heating inversion water, but rather low-pressure air is replaced with low- pressure steam to impart heat energy to the resin to begin the cure process. As noted prior, the cure is monitored by Thermal Imagining Technology for diameters 24-inches and greater throughout the entire line at 6" intervals. The liner/host pipe interface (the coolest point of the liner that is in contact

with the cooler host pipe) will be monitored to ensure minimum acceptable curing tempartures are reached, and sufficient exothermic reaction occurs.

Steam is pumped throughout the tube. Multiple thermocouples are installed at both ends of the sewer in addition to the thermocouple running the entire length of the sewer. The end-to-end thermocouple is tied into a computer interface that continuously monitors liner temperature at the invert. The advantage to this method is a permanent record of the cure is recorded ensuring the resin consistently exotherms along its entire length. The thermocouples installed at the ends of the liner are monitored by field technicians recording the temperatures every 30 minutes during the cure. These are compared to



Boiler truck operation during curing of CIPP liner

prescribed requirements and the cure schedule can be lengthened if low temperatures are recorded thus assuring the complete cure of the liner being installed.

In addition to using thermocouple wires to assure an appropriate cure, samples of the cured liner are taken in accordance with ASTM F1216 Appendix XI and tested to verify design physical properties are attained. Testing of these samples is completed to ASTM D790 Standards and compared to the preliminary designs to determine compliance. The curing progress will be communicated to the City's Project Team to ensure that a City representative will be present when the sample is taken. For Sample test reports, please see Appendix F: Product Qualifications.

Service Connection Reinstatement

Once the ends of the cured liner are removed, all of the service connections without visible caps are internally reinstated. All of the service connections will be reinstated by remote controlled robotic cutting tools inserted into the pipeline. All lateral reinstatement operations are performed in conjunction with a CCTV inspection unit thus permitting the operator a full view of his operations within the pipeline. It is the intent to fully reinstate all service connections that are confirmed and verified by the City of Livonia staff, within 8 hours of the liner being installed. Notices will be hand delivered to all those entities affected a minimum of 24 hours in advance. The notice will indicate the timeframe for which service will be interrupted as well as contact information should they wish to inquire further. To ensure all services are reinstated, a tap cut verification table is created for each sewer section to receive a CIPP liner. This form identifies the location of each service to be reinstated and is signed off by the cutting operator and crew leader.

Post Installation CCTV

The post installation inspection will be performed after all services have been reinstated. The inspection is performed as per NASSCO standards by PACP certified operators as specified. Copies of the post installation CCTV inspection and PACP reports will be submitted as a means of additional verification of the successful installation and reinstatement of active services. All final inspections will be submitted to the City's Project Team for review and approval prior to the bypass being decommissioned.

RESTORATION OF DISTRUBED AREAS

Our Project Team understands the desired objective of the City of Livonia is to minimize surface disruption and/or damage to sensitive areas. To accomplish this goal, the SAK Project Team has developed a Project Plan to keep any surface disruption and restoration needs to a minimum. As an example, the use of the rubber construction mats may be utilized should it be found necessary to mitigate the amount of potential surface disruption or damage. Prior to proceeding with any surface restoration, our Project Manager and Project Team subcontractor will coordinate with City's Project Team to establish the end desired objectives in specific detail. These efforts will allow for a reduced restoration schedule and improved satisfaction of the Property Owner. Our restoration efforts will be completed by our Project Team subcontractor and will include all measures necessary to return the work area to its original condition or better. Any materials used for the purpose of this project will be removed.

EMERGENCY RESPONSE PLAN

Dependent upon the nature of an emergency, appropriate response controls will be in place. For matters of Health & Safety, onsite first responders will react. Our personnel are regularly trained in First Aid and CPR. At the start of each shift, the Project Manager or Superintendent will conduct a safety talk. The safety talk will discuss potential hazards of the job, environmental concerns, and other safety related issues. All team members will sign off on attendance at the pre-start safety meeting. In matters of operation emergency such as a bypass pump failure, the emergency plan as outlined in the specific flow control plan will be implemented. It is important to note that all Project Managers, Superintendents, Crew Leads, Pump Watch Personnel and other key individuals will be in constant communication via 2-way radios to ensure 100 % contact availability.

Project Team Subcontractors Role in Emergency Response

The nature of the emergency will dictate who is required to respond to a given incident. The onsite Project Manager will take the lead role in the case of an emergency with regards to being the point person on SAK's behalf. The pump watch personnel will have a specific / detailed protocol to follow in case of pump / piping failure. Pump watch personnel will not have to wait for word from the Site Manager to react as reaction time for flow control work is critical to avoid spills / flooding. They will have a plan and will be expected to follow it. In the case of an emergency, SAK Project Manager will handle all local public and governmental relations regarding the incident, unless another SAK Executive member has been mobilized to site.

Subcontractors will be directed to refrain from communications outside of those with the Project Team. All official correspondence will go through SAK. Subcontractors will be expected to perform first aid services as required on this project and to advise SAK Project Manager of the nature of the incident. All available onsite personnel/ Subcontractors will be expected to respond to an accident/incident when requested by a SAK Project Manager to assist in cleanup/rescue/repair etc.

Schedule

SAK Project Team will develop a reasonable project schedule that we are confident can be executed realistically and under safe conditions. The schedule will include allowances for holidays and some seasonal weather conditions to ensure that the human resources of both our Project Team and that of the City's may remain rested and mentally in tune with accomplishing the daily tasks in a safe manner with the mental attention this project requires. Should there be an instance an indicated milestone is not achieved due to any number of circumstances (i.e. – large wet weather events, extreme weather, etc.) we can obtain additional resources from either inter office operations or other inter-corporate locations. Our Project Team subcontractors also can obtain additional inter-corporation resources, should they be necessary. As such, our Project Team is confident we have the resources needed to perform any project needed by the City of Livonia under this scope of services.

Preliminary Project Schedule

Please see Appendix E: Ability to Perform.

Project Deliverables

The completion of the work in the field in a safe and high-quality manner, is the highest priority for the SAK Project Team, but the completion of proper documentation and records of what occurred are critical in ensuring the successful future management of the system for the City of Livonia. As such, the SAK Project Team deliverables for this project are essential to achieving the goals. Upon completion of the project, the SAK Project Manager will provide the following to the City's Project Team as deliverables:

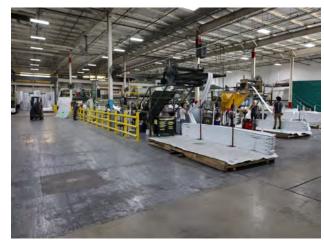
- · Copies of the Pre CIPP lining CCTV inspections and associated PACP reports/data base
- Copies of the Post CIPP lining CCTV inspections and associated PACP reports/data base
- CIPP designs sealed by a Professional Engineer licensed in the State of Michigan for each specific section receiving a liner
- · CIPP wet out records for each liner installed on the project with clear indication of the specific liner location
- · CIPP cured records for each liner installed on the project with clear indication of the specific liner location
- CIPP test results from each of the samples requested to be tested

18.9 PRODUCT QUALIFICATIONS

SAK provides a CIPP product that is a proven technology. SAK utilizes several time tested CIPP materials including Pipenology CIPP Liner and Interplastics resin. Pipenology is ISO-Certified and supplies CIPP liners throughout the country. Interplastic is also ISO-Certified, and SAK's multi-year supply agreements ensure a high quality, consistent supply, with quarterly price protections. Pipenology and Interplastic also have the necessary delivery logistics to

supply bulk resin to all our project locations, no matter how remote, at the correct delivery temperatures, for our numerous CIPP installations and OTH wetout installations. A well-tested supply delivery system for CIPP liners and bulk resin is critical to SAK's success in providing a quality product for all of our customers.

Pipenology, LLC, with US Manufacturing facilities in O'Fallon, MO, is a wholly owned subsidiary of SAK. Pipenology has been manufacturing and supplying CIPP liners for both SAK and third parties for more than 10 years. SAK is an approved installer of Pipenology liners, and all SAK crew members have been trained to properly install CIPP liners in accordance with Pipenology specifications. Pipenology is an ISO



Pipenology, LLC CIPP liner manufacturing facility and assembly line.

9001:2015-certified company. Over ten million lineal feet of Pipenology CIPP liners in diameters of 8" to 84" have been installed successfully nationwide.

Please see Appendix F: Product Qualification for additional documentation provided by Pipenology, LLC.

Pipenology Address and Contact Information:

Paul Stus, General Manager - Pipenology, LLC 1449 Hoff Industrial Drive O'Fallon, MO 63366 636.542.6710

Interplastic Corporation, located in St. Paul, Minnesota, has been producing resins for the CIPP market for over twenty-five years with over 1.5 billion pounds of resin sold to rehabilitate deteriorated pipelines. These resins meet all the requirements of ASTM F1216, D5813, and F1743, as well as having been tested per ASTM D2990. Interplastic is ISO 9001 certified. SAK and Pipenology are certified installers of CIPP liners using these resins.

Please see Appendix F: Product Qualification for additional documentation provided by Interplastic Corporation.

Interplastic Corporation Address and Contact Information: Kaleel Rahalm, Business Manager Remediation Polymers 1225 Willow Lake Boulevard Saint Paul, MN 55110 615.481.6860

18.10 **PRICE**

Please see Bid Form provided in RFP documents in Appendix G: Price

18.11 ALTERNATE SOLUTION

Pipeline Assessment Department

In addition to the requested services SAK is including the services of their Pipeline Assessment Department. The Assessment Department will review the information associated with the project site/sewer segment including, CCTV inspections, drawings, impact of location and associated potential social costs to provide a recommendation to repair any defects identified. Included with the recommendations will be associated repair costs.

The Pipeline Assessment Department will evaluate the CCTV inspection information and pipe segment to develop

a plan that will provide the City with a "Best Value" recommendation for the rejuvenation of pipelines experiencing deficiencies in structural and/or operational capacities. The recommendations will be based on improving the long-term operation and maintenance of the existing system and will not include the impacts of variable that require additional capacity and/or the expansion of the pipelines required services.

GIS/Project Information Input

SAK also has the ability to enhance these services through data management and implementation in the City's GIS. The information gathered and generated during the inspections, recommendations and rehabilitation can be captured and installed into the City's system. The software tools developed in connection with DLZ, Inc. enable SAK to use the City's GIS system and base information to graphically display information such as:

- · Sewer sections inspected based on date
- · Sections with specific PACP ratings
- · Sections with defects of a specific PACP rating
- · Defects/Sections with repairs completed
- · Defects/Section with repairs to be completed
- · Costs associated with work completed on each section
- · Copies of all video inspections completed in that specific section of sewer

This ability simplifies the management of the rehabilitation efforts and financial resources by consolidating and displaying all the information on the City's GIS maps.

Project sponsor!

Project endineer Disciplin Project engineer Disciply Project engineer Project sportsor Project engineer Project engineer Discipline et Discipline engineer days

Propelense

APPENDIX G

IOES

Project sport

<u>City of Livonia</u> <u>Form of Proposal</u> <u>Sewer Maintenance Program</u>

Honorable Members of the Council 33000 Civic Center Drive Livonia, Michigan 48154

SUBMIT THREE (3) hard copies and ONE (1) electronic copy

Dear Council Members:

The undersigned, by the submission of this proposal, represents that they are familiar with and has determined for the nature and extent of the proposal work and the conditions under which it must be performed and completed, and agrees that they will contract with the City of Livonia to furnish at and for the following monies all materials, labor, equipment, insurance, supervision and all other things necessary or incidental to complete the entire work in accordance with the appended specifications, general conditions, and related contract documents. By the submission of this proposal, the undersigned represents that he is familiar with and understands all the above-referenced contract documents. Contract is for three (3) years with provision to extend an additional two (2) years effective through an amendment in the Contract, provided that City notifies Contractor at least thirty (30) days prior to Contract expiration date.

Sewer System Maintenance Services

ITEM	DESCRIPTION	UNIT	UNIT PRICE
Section 1	SANITARY SEWER CLEANING		
1	Sanitary sewer cleaning, light, 8-inch to 72-inch diameter	linear foot	\$ 2.00
2	Sanitary sewer cleaning, heavy, 8-inch to 72-inch diameter	linear foot	\$ 5.00
3	Sanitary Sewer reaming, 8-inch to 72-inch diameter	linear foot	\$ 5.00
4	Removal of protruding lateral	each	\$ 100.00
Section 2	SANITARY SEWER VIDEO INSPECTION		
5	Sanitary sewer video inspection, 8-inch to 72-inch diameter	linear foot	\$ 8.00
Section 3	SANITARY SEWER SPOT LINER REPAIR		
6	Structural spot liner, 8-inch diameter - 3 feet to 10 feet length	each	\$ 3,000.00
7	Structural spot liner, 8-inch diameter - 10 feet to 20 feet length	each	\$ 4,000.00
9	Structural spot liner, 10-inch diameter - 3 feet to 10 feet length	each	\$ 3,500.00
10	Structural spot liner, 10-inch diameter - 10 feet to 20 feet length	each	\$ 4,500.00
12	Structural spot liner, 12-inch diameter - 3 feet to 10 feet length	each	\$ 4,000.00
13	Structural spot liner, 12-inch diameter - 10 feet to 20 feet length	each	\$ 5,000.00
15	Structural spot liner, 15-inch diameter - 3 feet to 10 feet length	each	\$ 4,500.00
16	Structural spot liner, 15-inch diameter - 10 feet to 20 feet length	each	\$ 5,500.00
18	Structural spot liner, 18-inch diameter - 3 feet to 10 feet length	each	\$ 5,200.00
19	Structural spot liner, 18-inch diameter - 10 feet to 20 feet length	each	\$ 6,000.00
21	Structural spot liner, 21-inch diameter - 3 feet to 10 feet length	each	\$ 6,000.00
22	Structural spot liner, 21-inch diameter - 10 feet to 20 feet length	each	\$ 7,000.00
24	Structural spot liner, 24-inch diameter - 3 feet to 10 feet length	each	\$ 6,500.00

25	Structural spot liner, 24-inch diameter - 10 feet to 20 feet length	each	\$ 7,500.00
Section 4	SANITARY SEWER LATERAL CLEANING AND REPAIR		
27	Lateral sewer video inspection	each	\$ 1,000.00
28	CIPP lateral liner, 6-inch diameter, up to 60 feet length	each	\$ 3,500.00
29	Installation of cleanout	each	\$ 1,500.00
Section 5	SANITARY SEWER JOINT TESTING AND SEALING		
29	Sanitary sewer pipe joint testing and sealing, 8-inch to 24-inch diameter	joint	\$ 500.00
Section 6	CIPP SEWER PIPE LINING		
30	CIPP Sewer Lining, 8-inch diameter	linear foot	\$ 35.00
31	CIPP Sewer Lining, 10-inch diameter	linear foot	\$ 40.00
32	CIPP Sewer Lining, 12-inch diameter	linear foot	\$ 48.00
33	CIPP Sewer Lining, 15-inch diameter	linear foot	\$ 60.00
34	CIPP Sewer Lining, 18-inch diameter	linear foot	\$ 75.00
35	CIPP Sewer Lining, 21-inch diameter	linear foot	\$ 95.00
36	CIPP Sewer Lining, 24-inch diameter	linear foot	\$ 120.00
37	CIPP Sewer Lining, 30-inch diameter	linear foot	\$ 200.00
38	Reinstate lateral service connections	each	\$ 250.00
Section 7	MANHOLE REHABILITATION		
38	Calcium aluminate lining	vertical foot	\$ 225.00
39	Ероху	vertical foot	\$ 300.00
40	CIP lining	vertical foot	\$ 350.00
41	Seal spot leak in structure	each	\$ 300.00
42	Seal adjustment rings	each	\$ 1,500.00
43	Replace corbel	each	\$ 1,000.00

Executed by Jerome Shaw, Jr., President, SAK Construction, LLC

Curry . Show to



SAK Construction, LLC 864 Hoff Road O'Fallon, Missouri 63366

sakcon.com



Pipeline Infrastructure. Solved.™

CITY OF SWARTZ CREEK DDA & TAX INCREMENT FINANCING PLAN 2025 The City of Swartz Creek developed a Downtown Development Authority (DDA) Plan and Tax Increment Financing Plan Pursuant to the current Downtown Development Authority Act (Act 57 of 2018). The purpose of the Authority is to correct and prevent deterioration and promote economic growth within the City of Swartz Creek's principal business district.

ACKNOWLEDGEMENTS

For their vision and support, the following community leaders should be recognized:

CITY COUNCIL
John Knickerbocker
Walt Melen
Rae Lynn Hicks
John Gilbert
Nathan Henry
David Krueger
David Spillane

DDA
Nate Henry, defacto
Tammy Parenteau
Julie Kallas
Autumn Jesme
Todd Beedy
James Barclay
Connie King
Richard Ryan Jr. (RJ)

TABLE OF CONTENTS

PURPOSE OF THE DEVELOPMENT PLAN & TAX INCREMENT FINANCING PLAN
History5
Economic Goals
Land Use7
Aesthetic Goals
Circulation 8
Facilities and Services
Building and Site Improvements
Operational Goals
DEVELOPMENT PLAN REQUIREMENTS9
Downtown Development Concept
PROPOSED IMPROVEMENTS: City of Swartz Creek DDA
1. Business Development
2. Public Buildings and Spaces 13
3. DDA Marketing/Development Studies & Promotional Events/Materials
4. Building Facade and Sign Improvement Program15
5. DDA Property Acquisition
6. Special District & Urban Design Plans15
7. Demolition
8. Public Infrastructure Improvements16
9. Private Infrastructure Improvements18
10. Site Preparation
11. Environmental Activities
12. Project-Specific Gap Funding, Variable depending upon project
13. Consultation and Operational Expenditures19
14. Bond Repayments
Open Space
Land and Developer Transactions
Map 1: DDA District Boundaries
Map 2: Existing Land Use

Map 3: Future Land Use	26
TAX INCREMENT FINANCING PLAN	28
EXPLANATION OF THE TAX INCREMENT PROCEDURE	28
Table 1: Estimated Taxable Value Increase	30
Maximum Amount of Bonded Indebtedness to be Incurred	34
Duration of the Development Program	34
Statement of the Estimated Impact of Tax Increment Financing on Taxing Jurisdictions the Development Area is Located	
Table 3: DDA Total Projected Revenue by Taxing Jurisdiction	36
Plan for the Expenditure of Captured Taxable Value by the Authority	37
Appendix A: Base Parcel Data	38
Appendix B: Legal Description of Development Area	45
Table 4: City of Swartz Creek DDA Projects	46

DEVELOPMENT PLAN & 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: July 9, 2015

City Council: December 7, 2015

Amended

Downtown Development Authority: September 8, 2022

City Council: December 12, 2022

Amended

Downtown Development Authority:

City Council:

PURPOSE OF THE DEVELOPMENT PLAN & TAX INCREMENT FINANCING PLAN

The Development Plan and Tax Increment Financing Plan are both required by Public Act 57 of 2018, 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 57 of 2018, 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 57 of 2018, 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 Map 1 located within this document. 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.
- In July 2005, 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.

- An amendment to the DDA Plan was completed in 2015 to amend the District boundaries and updated the goals and objectives.
- An amendment to the DDA Plan was completed in 2022 to include Project Specific Tax Increment Financing per PA 57 of 2018.
- The current amendment to the DDA Plan extends the term of the plan to expire in the year 2055.

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
- Work with businesses to understand how the DDA can support their long-term success
- Accommodate the service offering to meet the needs of mixed-use residential/retail uses
- 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 mixed-uses such as retail/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
- Proactively attract desired uses to the Downtown
- Promote the Downtown in a manner which presents a favorable image.

DEVELOPMENT PLAN REQUIREMENTS

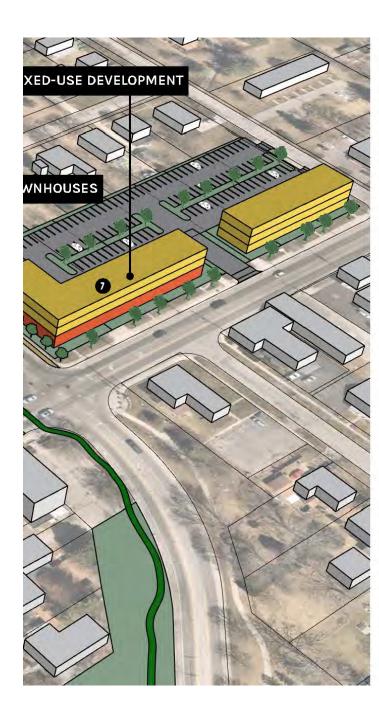
Section 217 also indicates that the development plan shall contain all the following:

A. The designation of boundaries of the development area in relation to highways, streets, streams, or otherwise.

The development area is located within the limits of the City of Swartz Creek (Map 1). 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 Racetrack. The legal description is found in Appendix B, Legal Description of the Development Area Boundary.

- B. The location and extent of existing streets and other public facilities within the development area, designating the location, character, and extent of the categories of public and private land uses then existing and proposed for the development area, including residential, recreational, commercial, industrial, educational, and other uses, and including a legal description of the development area.
 - Existing land uses in the Development Area are illustrated on Map 2, "Existing Land Use".
- 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.
 - The description of existing improvements to be demolished and associated schedule for implementation is provided in this plan under the heading "Proposed Improvements."
- 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.

It is the intent of this development plan to utilize captured tax increment for projects that will implement the long-term vision for the Swartz Creek Downtown area. This vision is depicted below in the maps/diagrams from the City of Swartz Creek Master Plan and associated Design Guidelines that were adopted in 2022. In summary, the City and DDA wish to strengthen the existing traditional character of the downtown with public improvements and infill development that generally matches the following plans:

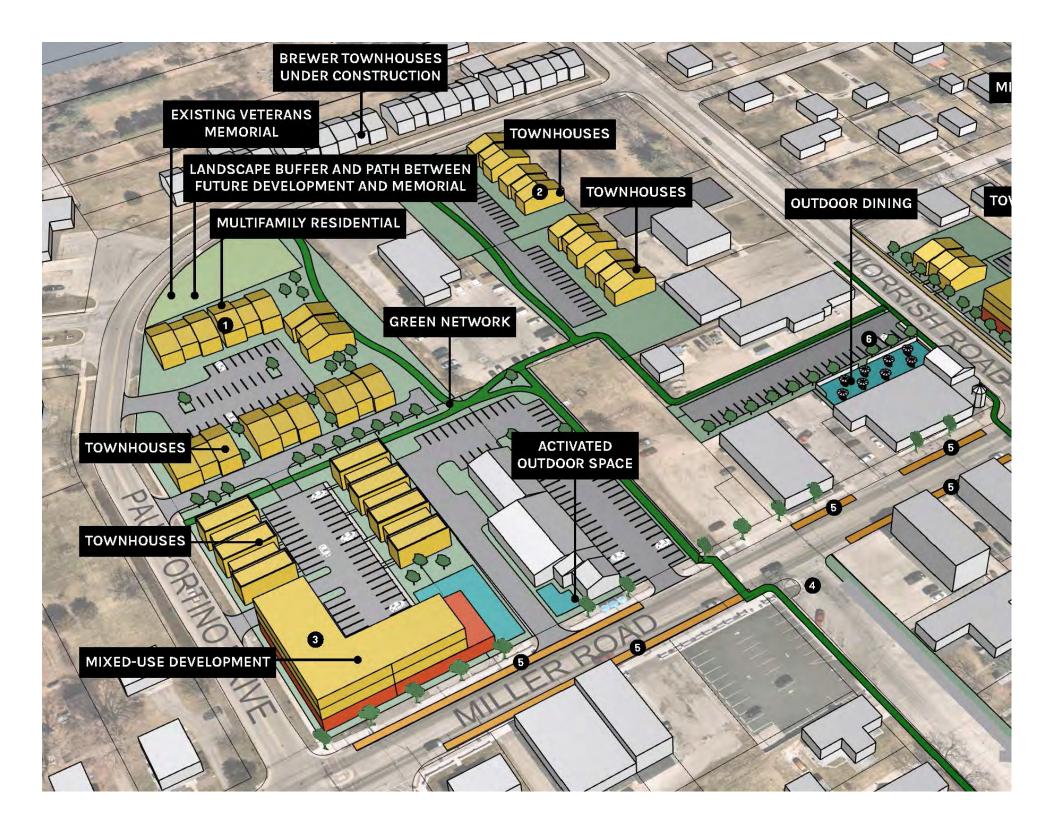


6.5 DOWNTOWN REDEVELOPMENT CONCEPT

This concept is intended to illustrate potential redevelopment options based upon underutilized sites that could better support the downtown vision. The core of downtown can extend along Miller east of Morrish by consolidating parcels at Miller and Morrish to construct mixed-use development, the mixed-use character can be pulled further east. This character will be continued to the far west at Paul Fortino Drive. North, the adaptive reuse of the vacant church building and adjacent parcels could be used for an art hub, artist lofts, restaurants, or attached residential housing. Additionally, an extension on Holland Drive will create a pedestrian corridor on Holland Drive during large events to create a festival street.

DEVELOPMENT PROJECTS

- Chase Bank
 Corner of Civic Drive and Paul Fortino
- 2 Vacant Church Adaptive reuse and site development
- 3 Western Gateway
 At corner of Hayes Street/Paul Fortino
 and Miller Road
- 4 Holland Drive Extension
 Across Miller Road and west along rear
 alley to Paul Fortino
- 6 On-street Parking
 Within Miller Road right-of-way
- 6 Eastern/Northern Gateway
 Intersection of Morrish and Miller Road
- Miller Road Frontage
 Along Miller Road, East of Morrish Road



To expand upon what was indicated above, the location and character of the improvements are provided below.

PROPOSED IMPROVEMENTS: City of Swartz Creek DDA

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 term of this Plan. Each project listed includes a general description of the extent, character, and location of the project.

The projects are organized by the following categories:

- Business Development
- Public Buildings and Spaces
- DDA Marketing/Development Studies & Promotional Events/Materials
- Building Facade and Sign Improvement Program
- DDA Property Acquisition
- Special District & Urban Design Plans
- Demolition
- Public Infrastructure Improvements
- Private Infrastructure Improvements
- Site Preparation
- Environmental Activities
- Project-Specific Gap Funding

1. Business Development

The DDA will assist the City Council, Planning Commission, local officials, businesspeople, entrepreneurs, etc., in providing an acceptable climate for business investment. Efforts will focus on assisting existing businesses and promoting new businesses that benefit the community. This will likely involve the following projects:

- Institution of a building rehabilitation grant program that provides qualifying applicants funding to improve their building.
- Encouraging property owners and developers to create mixed-use developments, in keeping with District zoning requirements.
- Other potential activities that support and promote local business development.

2. Public Buildings and Spaces

To better create a sense of place at strategic locations in the DDA District, the DDA will support the development and enhancement of public buildings and spaces including pedestrian plazas, parks, open spaces, gardens, gazebos, sculptures, art, performance areas, walkways, and supporting site amenities, construction of public restrooms, or other similar structures identified as development occurs.

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)

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.

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.

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 are 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.

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: City Hall is beginning to age. 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 to include technological updates as well as any necessary structural modifications.

3. DDA Marketing/Development Studies & Promotional Events/Materials

Destination branding and marketing have key relationships with successful districts. It is an important task to complete once the DDA has identified redevelopment goals and has established its identity within the greater region. Marketing and development attraction studies can be used as tools to attract specific development types or specific developers. Marketing materials (online, print, radio, mailers, billboard rental) can also be prepared for distribution to developers, retailer and real estate firms promoting the community. This may include brochures, exhibits, trade area data, web site materials, social media activities, etc. It is also the City's desire to create a unified image and market the DDA as a cohesive business District. To that end, funding can be used for a joint marketing strategy and promotions with involvement of the business community that brings together resources for advertising, special events, and public relations.

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.

4. Building Facade and Sign Improvement Program

Existing signs and structures in the DDA that are in need of upgrade in terms of design, materials and colors can apply for funding under this program. The DDA can allocate resources to pursue the following efforts toward upgrading the appearance of buildings in the District:

- Develop design guidelines or requirements for all buildings and signs in the District 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.

5. DDA Property Acquisition

This involves the acquisition of property to accomplish the goals set forth by the DDA. There are times when key pieces of property become available for purchase within the DDA District, which require the DDA to purchase said properties for redevelopment or public purposes. This can also be a tool to assist with blight removal and demolition within the District.

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.

6. Special District & Urban Design Plans

District plans and urban design help to guide the built environment of the District. Many times, these plans focus on form and design elements to enhance the function of the District. Results of these plans can lead to new development projects that have be thoughtfully crafted to create vibrancy and increase density within the District core. These plans also generally result in the development of design-based guidelines for redevelopment of existing sites or development of new sites.

7. Demolition

Occasionally, development opportunities require demolition of existing sites and structures. The DDA can participate in the costs of the demolition process when it is appropriate to spur new development opportunities.

8. Public Infrastructure Improvements

Public improvements cover a wide array of projects including street lighting, streetscape enhancements, water and sewer improvements; electrical improvements, burying of existing and new utilities, storm water improvements, parking improvements, and generally anything else that falls within the public right-of-way, easement, or public realm.

These proposed improvements in the Swartz Creek DDA District 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.

- **Intersection improvements** where increased traffic volumes are expected as a result of new development.
- Miller Road cross section could 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 could include improvements 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 could include simplistic improvements such as maintaining the existing two travel lanes, sidewalks, street lighting, curb lawn, and decorative amenities. These improvements must also incorporate the planned Veteran's Memorial Park.
- Holland Drive cross section could include simplistic improvements such as a possible
 conversion from a one-way street to a two-way, street maintenance, 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 could include simplistic improvements such as two travel lanes, sidewalks, on-street parking, street lighting, curb lawn, and decorative amenities.

• 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.

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.

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 complement any existing or planned facilities proposed by MTA in the immediate area.

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.

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 visitors. The DDA has allocated resources to install the necessary equipment to offer this service anywhere in the Downtown.

9. Private Infrastructure Improvements

As part of redevelopment, developers are often required to improve private infrastructure or anything on a private property (not in a public right-of way). The DDA is able to assist with offsetting these costs, specifically when it comes to integrated parking structures such as vertical and underground parking, utilities, water and sewer tap fees; soft costs, and others that support density in accordance with local zoning, master plans, and city goals, but may be cost-prohibitive to complete the project. Although these improvements are considered private for funding purposes, they have public benefit and support the redevelopment efforts of the City and DDA.

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 Methodist Church. The DDA has allocated some resources to assist in acquisition and rehabilitation of these structures to protect Swartz Creek's history.

10. Site Preparation

Costs associated with site preparation can be significant for both public and private investment. These costs include such activities as clearing and grubbing; compaction and sub-base preparation; cut and fill operations; dewatering, excavation for unstable material, foundation work (to address special soil concerns, retaining walls, temporary sheeting/shoring, specific and unique activities, etc.); anything on private property not in a public right-of-way to support density; and prohibitive costs to allow for greater density in accordance with local zoning, master plans, and City goals.

11. Environmental Activities

Environmental Activities would include activities beyond what may be supported by the Michigan Department of Environment, Great Lakes and Energy (EGLE) under an approved Brownfield Plan and Act 381 Work Plan to protect human health and the environment, off-set cost-prohibitive environmental costs and insurance needs, etc. This can also include wildlife and habitat preservation, or restoration related to a specific development project or Public Buildings and Spaces under item #2 above.

12. Project-Specific Gap Funding, Variable depending upon project

Recognizing that the cost of mixed-use, traditional development is higher than it is for undeveloped sites, the City may, at its own discretion, commit project-specific future tax increment capture back to private projects for a specified period of time. The goal is to provide funding to close the "gap" that prevents the project from becoming a reality due to financial feasibility. For example, if the pro-forma for a project indicates that it cannot generate enough income to cover the cost of construction and a reasonable rate of return for a developer/investor, future tax increment can be committed to that development to make it feasible. It can also be used as a tool to attract companies and businesses to the city to create new employment opportunities within the DDA District.

13. Consultation and Operational Expenditures

The Consultation and Operational Expenditures category provides for professional services (staff) and operational activities relating to the DDA. This category is relatively variable and is subject to the level and complexity of future activities taken on by the DDA. Professional services are required to implement the proposals within this Plan and to manage and operate the DDA. This may include, but is not limited to, market studies, grant writing and administration; planning and architectural design; engineering, inspections, and construction management services; and environmental assessment and mitigation planning. DDA operational activities may include but are not limited to public notices, mailings, office supplies, administrative support, and equipment usage/rental, etc.

14. Bond Repayments

Tax capture can be used to pay back money that was borrowed for eligible projects under this plan.

Estimated Total Cost of All Projects: \$12,800,000-\$15,600,000

E. A statement of the construction or stages of construction planned, and the estimated time of completion of each stage.

The specific projects to be undertaken by the DDA are not known at this time. The "Proposed Improvements" list above will be updated to show the construction planned, and the estimated time of completion, for each project as this information is known.

Open Space

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

G. A description of any portions of the development area that the authority desires to sell, donate, exchange, or lease to or from the municipality and the proposed terms.

At the present time the Authority has no plans to lease, own, or otherwise control property in its own name. 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 establish and formally adopt appropriate procedures for property disposition, subject to applicable Federal, State, and local regulations.

H. A description of desired zoning changes and changes in streets, street levels, intersections, traffic flow modifications, or utilities.

Zoning: The zoning and future land use designations of the DDA are illustrated on Map 2: Existing Land Use and Map 3: Future Land Use included herein. 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. 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.

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.

A description, including cost estimate and schedule of implementation, for each improvement project that will be completed within the District is contained in the project schedule and budget in this plan under "Proposed Improvements."

Estimate for DDA contributions to development area improvements are provided in Table 4 – City of Swartz Creek 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 57 of 2018, as amended. It is contemplated that the Authority will issue tax increment bonds in accordance with Section 16 of Act 57, 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 nonmotorized 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.
- J. 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.
 - Information concerning the names of people for whom benefits may accrue is unknown at this time and will not be available until phases of implementation are underway.

K. The procedures for bidding for the leasing, purchasing, or conveying in any manner 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 in any manner 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.

L. Estimates of the number of persons residing in the development area and the number of families and individuals 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 units 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.

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(I) of Act 57, 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.

M. A plan for establishing priority for the relocation of persons displaced by the development in any new housing in the development area.

At the present time, no known relocation of families or individuals will take place within the scope of this proposed Development Plan or Tax Increment Financing Plan.

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 uniform relocation assistance and real property acquisition policies act of 1970, Public Law 91-646, 84 Stat. 1894.

At the present time, no known relocation of families or individuals will take place within the scope of this proposed Development Plan or Tax Increment Financing Plan.

O. A Plan for Compliance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and Act 227 of the Public Acts of 1972.

At the present time, no known relocation of families or individuals will take place within the scope of this proposed Development Plan or Tax Increment Financing Plan.

P. Other material that the authority, local public agency, or governing body considers pertinent.

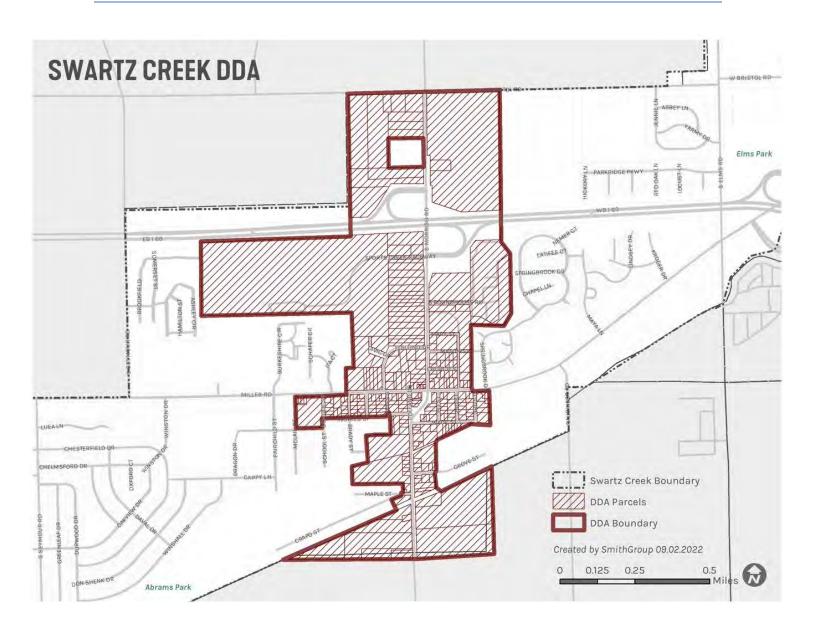
Such other material will be identified or added as the need arises.

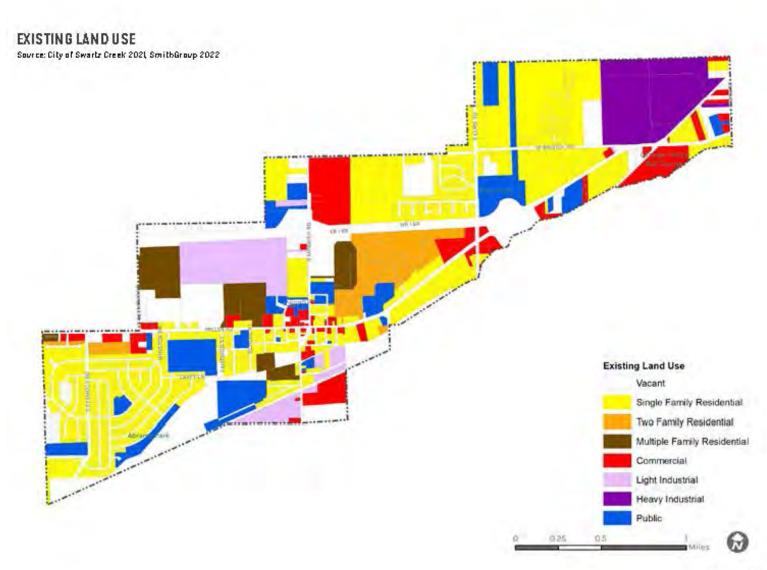
Q. Development Area Citizens Council.

Section 21 of Act 57 of 2018 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.

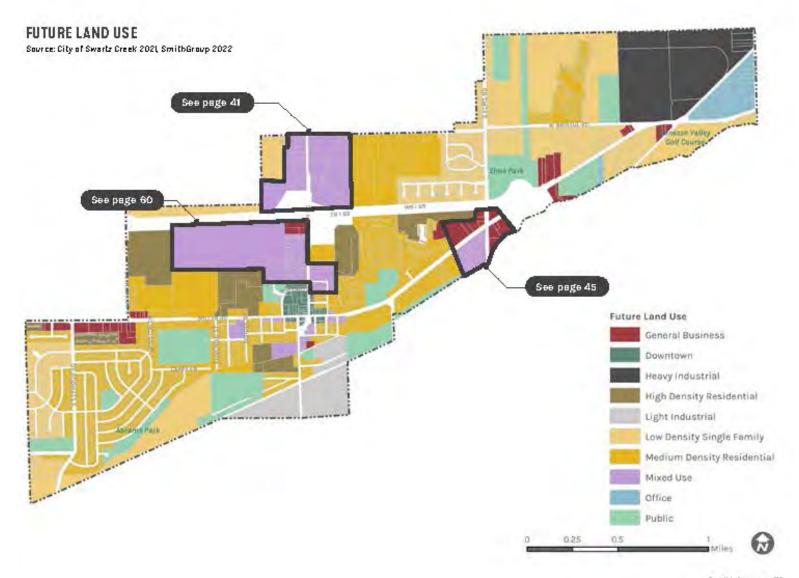
Periodically a representative of the authority responsible for preparation of a development or tax increment financing plan within the development area shall consult with and advise the development area citizens council regarding the aspects of a development plan, including the development of new housing for relocation purposes located either inside or outside of the development area. The consultation shall begin before any final decisions by the authority and the governing body regarding a development or tax increment financing plan. The consultation shall continue throughout the preparation and implementation of the development or tax increment financing plan.

Map 1: DDA District Boundaries





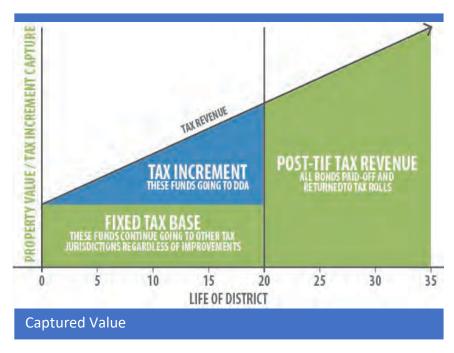
Map 3: Future Land Use



TAX INCREMENT FINANCING PLAN

Swartz Creek Downtown Development Authority Genesee County, Michigan, 2025

EXPLANATION OF THE TAX INCREMENT PROCEDURE



Tax Increment Financing (TIF financing) is a method of funding public investments in an area slated for (re)development by capturing, for a time, all or a portion of the increased tax revenue that may result from increases in property values, either as a result of (re)development or general market inflation. The concept of tax increment financing is applied only to the Development Area for which a development plan

has been prepared by the Downtown Development Authority and adopted by the City Council.

As provided in PA 57 of 2018, tax increment financing is an effective tool for financing redevelopment and planning of designated development areas within a Downtown Development Authority District. TIF financing can be used to fund facilities, structures, or improvements within the District and to:

- 1. Market businesses within the District
- 2. Plan for property within the District
- 3. Acquire land
- 4. Improve sites
- Construct buildings
- 6. Close the financing "gap" for projects
- 7. Administer the Development Plan. Because TIF financing involves capture of tax revenue for certain parcels, TIF dollars must be used for improvements that will generally benefit those same parcels.

"Captured Taxable Value" can be described as the difference in amount in any year of the Plan in which the current assessed value exceeds the initial assessed value. "Current Taxable Value" is the amount of value upon which taxes are based for the current year, also called the Taxable Value. "Initial Taxable Value" represents the assessed value of properties at the time the DDA

was established or updated, in this case 2005, amended in December 2015, amended in 2022 and undergoing amendment in 2025. Tax exempt properties are represented as a zero value in the Plan, since no tax increments will be collected for that site, regardless of increases in actual property value. The difference between the initial taxable value (base year total) and the current taxable value (current year total) is the value of property for which taxes can be captured and (re)invested by the DDA.

1. Increase in taxable value. The initial taxable value ("SEV") for this plan is the taxable value of all real and personal property in the development area as determined for 2016. This is commonly considered the SEV for 2016. As shown in Table 1, the base value of real property in the District is \$20,138,962.

Table 1: Estimated Taxable Value Increase

Estimated Taxable Value Increase

Estimated Tax Capture Value 2025-2055

	ESTIMATED	ANNUAL	CAPTURED
FISCAL YEAR	Projected Increase	TAXABLE VALUE	TAXABLE VALUE
Base Year 2016	: \$20,138,962		
2025	2.0%	\$28,276,950	\$8,137,988
2026	2.0%	\$28,842,489	\$8,703,527
2027	2.0%	\$29,419,339	\$9,280,377
2028	2.0%	\$30,007,726	\$9,868,764
2029	2.0%	\$30,607,880	\$10,468,918
2030	2.0%	\$31,220,038	\$11,081,076
2031	2.0%	\$31,844,438	\$11,705,476
2032	2.0%	\$32,481,327	\$12,342,365
2033	2.0%	\$33,130,954	\$12,991,992
2034	2.0%	\$33,793,573	\$13,654,611
2035	2.0%	\$34,469,444	\$14,330,482
2036	2.0%	\$35,158,833	\$15,019,871
2037	2.0%	\$35,862,010	\$15,723,048
2038	2.0%	\$36,579,250	\$16,440,288
2039	2.0%	\$37,310,835	\$17,171,873
2040	2.0%	\$38,057,052	\$17,918,090
2041	2.0%	\$38,818,193	\$18,679,231
2042	2.0%	\$39,594,557	\$19,455,595
2043	2.0%	\$40,386,448	\$20,247,486
2044	2.0%	\$41,194,177	\$21,055,215
2045	2.0%	\$42,018,060	\$21,879,098
2046	2.0%	\$42,858,421	\$22,719,459
2047	2.0%	\$43,715,590	\$23,576,628
2048	2.0%	\$44,589,902	\$24,450,940
2049	2.0%	\$45,481,700	\$25,342,738
2050	2.0%	\$46,391,334	\$26,252,372
2051	2.0%	\$47,319,160	\$27,180,198
2052	2.0%	\$48,265,544	\$28,126,582
2053	2.0%	\$49,230,854	\$29,091,892
2054	2.0%	\$50,215,472	\$30,076,510
2055	2.0%	\$51,219,781	\$31,080,819

The purpose of the Tax Increment Financing Plan is to ensure that revenues from tax increment capture will be sufficient to cover anticipated costs, especially when it comes to bond debt. Therefore, some assumptions are involved to project property values into the future to determine anticipated revenues. A modest increase in property values was assumed. A conservative growth rate of 2.0% was used in the projections for future TIF revenue.

2. Capturable Taxable Value. A limited amount of development is expected over the entire DDA District, as shown in Table 2. To provide conservative estimates, the TIF revenues are based on increases in property values based on the market, not improvements to property.

Table 2: Swartz Creek DDA Total Projected Revenues

				Tax
		Tax Increment	Millage	Increment
FY	Taxable Value	Captured	Multiplier	Revenue
2016	\$20,138,962			
2025	\$28,276,950	\$8,137,988	0.02724970	\$221,758
2026	\$28,842,489	\$8,703,527	0.02724970	\$237,168
2027	\$29,419,339	\$9,280,377	0.02724970	\$252,887
2028	\$30,007,726	\$9,868,764	0.02724970	\$268,921
2029	\$30,607,880	\$10,468,918	0.02724970	\$285,275
2030	\$31,220,038	\$11,081,076	0.02724970	\$301,956
2031	\$31,844,438	\$11,705,476	0.02724970	\$318,971
2032	\$32,481,327	\$12,342,365	0.02724970	\$336,326
2033	\$33,130,954	\$12,991,992	0.02724970	\$354,028
2034	\$33,793,573	\$13,654,611	0.02724970	\$372,084
2035	\$34,469,444	\$14,330,482	0.02724970	\$390,501
2036	\$35,158,833	\$15,019,871	0.02724970	\$409,287
2037	\$35,862,010	\$15,723,048	0.02724970	\$428,448
2038	\$36,579,250	\$16,440,288	0.02724970	\$447,993
2039	\$37,310,835	\$17,171,873	0.02724970	\$467,928
2040	\$38,057,052	\$17,918,090	0.02724970	\$488,263
2041	\$38,818,193	\$18,679,231	0.02724970	\$509,003
2042	\$39,594,557	\$19,455,595	0.02724970	\$530,159
2043	\$40,386,448	\$20,247,486	0.02724970	\$551,738
2044	\$41,194,177	\$21,055,215	0.02724970	\$573,748
2045	\$42,018,060	\$21,879,098	0.02724970	\$596,199
2046	\$42,858,421	\$22,719,459	0.02724970	\$619,098
2047	\$43,715,590	\$23,576,628	0.02724970	\$642,456
2048	\$44,589,902	\$24,450,940	0.02724970	\$666,281
2049	\$45,481,700	\$25,342,738	0.02724970	\$690,582
2050	\$46,391,334	\$26,252,372	0.02724970	\$715,369
2051	\$47,319,160	\$27,180,198	0.02724970	\$740,652
2052	\$48,265,544	\$28,126,582	0.02724970	\$766,441
2053	\$49,230,854	\$29,091,892	0.02724970	\$792,745
2054	\$50,215,472	\$30,076,510	0.02724970	\$819,576
2055	\$51,219,781	\$31,080,819	0.02724970	\$846,943

Total Taxable Value

Captured \$574,053,506

Total TI

Revenue \$15,642,786

3. Tax Increment Capture. For each year within the term of the plan, the Finance Director transmits directly to the DDA, the applicable portion of the tax levy set by the taxing units on the real property in the development area, including that portion of any commercial facilities tax levied pursuant to P.A. 255 of 1978 and that portion on an industrial facilities tax levied pursuant to PA 198 of 1974. Voted and separately identified debt millage revenues do not come to the DDA but go directly to the intended taxing units.

"Tax increment revenues" means the amount of ad valorem property taxes and specific local taxes attributable to the application of the levy of all taxing jurisdictions upon the captured assessed value of real and personal property in the Development Area. Tax increment revenues do not include any of the following:

- a. Taxes under the state education tax act, 1993 PA 331, MCL 211.901 to 211.906.
- b. Taxes levied by local or intermediate school districts.
- c. Ad valorem property taxes attributable either to a portion of the captured assessed value shared with taxing jurisdictions within the jurisdictional area of the authority or to a portion of value of property that may be excluded from captured assessed value or specific local taxes attributable to the ad valorem property taxes.
- d. Ad valorem property taxes excluded by the tax increment financing plan of the authority from the determination of the amount of tax increment revenues to be transmitted to the authority or specific local taxes attributable to the ad valorem property taxes.
- e. Ad valorem property taxes exempted from capture under section 18(5) or specific local taxes attributable to the ad valorem property taxes.
- f. Ad valorem property taxes specifically levied for the payment of principal and interest of obligations approved by the electors or obligations pledging the unlimited taxing power of the local governmental unit or specific taxes attributable to those ad valorem property taxes. To utilize tax increment financing, the DDA must prepare a development plan and a tax increment financing plan. Both plans are submitted to the City Council, who must approve the plans. These plans may be amended in the future to reflect changes desired by the DDA or the City. All amendments must follow the procedures of the Act.

Maximum Amount of Bonded Indebtedness to be Incurred

The Downtown Development Authority may explore the possibility of bonding against future revenues to supply the funds required to accomplish larger public improvement projects. The extent of the indebtedness and the timing of the debt retirement will be determined by the extent of the tax increment revenues. The maximum indebtedness, as stated in PA 57 of 2018, cannot exceed the ability to service the debt from tax increments. Only 80% of projected revenues are available as debt service funds.

Duration of the Development Program

The remaining duration of the tax increment financing plan is thirty (30) years, commencing upon approval by the City of Swartz Creek City Council in 2025 and will cease with tax collections due in December 2055, unless this plan is amended to extend or shorten its duration.

Statement of the Estimated Impact of Tax Increment Financing on Taxing Jurisdictions in which the Development Area is Located

The DDA is eligible to capture tax increment revenues from County Operating, Paramedics, Parks, Airport Authority, Library Authority, Senior, Health, Veterans, MSU, Animal, Culture, Mental Health, City General Operating, City Voted Operating, MTA, Community College General Operating, and Community College Extra Operating. The chart below shows taxing jurisdictions and corresponding millage rates.

Genesee County Operating	5.3726
County Paramedics	0.4725
County Parks	0.7473
County Airport Authority	0.4725
County Library Authority	0.9653
County Senior Citizens	0.6827
County Health Services	0.9754
County Veterans	0.0980
County MSU	0.0797
County Animal	0.1949
County Culture	0.9383
Mental Health	0.9304
City General Operating	4.6515
City Voted Operating (waste levy only)	2.6270
MTA	1.2051
Community College General Operating	1.3127
Community College Extra Operating	0.6238
City of Swartz Creek Public Safey Assessment	4.9000
Total	27.4412

The most important impact on the affected taxing jurisdictions is that the amount of revenue they currently receive from property within the District will not increase during the life of the Plan. Once the base value of the District is set, the DDA will capture the revenue from any increase in property value. The base amount would still flow to the appropriate taxing jurisdictions. In other words, the revenue to each taxing jurisdiction would effectively be frozen at the base value for the entire term of the DDA Plan. The impact of tax increment financing on the revenues of all taxing properties is illustrated in Table 3 on the following page.

Table 3: DDA Total Projected Revenue by Taxing Jurisdiction

				GENESEE COUN	NTY				1							CITY		1	OTHER			T
				GENESEE COO.	•••											10		Public	TOTTILE.	College	Community	TAX
				General			Airport	Library							Mental	City Genera	l City Voted	Safety		General	College Extra	INCREMENT
	ESTIMATED	ANNUAL	CAPTURED		Paramedics	Parks	Authority	Authority	Senior	Health	Veterans	MSU	Animal	Culture	Health			Assessment	MTA	Operating	Operating	REVENUE
FISCAL	Projected	TAXABLE	TAXABLE				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,														
YEAR	Increase	VALUE	VALUE	0.0053726	0.0004725	0.0007473	0.0004725	0.0009653	0.0006827	0.0009754	0.0000980	0.0000797	0.0001949	0.0009383	0.0009304	0.0046515	0.0026270	0.0049000	0.0012051	0.0013127	0.0006238	0.027249700
Base Year	2016	\$20,138,962		I	I	I	I	I	1	1			T		T	T		T	1	T		
2025	2.0%	\$28,276,950	\$8,137,988	\$43,722	\$3,845	\$6.082	\$3.845	\$7.856	\$5,556	\$7.938	\$798	\$649	\$1,586	\$7.636	\$7,572	\$37,854	\$21,378	\$39,876	\$9,807	\$10,683	\$5,076	\$221,758
2026	2.0%	\$28.842.489	\$8,703,527	\$46,761	\$4,112	\$6,504	\$4,112	\$8,402	\$5,942	\$8,489	\$853	\$694	\$1,696	\$8,167	\$8,098	\$40,484	\$22,864	\$42,647	\$10,489	\$11,425	\$5,429	\$237,168
2027	2.0%	\$29,419,339	\$9,280,377	\$49,860	\$4,385	\$6,935	\$4,385	\$8,958	\$6,336	\$9,052	\$909	\$740	\$1,809	\$8,708	\$8,634	\$43,168	\$24,380	\$45,474	\$11,184	\$12,182	\$5,789	\$252,887
2028	2.0%	\$30,007,726	\$9,868,764	\$53,021	\$4,663	\$7,375	\$4,663	\$9,526	\$6,737	\$9,626	\$967	\$787	\$1,923	\$9,260	\$9,182	\$45,905	\$25,925	\$48,357	\$11,893	\$12,955	\$6,156	\$268,921
2029	2.0%	\$30,607,880	\$10,468,918	\$56,245	\$4,947	\$7,823	\$4,947	\$10,106	\$7,147	\$10,211	\$1,026	\$834	\$2,040	\$9,823	\$9,740	\$48,696	\$27,502	\$51,298	\$12,616	\$13,743	\$6,531	\$285,275
2030	2.0%	\$31,220,038	\$11,081,076	\$59,534	\$5,236	\$8,281	\$5,236	\$10,697	\$7,565	\$10,808	\$1,086	\$883	\$2,160	\$10,397	\$10,310	\$51,544	\$29,110	\$54,297	\$13,354	\$14,546	\$6,912	\$301,956
2031	2.0%	\$31,844,438	\$11,705,476	\$62,889	\$5,531	\$8,748	\$5,531	\$11,299	\$7,991	\$11,418	\$1,147	\$933	\$2,281	\$10,983	\$10,891	\$54,448	\$30,750	\$57,357	\$14,106	\$15,366	\$7,302	\$318,971
2032	2.0%	\$32,481,327	\$12,342,365	\$66,311	\$5,832	\$9,223	\$5,832	\$11,914	\$8,426	\$12,039	\$1,210	\$984	\$2,406	\$11,581	\$11,483	\$57,411	\$32,423	\$60,478	\$14,874	\$16,202	\$7,699	\$336,326
2033	2.0%	\$33,130,954	\$12,991,992	\$69,801	\$6,139	\$9,709	\$6,139	\$12,541	\$8,870	\$12,672	\$1,273	\$1,035	\$2,532	\$12,190	\$12,088	\$60,432	\$34,130	\$63,661	\$15,657	\$17,055	\$8,104	\$354,028
2034	2.0%	\$33,793,573	\$13,654,611	\$73,361	\$6,452	\$10,204	\$6,452	\$13,181	\$9,322	\$13,319	\$1,338	\$1,088	\$2,661	\$12,812	\$12,704	\$63,514	\$35,871	\$66,908	\$16,455	\$17,924	\$8,518	\$372,084
2035	2.0%	\$34,469,444	\$14,330,482	\$76,992	\$6,771	\$10,709	\$6,771	\$13,833	\$9,783	\$13,978	\$1,404	\$1,142	\$2,793	\$13,446	\$13,333	\$66,658	\$37,646	\$70,219	\$17,270	\$18,812	\$8,939	\$390,501
2036	2.0%	\$35,158,833	\$15,019,871	\$80,696	\$7,097	\$11,224	\$7,097	\$14,499	\$10,254	\$14,650	\$1,472	\$1,197	\$2,927	\$14,093	\$13,974	\$69,865	\$39,457	\$73,597	\$18,100	\$19,717	\$9,369	\$409,287
2037	2.0%	\$35,862,010	\$15,723,048	\$84,474	\$7,429	\$11,750	\$7,429	\$15,177	\$10,734	\$15,336	\$1,541	\$1,253	\$3,064	\$14,753	\$14,629	\$73,136	\$41,304	\$77,043	\$18,948	\$20,640	\$9,808	\$428,448
2038	2.0%	\$36,579,250	\$16,440,288	\$88,327	\$7,768	\$12,286	\$7,768	\$15,870	\$11,224	\$16,036	\$1,611	\$1,310	\$3,204	\$15,426	\$15,296	\$76,472	\$43,189	\$80,557	\$19,812	\$21,581	\$10,255	\$447,993
2039	2.0%	\$37,310,835	\$17,171,873	\$92,258	\$8,114	\$12,833	\$8,114	\$16,576	\$11,723	\$16,749	\$1,683	\$1,369	\$3,347	\$16,112	\$15,977	\$79,875	\$45,111	\$84,142	\$20,694	\$22,542	\$10,712	\$467,928
2040	2.0%	\$38,057,052	\$17,918,090	\$96,267	\$8,466	\$13,390	\$8,466	\$17,296	\$12,233	\$17,477	\$1,756	\$1,428	\$3,492	\$16,813	\$16,671	\$83,346	\$47,071	\$87,799	\$21,593	\$23,521	\$11,177	\$488,263
2041	2.0%	\$38,818,193	\$18,679,231	\$100,356	\$8,826	\$13,959	\$8,826	\$18,031	\$12,752	\$18,220	\$1,831	\$1,489	\$3,641	\$17,527	\$17,379	\$86,886	\$49,070	\$91,528	\$22,510	\$24,520	\$11,652	\$509,003
2042	2.0%	\$39,594,557	\$19,455,595	\$104,527	\$9,193	\$14,539	\$9,193	\$18,780	\$13,282	\$18,977	\$1,907	\$1,551	\$3,792	\$18,255	\$18,101	\$90,498	\$51,110	\$95,332	\$23,446	\$25,539	\$12,136	\$530,159
2043	2.0%		\$20,247,486	\$108,782	\$9,567	\$15,131	\$9,567	\$19,545	\$13,823	\$19,749	\$1,984	\$1,614	\$3,946	\$18,998	\$18,838	\$94,181	\$53,190	\$99,213	\$24,400	\$26,579	\$12,630	\$551,738
2044	2.0%	\$41,194,177	\$21,055,215	\$113,121	\$9,949	\$15,735	\$9,949	\$20,325	\$14,374	\$20,537	\$2,063	\$1,678	\$4,104	\$19,756	\$19,590	\$97,938	\$55,312	\$103,171	\$25,374	\$27,639	\$13,134	\$573,748
2045	2.0%		\$21,879,098	\$117,548	\$10,338	\$16,350	\$10,338	\$21,120	\$14,937	\$21,341	\$2,144	\$1,744	\$4,264	\$20,529	\$20,356	\$101,771	\$57,476	\$107,208	\$26,367	\$28,721	\$13,648	\$596,199
2046	2.0%	\$42,858,421	\$22,719,459	\$122,063	\$10,735	\$16,978	\$10,735	\$21,931	\$15,511	\$22,161	\$2,227	\$1,811	\$4,428	\$21,318	\$21,138	\$105,680	\$59,684	\$111,325	\$27,379	\$29,824	\$14,172	\$619,098
2047	2.0%	\$43,715,590	\$23,576,628	\$126,668	\$11,140	\$17,619	\$11,140	\$22,759	\$16,096	\$22,997	\$2,311	\$1,879	\$4,595	\$22,122	\$21,936	\$109,667	\$61,936	\$115,525	\$28,412	\$30,949	\$14,707	\$642,456
2048	2.0%	\$44,589,902	\$24,450,940	\$131,365	\$11,553	\$18,272	\$11,553	\$23,602	\$16,693	\$23,849	\$2,396	\$1,949	\$4,765	\$22,942	\$22,749	\$113,734	\$64,233	\$119,810	\$29,466	\$32,097	\$15,252	\$666,281
2049	2.0%	\$45,481,700	\$25,342,738	\$136,156	\$11,974	\$18,939	\$11,974	\$24,463	\$17,301	\$24,719	\$2,484	\$2,020	\$4,939	\$23,779	\$23,579	\$117,882	\$66,575	\$124,179	\$30,541	\$33,267	\$15,809	\$690,582
2050	2.0%	\$46,391,334	\$26,252,372	\$141,043	\$12,404	\$19,618	\$12,404	\$25,341	\$17,922	\$25,607	\$2,573	\$2,092	\$5,117	\$24,633	\$24,425	\$122,113	\$68,965	\$128,637	\$31,637	\$34,461	\$16,376	\$715,369
2051	2.0%	\$47,319,160	\$27,180,198	\$146,028	\$12,843	\$20,312	\$12,843	\$26,237	\$18,556	\$26,512	\$2,664	\$2,166	\$5,297	\$25,503	\$25,288	\$126,429	\$71,402	\$133,183	\$32,755	\$35,679	\$16,955	\$740,652
2052	2.0%	\$48,265,544	\$28,126,582	\$151,113	\$13,290	\$21,019	\$13,290	\$27,151	\$19,202	\$27,435	\$2,756	\$2,242	\$5,482	\$26,391	\$26,169	\$130,831	\$73,889	\$137,820	\$33,895	\$36,922	\$17,545	\$766,441
2053	2.0%	\$49,230,854	\$29,091,892	\$156,299	\$13,746	\$21,740	\$13,746	\$28,082	\$19,861	\$28,376	\$2,851	\$2,319	\$5,670	\$27,297	\$27,067	\$135,321	\$76,424	\$142,550	\$35,059	\$38,189	\$18,148	\$792,745
2054	2.0%	\$50,215,472	\$30,076,510	\$161,589	\$14,211	\$22,476	\$14,211	\$29,033	\$20,533	\$29,337	\$2,947	\$2,397	\$5,862	\$28,221	\$27,983	\$139,901	\$79,011	\$147,375	\$36,245	\$39,481	\$18,762	\$819,576
2055	2.0%	\$51,219,781	\$31,080,819	\$166,985	\$14,686	\$23,227	\$14,686	\$30,002	\$21,219	\$30,316	\$3,046	\$2,477	\$6,058	\$29,163	\$28,918	\$144,572	\$81,649	\$152,296	\$37,455	\$40,800	\$19,388	\$846,943
TOTAL																		1			-	\$15,642,786

Plan for the Expenditure of Captured Taxable Value by the Authority

- 1. Estimate of Tax Increment Revenues. Table 3 summarizes the estimated tax increment revenues by year. The projected annual growth in taxable value is estimated at 2% annually and is shown in Tables 1 and 2 above. Additional increases in the assessed valuation for the Development Area and consequent tax increment revenues may result from other new construction, rehabilitation, expansion, or additional appreciation in property values beyond the estimated 2% figure. These increases are beyond those projected in this plan but if such increases result, the tax increment revenues will be spent according to this plan to accelerate the implementation of the public improvement program.
- 2. Expenditure of Tax Increment Revenues. Any additional tax increment revenues beyond those projected in this plan will:
 - a. Be used to expedite any debt service;
 - b. Further the implementation of the public improvement program;
 - c. Go into a local development grant & loan fund; or
 - d. Be returned, pro-rata, to the taxing units.

Should the tax increment revenues be less than projected, the DDA may choose to:

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

Appendix A: Base Parcel Data

TAX PARCEL #	# ADDRESS	STREET	ZONING (01-24-2005)
58-01-100-001	5279	MORRISH RD.	I-1
58-01-100-005	5239	MORRISH RD.	I-1
58-01-100-007	5181	MORRISH RD.	RA-1
58-01-100-008	5175	MORRISH RD.	RA-1
58-01-100-009	5167	MORRISH RD.	RA-1
58-01-100-011	7493	GROVE ST.	RA-1
58-01-100-012	7503	GROVE ST.	RA-1
58-01-100-013	5157	MORRISH RD.	RA-1
58-01-100-014	5151	MORRISH RD.	RA-1
58-01-100-016	7488	GROVE ST.	RA-1
58-01-100-017	7494	GROVE ST.	RA-1
58-01-100-018	7506	GROVE ST.	RA-1
58-01-100-019	7512	GROVE ST.	S-O
58-01-100-020	5129	MORRISH RD.	S-O
58-01-100-021	5123	MORRISH RD.	RA-1
58-01-100-022	5073	MORRISH RD.	RA-1
58-01-100-023	5067	MORRISH RD.	RA-1
58-01-100-024	5061	MORRISH RD.	RA-1
58-01-100-025	7510	WADE ST.	B-2
58-01-100-026	5043	MORRISH RD.	B-2
58-01-100-027	7512	WADE ST.	B-2
58-01-100-028	5013	MORRISH RD.	B-2
58-01-100-029	5035	HOLLAND DR.	B-2
58-01-100-031	5020	MORRISH RD.	B-2

58-01-100-032	5023	HOLLAND DR.	B-2
58-01-100-033	5016	MORRISH RD.	B-2
58-01-100-034	5017	HOLLAND DR.	B-2
58-01-100-035	5015	HOLLAND DR.	B-2
58-01-100-036	8027	MILLER RD.	B-2
58-01-100-037	8023	MILLER RD.	B-2
58-01-100-038	8021	MILLER RD.	B-2
58-01-100-039	8015	MILLER RD.	B-2
58-01-100-040	8013	MILLER RD.	B-2
58-01-100-041	8011	MILLER RD.	B-2
58-01-100-042		MILLER RD.	B-2
58-01-100-044	5014	MORRISH RD.	B-2
58-01-100-045	7589	MILLER RD.	B-2
58-01-100-046	5203	MORRISH RD.	I-1
58-01-502-011	7523	MILLER RD.	B-2
58-01-502-012		MILLER RD.	B-2
58-01-502-013	7543	MILLER RD.	B-2
58-01-502-015	5018	THIRD ST.	RA-1
58-01-502-018	5036	THIRD ST.	RA-1
58-01-502-019	5044	THIRD ST.	RA-1
58-01-502-020	5048	THIRD ST.	RA-1
58-01-502-021	5021	SECOND ST.	B-2
58-01-502-022	5027	SECOND ST.	R-B
58-01-502-023	5033	SECOND ST.	RA-1
58-01-502-027	7561	MILLER RD.	B-3
58-01-502-031	5020	SECOND ST.	RA-1
58-01-502-032	5028	SECOND ST.	RA-1
58-01-502-034	5036	SECOND ST.	RA-1
58-01-502-035	5044	SECOND ST.	RA-1
58-01-502-036	5048	SECOND ST.	RA-1
58-01-502-038	5027	FIRST ST.	RA-1
58-01-502-039	5031	FIRST ST.	RA-1
58-01-502-043	5020	FIRST ST.	B-2
58-01-502-046	5036	FIRST ST.	B-2
58-01-502-047	7484	WADE ST.	B-2
58-01-502-049	7500	WADE ST.	B-2
58-01-502-052	7501	WADE ST.	I-1
58-01-502-059	5121	MORRISH RD.	I-1
58-01-502-081	5037	SECOND ST.	RA-1
58-01-502-082	7440	WADE ST.	RA-1
58-01-502-086	5019	FIRST ST.	RA-1
58-01-502-087	7577	MILLER RD.	B-2
58-01-502-088	5026	FIRST ST.	B-2
58-01-502-089	5023	MORRISH RD.	RA-1
58-01-502-090	5030	FIRST ST.	B-2
58-01-502-091	7504	WADE ST.	B-2
58-01-502-092	7508	WADE ST.	B-2

58-01-502-093	7479	WADE ST.	RA-1
58-01-502-094	7469	WADE ST.	RA-1
58-01-502-095	7465	WADE ST.	RA-1
58-01-502-096	7459	WADE ST.	RA-1
58-01-502-097	7455	WADE ST.	RA-1
58-01-502-098	7451	WADE ST.	RA-1
58-01-502-099	7445		
		WADE ST.	RA-1
58-01-502-100	7435	WADE ST.	RA-1
58-01-502-101	7425	WADE ST.	RA-1
58-01-502-102	5083	MORRISH RD.	I-1
58-01-502-103	7481	WADE ST.	I-1
58-01-502-104	5099		
		MORRISH RD.	I-1
58-01-502-105	5093	MORRISH RD.	I-1
58-01-502-112	5032	THIRD ST.	RA-1
58-01-502-113	7567	MILLER RD.	B2
58-01-502-116	7485	WADE ST.	RA-1
	5037	FIRST ST.	RA-1
	7474	WADE ST.	RA-1
58-01-502-120	7468	WADE ST.	RA-1
58-02-200-002	8159	MILLER RD.	RA-1
58-02-200-003	8132	INGALLS ST.	RA-1
58-02-200-004	8126	INGALLS ST.	RA-1
	5086	MORRISH RD.	
			RM-1
58-02-200-017	5116	MORRISH RD.	RA-1
58-02-200-018	5118	MORRISH RD.	RA-1
58-02-200-019	5126	MORRISH RD.	RA-1
58-02-200-020	5130	MORRISH RD.	RA-1
58-02-200-021	5138	MORRISH RD.	RA-1
58-02-200-022		MORRISH RD.	RA-1
58-02-200-023	5152		
		MORRISH RD.	RM-1
58-02-200-029	5256	MORRISH RD.	1-1
58-02-200-030	5220	MORRISH RD.	B-1
58-02-200-032	5208	MORRISH RD.	I-1
58-02-200-033	5232	MORRISH RD.	I-1
58-02-400-002	5288	MORRISH RD.	I-1
58-02-400-018	5280	MORRISH RD.	I-1
58-02-526-001	8169	MILLER RD.	RA-1
58-02-526-002	8179	MILLER RD.	RA-1
58-02-526-003	5021	SCHOOL ST.	RA-1
58-02-526-004	5027	SCHOOL ST.	RA-1
58-02-526-005	5033	SCHOOL ST.	RA-1
58-02-526-006	5039	SCHOOL ST.	
			RA-1
58-02-526-027	8197	MILLER RD.	RA-1
58-02-527-001	8127	MILLER RD.	B-2
58-02-527-002	8129	MILLER RD.	B-2
58-02-527-003	8145	MILLER RD.	RA-1
58-02-527-004	8151	MILLER RD.	RA-1
· • • ·		· · · · · · · · · · · · · · · · · · ·	

58-02-527-005	5020	BRADY ST.	RA-1
58-02-527-006	5024	BRADY ST.	RA-1
58-02-527-007	5032	BRADY ST.	RA-1
58-02-527-008	5038	BRADY ST.	RA-1
58-02-527-014	5019	BRADY ST.	RA-1
58-02-527-015	5027	BRADY ST.	RA-1
58-02-527-016	5031	BRADY ST.	RA-1
58-02-527-022	8100		
		INGALLS ST.	RA-1
58-02-527-023	8096	INGALLS ST.	RA-1
58-02-528-001	8093	MILLER RD.	B-2
58-02-528-002	8103	MILLER RD.	B-2
58-02-528-003	5021	FORD ST.	RA-1
58-02-528-004	5027	FORD ST.	RA-1
58-02-528-005	5031	FORD ST.	RA-1
	_		
58-02-528-006	8063	INGALLS ST.	RA-1
58-02-528-009	5020	FORD ST.	RA-1
58-02-528-010	5026		
		FORD ST.	RA-1
58-02-528-011	5006	FORD ST.	B-2
58-02-528-012	5014	FORD ST.	B-2
58-02-528-013	8121	MILLER RD.	B-2
58-02-528-014	5032	FORD ST.	RA-1
	_		
58-02-528-015	8090	INGALLS ST.	RA-1
58-02-528-016	5038	FORD ST.	RA-1
•			
58-02-529-005	5018	HOLLAND DR.	B-2
58-02-529-006	5019	HAYES ST.	RA-1
58-02-529-007	5026	HOLLAND DR.	B-2
58-02-529-008	8032	INGALLS ST.	RA-1
58-02-529-009	5032	HOLLAND DR.	B-2
58-02-529-010	5044	MORRISH RD.	
			RA-1
58-02-529-011	5052	MORRISH RD.	RA-1
58-02-529-012	5058	MORRISH RD.	RA-1
58-02-529-015	5018	HAYES ST.	RA-1
58-02-529-017	5012	HOLLAND DR.	B-2
58-02-529-018	8047	MILLER RD.	B-2
58-02-529-019	8053	MILLER RD.	B-2
58-02-529-020	8057	MILLER RD.	B-2
58-02-529-021	8067	MILLER RD.	B-2
58-02-529-022	8023	INGALLS ST.	RA-1
58-02-529-023	8033	INGALLS ST.	RA-1
58-02-529-024	8039	INGALLS ST.	RA-1
58-02-529-025	8077	MILLER RD.	B-2
58-02-529-026	8083	MILLER RD.	B-2
58-02-529-027	8089	MILLER RD.	B-2
58-02-529-028	5014	HAYES ST.	B-2
58-02-529-029	5032	HAYES ST.	RA-1
58-02-529-030	5038	HAYES ST.	RA-1
58-02-529-031	5070	MORRISH RD.	RA-1
JU-UZ-JZJ-UJ	3010	MONION KD.	L/H-I

58-02-530-044 58-02-530-045 58-02-530-047 58-35-200-005 58-35-200-008 58-35-200-009 58-35-200-010 58-35-200-012 58-35-200-013 58-35-200-014 58-35-200-015 58-35-200-016	5170 8012 8035 4062 4140 4150 8119 8079 8065 8041 8023 4048 4076	MORRISH RD. MAPLE ST. CRAPO ST. MORRISH RD. MORRISH RD. MORRISH RD. BRISTOL RD. BRISTOL RD. BRISTOL RD. BRISTOL RD. BRISTOL RD. BRISTOL RD. MORRISH RD. MORRISH RD.	RA-1 R-B RA-1 I-1 I-1 RA-1 RA-1 RA-1 RA-1 RA-1 RA-1
58-35-400-001	4290	MORRISH RD.	M-Z
58-35-576-001	4444	MORRISH RD.	B-2
58-35-576-002	4438	MORRISH RD.	RA-1
58-35-576-003	4432	MORRISH RD.	RA-1
58-35-576-004	4426	MORRISH RD.	RA-1
58-35-576-005	4412	MORRISH RD.	RA-1
58-35-576-006	4400	MORRISH RD.	RA-1
58-35-576-007	4394	MORRISH RD.	RA-1
58-35-576-008	4384	MORRISH RD.	RA-1
58-35-576-009	4374	MORRISH RD.	RA-1
58-35-576-010	4366	MORRISH RD.	RA-1
58-35-576-011	4360	MORRISH RD.	RA-1
58-35-576-012	4354	MORRISH RD.	RA-1
58-35-576-013	4344	MORRISH RD.	RA-1
58-35-576-014	4336	MORRISH RD.	RA-1
58-35-576-015	4318	MORRISH RD.	RA-1
58-35-576-016	4306	MORRISH RD.	RA-1
58-35-576-017	4296	MORRISH RD.	RA-1
58-35-576-018	4272	MORRISH RD.	B-3
58-35-576-019	4278	MORRISH RD.	B-3
58-35-576-020	4150	MORRISH RD.	I-1
58-35-576-021	4264	MORRISH RD.	B-3
58-35-576-023	8118	MILLER RD.	B-2
58-35-576-024	8110	MILLER RD.	B-2
58-35-576-025	8104	MILLER RD.	B-2
58-35-576-026	8098	MILLER RD.	B-2
58-35-576-027	8092	MILLER RD.	B-2
58-35-576-028	8084	MILLER RD.	B-2
58-35-576-029	8060	MILLER RD.	B-2
58-35-576-030	4505	FORTINO DR.	B-2
58-35-576-031	4459	FORTINO DR.	B-2
58-35-576-032	8021	FORTINO DR.	B-2

58-35-576-033	8059	FORTINO DR.	B-2
58-35-576-034	8055	FORTINO DR.	B-2
58-35-576-037	8100	CIVIC DR.	B-2
58-35-576-038	8056	MILLER RD.	B-2
58-35-576-039	8048	MILLER RD.	B-2
58-35-576-040	8040	MILLER RD.	B-2
58-35-576-041	8036	MILLER RD.	B-2
58-35-576-042	8030	MILLER RD.	B-2
58-35-576-043	8024	MILLER RD.	B-2
58-35-576-044	8018	MILLER RD.	B-2
58-35-576-045	8014	MILLER RD.	B-2
58-35-576-046			
	8012	MILLER RD.	B-2
58-35-576-047	8010	MILLER RD.	B-2
58-35-576-048	8006	MILLER RD.	B-2
58-35-576-049	8002	MILLER RD.	B-2
58-35-576-050	4514	MORRISH RD.	B-2
58-35-576-051	4500	MORRISH RD.	B-2
58-35-576-052	4506	MORRISH RD.	B-2
58-35-576-053	4484	MORRISH RD.	B-2
58-35-576-054	4494	MORRISH RD.	B-2
58-35-576-055	4464	MORRISH RD.	B-2
58-35-576-057	8138	MILLER RD.	B-2
58-35-576-058	8095	CIVIC DR.	B-2
58-35-576-059	8083	CIVIC DR.	B-2
58-36-100-001	4013	MORRISH RD.	RA-1
58-36-300-019	7524	MILLER RD.	B-2
58-36-300-020	7530	MILLER RD.	B-2
58-36-300-021	7538	MILLER RD.	B-2
58-36-300-022	4485	FREDERICK ST.	RM-1
58-36-300-023	4453	MORRISH RD.	B-1
58-36-300-024	4437	MORRISH RD.	B-1
58-36-300-025	4413	MORRISH RD.	RA-1
58-36-300-026	4379	MORRISH RD.	RA-1
58-36-300-027	7534	APPLE CREEK DR.	
58-36-300-028	4345	MORRISH RD.	B-1
58-36-300-030	4369	ROUNDHOUSE RD.	RM-1
58-36-551-001	4463	MORRISH RD.	B-1
58-36-551-002	4473	MORRISH RD.	B-1
58-36-551-003	4483	MORRISH RD.	B-1
58-36-551-004	7579	MASON ST.	RA-1
58-36-551-005	7565	MASON ST.	RA-1
58-36-551-006	7557	MASON ST.	RA-1
58-36-551-007	7553	MASON ST.	
			RA-1
58-36-551-008	7550	CHURCH ST.	RA-1
58-36-551-009	7556	CHURCH ST.	RA-1
58-36-551-010	7562	CHURCH ST.	RA-1
58-36-551-011	7572	CHURCH ST.	RA-1

58-36-551-012	7580	CHURCH ST.	RA-1
58-36-551-013	7579	CHURCH ST.	RA-1
58-36-551-014	7571	CHURCH ST.	RA-1
58-36-551-015	7563	CHURCH ST.	RA-1
58-36-551-016	7557	CHURCH ST.	RA-1
58-36-551-017	7551	CHURCH ST.	RA-1
58-36-552-001	4495	MORRISH RD.	B-1
58-36-552-002	4501	MORRISH RD.	B-2
58-36-552-003	4505	MORRISH RD.	B-2
58-36-552-004	7594	MILLER RD.	B-2
58-36-552-005	7582	MILLER RD.	B-2
58-36-552-006	7574	MILLER RD.	B-2
58-36-552-007	7566	MILLER RD.	B-2
58-36-552-008	7562	MILLER RD.	B-2
58-36-552-009	7556	MILLER RD.	B-2
58-36-552-010	7550	MILLER RD.	B-2

Appendix B: Legal Description of Development Area

Legal Description for the City of Swartz Creek Downtown Development Authority as of September 8, 2022

A PARCEL OF LAND BEG AT NW COR OF SEC 36 T7N R5E, TH N 89 DEG 15 MIN 01 SEC E 1299.7 FT, TH S 0 DEG 01 MIN 18 SEC E 2112.8 FT, TH CONT S 521 FT MORE OR LESS ACROSS THE I-69 ROW TO THE NE CORN OF 58-36-300-030, TH S 36 DEG E 300 FT, TH S 0 DEG 32'35" E 1059.07 FT, TH S 33 DEG 02'57" W 233.13 FT, TH W 583.96 FT, TH S 1179.43 FT, TH E 289 FT MORE OR LESS TO THE E LINE OF 58-01-502-073, TH S 1 DEG 15' W 561 FT, TH N 84 DEG 57' W 226.5 FT, TH S 85 DEG 29' W 60.5 FT, TH S 86 DEG 11' W 704.3 FT, TH S 68 DEG 11' W 25.4 FT, TH S 35 FT, TH S 0 DEG 45' W 323 FT, TH S 231 FT, TH W 33 FT, TH S 243.43 FT TO TH NLY ROW OF RAILROAD, TH SE 112 FT MORE OR LESS TO THE NE CORN OF 58-01-100-046, TH N 66 DEG 37' E 975 FT MORE OR LESS, TH S 1500 FT MORE OR LESS TO SOUTH CITY LINE, TH W 1400 FT MORE OR LESS TO C/L OF MORRISH RD, TH W 2317 FT, TH N 66 DEG 42'52" E 1008.57 FT, TH N 68 DEG 37'34" E 1186 FT MORE OR LESS, TH NWLY 82 FT MORE OR LESS ACROSS THE RR TRACK ROW TO THE SW CORN OF 58-02-530-047, TH NWLY 108 FT, TH N 67 DEG E 143 FT, TH N 66 FT, TH E 85.75 FT, TH N 189.25 FT, TH N 89 DEG 30' W 881 FT, TH N 0 DEG 30' E 320 FT, TH N 78 DEG 9' 10" E 231 FT MORE OR LESS, TH N 0 DEG 18' E 480.06 FT, TH E 468 FT, TH N 305 FT TO NW CORN OF 58-02-529-023, TH NWLY 70 FT TO SE CORN OF 58-02-529-030, TH W 1133.8 FT, TH S 163 FT MORE OR LESS, TH W 450 FT, TH N 552 FT, TH E 660 FT, TH N 50 FT TO POB OF CRAPO PLAT NO. 1, TH E 227 FT MORE OR LESS AND N 33 FT TO SW CORN OF 58-35-576-060, TH N 424 FT, TH E 133 FT, TH N 552.59 FT, TH N 0 DEG 9'35" W 465.55 FT, TH S 87 DEG 27'30" W 1321.17 FT, TH S 87 DEG 28'41" W 1321.83, TH N 0 DEG 49'13" W 1314.5 FT, TH N 87 DEG 28'41" E 1330.66 FT, TH N 87 DEG 18'18" E 1327.66 FT, TH N 310 FT MORE OR LESS ACROSS THE I-69 ROW TO TH SW CORN OF 58-35-576-020, TH N 865 FT MORE OR LESS, TH N 0 DEG 11'20" W 1334.44, TH N 89 DEG 23'10" E 330.1 FT, TH N 89 DEG 23'19" E 1013.38 FT TO POB.

Table 4: City of Swartz Creek DDA Projects

	DDA Allocated Costs
Enhancement Improvements	
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
Transportation Improvements	
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
Public Facility Improvements	
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
Administration and Planning	
Marketing Plan	\$20,000
Webpage Development	\$10,000
DDA Promotion	\$250,000
Events and Festivals	\$350,000
General Administration	\$450,000
Total Project Costs	\$12.3 million