



City of Swartz Creek

Amended & Restated

Development Plan & Tax Increment Financing Plan

Adopted December 12, 2022

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:

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TABLE OF CONTENTS

DEVELOPMENT PLAN & TAX INCREMENT FINANCING PLAN 4

 PURPOSE OF THE DEVELOPMENT PLAN & TAX INCREMENT FINANCING PLAN..... 5

 History..... 5

 Economic Goals..... 6

 Land Use..... 6

 Aesthetic Goals 6

 Circulation 7

 Facilities and Services 7

 Building and Site Improvements..... 7

 Operational Goals 7

DEVELOPMENT PLAN REQUIREMENTS..... 8

 Downtown Development Concept 9

PROPOSED IMPROVEMENTS: City of Swartz Creek DDA..... 11

 1. Business Development:..... 11

 2. Public Buildings and Spaces 12

 3. DDA Marketing/Development Studies & Promotional Events/Materials 13

 4. Building Facade and Sign Improvement Program..... 14

 5. DDA Property Acquisition: 14

 6. Special District & Urban Design Plans..... 14

 7. Demolition..... 15

 8. Public Infrastructure Improvements..... 15

 9. Private Infrastructure Improvements 17

 10. Site Preparation 17

 11. Environmental Activities 17

 12. Project-Specific Gap Funding, Variable depending upon project..... 18

 13. Consultation and Operational Expenditures..... 18

 14. Bond Repayments 18

 Open Space 19

 Land and Developer Transactions..... 19

Map 1: DDA District Boundaries 23

Map 2: Existing Land Use	24
Map 3: Future Land Use.....	25
TAX INCREMENT FINANCING PLAN	26
TAX INCREMENT FINANCING PLAN	27
EXPLANATION OF THE TAX INCREMENT PROCEDURE.....	27
Table 1: Estimated Taxable Value Increase	28
Table 2: DDA Total Projected Revenues	29
Maximum Amount of Bonded Indebtedness to be Incurred	30
Duration of the Development Program.....	30
Statement of the Estimated Impact of Tax Increment Financing on Taxing Jurisdictions in which the Development Area is Located	31
Table 3: DDA Total Projected Revenue by Taxing Jurisdiction	32
Plan for the Expenditure of Captured Taxable Value by the Authority.....	33
Appendix A: Base Parcel Data.....	34
Appendix B: Legal Description of Development Area.....	41
Table 4: City of Swartz Creek DDA Projects	42

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

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, in order to be more proactive in revitalizing the Downtown, the DDA agreed to prepare and adopt the first Development Plan and Tax Increment Financing Plan.
- The Development Plan and Tax Increment Financing Plan was adopted by the DDA on October 6, 2005 and transmitted to the Swartz Creek City Council thereafter. The Plan was adopted by City Council on December 19, 2005, and effective December 25, 2005.

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.

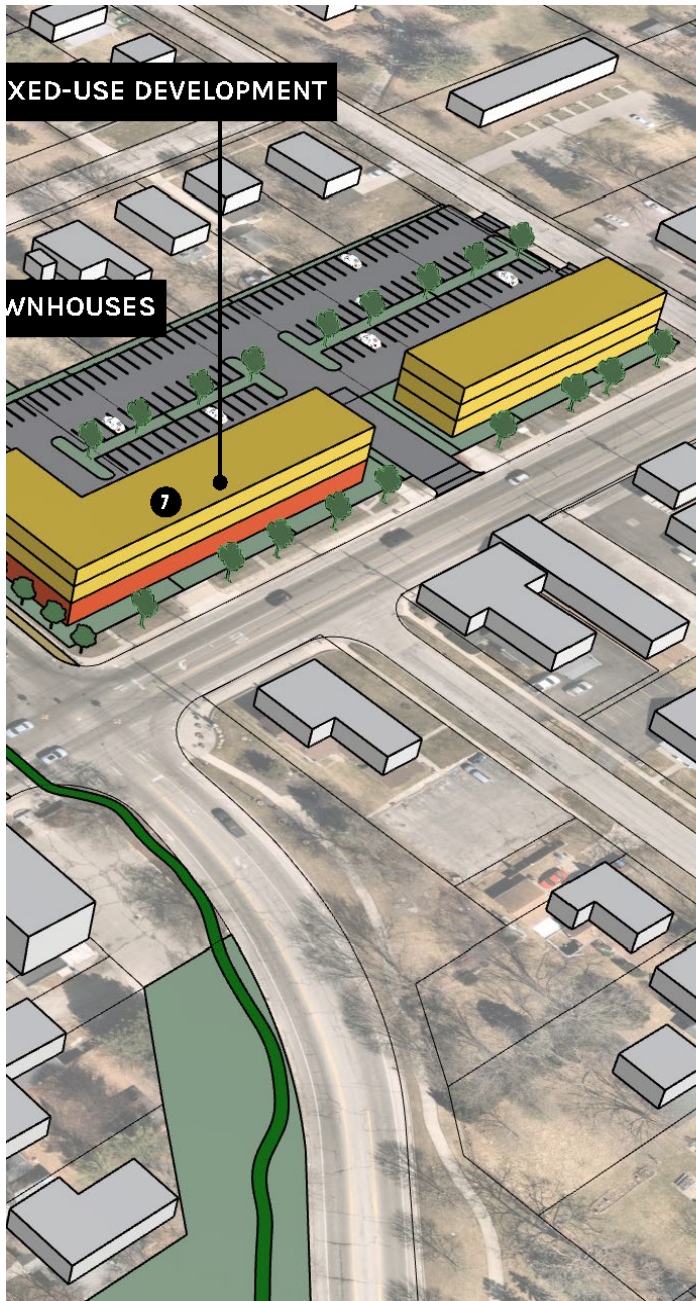
Existing land uses in the Development Area are illustrated on Map 2, "Existing Land Use".

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:

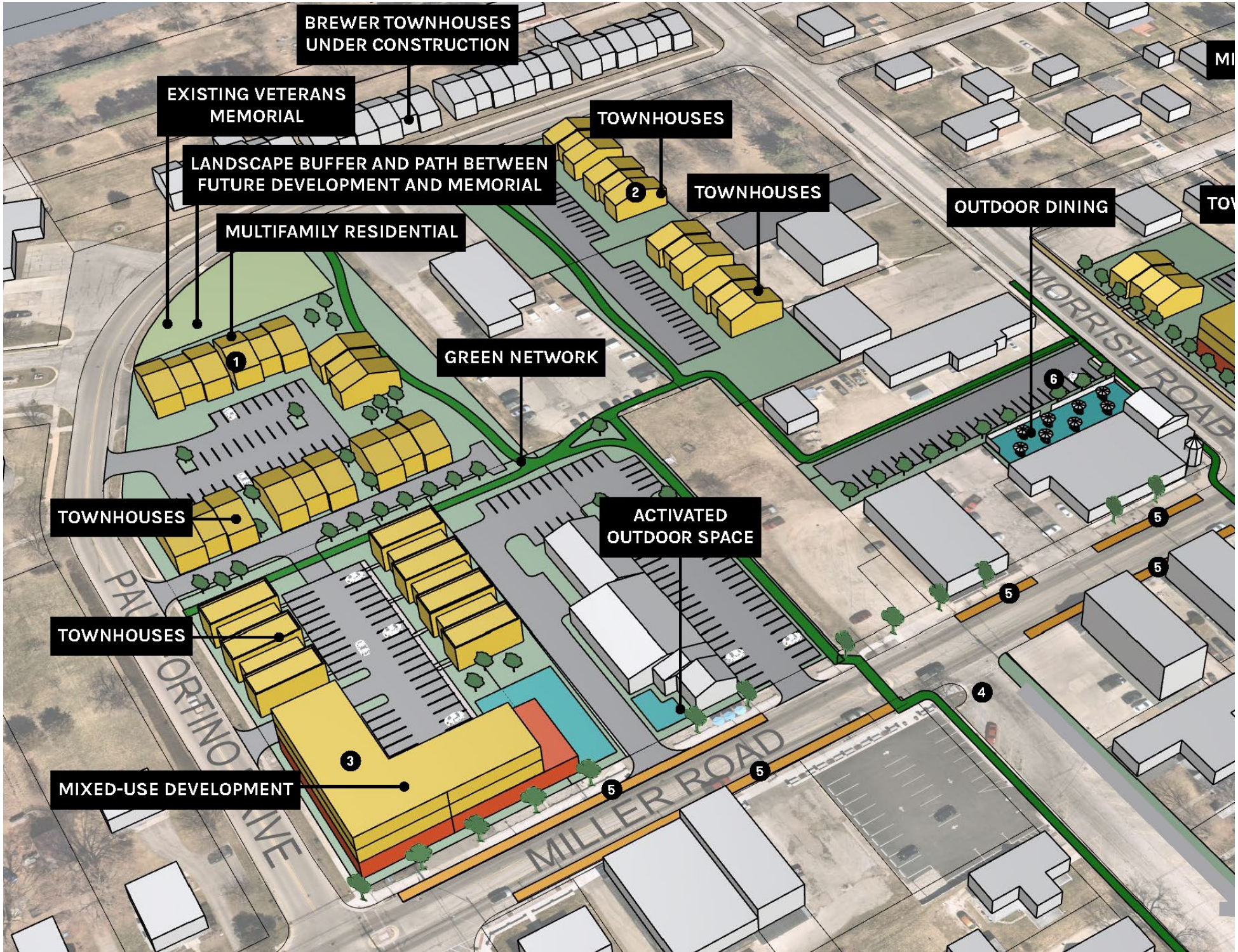


6.5 DOWNTOWN REDEVELOPMENT CONCEPT

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

- 1 **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
- 5 **On-street Parking**
Within Miller Road right-of-way
- 6 **Eastern/Northern Gateway**
Intersection of Morrish and Miller Road
- 7 **Miller Road Frontage**
Along Miller Road, East of Morrish Road



**BREWER TOWNHOUSES
UNDER CONSTRUCTION**

**EXISTING VETERANS
MEMORIAL**

**LANDSCAPE BUFFER AND PATH BETWEEN
FUTURE DEVELOPMENT AND MEMORIAL**

MULTIFAMILY RESIDENTIAL

GREEN NETWORK

TOWNHOUSES

TOWNHOUSES

OUTDOOR DINING

TOWNHOUSES

**ACTIVATED
OUTDOOR SPACE**

TOWNHOUSES

MIXED-USE DEVELOPMENT

PALOMARES DRIVE
ORTINO AVE

MILLER ROAD

MORRIS ROAD

To expand upon what was indicated above, the location, character and estimated cost/timing of the improvements is 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 been 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: \$17,500,000—\$20,680,000

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(l) 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.**

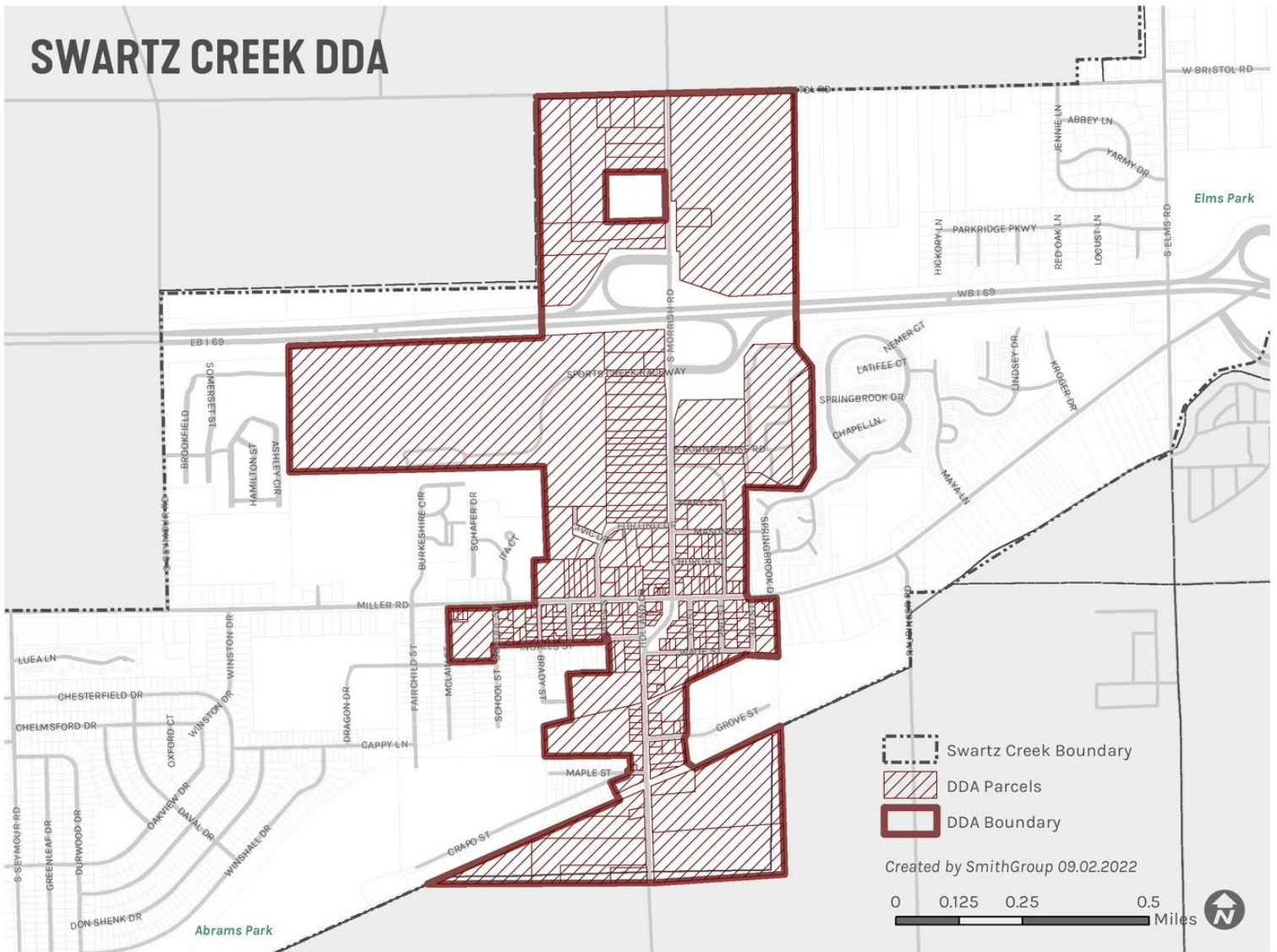
Such other material will be identified or added as the need arises.

- 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.

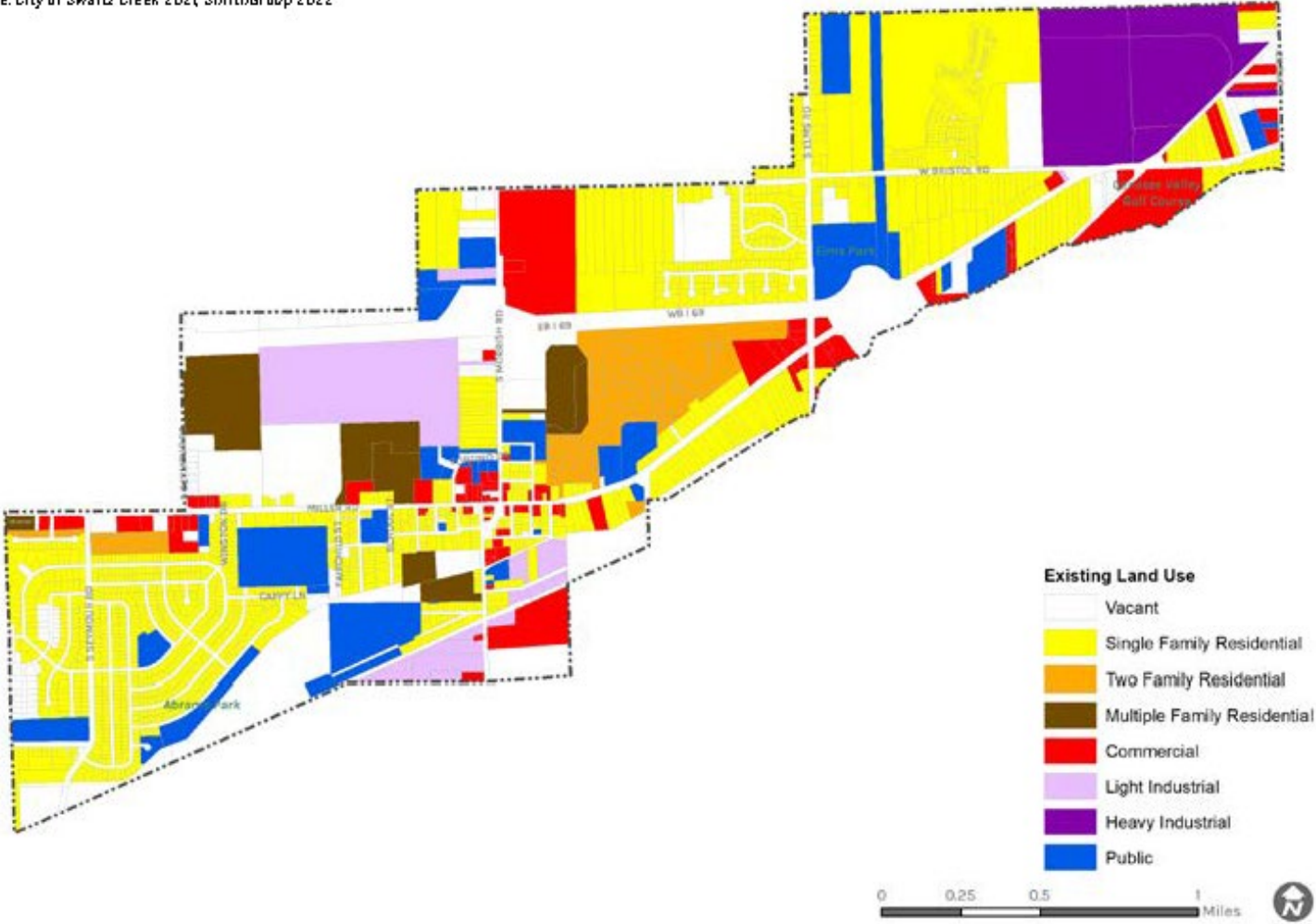
Map 1: DDA District Boundaries



Map 2: Existing Land Use

EXISTING LAND USE

Source: City of Swartz Creek 2021, SmithGroup 2022

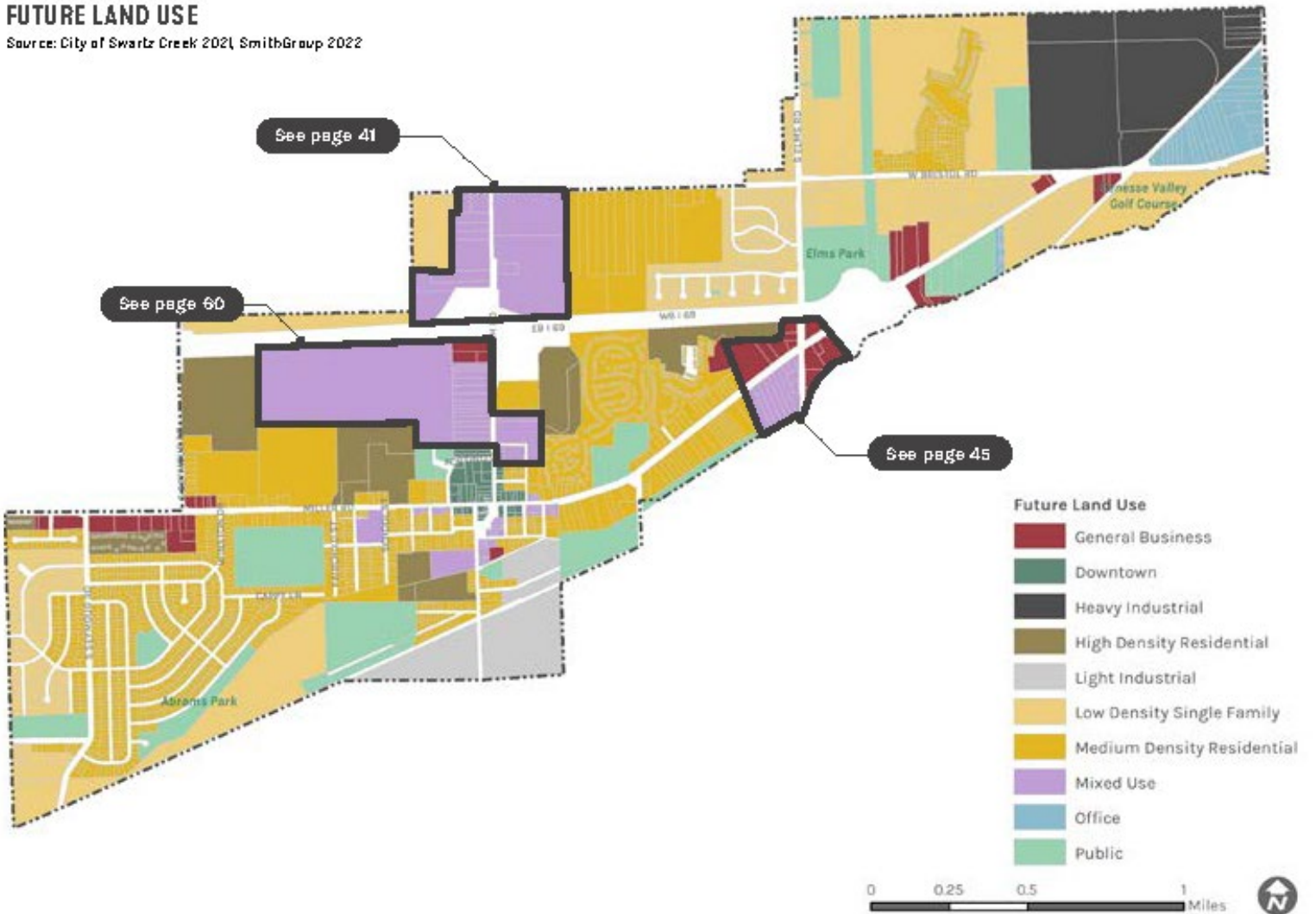


SmithGroup 73

Map 3: Future Land Use

FUTURE LAND USE

Source: City of Swartz Creek 2021, SmithGroup 2022



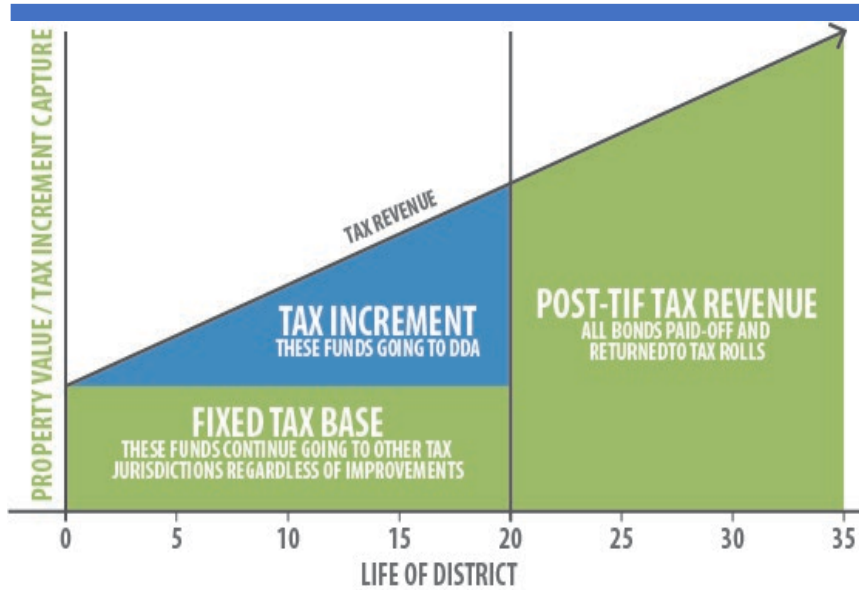
SmithGroup 75

TAX INCREMENT FINANCING PLAN

Swartz Creek Downtown Development Authority
Genesee County, Michigan, 2022

TAX INCREMENT FINANCING PLAN

EXPLANATION OF THE TAX INCREMENT PROCEDURE



Captured Value

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; 5) construct buildings; 6) close the financing “gap” for projects; and 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 and amended in December 2015. 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 2022-2036

FISCAL YEAR	ESTIMATED Projected Increase	ANNUAL TAXABLE VALUE	CAPTURED TAXABLE VALUE
Base Year 2016: \$20,138,962			
2022	2.0%	\$24,214,504	\$4,075,542
2023	2.0%	\$24,698,794	\$4,559,832
2024	2.0%	\$25,192,770	\$5,053,808
2025	2.0%	\$25,696,625	\$5,557,663
2026	2.0%	\$26,210,558	\$6,071,596
2027	2.0%	\$26,734,769	\$6,595,807
2028	2.0%	\$27,269,464	\$7,130,502
2029	2.0%	\$27,814,854	\$7,675,892
2030	2.0%	\$28,371,151	\$8,232,189
2031	2.0%	\$28,938,574	\$8,799,612
2032	2.0%	\$29,517,345	\$9,378,383
2033	2.0%	\$30,107,692	\$9,968,730
2034	2.0%	\$30,709,846	\$10,570,884
2035	2.0%	\$31,324,043	\$11,185,081
2036	2.0%	\$31,950,524	\$11,811,562

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 in order 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: DDA Total Projected Revenues

Swartz Creek DDA Total Projected Revenues				
FY	Taxable Value	Tax Increment Captured	Millage Multiplier	Tax Increment Revenue
			0.02254120	
2016	\$20,138,962			
2022	\$24,214,504	\$4,075,542	0.02254120	\$91,868
2023	\$24,698,794	\$4,559,832	0.02254120	\$102,784
2024	\$25,192,770	\$5,053,808	0.02254120	\$113,919
2025	\$25,696,625	\$5,557,663	0.02254120	\$125,276
2026	\$26,210,558	\$6,071,596	0.02254120	\$136,861
2027	\$26,734,769	\$6,595,807	0.02254120	\$148,677
2028	\$27,269,464	\$7,130,502	0.02254120	\$160,730
2029	\$27,814,854	\$7,675,892	0.02254120	\$173,024
2030	\$28,371,151	\$8,232,189	0.02254120	\$185,563
2031	\$28,938,574	\$8,799,612	0.02254120	\$198,354
2032	\$29,517,345	\$9,378,383	0.02254120	\$211,400
2033	\$30,107,692	\$9,968,730	0.02254120	\$224,707
2034	\$30,709,846	\$10,570,884	0.02254120	\$238,280
2035	\$31,324,043	\$11,185,081	0.02254120	\$252,125
2036	\$31,950,524	\$11,811,562	0.02254120	\$266,247
	Total Taxable Value Captured	\$116,667,083	Total TI Revenue	\$2,629,816

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 fourteen (14) years, commencing upon approval by the City of Swartz Creek City Council in 2022 and will cease with tax collections due in December 2036, 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, Community College Extra Operating. The chart below shows taxing jurisdictions and corresponding 2021 millage rates.

Genesee County Operating	5.4274
County Paramedics	0.4775
County Parks	0.7390
County Airport Authority	0.4805
County Library Authority	0.9981
County Senior Citizens	0.6897
County Health Services	0.9855
County Veterans	0.0984
County MSU	0.0392
County Animal	0.1970
County Culture	0.9479
Mental Health	0.9400
City General Operating	4.7193
City Voted Operating (waste levy only)	2.6270
MTA	1.2175
Community College General Operating	1.3267
Community College Extra Operating	0.6305
Total	22.5412

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 COUNTY										CITY					OTHER			
FISCAL YEAR	ESTIMATED Projected Increase	ANNUAL TAXABLE VALUE	CAPTURED TAXABLE VALUE	General Operating	Paramedics	Parks	Airport Authority	Library Authority	Senior	Health	Veterans	MSU	Animal	Culture	Mental Health	City General Operating	City Voted Operating (waste levy only)	MTA	Community College General Operating	Community College Extra Operating	TAX INCREMENT REVENUE	
				0.0054274	0.0004775	0.0007390	0.0004805	0.0009981	0.0006897	0.0009855	0.0000984	0.0000392	0.0001970	0.0009479	0.0009400	0.0047193	0.0026270	0.0012175	0.0013267	0.0006305	0.022541200	
Base Year	2016	\$20,138,962																				
2022	2.0%	\$24,214,504	\$4,075,542	\$22,120	\$1,946	\$3,012	\$1,958	\$4,068	\$2,811	\$4,016	\$401	\$160	\$803	\$3,863	\$3,831	\$19,234	\$10,706	\$4,962	\$5,407	\$2,570	\$91,868	
2023	2.0%	\$24,698,794	\$4,559,832	\$24,748	\$2,177	\$3,370	\$2,191	\$4,551	\$3,145	\$4,494	\$449	\$179	\$898	\$4,322	\$4,286	\$21,519	\$11,979	\$5,552	\$6,050	\$2,875	\$102,784	
2024	2.0%	\$25,192,770	\$5,053,808	\$27,429	\$2,413	\$3,735	\$2,428	\$5,044	\$3,486	\$4,981	\$497	\$198	\$996	\$4,791	\$4,751	\$23,850	\$13,276	\$6,153	\$6,705	\$3,186	\$113,919	
2025	2.0%	\$25,696,625	\$5,557,663	\$30,164	\$2,654	\$4,107	\$2,670	\$5,547	\$3,833	\$5,477	\$547	\$218	\$1,095	\$5,268	\$5,224	\$26,228	\$14,600	\$6,766	\$7,373	\$3,504	\$125,276	
2026	2.0%	\$26,210,558	\$6,071,596	\$32,953	\$2,899	\$4,487	\$2,917	\$6,060	\$4,188	\$5,984	\$597	\$238	\$1,196	\$5,755	\$5,707	\$28,654	\$15,950	\$7,392	\$8,055	\$3,828	\$136,861	
2027	2.0%	\$26,734,769	\$6,595,807	\$35,798	\$3,149	\$4,874	\$3,169	\$6,583	\$4,549	\$6,500	\$649	\$259	\$1,299	\$6,252	\$6,200	\$31,128	\$17,327	\$8,030	\$8,751	\$4,159	\$148,677	
2028	2.0%	\$27,269,464	\$7,130,502	\$38,700	\$3,405	\$5,269	\$3,426	\$7,117	\$4,918	\$7,027	\$702	\$280	\$1,405	\$6,759	\$6,703	\$33,651	\$18,732	\$8,681	\$9,460	\$4,496	\$160,730	
2029	2.0%	\$27,814,854	\$7,675,892	\$41,660	\$3,665	\$5,672	\$3,688	\$7,661	\$5,294	\$7,565	\$755	\$301	\$1,512	\$7,276	\$7,215	\$36,225	\$20,165	\$9,345	\$10,184	\$4,840	\$173,024	
2030	2.0%	\$28,371,151	\$8,232,189	\$44,679	\$3,931	\$6,084	\$3,956	\$8,217	\$5,678	\$8,113	\$810	\$323	\$1,622	\$7,803	\$7,738	\$38,850	\$21,626	\$10,023	\$10,922	\$5,190	\$185,563	
2031	2.0%	\$28,938,574	\$8,799,612	\$47,759	\$4,202	\$6,503	\$4,228	\$8,783	\$6,069	\$8,672	\$866	\$345	\$1,734	\$8,341	\$8,272	\$41,528	\$23,117	\$10,714	\$11,674	\$5,548	\$198,354	
2032	2.0%	\$29,517,345	\$9,378,383	\$50,900	\$4,478	\$6,931	\$4,506	\$9,361	\$6,468	\$9,242	\$923	\$368	\$1,848	\$8,890	\$8,816	\$44,259	\$24,637	\$11,418	\$12,442	\$5,913	\$211,400	
2033	2.0%	\$30,107,692	\$9,968,730	\$54,104	\$4,760	\$7,367	\$4,790	\$9,950	\$6,875	\$9,824	\$981	\$391	\$1,964	\$9,449	\$9,371	\$47,045	\$26,188	\$12,137	\$13,226	\$6,285	\$224,707	
2034	2.0%	\$30,709,846	\$10,570,884	\$57,372	\$5,048	\$7,812	\$5,079	\$10,551	\$7,291	\$10,418	\$1,040	\$414	\$2,082	\$10,020	\$9,937	\$49,887	\$27,770	\$12,870	\$14,024	\$6,665	\$238,280	
2035	2.0%	\$31,324,043	\$11,185,081	\$60,706	\$5,341	\$8,266	\$5,374	\$11,164	\$7,714	\$11,023	\$1,101	\$438	\$2,203	\$10,602	\$10,514	\$52,786	\$29,383	\$13,618	\$14,839	\$7,052	\$252,125	
2036	2.0%	\$31,950,524	\$11,811,562	\$64,106	\$5,640	\$8,729	\$5,675	\$11,789	\$8,146	\$11,640	\$1,162	\$463	\$2,327	\$11,196	\$11,103	\$55,742	\$31,029	\$14,381	\$15,670	\$7,447	\$266,247	
TOTAL																					\$2,629,816	

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	8003	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	7529	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
58-01-502-118	5037	FIRST ST.	RA-1
58-01-502-119	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
58-02-200-014	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	5144	MORRISH RD.	RA-1
58-02-200-023	5152	MORRISH RD.	RM-1
58-02-200-029	5256	MORRISH RD.	I-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

58-02-530-044	5170	MORRISH RD.	RA-1
58-02-530-045	8012	MAPLE ST.	R-B
58-02-530-047	8035	CRAPO ST.	RA-1
58-35-200-005	4062	MORRISH RD.	RA-1
58-35-200-007	4140	MORRISH RD.	I-1
58-35-200-008	4150	MORRISH RD.	I-1
58-35-200-009	8119	BRISTOL RD.	RA-1
58-35-200-010	8079	BRISTOL RD.	RA-1
58-35-200-012	8065	BRISTOL RD.	RA-1
58-35-200-013	8041	BRISTOL RD.	RA-1
58-35-200-014	8023	BRISTOL RD.	RA-1
58-35-200-015	4048	MORRISH RD.	RA-1
58-35-200-016	4076	MORRISH RD.	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.	RA-1
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
<i>Enhancement Improvements</i>	
Miller Road Corridor Enhancement (2,200 feet)	\$800,000
Morrish Road Corridor Enhancement	\$900,000
Morrish Rd/I-69 Overpass Corridor Enhancement	\$425,000
Fortino Road Corridor Enhancement	\$575,000
Holland Road Corridor Enhancement	\$125,000
Future Road Extensions Corridor Enhancement	\$325,000
Burial or Relocation of Overhead Utility Lines	\$800,000
I-69/Morrish Rd Gateway Treatment	\$225,000
Miller Road (east and west) Gateway Treatment	\$125,000
Morrish Road (north and south) Gateway Treatment	\$125,000
Property/Structure Acquisition	\$125,000
Building Rehabilitation	\$300,000
Public Art/Sculptures	\$175,000
Update Traffic Signals	\$250,000
Façade and Signage Improvements	\$320,000
<i>Transportation Improvements</i>	
Traffic Study	\$25,000
Street maintenance and repairs	\$550,000
Intersection Improvements	\$725,000
Road Extensions	\$725,000
Alley construction	\$325,000
Way-finding	\$250,000
Public Parking	\$525,000
Sidewalks/Pathways	\$225,000
Transit Enhancement	\$125,000
<i>Public Facility Improvements</i>	
Water Main, Sanitary Sewer, and Storm Drainage Improvements	\$850,000
Park Development	\$300,000
Wireless Internet Access	\$100,000
Community Center	\$300,000
Library	\$300,000
City Hall	\$300,000
<i>Administration and Planning</i>	
Marketing Plan	\$20,000
Webpage Development	\$10,000
DDA Promotion	\$250,000
Events and Festivals	\$350,000
General Administration	\$450,000
<i>Total Project Costs</i>	\$12.3 million