

TITABAWASSEE DOWNTOWN DEVELOPMENT AUTHORITY

Amended Development and Finance Plan November 2019



TITABAWASSEE DOWNTOWN DEVELOPMENT AUTHORITY
TITABAWASSEE TOWNSHIP, MICHIGAN
Approved September 18, 2019

Approved by the
Tittabawassee Township Board of Trustees
November 12, 2019

THE TITABAWASSEE DOWNTOWN DEVELOPMENTAL AUTHORITY MISSION

INCREASE THE COUNTY TAX BASE VIA PUBLIC IMPROVEMENTS THAT HAVE THE GREATEST IMPACT IN STRENGTHENING THE DOWNTOWN AREA AND ATTRACTING NEW PRIVATE INVESTMENT BOTH WITHIN AND OUTSIDE THE DDA BOUNDARIES.

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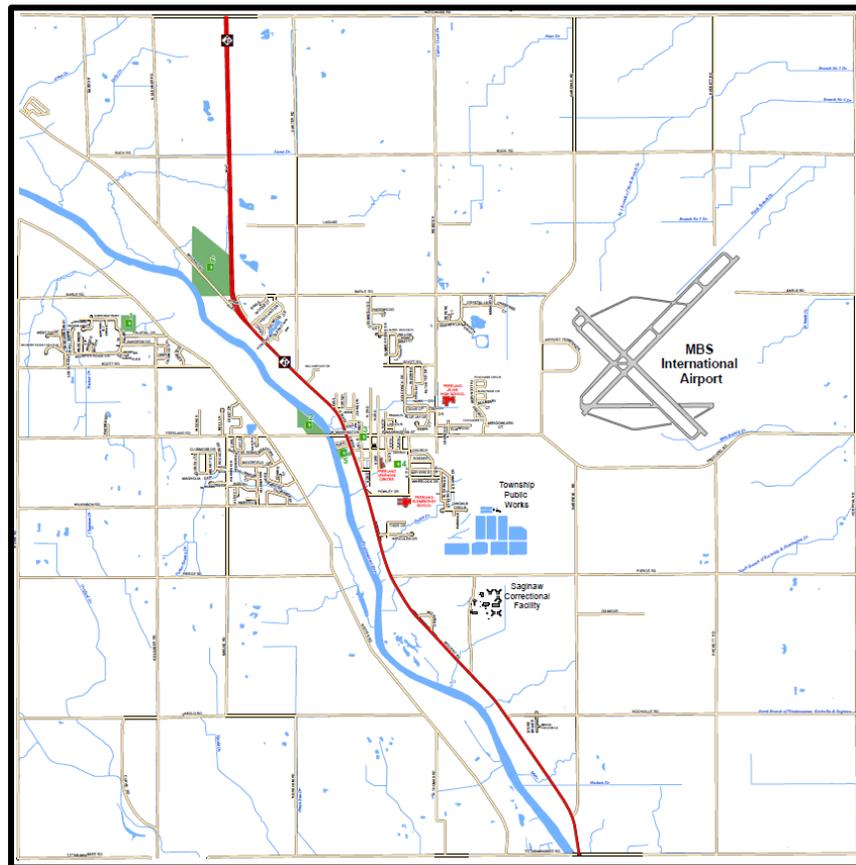
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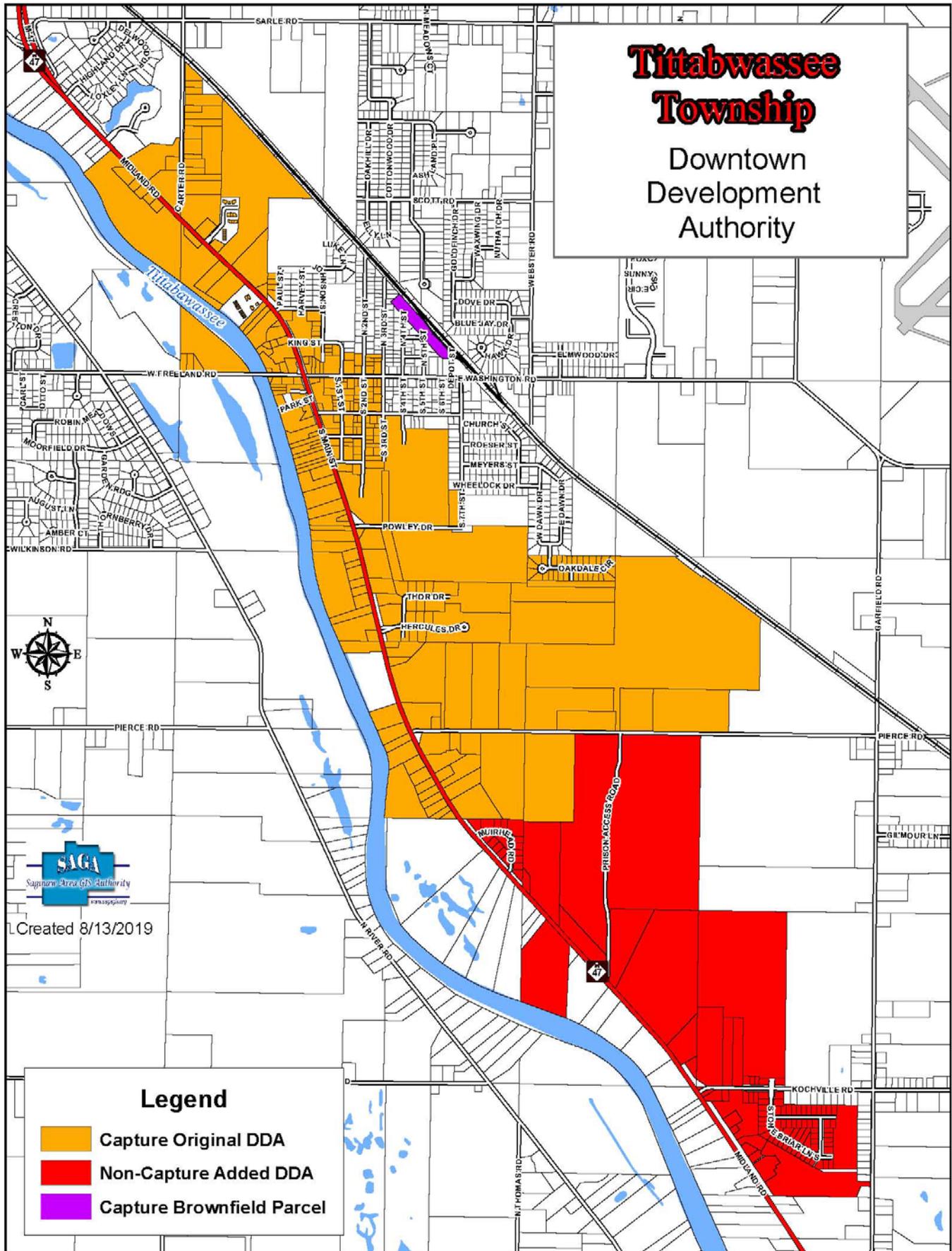
Allison Riffel, *Community Development
Director*
Marc McGill, *Township Manager*

Introduction

Tittabawassee Township is a municipality of approximately 11,000 people located in the geographic heart of the Great Lakes Bay Region in east central Michigan. Surrounded by the cities of Saginaw, Bay City, and Midland, the Township also serves the Great Lakes Bay Region as the location for the MBS International Airport. Bisecting the Township, M-47 serves as a major north-south route between the cities of Saginaw and Midland. With an annual average daily traffic count of 20,000 vehicles, M-47's location marks the expected business growth area within the Township.

The Township created a Downtown Development Authority (DDA) to study and make improvements along M-47 from south of Kochville Road to just north of the M-47/Carter Road intersection. In this area, the DDA examined the existing land uses, natural features, existing zoning, existing utilities, and master plan recommendations. Following this data collection and analysis, the DDA prepared a concept development plan for the district that included land use recommendations, utility improvements, and image/streetscape improvements for the area. It is the mission of the DDA that by coordinating the improvements with the overall concept development plan, that orderly and efficient growth can be accomplished.





This map illustrates the boundaries of the development area in relation to the individual properties, transportation facilities, and water bodies. The development area boundaries are coterminous with the DDA District boundaries.

Background and Purpose

Purpose of the Recodified Tax Increment Financing Act

Act 57 of Public Acts of 2018 (Act 57) of the State of Michigan, commonly referred to as the Recodified Tax Increment Financing Act, was created in 2018 and effective January 1, 2019. This new act, in part, was created to consolidate several previous acts which were implemented to correct and prevent deterioration of business districts and promote growth and revitalization of properties and the tax base. One of the acts consolidated into Act 57 was Pubic Act 197 of 1975 (Act 197). Act 197 was then known, and continued to be known until December 31, 2018 as the Downtown Authority Act.

Hence, where the Tittabawassee DDA used to have its powers and constraints under Act 197 of 1975; it now has its powers and constraints under Pubic Act 57 of 2018.

Act 57 provides many tools to accomplish growth and revitalization efforts within an authority district. The act provides for planning, acquisition, construction, renovation repair, remodeling, rehabilitation, restoration, preservation and reconstruction of facilities, utilities, sidewalks, and roads, which aids in the economic growth of the district. The manner in which DDA Authorities chose to make use of these tools does, of course, depend on the problems and opportunities facing the development priorities sought by the community in the revitalization of its business area.

Creation of the Tittabawassee Downtown Development Authority

On June 11, 1988, the Tittabawassee Township Board of Trustees adopted Ordinance 88-01-DDA, an ordinance to adopt and approve a development plan and a tax increment financing plan pertaining to the downtown development authority district project pursuant to the provision of Act 197 Public Acts of Michigan of 1975.

Then on June 8, 1993, the Tittabawassee Township Board of Trustees adopted Ordinance 93-04-DDA, an ordinance to adopt and approve a development plan and a tax increment financing plan pertaining to the downtown development authority district project pursuant to the provision of Act 197 Public Acts of Michigan of 1975.

On November 12, 2019, the Township Board of Trustees adopted Ordinance 19-05-DDA which amended and restated the DDA Development Plan and Tax Increment Financing Plan. A copy of this Ordinance is included as Appendix E. The Authority was given all the powers and duties prescribed for a Tax Increment Finance Authority pursuant to the Act.

NOTE: The Tittabawassee Township Board retained the title of the authority as the Tittabawassee Downtown Development Authority.

Basis for the Tax Increment Financing Plan and Development Plan

Act 57 of Public Acts of 2018, the Recodified Tax Increment Financing Act, provides the legal mechanism for local officials to address the need for economic development in the business district. In Tittabawassee Township, the Downtown Development Authority district incorporates properties along M-47 from just north of Carter Road to just south of Kochville Road.

For purposes of designating a development plan district and for establishing a tax increment financing plan, the Act refers to a “business district” as an area of a municipality zoned and used principally for business. Tax increment financing can be used to provide the necessary funds for project implementation. By definition, a tax increment financing plan seeks to capitalize on and make use of the increased tax base created by economic development within the boundaries of a business district. The legal basis or support for the Tax Increment Plan and Development Plan are identified in Act 57 of 2018. The Tittabawassee Downtown Development Authority uses tax increment financing further described in the Tax Increment Financing section located on pages 22-33.



Development Plan

Designation of Boundaries of the Development Area

The Development Area boundary is located within the jurisdictional limits of the Township of Tittabawassee, Saginaw County, Michigan. The Tittabawassee Township Board last re-established the Downtown Development Authority pursuant to Act 197 Public Acts of Michigan of 1975 (now PA 57 of 2018) through adoption and publication of Ordinance No. 93-4-DDA adopted on June 8, 1993. The Development Area boundary was updated on June 12, 2007 through Ordinance No. 07-02 and is illustrated on page 5 of this plan. The boundaries of the area are further described in Appendix A.

Location and Extent of Existing Streets and other Public Facilities within the Development Area; Location, Character and Extent of Existing Public and Private Land Uses

The location and extent of existing streets and other public facilities within the development area shall designate the location, character, and extent of the categories of public and private land uses then existing and proposed for the development area, including residential, recreational, commercial, industrial, educational, and other uses.

Public and Quasi-Public Land Uses

Public uses within the DDA Development Plan and TIF Plan Boundary include properties controlled by Tittabawassee Township, United States Postal Service, Freeland Community School District, State of Michigan, Freeland United Methodist Church, and Freeland Assembly of God. Public and semi-public facilities include the following land uses:

- a. Memorial Park
- b. Festival Park
- c. Village Park
- d. Tittabawassee Township Administration Office
- e. Tittabawassee Township Public Safety Facility
- f. Tittabawassee Township DPW
- g. Freeland SportsZone
- h. U.S. Post Office
- i. Freeland Learning Center
- j. Freeland Elementary School
- k. Saginaw Correctional Facility
- l. Freeland United Methodist Church
- m. Freeland Assembly of God



The future land use proposals shown in Appendix C are as adopted by the Township Planning Commission. The future land use map was last approved in conjunction with the Township Master Plan in 2018.

Table 1 – Existing Land Use within the Development Area by Property

Total – All DDA Parcels

<u>Land Use Class</u>	<u>Number of Properties</u>	<u>Percent of Total</u>	<u>Taxable Value of Properties</u>	<u>Percent of Taxable Value</u>
Agricultural	4	0.98%	\$130,521	0.35%
Commercial	131	32.19%	\$22,726,372	61.74%
Industrial	17	4.18%	\$2,111,440	5.74%
Residential	231	56.76%	\$11,841,420	32.17%
Exempt	24	5.90%	\$0	0.00%
Total	407		\$36,809,753	

Total – Capture Only Parcels

<u>Land Use Class</u>	<u>Number of Properties</u>	<u>Percent of Total</u>	<u>Taxable Value of Properties</u>	<u>Percent of Taxable Value</u>
Agricultural	4	1.23%	\$130,521	0.42%
Commercial	117	26.11%	\$20,684,856	66.27%
Industrial	17	5.25%	\$2,111,440	6.76%
Residential	164	50.62%	\$8,287,037	26.55%
Exempt	22	6.79%	\$0	0.00%
Total	324		\$31,213,854	

Private Land Uses

- A. Residential – Occupying the largest majority of parcels, residential land use accounts for 56.76 percent of the total properties. Residential properties include single-family dwellings, two-family dwellings, and multiple-family dwellings.
- B. Commercial/Industrial – Commercial and industrial account for 36.37 percent of the total properties in the area. Commercial and industrial uses include food service, merchandising and manufacturing, retail, and professional offices.
- C. Institutional and Other – Referencing the “Public and Quasi Public Land Uses” section above, this land use accounts for just over ten properties within the district. Tax exempt properties account for 5.9 percent of the total parcels.

Recreational Uses

The Downtown Development Authority district consists of four recreational use properties. Village Park, Memorial Park, and Festival Park are all owned and operated by Tittabawassee Township. The Freeland SportsZone is the fourth recreational use property and the property belongs to the DDA.

Educational Uses

There are two educational use properties within the district. Freeland Learning Center is located off of Third Street and Freeland Elementary School is located off of Powley Street. Both educational use properties are owned by the Freeland Community School District.

Development Area Deficiencies

In response to this plan, the DDA has noted items within the DDA district that are hindering business growth, development and expansion. These items include:

1. Poor and insufficient street lighting.
2. Poor visual aesthetics inclusive of sidewalks and banners.
3. Missing commercial in fill.
4. Poor quality and undersized roadways to access properties and allow development.
5. Poor commercial building appearances.
6. Blighted parcels next to newly developed properties.

The DDA has prioritized all of these problems into varying degrees of importance. The proposed projects are discussed below.

A. Street Lighting

The DDA's street lighting is currently both poor and insufficient. Starting at King Street, the lights extend south to Powley Drive. Street lighting is also extended on Washington from the east side of the Freeland Road Bridge east to 3rd Street (Appendix D). The DDA would like to upgrade and extend the street lighting in all directions in order to encompass the DDA district as a whole. Additional and upgraded street lighting would provide increased security for businesses and residences, improved safety for drivers and pedestrians, and the implementation of LED street lighting would reduce energy costs for the DDA.



B. Poor Visual Aesthetics

Streetscape design improvements along a primary corridor can dramatically improve the aesthetic appearance, while helping to control vehicle access and spur pedestrian/bike traffic. All of these items can serve to draw new investment. The DDA envisions streetscape improvements along M-47 including, but not limited to; landscaping, lighting, sidewalks/bike paths, banners, and pedestrian amenities. As part of the improvements, the DDA would look to increase sidewalk availability within the district and bring all sidewalks that currently exist up to the Americans with Disabilities Act (ADA) standards.

C. Blighted Parcels & Commercial In-Fill

Much of the Commercial M-47 corridor spanning the length of the District is filled in with commercial and retail business. However, there exist a handful of blighted parcels, which if cleaned up and marketed could fill in the commercial district in a more aesthetically appealing manner. While these blighted parcels are few in numbers they do detract greatly from the image of the corridor. They are unkempt and generally not maintained.

D. Roadways

Personal vehicle is the main mode of transportation in the DDA District. There are no bike lanes within the District with exception of a part of the M-47 Path, which runs along the southeast portion of the DDA from the south end of the District to approximately mid-point of the District.

M-47 is the main vehicle artery within the District with an approximate 20,000 vehicle count per day. Aside from this State Highway (M-47) all other secondary and feeder roads are in poor to satisfactory condition.

Curbing in almost the entire district is also poor to satisfactory. Most of the curbing for businesses is in excess of 25 years old.

E. Commercial Building Appearances

M-47 and the large building setbacks create an unfriendly environment for pedestrians. The existing sidewalk system is original and thus in excess of 40 years old. Many heaved and cracked sections abound within the District. This is particularly evident where curb cuts abut the old sidewalk system.

Crossing the M-47 corridor is very difficult for non-motorized use. Along the nearly 3 mile corridor there is only one sidewalk. More are needed, especially at Powley Street which accesses the Elementary School, the large Auto Dealership and the main grocery outlet within the District.

Other Projects

A. Administration

It is intended that monies for program administration will be utilized for the employment and compensation of a director or other personnel considered necessary by the DDA board, under PA 57 of 2018. Included in this item are expenses for supplies, materials, postage, newspaper, publications, etc.

B. Professional Services

In addition to those professional services necessary to fully design bid and construct previously mentioned projects, the DDA may employ various professionals to enable it to fully manage, fund and implement the goals of the DDA districts. These services will include but not be limited to: signage regulations, grant and financing assistance, proposed zoning ordinance changes, architectural guidelines, facade study, recreation plan, municipal facilities plan, master plan amendments, legal and bond counsel, financial audits, etc.

Due to the need for the DDA to be able to respond to potential development or redevelopment on some properties and the DDA's desire to be as efficient with its expenditure of funds, it may from time-to-time be necessary for the DDA to reprogram some monies from one project to another, or move up the timetable for a particular project or portion thereof.

Development Area Opportunities

The district does present many available opportunities for growth and development. With walkable, albeit in need of repair, sidewalks and undeveloped sites the room for growth is evident. At each end of the district, two welcome signs provide an aesthetically pleasing view upon entering. Trees that were planted for streetscape development and natural features that include scattered woodlands allow the DDA to maintain its 'small town' charm. Further, there has been a high degree of building maintenance in most areas. Many of the new developments have kept with a similar, modern look that offers value and cohesiveness to the district as a whole.

Location and Extent of Proposed Land Uses

Within the study area, numerous, occasionally conflicting land uses can be found. The primary business use within the district is commercial/office uses concentrated along the M-47 road frontage. In addition, large portions of industrially utilized land lie in the southeastern portion of the district, north of Pierce Road and east of M-47. The remainder of the district is comprised of residential uses, agricultural uses, and open space. Any further land use will follow the Future Land Use Map that has been accepted into the Township Master Plan.

Existing Improvements in the Development Area to be Demolished, Repaired, or Altered and Time Required for Completion

Existing Infrastructure

Sanitary Sewer System

A review of the existing sanitary sewer collection system within the DDA boundaries indicates that there are no major deficiencies or problems concerning the system. A review of the existing pump stations was very recently completed by Fleis & VandenBrink and the results of this are incorporated into a separate document. Cost estimates for these repairs have not been requested. A discussion with the Township's DPW Director indicates that normal maintenance items for a sewage collection system of this age are needed, such as repair and or replacement of manhole covers and castings. Also, some manhole brick work is needed to eliminate infiltration into the manholes. These types of repairs, however, will be completed by the DPW staff outside of a DDA funded program. One item that was considered and completed through a SAW Grant was the ability for the Township to televise all of the sanitary sewers within the district. The work was completed in the same study that Fleis & VandenBrink did and went beyond just the district sanitary sewers to incorporate the whole Township. The biggest concern in the district at this moment is the age of the sewer pipes within the 'center town' area. The sewers are still clay and will need to be replaced in future years. This is a project that may be considered by the DDA as it affects a large portion of the businesses and would impact business growth and development in the event that the sewers were rendered unusable.

Water Systems

A review of the existing water system within the DDA boundaries on an overall basis indicates several key points of interest. The Township currently employs a Water Asset Management Plan that allows the DDA to understand the water systems deficiencies and how to act upon them. In the past the DDA has abandoned 4,500 feet of 6" water main for a 10" water main from King Street to Hercules Drive, new hydrants and valves were placed, and a 10" water main was placed from M-47/Washington intersection to Third Street, all of which serve the DDA and Township with much more reliability.

Storm Sewer System

The recently completed Tittabawassee Township Storm Sewer Study evaluated not only the DDA district, but the entire un-incorporated area of Freeland. The recommendations and conclusions indicated that the major improvements to be completed within the district are as follows:

1. Improvements within the Bishop Drainage District need to be completed. The details of these improvements and the estimated cost are included in the storm sewer study. All other improvement identified within the study appears to be outside the DDA boundaries.

Zoning

Existing zoning in the area very closely approximates the existing land uses of the district, with commercial zoning predominating along M-47, industrial zoning to the southeast, and scattered residential zoning (Appendix B).

The Location, Extent, Character and Estimated Cost of Improvements Including Rehabilitation for the Development Area and an Estimate of Time Required for Completion

Table 2 – Prioritization of Projects and Initiatives

Type	Project/Program Name	Description	Cost	Timeframe
Streetscape	Sidewalks/Non-Motorized	-Replace and expand sidewalk system throughout entire district	\$665,000	Near-term
	Community Banners	-Replace 10+ year old banners -Consider additional seasonal banners	\$16,000	Near-term
	Major Street Lighting	-Replace 20+ year old street lighting for the entire district; M-47 and Washington -Expand along M-47 to light, increasing size of district	\$841,000	Mid-term
	River Crossing	-Provide a non-motorized river crossing along Freeland Road for the East and West portions of the community to be safely connected by non-motorized pathways	\$2,050,000	Mid-term
	Utility Wires	-Move overhead utility wires underground with priority being Washington Street	\$3,000,000	Long-term
	Roadway Improvements	-Upgrade roadways to eliminate poor conditioned existing roads, which hinder the safety and development of the DDA area	\$6,000,000	Long-term
Property Improvements	Center Block Properties	-Improve, market, and develop the center of the Freeland business district abutting M-47	\$1,500,000	Near-term
	Health and Wellness Facilities	-Continue maintenance of health and wellness facilities to attract additional businesses, commercial development, and residential housing in the area	\$550,000	Near-term
	SportsZone Expansion	-Acquire and develop property adjacent to the SportsZone for parking expansion	\$420,000	Mid-term
	Post-Office Vacancy	-Develop the urban plaza-style park (Village Park) adjacent to the vacant and dilapidated old Post Office	\$98,000	Mid-term
Marketing	Marketing Plan	-Develop plan to encourage more business to locate within the Freeland Community	\$55,000	Near-term

Programs	Property Acquisition and Redevelopment	-Continue plan to purchase, improve, repurpose, and sell properties located within the business district to prevent blight and improve business climate opportunities	\$1,250,000	Mid-term
	Business Development Grants	-Provide matching assistance for improving business sites to eliminate and deter blight	\$1,000,000	Mid-term
Signage	Zoning for Signage	-Through the Township zoning process, create opportunities for signage to be conducive to aesthetics	\$55,000	Mid-term
			\$ 17,500,000	

A Statement of Construction or Stages of Construction Planned, and the Estimated Time of Completion

The statement of the stages of planned construction is identified in the preceding section. Refer to the previous table for an estimated time each project is expected to take. This timeframe will vary depending on the form of funding used by the DDA and the opportunities presented to the DDA to complete such projects.

The table below illustrates the project cost and schedule for each project type above. In regards to the timeframe of said projects:

- Near-Term: 1 to 5 years
- Mid-Term: 6 to 10 years
- Long-Term: Greater than 10 years

Table 3 – Estimated Cost of Improvements and Implementation Schedule

Type	Near-Term	Mid-Term	Long-Term	Total
Streetscape	\$681,000	\$2,891,000	\$9,000,000	\$12,572,000
Property Improvements	\$2,050,000	\$518,000	--	\$2,568,000
Marketing	\$55,000	--	--	\$55,000
Programs	--	\$2,250,000	--	\$2,250,000
Signage	--	\$55,000	--	\$55,000
Total	\$2,786,000	\$5,714,000	\$9,000,000	\$17,500,000

Parts of the Development Area to be Left as Open Space and the use Contemplated for the Space

All open space areas, Township owned parks, would remain in their current state. There has been no further land designated for open space use.

Open Space Areas:

- Village Park
- Festival Park
- Memorial Park
- Freeland SportsZone and associated fields and courts
- Freeland Pathway

Portions of the Development Area which the Authority Desires to Sell, Donate, Exchange, or Lease to or from the Municipality and the Proposed Terms

The DDA is the owner of the Freeland SportsZone. However, it does contract with the Freeland Community Sports Association, a non-profit corporation, to operate the Freeland SportsZone and to administer the health and recreational programs at the SportsZone. In turn, the Freeland Community Sports Association contracts with Tittabawassee Township for the Township use of the community hall portion of the Freeland SportsZone for the Township's purposes as well as for the purposes of the Township community at large.

It is not presently proposed that the Downtown Development Authority would sell, donate, lease or exchange properties to or from the Township. Ownership of projects would be public and, depending on the financing vehicle, would be owned either by Tittabawassee Township or the DDA or its agent.

Desired Zoning Changes and Changes in Streets, Street Levels, Intersections and Utilities

The zoning categories found within the DDA District are shown in Appendix B. No zoning changes are initially proposed as part of the development plan activities and desired zoning changes will follow the most current Future Land Use map. Zoning activities can be referenced in the Future Land Use Map located in Appendix C. Changes to streets and intersections would be under the discretion of the Saginaw County Road Commission (SCRC) and/or the Michigan Department of Transportation (MDOT) who the DDA would work with for any proposed changes.

Currently, the DDA has assessed the intersection of Powley Street and Midland Road (M-47), south of Washington, and marked it as an area to be improved. Powley Street is the main street to access the Freeland Elementary School and a secondary street access to the Freeland Learning Center. Further, the street links multiple businesses and churches to Midland Road (M-47). The DDA is interested in establishing a light at the intersection to help decrease congestion at high traffic times and would work with MDOT to complete such project.

An estimate of the Cost of Development, Proposed Method of Financing the Development, and the Ability of the Authority to Arrange the Financing

The total cost for undertaking the projects identified on pages 16-17 is \$17,500,000.

The activities of the Authority and the development of public improvements shall be financed from one or more of the following sources. Where receipt of specific funds is indicated as being anticipated by the Authority, methods of repayment will be established as necessary. Where repayment is not necessary, funds shall be credited to the general fund of the authority for the purpose of financing only those activities, as indicated in this plan or otherwise appropriate as provided in PA 57 of 2018, as amended.

- A. Donations to the Authority.
- B. Proceeds of a property tax imposed pursuant to the Act.
- C. Money borrowed and to be repaid as authorized by the Act.
- D. Revenues from any property, building, or facility owned, leased, licensed, or operated by the Authority or under its control, subject to the limitations imposed upon the authority by trusts or other agreements.
- E. Proceeds of a tax increment financing plan, established under the Act.
- F. Proceeds from a special assessment district created as provided by law.
- G. Money obtained from other sources approved by the governing body of the municipality.
- H. Money obtained pursuant to section 213b of the Act.

The ability of the Authority to arrange the financing is considered to be established on the basis of tax increment revenues currently available to the Authority. Additionally, the DDA may decide to issue bonds. More detail on these financing sources is provided in the financing plan sections.

Designation of 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

The public improvements undertaken as a result or planned result of this Development Plan are planned to remain in public ownership for the benefit of the community.

Procedures for the 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 expressed or implied Agreement between the Authority and Persons, Natural or Corporate, that all or a portion of the Development will be Leased, Sold, or Conveyed to those Persons

There are presently no agreements between the Tittabawassee DDA and Tittabawassee Township or any persons, natural or corporate, that would require procedures to be put into place. If any lease, purchase, or exchange were to result from future dealings, the DDA would then develop a detailed procedure prior to any such transaction taking place.

Estimates of the Number of Persons residing in the Development Area and the number of Families and Individuals to be Displaced

Within the development area, there are 231 occupied residences. Based on a person per household average of 2.62 from the 2013-2017 U.S. Census data for Tittabawassee Township,

this would indicate that the number of persons residing within the DDA district is approximately 605 persons. The DDA does not intend to displace any families or individuals as part of this development plan. Therefore, the survey and statistical description are not applicable.

A Plan for Establishing Priority for the Relocation of Persons Displaced by the Development in any New Housing in the Development Area

The Development Plan does not require the displacement of any persons due to development in the district. Thus a plan for establishing relocation of displaced persons is not required.

Provision for the Costs of Relocating Persons Displaced by the Development, and Financial Assistance and Reimbursement of Expenses, including Litigation expenses and expenses incident to the Transfer of Title in accordance with the Standards and Provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970

The Development Plan does not require the displacement of any persons due to development in the district. Thus a plan for establishing relocation of displaced persons is not required.

A Plan for Compliance with 1972 PA 227, MCL 213.321 to 213.332

Public Act 227 of 1972 is, “AN ACT to provide financial assistance, advisory services and reimbursement of certain expenses to persons displaced from real property or deprived of certain rights in real property; and to repeal certain acts and parts of act.”

The Development Plan does not require the displacement of any persons due to development in the district. Thus a plan for establishing relocation of displaced persons is not required.

Process to Amend the Development Plan and/or Tax Increment Financing Plan

Amendments will be made in accordance with Public Act 57 of 2018 Section 125.4218 as it reads below:

- (1) The governing body, before adoption of an ordinance approving or amending a development plan or approving or amending a tax increment financing plan, shall hold a public hearing on the development plan. Notice of the time and place of the hearing shall be given by publication twice in a newspaper of general circulation designated by the municipality, the first of which shall be not less than 20 days before the date set for the hearing. Notice of the hearing shall be posted in at least 20 conspicuous and public places in the downtown district not less than 20 days before the hearing. Notice shall also be mailed to all property taxpayers of record in the downtown district not less than 20 days before the hearing. The notice of hearing within the time frame described in this subsection shall be mailed by certified mail to the governing body of each taxing jurisdiction levying taxes that would be subject to capture if the development plan or the tax increment financing plan is approved or amended.

(2) Notice of the time and place of hearing on a development plan shall contain: a description of the proposed development area in relation to highways, streets, streams, or otherwise; a statement that maps, plats, and a description of the development plan, including the method of relocating families and individuals who may be displaced from the area, are available for public inspection at a place designated in the notice, and that all aspects of the development plan will be open for discussion at the public hearing; and other information that the governing body considers appropriate. At the time set for hearing, the governing body shall provide an opportunity for interested persons to be heard and shall receive and consider communications in writing with reference to the development plan. The hearing shall provide the fullest opportunity for expression of opinion, for argument on the merits, and for introduction of documentary evidence pertinent to the development plan. The governing body shall make and preserve a record of the public hearing, including all data presented thereat.

A Schedule to Periodically Evaluate the Effectiveness of the Development Plan

The Downtown Development Authority will review the plan as needed, but at the least annually during its annual budget review. The review of the plan will include a list of accomplishments during the fiscal year and a consideration of activities to be addressed during the coming year.

Tax Increment Financing Plan

There are numerous methods for financing local capital improvement projects. The following are those methods which are suited to financing a public improvement that is related to economic development activities.

Local Tax Revenues

Some capital improvement expenditures can be financed out of current revenues generated by the local tax levy, special fees and service charges. This funding technique, which is commonly referred to as "pay-as-you-go" is subject to limited application. Typically, the majority of current revenues are committed to the daily operation of local government; therefore, there is little money available for capital purchases. Since available dollars is usually a small amount, the capital purchases are correspondingly small.

Funds that are accumulated over a number of fiscal years, from surplus or earmarked operational revenues, depreciation reserves, or the sale of capital assets, can also be used to finance capital improvements. These accumulated funds, or "reserve funds," are a good means of saving and paying for planned public improvements. Reserve fund monies are usually not useful for responding to unanticipated capital improvement needs.

Municipal Bonds

There are two general classifications of municipal bonds: general obligation and revenue bonds. These two bond types are described as part of this section. There are other creative financing techniques which depart from the traditional means of raising capital such as zero coupon and put option bonds which are not reviewed here, but do present additional options to the bonding technique.

General obligation bonds pledge the taxing power of the jurisdiction to pay the principal and interest necessary to retire the debt. Bond payments are paid out of general revenues, and if those revenues fall short, the investor(s) can force the issuing authority to levy additional taxes to meet debt service payments.

The ability of local governments to issue general obligation bonds is limited by state ceilings on municipal debt. Current interest rates and local bond ratings further limit a local government's ability to issue bonds. Finally, the issuance of general obligation bonds may be subject to voter approval.

Monies generated by the sale of general obligation bonds are used to finance capital projects which provide community-wide benefits that should be paid for by current and future residents. Examples of projects commonly funded by general obligation bonds are central municipal buildings and facilities.

Revenue bonds provide front end financing for facilities that can pay over themselves over the investments usual life from project revenues. Therefore, revenue bonds are sold for projects which will generate revenues through user fees or service charges.

The issuer of revenue bonds pledges revenues from a project to support debt service payments and further agrees to maintain rates and charges at a level adequate to cover future debt service. Revenue bonds are not guaranteed by the "full faith and credit" (taxing power) of the local jurisdiction, nor are they usually subject to voter approval (though some revenue bonds are issued with supplemental guarantees). Interest rates are generally higher for revenue bonds than general obligation bonds because revenue bonds present a riskier investment. Sewer and water projects are often financed with revenue bonds.

Special Assessment Districts

Special assessment districts are an equitable tool for financing public improvements which benefit business and residents in a limited geographic area by having those property owners bear all the cost associated with the improvement. Special assessments are not taxes; taxes must be levied uniformly on all taxable property. Special assessments can only be imposed on property that receives a special benefit: a benefit that is recognizably different from benefits received by property owners in general. An example is the "special benefit" received from owning frontage along an improvement roadway or utility line.

When a local government specially assesses a piece of property, the assessment must reflect current benefits derived from any improvements- property cannot be specially assessed for a benefit that may occur in the future. To compensate for the difference between present and future benefits, a local jurisdiction may establish a connection fee to be charged at the time new development connects into the special assessment improvement.

Typical schemes for spreading the cost of the benefit across assessed property owners are as follows:

- **Per Lot Assessment.** Property owners assessed equally based on the presumption of equally derived benefit despite differences in lot area or frontage.
- **Per Front Foot Assessment.** Property owners assessed based on their frontage along an improvement. Usually includes a provision for a maximum assessment or ceiling to prevent large undeveloped parcels for carrying an undue burden.
- **Basic Charge Plus Special Fee.** Property owners' assessed a basic charge plus an additional graduated fee based on amount of benefit received. Insures that larger parcels and more intense land uses pay a proportional amount of the cost.

The determination of an appropriate system of special assessment is left to the Township's discretion. Of course, the Township's decision should be based on a comprehensive study of

improvement benefits. Any property owner who feels their assessment burden is unfair may appeal to the Michigan Tax Tribunal.

Special assessments have been used, traditionally, to finance water and sewer extensions, roads, and street lighting. However, communities have begun to use special assessments to finance municipal services for police and fire protection and garbage collection.

Tax Increment Financing

Tax Increment Financing (TIF) is a funding tool authorized by Public Act 57 of 2018. TIF generates funds for public improvements in an area specifically designed for (re)development by capturing all or a portion of the increase in tax revenues that results from private investment activity that has been stimulated by public (re)development activities. In some cases, TIF revenues are pledged to repay debt issued to finance development, while in others it is reserved for annual expenditures.

To more specifically explain the TIF process, the amount of tax increment transmitted to a downtown development authority by a local taxing jurisdictions (county, township, school district, drainage district, etc.) is that portion of the tax levy of all taxing jurisdictions paid each year on the captured assessed value of each eligible property. "Captured assessed value" is the amount in any one year by which the current assessed value of the district, including the assessed value property for which specific taxes are paid in lieu of property taxes, exceeds the initial value. (Initial assessed value means the equalized assessed value of all taxable property within the boundaries of the district at the time the ordinance which establishes the tax increment financing plan is approved.) PA 57 treats all increases in property valuation the same, whether or not the increase is related to the (re)development plan activities.

Foundations

Private foundations are a final source of community development funding. Most private grants are not applicable to the construction of physical improvements such as community facility buildings, utilities, or roadways. However, there are numerous grant opportunities available to fund social activities which support economic development and job creation initiatives.

Special Districts

Special districts typically provide a single public service and service an area that encompasses more than a municipality. A special district receives its revenues from a tax levy and their operations are predicated on a long-term funding cycle. Services and facilities typically provided through this financing mechanism include regional parks, hospitals, and schools.

Privatization

As jurisdictional budgets have become more strained, the provision of public facilities and services by private entities has generated increased interest and support. Within a privatization

program, a jurisdiction enters into a contract with a private firm to design, construct, operate, and maintain what would normally be considered a public facility or service.

To attract private investors, a public improvement must produce a revenue stream and some return on the investment. Examples of public facilities and services which are suitable to privatization include public transit, parking facilities, garbage collection, and waste water treatment.

Privatization has not been broadly pursued for two primary reasons: (1) difficulty attracting a private investment group and (2) fears concerning the loss of public control over what is perceived to be a public service.

Grant Programs

Intergovernmental transfer programs are a common means of financing public improvements. The key federal programs offering grants for capital improvements are sponsored by the U.S. Department of Housing and Urban Development (HUD) and the U.S. Department of Commerce.

Through the Small City Program, HUD provides funds to communities with a population under 50,000 for projects to develop viable communities by providing decent housing, a suitable living environment, and expanding economic opportunities for low-moderate income persons. The Small City Program, which is administered by the State of Michigan, Department of Commerce, is essentially the nonmetropolitan counterpart to the Community Development Block Grant Entitlement Program that provides grants to large cities and urban counties.

The specific activities eligible for funding under the Small City Program are identical to those that may be carried out under the CDBG Entitlement Program. Briefly, local jurisdictions may use their Small City CDBG funds to: acquire deteriorated and inappropriately developed real property and either dispose of it or retain it for public purposes; purchase, develop or rehabilitate facilities to serve the public; remove architectural barriers to the elderly and handicapped; rehabilitate and improve publicly and privately owned residential facilities and publicly and privately owned commercial and industrial facilities; provide relocation assistance; and finance economic development projects.

To qualify for a Small City Grant, a proposed public improvement must address one of the three national program objectives:

1. benefit low-moderate income person;
2. eliminate or prevent slums and blight; and,
3. meet other community development needs which are particularly urgent because existing conditions pose a serious and immediate threat to the health and welfare of the community.

The Economic Development Administration is a division of the U.S. Department of Commerce and is the principle federal instrument for stimulating economic growth in distressed communities. The largest part of the EDA's budget is spent on public works necessary for economic development, though the agency also provided grants for planning, technical assistance, and research.

The Public Works Grant Program assists communities in funding public works and development facilities that will contribute to the creation or retention of private sector jobs. To qualify for funds, the redevelopment area must prepare and maintain or be a participant of an Overall Economic Development Plan (OEDP). EDA publishes lists of eligible redevelopment areas. Congress has forbidden EDA from dropping areas from its eligibility list even if it no longer meets designation criteria. (Designation is based on low per capita incomes, high unemployment rates, or are expected to experienced (or have experienced) a sudden rise in unemployment or substantial loss of population due to a loss of job opportunities.) Due to congressional action, there are more than 2,800 designated redevelopment areas and approximately 90% of the nation's population resides in EDA eligible areas. EDA, however, uses its administrative authority to direct assistance to the neediest areas. The program finances public works facilities, including: industrial park development; water and sewage systems primarily serving commercial and industrial users; industrial streets/roads not on the federal-aid highway system; rail sidings and spurs; vocational skill center; tourism facilities to stimulate economic development.

The EDA basic grant is 50%, although severely distressed areas may be eligible for supplemental EDA grants to bring the federal share up to 80%. If an EDA assisted project is also receiving funds through another federal program, the combined federal share may not exceed the maximum grant rate that the EDA established for the area in which the project is located.

The program will not finance projects such as parking garages, pedestrian walkways, normal, nonindustrial street repairs, beautification improvements, public buildings, land reclamation, subsurface demolition or site cleanup activities.

The EDA has not received reauthorization since 1982, but has continued to operate on a year-to-year basis due to congressional appropriations. President Clinton has announced his intention to reauthorize EDA and shift EDA focus to assisting communities hit by defense reductions, and possibly, to provide a response to economic development difficulties after a natural disaster.

Prior to FY1992, the Farmer's Home Administration (FmHA) was the federal agency primarily responsible for administering the rural economic development initiatives of Michigan Department of Agriculture. The 1990 Farm Bill mandated the creation of the Rural Development Administrations (RDA) and transferred the USDA's rural economic development programs from FmHA to RDA beginning in FY92. The Township may want to keep abreast of RDA loan opportunities. There are no RDA capital improvement grant programs currently in place that the Township qualifies, though that circumstance may change in the future.

Tax Increment Procedure

The Downtown Development Authority proposed to use tax increment financing (TIF) as its major funding mechanism.

TIF 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 if the (re)development stimulates private investment. The concept of tax increment financing is applied only to the downtown district for which a development plan has been prepared by the DDA and adopted by the community's legislative body.

PA 57 treats all increases in valuation resulting from the development plan whether in fact these increases bear any relation to the development or not. Tax increment revenues for the DDA result in the application of general tax rates of the community and all other political bodies levying taxes in the downtown district. These included the county, school district(s), intermediate school district, community college, drainage district(s), park authorities, etc. The amount to be transmitted to the DDA is on that portion of the tax levy of all of these applicable taxing bodies paid each year on real and personal property.

Table 4 – Anticipated Millage to be Captured (Per \$1,000 Taxable Value)

Tittabawassee Township (All Millages)	4.616
Delta College	2.04270
Saginaw County (All Millages)	9.3704
Total Millage Capture	16.0291

"Captured assessed value" means the amount in any one year by which the current assessed value of the district, including the assessed value of property for which specific local taxes are paid in lieu of property taxes, exceeds the initial value. "Initial assessed value" means the assessed value, as equalized, of all the taxable property within the boundaries of the district area at the time the ordinance establishing the tax increment financing plan is approved, as shown by the most recent assessment roll of the municipality for which equalization has been completed at the time the ordinance is adopted. Property for which a commercial facilities exemption certificate, an industrial facilities exemption certificate, or a commercial housing facilities exemption certificate, is in effect shall not be considered to be property which is exempt from taxation. Tax dollars accruing from an incremental increase in SEV about the initial assessed value (base year total) may then be used by the DDA. Data presented in Table 8 "Anticipated Captured Revenue," reveal what the anticipated capture is for the District through the year 2048.

Table 5– Base Taxable Real and Personal Property Valuations

	Base Taxable Value (1988)	Current Taxable Value (2018)	Captured Valuation
DDA District	\$9,451,293	\$32,529,878	\$23,078,585
Township Total	\$60,814,976	\$310,339,990	\$-

Captured Revenue

The revenue available to the DDA from captured SEV is displayed in Table 8. By the end of the planning period, it is estimated that between \$14-15 million could be collected by the DDA and used for making public improvements within the downtown district.

The effect of this total reallocation of revenues on all the taxing bodies is displayed on Table 8. As documented, the majority of the captured monies would be diverted from Saginaw County.

Table 6 – Taxable Valuations Growth Assumptions

Fiscal Year	Taxable Valuation Growth Rate
2020-2021	2%
2021-2022	2%
2022-2023	1%
2023-2024	1%
2024-2025	1%
2025-2049	1%

In accordance with the growth assumptions above, Table 7 dictates the anticipated captured taxable valuation of the properties within the district. These growth assumptions are based on estimated economic development and economic progress.

Table 7 – Anticipated Captured Taxable Valuation

Fiscal Year April-March	Tax Roll Assessment Date	Initial Base Valuation	Annual Taxable Growth (+ / -)	TAV Trend	Taxable Valuation	Captured Valuation
2017-2018	12/31/2016	\$9,451,293	Actual	\$-	\$32,529,878	\$23,078,585
2018-2019	12/31/2017	\$9,451,293	1%	\$325,299	\$32,855,177	\$23,403,884
2019-2020	12/31/2018	\$9,451,293	2%	\$657,104	\$33,512,280	\$24,060,987
2020-2021	12/31/2019	\$9,451,293	2%	\$670,246	\$34,182,526	\$24,731,233
2021-2022	12/31/2020	\$9,451,293	2%	\$683,651	\$34,866,176	\$25,414,883
2022-2023	12/31/2021	\$9,451,293	1%	\$348,662	\$35,214,838	\$25,763,545
2023-2024	12/31/2022	\$9,451,293	1%	\$352,148	\$35,566,987	\$26,115,694
2024-2025	12/31/2023	\$9,451,293	1%	\$355,670	\$35,922,656	\$26,471,363
2025-2026	12/31/2024	\$9,451,293	1%	\$359,227	\$36,281,883	\$26,830,590
2026-2027	12/31/2025	\$9,451,293	1%	\$362,819	\$36,644,702	\$27,193,409
2027-2028	12/31/2026	\$9,451,293	1%	\$366,447	\$37,011,149	\$27,559,856
2028-2029	12/31/2027	\$9,451,293	1%	\$370,111	\$37,381,260	\$27,929,967
2029-2030	12/31/2028	\$9,451,293	1%	\$373,813	\$37,755,073	\$28,303,780
2030-2031	12/31/2029	\$9,451,293	1%	\$377,551	\$38,132,624	\$28,681,331
2031-2032	12/31/1930	\$9,451,293	1%	\$381,326	\$38,513,950	\$29,062,657
2032-2033	12/31/1931	\$9,451,293	1%	\$385,139	\$38,899,089	\$29,447,796
2033-2034	12/31/1932	\$9,451,293	1%	\$388,991	\$39,288,080	\$29,836,787
2034-2035	12/31/1933	\$9,451,293	1%	\$392,881	\$39,680,961	\$30,229,668
2035-2036	12/31/1934	\$9,451,293	1%	\$396,810	\$40,077,771	\$30,626,478
2036-2037	12/31/1935	\$9,451,293	1%	\$400,778	\$40,478,548	\$31,027,255
2037-2038	12/31/1936	\$9,451,293	1%	\$404,785	\$40,883,334	\$31,432,041
2038-2039	12/31/1937	\$9,451,293	1%	\$408,833	\$41,292,167	\$31,840,874
2039-2040	12/31/1938	\$9,451,293	1%	\$412,922	\$41,705,089	\$32,253,796
2040-2041	12/31/1939	\$9,451,293	1%	\$417,051	\$42,122,140	\$32,670,847
2041-2042	12/31/1940	\$9,451,293	1%	\$421,221	\$42,543,361	\$33,092,068
2042-2043	12/31/1941	\$9,451,293	1%	\$425,434	\$42,968,795	\$33,517,502
2043-2044	12/31/1942	\$9,451,293	1%	\$429,688	\$43,398,483	\$33,947,190
2044-2045	12/31/1943	\$9,451,293	1%	\$433,985	\$43,832,468	\$34,381,175
2045-2046	12/31/1944	\$9,451,293	1%	\$438,325	\$44,270,792	\$34,819,499
2046-2047	12/31/1945	\$9,451,293	1%	\$442,708	\$44,713,500	\$35,262,207
2047-2048	12/31/1946	\$9,451,293	1%	\$447,135	\$45,160,635	\$35,709,342

Further, the millage rates as of 2019 are represented in Table 4. The DDA will not be collecting monies that are from the taxing jurisdictions of Saginaw County Schools (Saginaw Intermediate School District, Special Education, and Career Tech Saginaw) and Local Schools (Freeland School Debt, Freeland School Operating, Freeland School Sinking Fund, and State Education).

Table 8 is an approximated representation of Captured Revenue based on the information in Table 7 and the growth assumptions presented in Table 6.

Table 8 – Anticipated Captured Revenue

Fiscal Year	Captured Valuation	Tittabawassee Township	Delta College	Saginaw County	Captured Revenue
April-March		4.616	2.0427	9.3704	16.0291
2017-2018	\$23,078,585	\$106,531	\$47,143	\$216,256	\$369,929
2018-2019	\$23,403,884	\$108,032	\$47,807	\$219,304	\$375,143
2019-2020	\$24,060,987	\$111,066	\$49,149	\$225,461	\$385,676
2020-2021	\$24,731,233	\$114,159	\$50,518	\$231,742	\$396,419
2021-2022	\$25,414,883	\$117,315	\$51,915	\$238,148	\$407,378
2022-2023	\$25,763,545	\$118,925	\$52,627	\$241,415	\$412,966
2023-2024	\$26,115,694	\$120,550	\$53,347	\$244,714	\$418,611
2024-2025	\$26,471,363	\$122,192	\$54,073	\$248,047	\$424,312
2025-2026	\$26,830,590	\$123,850	\$54,807	\$251,413	\$430,070
2026-2027	\$27,193,409	\$125,525	\$55,548	\$254,813	\$435,886
2027-2028	\$27,559,856	\$127,216	\$56,297	\$258,247	\$441,760
2028-2029	\$27,929,967	\$128,925	\$57,053	\$261,715	\$447,692
2029-2030	\$28,303,780	\$130,650	\$57,816	\$265,218	\$453,684
2030-2031	\$28,681,331	\$132,393	\$58,587	\$268,756	\$459,736
2031-2032	\$29,062,657	\$134,153	\$59,366	\$272,329	\$465,848
2032-2033	\$29,447,796	\$135,931	\$60,153	\$275,938	\$472,022
2033-2034	\$29,836,787	\$137,727	\$60,948	\$279,583	\$478,257
2034-2035	\$30,229,668	\$139,540	\$61,750	\$283,264	\$484,554
2035-2036	\$30,626,478	\$141,372	\$62,561	\$286,982	\$490,915
2036-2037	\$31,027,255	\$143,222	\$63,379	\$290,738	\$497,339
2037-2038	\$31,432,041	\$145,090	\$64,206	\$294,531	\$503,827
2038-2039	\$31,840,874	\$146,977	\$65,041	\$298,362	\$510,381
2039-2040	\$32,253,796	\$148,884	\$65,885	\$302,231	\$516,999
2040-2041	\$32,670,847	\$150,809	\$66,737	\$306,139	\$523,684
2041-2042	\$33,092,068	\$152,753	\$67,597	\$310,086	\$530,436
2042-2043	\$33,517,502	\$154,717	\$68,466	\$314,072	\$537,255
2043-2044	\$33,947,190	\$156,700	\$69,344	\$318,099	\$544,143
2044-2045	\$34,381,175	\$158,704	\$70,230	\$322,165	\$551,099
2045-2046	\$34,819,499	\$160,727	\$71,126	\$326,273	\$558,125
2046-2047	\$35,262,207	\$162,770	\$72,030	\$330,421	\$565,221
2047-2048	\$35,709,342	\$164,834	\$72,943	\$334,611	\$572,389
		\$4,222,238	\$1,868,450	\$8,571,070	\$14,661,758

Table 9 – Forecasted Revenue by Source

Tittabawassee Township (All Millages)	28.8%	\$4,176,328
Delta College	12.74%	\$1,848,134
Saginaw County (All Millages)	58.46%	\$8,477,874
Total Millage Capture	100%	\$14,502,336

Revenue Assignment

Once the flow of captured revenues is calculated, the monies can be assigned against the recommended improvement proposals. Data in Table 2 identifies the use of the captured revenue, by item and priority for the program period. It is important to note that any bonded indebtedness will be required to be set aside from captured funds and not assigned for any other use until all incurred indebtedness has been retired.

Maximum Amount of Bonded Indebtedness

The maximum amount of indebtedness to be incurred by the DDA is limited to the projects and programs identified in Table 2, which will be limited by the revenues available for bond interest and principal payments. The amount of bonded indebtedness will likely vary dependent on the development and redevelopment of the district and the amount owed toward bond issues or loans that are currently outstanding. The revenues expected to be captured, in Table 8, outline the amount of available funds.

Duration of the Development Plan and Tax Increment Plan

The Development Plan and Tax Increment Financing Plan will be available for use until all projects and programs described in Table 2 have been completed, but must not extend any longer than 30 years from the date of adoption.

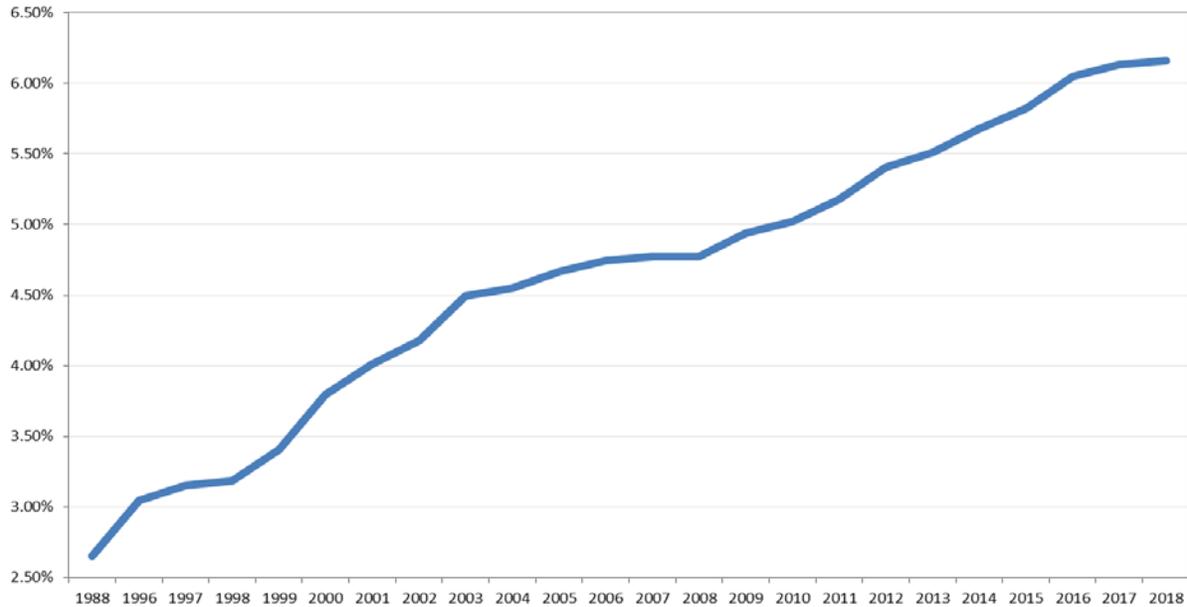
Assumptions of Tax Increment Financing Plan

The Tax Increment Financing Plan includes multiple assumptions:

1. Please refer to Table 6 for growth rate assumptions made off of current and future predicted economic data.
2. The costs of the projects listed in Table 2 are based on assumptions of costs in 2019. The cost for each project will not be known and certified until plans are created and bids are taken for said project. Any future inflation may also have a direct effect on project costs which we are unable to account for at the moment.

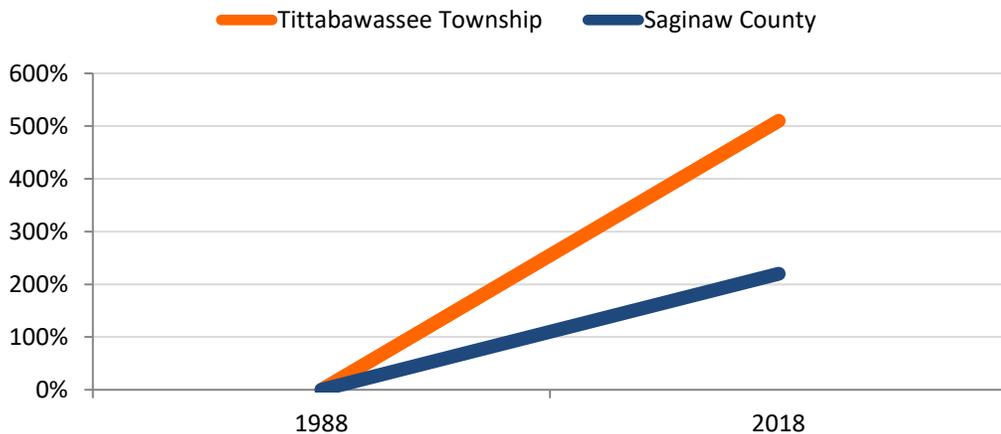
Table 10 – Graphical Depiction of DDA Mission Success

Comparable Percent Change (Taxable Value)



The graph presented above illustrates the percentage of Saginaw County’s taxable value that is held by Tittabawassee Township. In 1988, Tittabawassee Township was a mere 2.6% of the county total, however by 2018 the Township accounted for 6.2% of the county’s total taxable value. This change illustrates an increase of 238%.

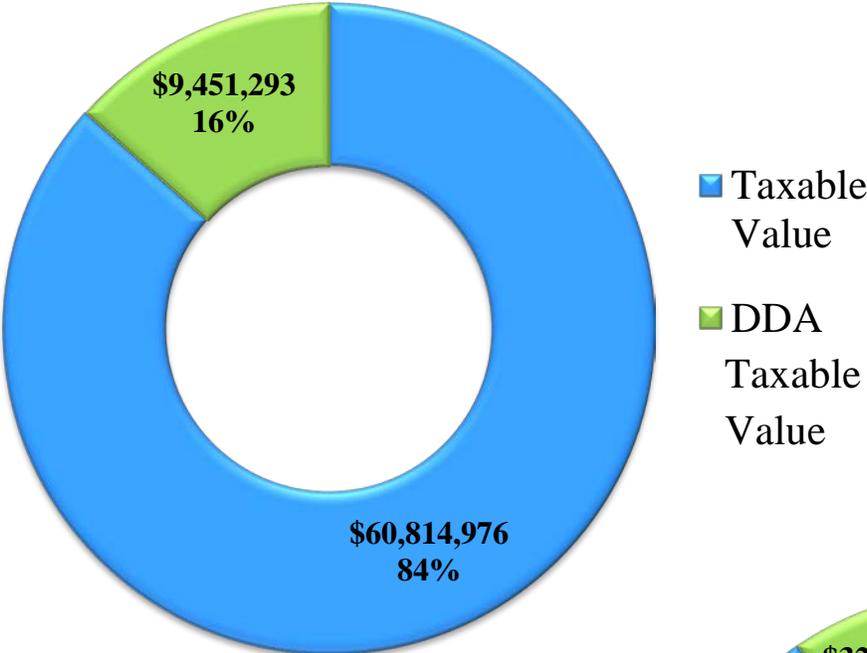
Taxable Value Change



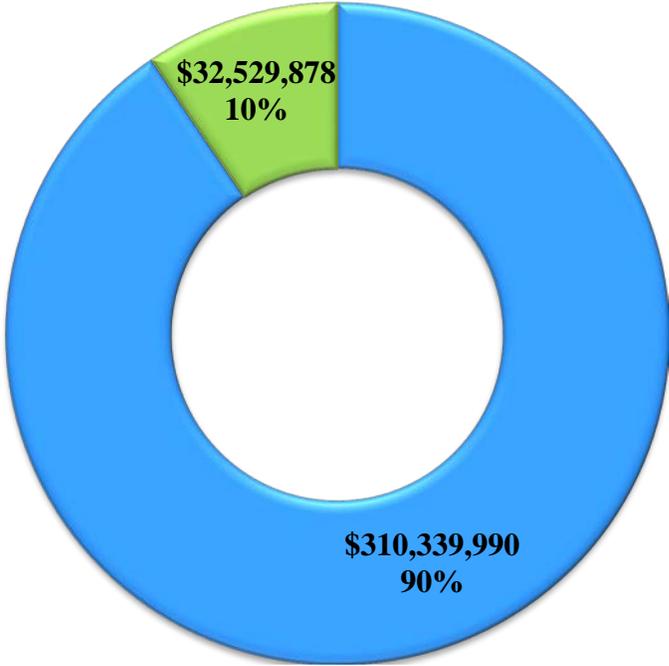
The graph presented above illustrates the over double growth of the Township’s tax base compared to the overall county tax base.

Taxable Value Comparison

1988



2018

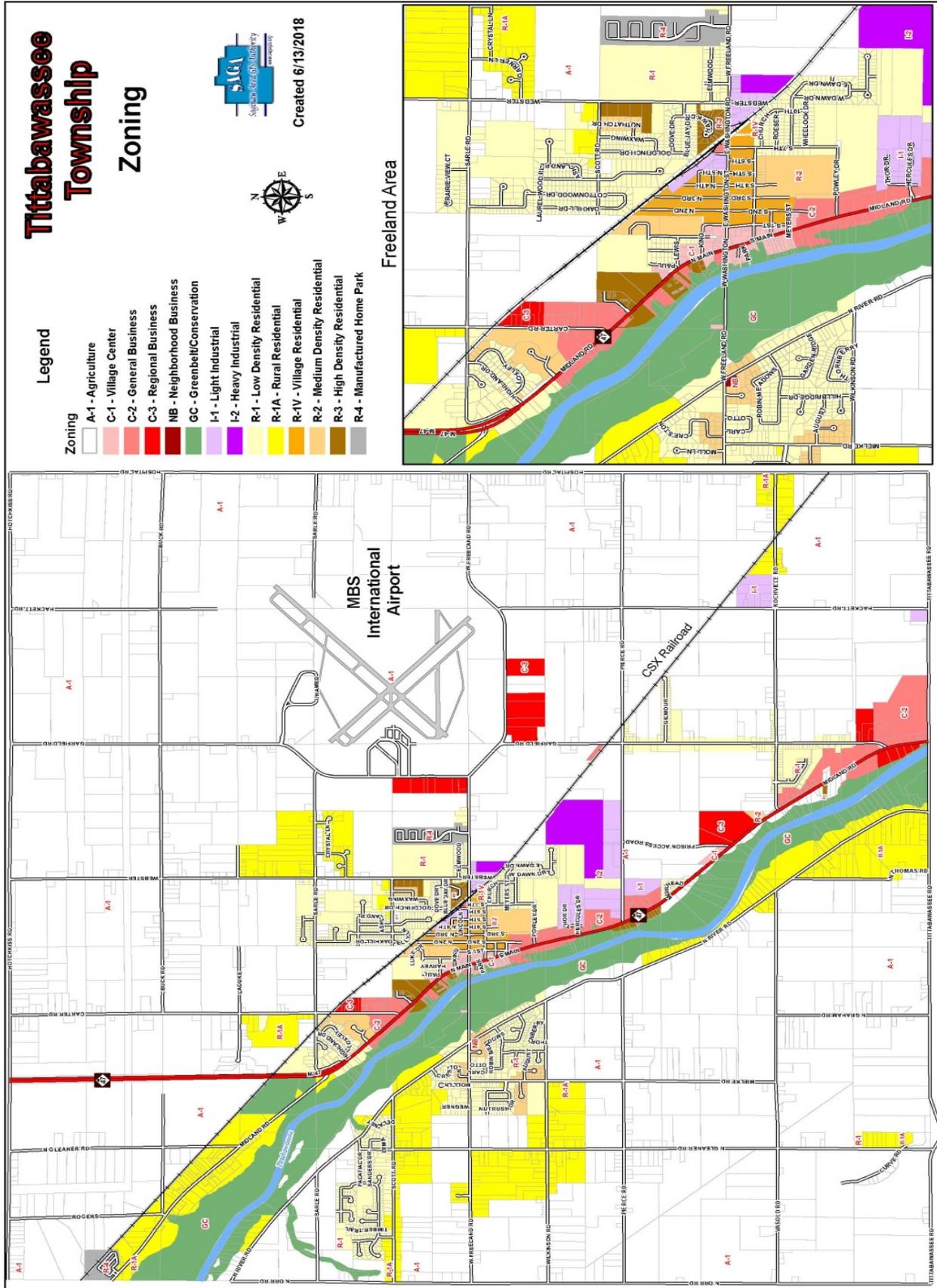


These graphs clearly show that the growth in the tax base of Tittabawassee Township has not been all within the DDA. In fact, the percentage of the Township's tax encompassed in the DDA has actually shrunk from 16 percent to 10 percent between 1988 and 2018. Therefore, the bulk of the growth in the tax base is utilized and benefits all taxing entities in Saginaw County.

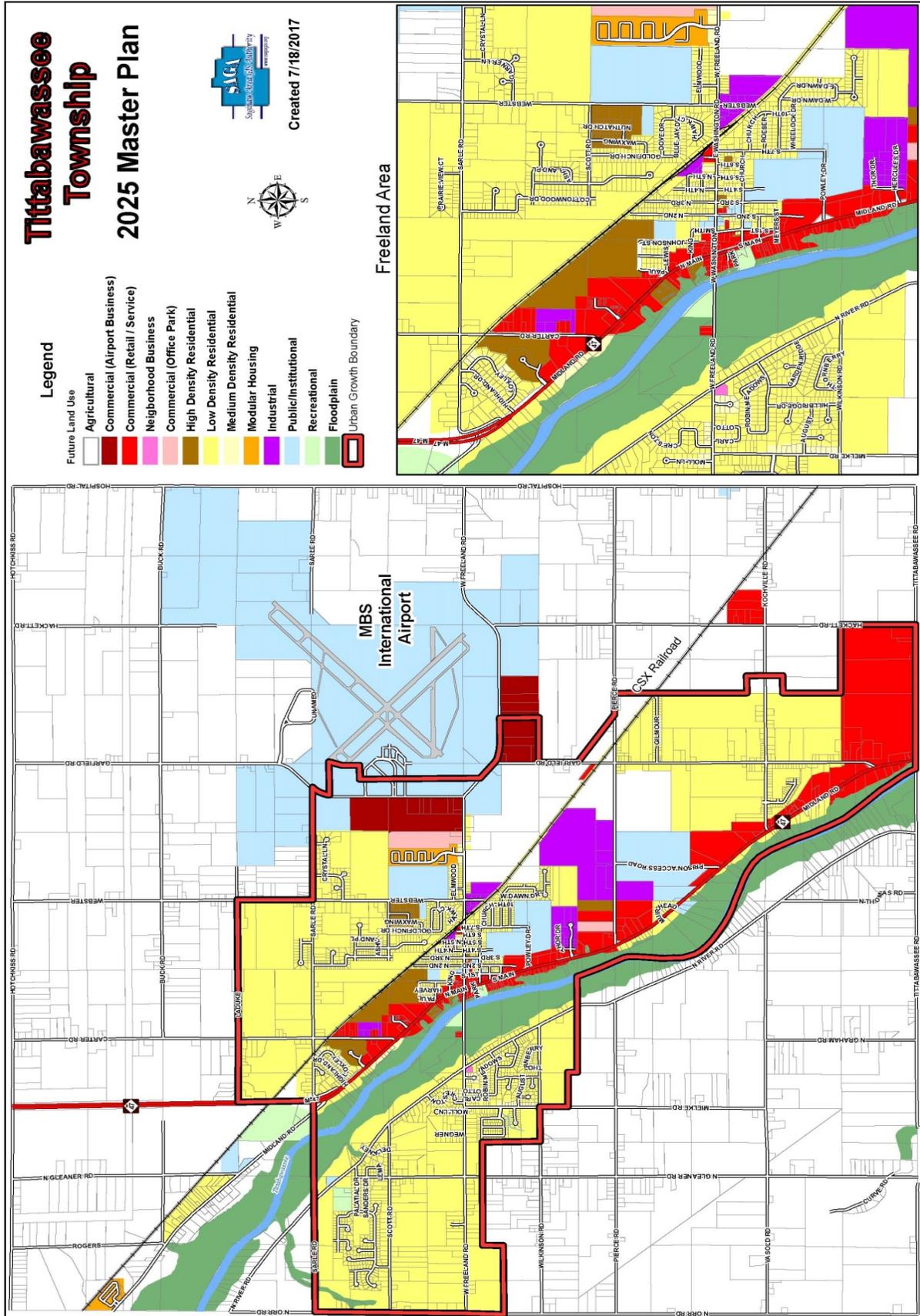
Appendix “A” District Boundaries and Legal Description

Commencing at the northeast corner of Section 28, T13N, R3E, Tittabawassee Township, thence southerly 1320 feet more or less, thence westerly 2100 feet more or less, to a point of intersection with the southwest corner of tax parcel 1013-001, and further being the Point of Beginning; thence westerly to the west bank of the Tittabawassee River, thence northwesterly along the western bank of the Tittabawassee River to a point where the riverbank intersects with the southern boundary of the Freeland Road right-of-way, thence westerly along said right-of-way to the west line of Section 21, thence north along said section line to the southwest corner of Section 16, thence north along the west line of Section 16 to a point where said line intersects with the western bank of the Tittabawassee River, thence northwesterly along said riverbank to a point where the north line of tax parcel 1025, Section 17 would intersect with said river bank if it were projected southwestwardly, thence northeasterly, to the northwest corner of said tax parcel, thence southeasterly along the west line of said parcel to the southwest corner of said parcel, thence southeasterly to the southwest corner of tax parcel 1022, thence northeasterly along said parcel south line, to the eastern side of M-47 right-of-way, thence continuing southeasterly along said right-of-way, to a point of intersection with the northwest line of tax parcel 1034, thence northeasterly along the northern line of said parcel to a point of intersection with the west line of the Carter Road right-of-way, thence northerly along said right-of-way to a point of intersection with the southern line of the railroad right-of-way, thence southeasterly along said right-of-way to a point of intersection with the west line of parcel 2003, Section 16, thence northerly along said line, crossing the railroad right-of-way, to the northwest corner of parcel 2003, thence easterly to the northeast corner of said parcel, thence southerly to the southeast corner of said parcel, thence westerly to a point along the south line of said parcel, 815 feet more or less, thence southerly to the northeast corner of tax parcel 3032, thence southerly along the eastern line of said parcel to a point 100 feet more or less, north of the northwest corner of lot 35 of the Harvey W. King Plat, thence easterly to the eastern line of the Paul Street right-of-way, thence south along said right-of-way to the northern line of the Lewis Street right-of-way, thence easterly along said right-of-way, to the eastern line of the Johnson Street right-of-way, thence southerly along said right-of-way, to the northern line of the King Street right-of-way, thence easterly along said right-of-way, to the eastern line of the Smith Street right-of-way, thence southerly along said right-of-way, to the southwest corner of lot 2, block 1, of O.C. Kings' Addition, thence easterly to the eastern line of the Third Street right-of-way, thence southerly along said right-of-way, to the northern line of the Church Street right-of-way, thence easterly along said right-of-way, to the eastern line of the Fourth Street right-of-way, thence southerly to the southwest corner of parcel 1008, Section 21, thence easterly to the northeast corner of tax parcel 1009, thence southerly along the eastern line of said parcel to the northwest corner of tax parcel 1014, thence easterly to the eastern line of the Seventh Street right-of-way, thence southerly along said right-of-way, to the southern line of the Powley Street right-of-way, thence westerly along said right-of-way to the northeast corner of tax parcel 4013, thence southeasterly along the eastern line of tax parcels 4013 and 4014 to the northwest corner of lot 4, Freeland Plaza Subdivision, thence easterly along the north line of said subdivision and continuing to a point of intersection with the eastern line of Section 21, thence northerly along the eastern line of Section 21 to the southwest corner of lot 12, Parkway Subdivision, Section 22, thence easterly along the east-west quarter line of Section 22 to a point of intersection with the western line of the railroad right-of-way, thence southeasterly along said right-of-way, to the northwest corner of tax parcel 4002, thence southerly 1076 feet more or less, thence westerly 450 feet more or less, thence southerly to the southern line of the Pierce Road right-of-way in Section 27, thence westerly, 400 feet more or less, along said right-of-way, to the north-south quarter line of Section 27 and the east line of parcel 2001-003, thence southerly along this line, 2600 feet more or less, to the southwest corner of parcel 1002-000, thence easterly, 1300 feet more or less, to the northeastern corner of parcel 4003-000, thence southerly, 2600 feet more or less, to the intersection of said line and the northern line of parcel 1001-000, Section 34, thence continuing clockwise around said parcel to the northwesterly corner of said parcel and a point on the eastern right-of-way of M-47, thence northwesterly on and along the said right-of way to the northwestern corner of Bohnhoff Subdivision and the point of beginning.

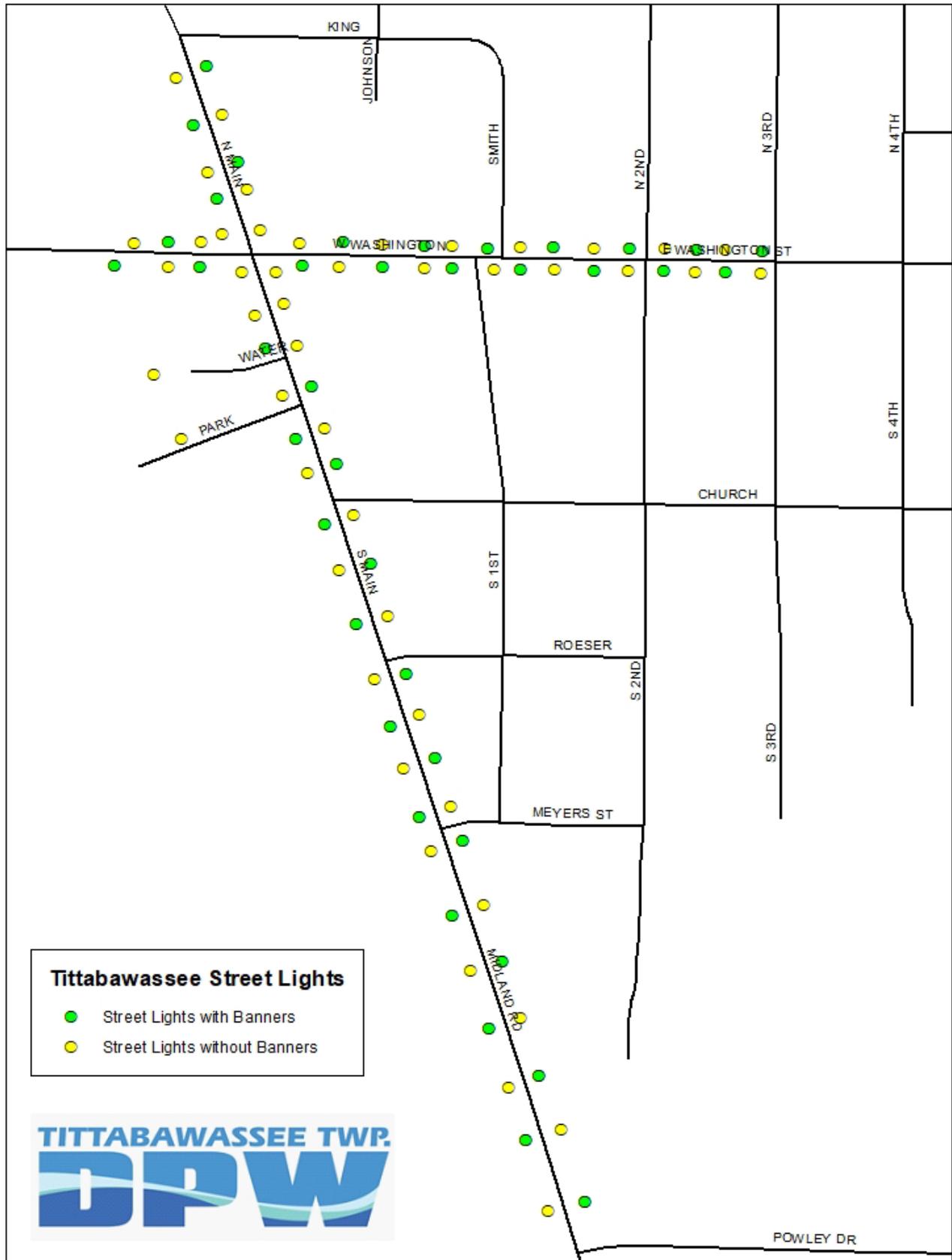
Appendix "B" Tittabawassee Township Zoning



Appendix "C" Tittabawassee Township Future Land Use Map



Appendix "D" Tittabawassee Township Street Lighting



Appendix “E” Meeting Notices

Tittabawassee Township Saginaw County, Michigan

Notice of Public Hearing Amendment to the Tittabawassee DDA Development Plan and Tax Increment Financing Plan

PLEASE TAKE NOTICE: that the Tittabawassee Township Board will hold a public hearing during a regular board meeting on **TUESDAY, NOVEMBER 12, 2019** at 5:30 p.m. at the Tittabawassee Township Office located at 145 S. Second Street, Freeland, Michigan on an amendment to the Tax Increment Financing (TIF) and Development Plan (“Plan”) for the Tittabawassee Downtown Development Authority.

The purpose of the Public Hearing of the Tax Increment Financing is to receive comments on **THE ADOPTION OF AMENDMENT TO THE TAX INCREMENT FINANCING AND DEVELOPMENT PLAN, AS AMENDED, FOR THE TITTABAWASSEE DOWNTOWN DEVELOPMENT AUTHORITY (DDA).**

TO ALL INTERESTED PERSONS IN THE TAXING JURISDICTIONS WHOSE TAXES ARE SUBJECT TO CAPTURE BY THE DDA

PLEASE TAKE NOTICE: that the Tittabawassee Township Board will consider the adoption of “Amended Development and Finance Plan”, for the Tittabawassee Downtown Development Authority pursuant to The Recodified Tax Increment Financing Act, Act 57 of the Public Acts of Michigan of 2018. The development area will not be changed by the Plan, and is described, generally as follows:

The Development Area is generally south of the Carter Road and M-47 intersection and contains M-47, Carter, Freeland, Pierce, and Kochville as major roads and ends at the southern side of the Freeland SportsZone.

No persons shall be displaced or need to be relocated as part of this Plan.

At the public hearing, all citizens, taxpayers, and property owners of Tittabawassee Township and all jurisdictions levying taxes subject to capture under the Plan desiring to address the Township Board shall be afforded an opportunity to be heard in regards to the adoption of the Plan. All aspects of the Plan will be open for discussion at the public hearing together with other information the Township Board and/or DDA deems to be appropriate. The proposed amendments to the Plan impacts the proposed projects, budget, priorities, and goals for the DDA over the life of the Plan as well as includes amending the estimate of the number of persons residing in the DDA, and updating all exhibits and schedules to the Plan. The Amendment is proposed as a recommendation from the Tittabawassee DDA.

Written comments will be received until 4:30 p.m. on Monday, November 11, 2019 at the Township Office, or by email to: ariffel@tittabawassee.org and may be presented at the hearing.

Minutes of the public hearing will be preserved and permanently available in the Office of the Township Clerk.

A copy of the proposed Amendment to the Development and Finance Plan is available on the Tittabawassee Township website at www.tittabawassee.org or at the Tittabawassee Township Office located at 145 S. Second Street, Freeland, MI 48623 during regular business hours, 7:30 a.m. – 4:30 p.m. Monday through Friday. Additional questions regarding this Public Notice or the Development and TIF Plan should be directed to the Township Office at 989-695-9512.

Tittabawassee Township will provide necessary reasonable auxiliary aids and services to any individuals with disabilities who plan to attend this public meeting. Persons interested in such services need to contact the Tittabawassee Township Manager’s Office at 145 S. Second Street, P.O. Box 158, Freeland, MI 48623 (989) 695-9512 at least four (4) working days prior to the meeting. In the case of a special meeting where advance notice for accommodations is not possible, every reasonable effort will be made to accommodate the disabled.

**TOWNSHIP OF TITTABAWASSEE
COUNTY OF SAGINAW, STATE OF MICHIGAN
ORDINANCE NO. 19-05-DDA**

DDA ORDINANCE AMENDMENT

**ORDINANCE TO AMEND THE TITTABAWASSEE DOWNTOWN DEVELOPMENT
AUTHORITY ORDINANCE, ORDINANCE NO. 93-04-DDA, AS AMENDED**

Minutes of a Regular meeting of the Township Board of the Township of Tittabawassee, County of Saginaw, State of Michigan, held in the Township Office in said Township on November 12, 2019, at 5:30 p.m. Michigan Time.

The following preamble and resolution were offered by Member Neuenfeldt and supported by Member Vasold:

IT IS HEREBY ORDAINED BY THE TOWNSHIP OF TITTABAWASSEE, SAGINAW COUNTY, MICHIGAN:

SECTION 1. - PURPOSE

This ordinance is intended to amend the Tittabawassee Downtown Development Authority Ordinance, Ordinance No. 93-04-DDA, as amended, with the proposed amendments to the Plan impacting the proposed projects, budget, priorities, and goals for the DDA over the life of Plan as well as includes amending the estimate of the number of persons residing in the DDA, and updating all exhibits and schedules to the Plan, all in accordance with Public Act 57 of 2018.

SECTION 2. - ORDINANCE AMENDMENT

WHEREAS, in accordance with Act 57 of the Public Acts of Michigan of 2018 ("Act 57"), the Tittabawassee DDA of the Township of Tittabawassee has determined it is necessary for the improvement of the Downtown Development Authority Development Area to prepare and submit an amendment to the Development Plan and Tax Increment Financing Plan;

WHEREAS, the Authority has adopted a Development Plan and Tax Increment Financing Plan (the "Plan") and recommends that the Plan be adopted by the Township Board;

WHEREAS, in accordance with Act 57, the Township Board has provided a reasonable opportunity to those municipalities who levy taxes that are subject to capture to meet with the Township Board and has, after the required notice, held a public hearing regarding the Plan and has considered the Plan, other materials submitted, and the comments made at the public hearing.

NOW, THEREFORE, THE TOWNSHIP OF TITTABAWASSEE ORDAINS: Adoption of the amended Plan. In accordance with Act 57, the Township Board hereby finds that the

Plan, as proposed, constitutes a public purpose and will be a benefit to the Township and its residents. It hereby approves the Plan, and the provisions thereof, as attached to this Ordinance.

Other Findings. The Township Board makes the following additional findings:

- (a) The Plan constitutes and embodies a public purpose of the Township.
- (b) The proposed Plan meets the requirements of Act 57.
- (c) The proposed method of financing the development activities described in the Plan is feasible, and that the downtown development authority has the ability to arrange the financing.
- (d) The Plan is reasonable and necessary to carry out the purposes of Act 57.
- (e) The amount of captured assessed value estimated to result from adoption of the Plan is reasonable.
- (f) The land to be acquired within the downtown development authority district is reasonably necessary to carry out the purposes of the Plan and the purposes of Act 57.
- (g) The Plan is in reasonable accord with the Master Plan of the Township.
- (h) Public services are or will be adequate to service the project area.
- (i) Changes in zoning, streets, street levels, intersections and utilities, to the extent such are planned, are reasonably necessary for the project and for the Township.

SECTION 3. – REPEAL CLAUSE

All ordinances or parts of ordinances in conflict herewith are repealed to the extent necessary to give this ordinance full force and effect.

SECTION 4. – EFFECTIVE DATE

This Ordinance shall be effective immediately upon its publication, or publication of a summary thereof, in a newspaper of general circulation within the Township.

VOTE ON SAID ORDINANCE

Adopted:

Yeas: Vasold, Metiva, Reimus, DuCharme, Neuenfeldt, King, Hayes

Nays: None

Abstentions: None



RICK HAYES, Township Supervisor



ROBERT DuCHARME, Township Clerk

CERTIFICATION

The above Ordinance is a true copy of the Ordinance made and passed by the Tittabawassee Township Board at a regular meeting of said Board held on the 12th day of November, 2019.

Dated: 11-14-19



ROBERT DuCHARME,
Township Clerk

The above Ordinance was published in the Township Times newspaper, Saginaw, County, Michigan, on the 21st day of November, 2019.

Dated: 11-14-19



ROBERT DuCHARME,
Township Clerk

State of Michigan }
County of Saginaw } SS.

Affidavit of Publication

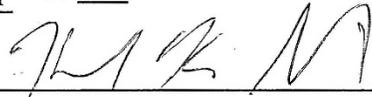
Howard K. Salisbury

being duly sworn, deposes and says (He/She) is the
editor of the Township View

public newspaper published in the Township of
Chesaning in said county; that the annexed printed notice
was duly printed and published for 1 successive
week(s) in said paper at least once each week

commencing on the 21st day of November,
20 19, and ending on the 21st day of

November 20 19.



Howard K. Salisbury

Sworn to and subscribed before me this 25th day of
November, 20 19.



Heidi A. Russell
Notary Public, Acting in Saginaw County, Michigan

**NOTICE OF ADOPTION OF
ORDINANCE AMENDMENT
TITTABAWASSEE TOWNSHIP
SAGINAW COUNTY, MICHIGAN**

PLEASE TAKE NOTICE that at its regular meeting on
November 12, 2019, the Tittabawassee Township Board
of Trustees adopted the following Ordinance Amendment:
Ordinance Amendment: 19-05-DDA an Ordinance to Amend
the Tittabawassee Downtown Development Authority
Ordinance, Ordinance No. 93-04-DDA, as Amended.

This ordinance shall take effect on and be in force thirty (30)
days after its publication.

A true copy of Ordinance Amendment 19-05-DDA can be
inspected or obtained at the office of the Tittabawassee
Township Clerk, 145 S. Second Street, Freeland, Michigan
48623 during regular business hours.

Rick Hayes, Supervisor
Robert DuCharme, Clerk

HEIDI A. RUSSELL
NOTARY PUBLIC, STATE OF MI
COUNTY OF SAGINAW
MY COMMISSION EXPIRES Dec 28, 2023
ACTING IN COUNTY OF

My Commission Expires: _____

