

Tax Increment Financing Plan Updates for the EAST Downtown Development Authority District

2021



Charter Township of Union

Adopted October 27, 2021

ACKNOWLEDGEMENTS

The Charter Township of Union East Downtown Development Authority was created in 1985 pursuant to the Downtown Development Authority (Act 197 of 1975), as repealed and recodified under the Recodified Tax Increment Financing Act (Act 57 of 2018). The purpose of the Authority is to correct and prevent deterioration and promote economic growth within the Charter Township of Union's East principal business district.

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

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This plan was prepared with assistance from **CIB Planning**



ADOPTED BY ECONOMIC DEVELOPMENT AUTHORITY BOARD: August 25, 2021

ADOPTED BY CHARTER TOWNSHIP OF UNION'S BOARD OF TRUSTEES: October 27, 2021

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BACKGROUND AND PURPOSES

GENERAL OVERVIEW

The Charter Township of Union East Downtown Development Authority (DDA) was first created in 1985. A DDA is governed by an appointed Board whose primary purpose is to correct and prevent deterioration and promote economic growth within the township's principal business districts. Other purposes of a DDA include reversing declining property values, improving the overall business climate, and increasing employment opportunities. A primary benefit of forming a DDA is the ability to capture the incremental increase in property taxes that result from improvements in the District. These tax revenues are used to finance public improvements and redevelopment projects within the District, which furthers the goal of economic growth.

A Development Plan is one tool the EDA and DDA rely upon for identifying and implementing projects aimed at spurring new private investment. Recommendations also ensure that improvements match the available revenues and can enable the East DDA to become eligible for other funding sources. This Plan was prepared in accordance with the Downtown Development Authority Act, P.A. 57 of 2018. Additional corresponding information can be found in the East DDA District Implementation Strategy that accompanies this plan but is adopted separately by the EDA Board.

A DDA can capture new tax increment in the District (TIF) and use it to pay for improvements that otherwise could not be afforded by either local businesses or government. This funding can also be used to incentivize projects that otherwise are not feasible due to development costs that exceed possible revenue. Moreover, creation of a TIF district does not take away current tax revenue; it just captures new tax revenue that results from improvements to property or an increase in value. It also does not cause payment of increased taxes by property owners in the DDA Districts.

LEGAL BASIS OF THE PLAN

The Development Plan and Tax Increment Financing Plan are prepared pursuant to the requirements of Section 217(2)(a-p) of Act 57 of 2018. More specifically, Section 217 of the Act states that “When a board decides to finance a project in the downtown district by the use of revenue bonds as authorized in section 213 or tax increment financing as authorized in sections 214, 215, and 216, it shall prepare a development plan.”

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 Union Township (Map 1). In general, the District area runs along Airport Road on the north including parcels just south of North and South US 127, with the western-most border just west of Park Place, jogging east along Corporate Drive, south along a boundary just east of Packard Road, jogging to the east just south of Pickard Road above Manor to a boundary just west of Carter, south to Broadway, to Summerton Road on the east, and back north to Airport Road. The legal description is found in Appendix A, 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.

To expand upon what was indicated above, the location, character and estimated cost/timing of the improvements is provided below:

PROPOSED IMPROVEMENTS: EAST UNION TOWNSHIP DDA

1. Business Development

\$2,155,000—\$2,500,000

The DDA will assist the Economic Development Authority, 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

\$1,755,000—\$2,050,000

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.

3. DDA Marketing/Development Studies & Promotional Events/Materials **\$855,000—\$905,000**

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 Union Township. This may include brochures, exhibits, trade area data, web site materials, social media activities, etc. It is also the Township's desire to create a unified image and market the East DDA District of Union Township 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.

4. Building Facade and Sign Improvement Program **\$535,000—\$575,000**

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 **\$1,025,000—\$1,550,000**

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.

6. Special District & Urban Design Plans **\$475,000—\$500,000**

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

7. Demolition **\$460,000—\$500,000**

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 **\$1,855,000—\$2,200,000**

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.

9. Private Infrastructure Improvements

\$500,000—\$550,000

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 Township and DDA.

10. Site Preparation

\$495,000—\$575,000

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 Township goals.

11. Environmental Activities

\$375,000—\$425,000

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

(\$4,955,000—\$5,350,000)

Recognizing that the cost of mixed-use, traditional development is higher than it is for undeveloped sites, the Township 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

\$1,035,000—\$1,500,000

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

\$1,025,000—\$1,500,000

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.

F. A description of any parts of the development area to be left as open space and the use contemplated for the space.

Future land uses for DDA District are shown on Map 3 and it identifies existing and proposed open space.

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.

Union Township has recently updated the Master Plan and will look for opportunities to strengthen zoning regulations, while remaining flexible, for new uses that may be attracted to the District. This will require zoning updates on a regular basis and may positively impact properties in the DDA boundary area. Those amendments will be added to the Appendix of this document when approved. Proposed changes in infrastructure such as streets, sidewalks, utilities, etc. are not known at this time but will also be added to the Appendix when they are known.

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.”

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.

All such procedures will follow both Township and State law and at the present time there are no commitments made.

- 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.**

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. Should said displacement be planned during implementation of the plan, the above information will be gathered accordingly.

- 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.**

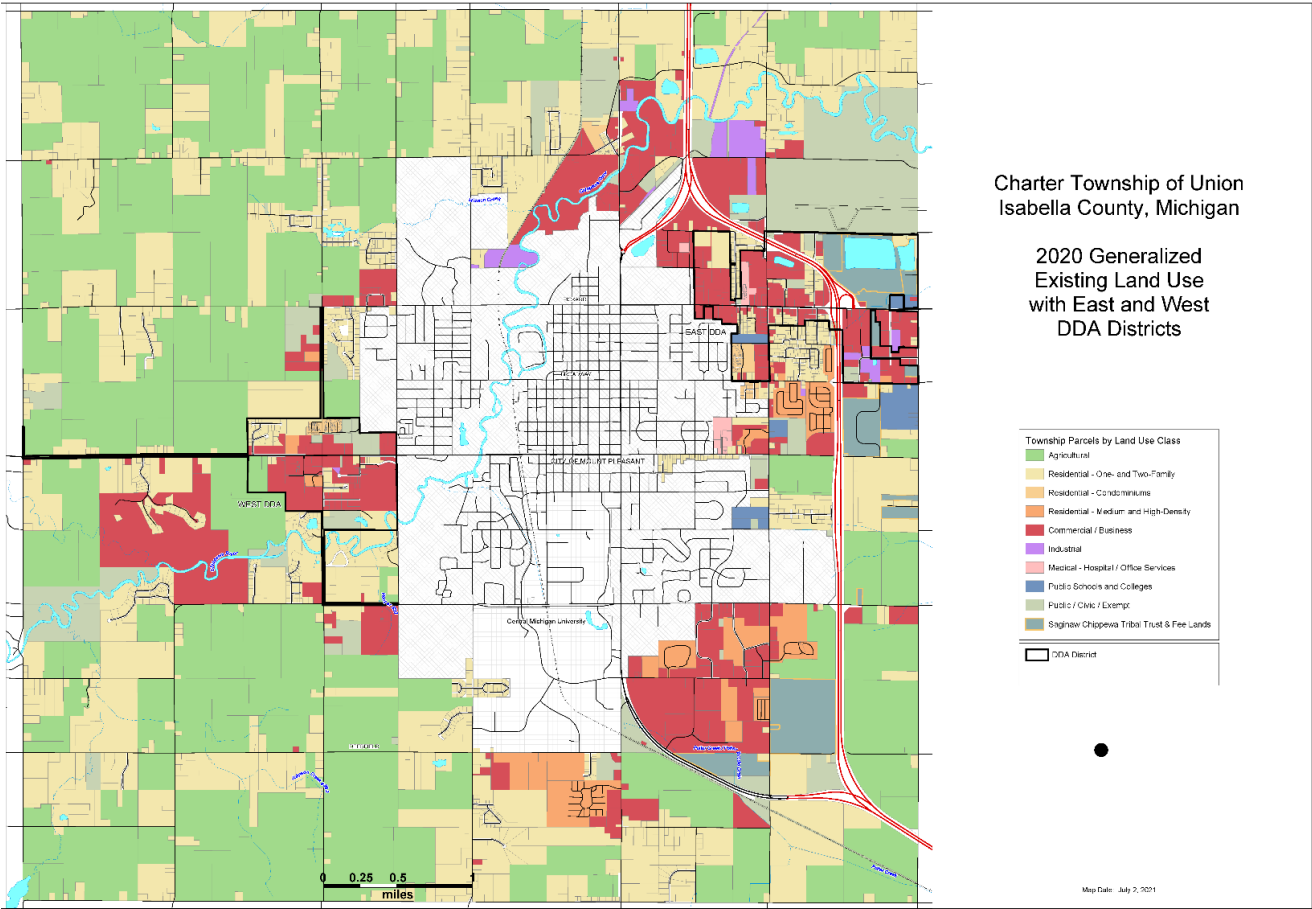
Such other material will be identified or added as the need arises.

- Q. Development Area Citizens Council.**

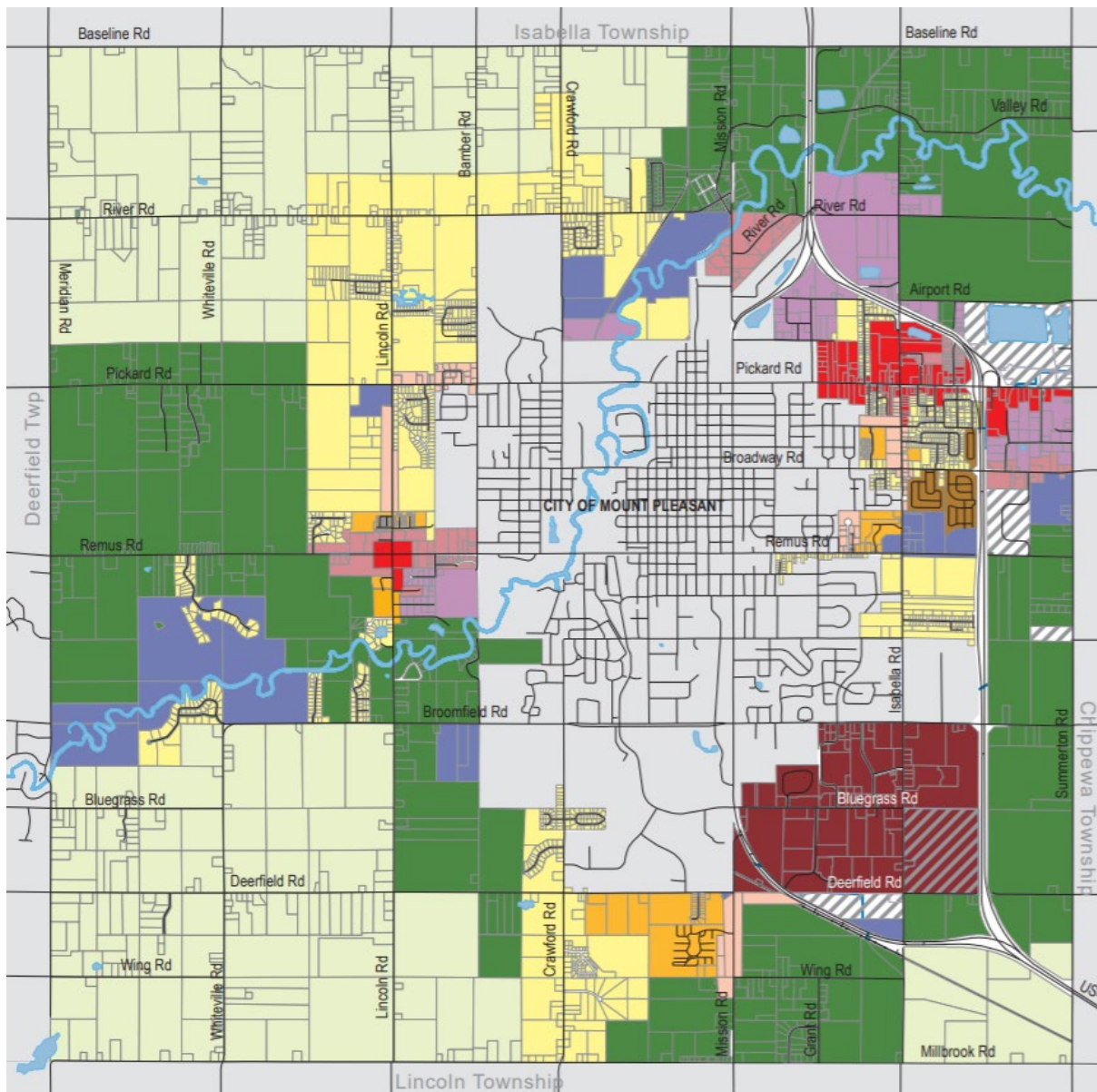
Since the development area of the DDA has more than 100 full-time primary residents, a development area citizens council will be formed as an advisory body to the Board of the DDA. The development area citizens council shall be established by the governing body and shall consist of not less than 9 members. The members of the development area citizens council shall be residents of the development area and shall be appointed by the governing body. A member of a development area citizens council shall be at least 18 years of age and the development area citizens council shall be representative of the development area.













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 2: Existing Land Use



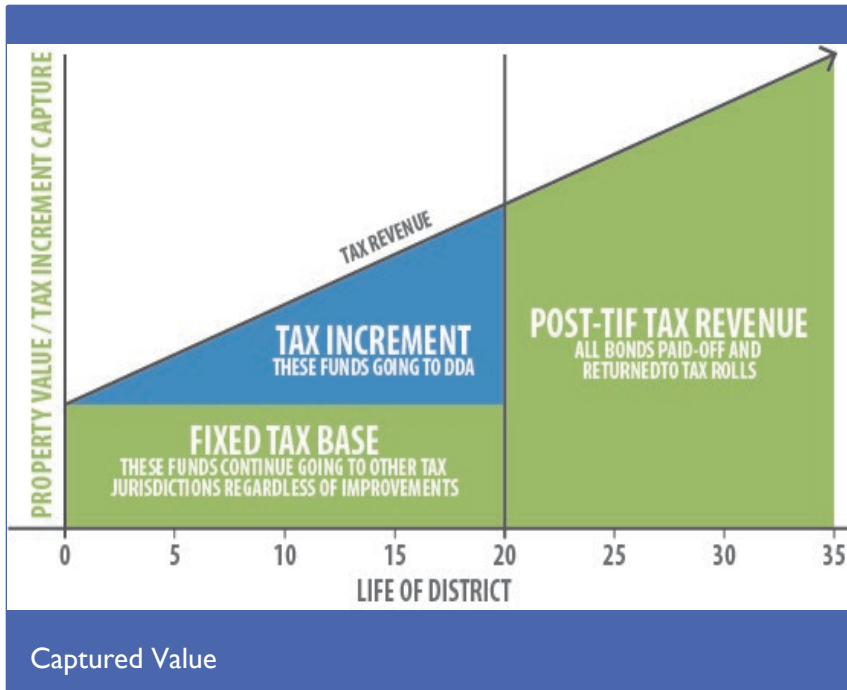
Map 3: Future Land Use



- | | |
|---|---|
|  Rural Preservation |  Neighborhood Service |
|  Rural Buffer |  Community Commercial |
|  Residential |  Commercial/Industrial Mix |
|  Residential- Attached |  Industrial/Employment |
|  Manufactured Housing |  Recreation/Institutional |
|  Bluegrass Center Area |  Tribal Trust Lands |

TAX INCREMENT FINANCING PLAN

EXPLANATION OF THE TAX INCREMENT PROCEDURE



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

As provided in PA 57 of 2018, tax increment financing is an effective tool for financing redevelopment and

planning of designated development areas within a Downtown Development Authority District. TIF financing can be used to fund facilities, structures, or improvements within the District and to: 1) market businesses within the District; 2) plan for property within the District; 3) acquire land; 4) improve sites; 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 1985. 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.

I. 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 on November 21, 1985. This is commonly considered the SEV for 1985. As shown in Table I, the base value of real property in the District is \$8,715,667.

Estimated Taxable Value Increase
 Estimated Tax Capture Value 2021-2041

EAST FISCAL YEAR	ESTIMATED Projected Increase	ANNUAL TAXABLE VALUE	CAPTURED TAXABLE VALUE
<i>Base Year, 1985 = \$8,715,667</i>			
2021	2.0%	69,149,256	60,433,589
2022	2.0%	69,149,256	61,816,574
2023	2.0%	69,149,256	63,227,219
2024	2.0%	69,149,256	64,666,077
2025	2.0%	69,149,256	66,133,712
2026	2.0%	69,149,256	67,630,699
2027	2.0%	69,149,256	69,157,626
2028	2.0%	69,149,256	70,715,092
2029	2.0%	69,149,256	72,303,707
2030	2.0%	69,149,256	73,924,095
2031	2.0%	69,149,256	75,576,890
2032	2.0%	69,149,256	77,262,741
2033	2.0%	69,149,256	78,982,310
2034	2.0%	69,149,256	80,736,269
2035	2.0%	69,149,256	82,525,308
2036	2.0%	69,149,256	84,350,127
2037	2.0%	69,149,256	86,211,443
2038	2.0%	69,149,256	88,109,985
2039	2.0%	69,149,256	90,046,498
2040	2.0%	69,149,256	92,021,742
2041	2.0%	69,149,256	94,036,490

taxable base reset year

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
Union Township EAST DDA Total Projected Revenues**

FY	Taxable Value	Tax Increment Captured	Millage Multiplier	Tax Increment Revenue
1985	\$8,715,667		0.01292910	
2021	\$69,149,256	\$60,433,589	0.01292910	\$781,352
2022	\$70,532,241	\$61,816,574	0.01292910	\$799,233
2023	\$71,942,886	\$63,227,219	0.01292910	\$817,471
2024	\$73,381,744	\$64,666,077	0.01292910	\$836,074
2025	\$74,849,379	\$66,133,712	0.01292910	\$855,049
2026	\$76,346,366	\$67,630,699	0.01292910	\$874,404
2027	\$77,873,293	\$69,157,626	0.01292910	\$894,146
2028	\$79,430,759	\$70,715,092	0.01292910	\$914,282
2029	\$81,019,374	\$72,303,707	0.01292910	\$934,822
2030	\$82,639,762	\$73,924,095	0.01292910	\$955,772
2031	\$84,292,557	\$75,576,890	0.01292910	\$977,141
2032	\$85,978,408	\$77,262,741	0.01292910	\$998,938
2033	\$87,697,977	\$78,982,310	0.01292910	\$1,021,170
2034	\$89,451,936	\$80,736,269	0.01292910	\$1,043,847
2035	\$91,240,975	\$82,525,308	0.01292910	\$1,066,978
2036	\$93,065,794	\$84,350,127	0.01292910	\$1,090,571
2037	\$94,927,110	\$86,211,443	0.01292910	\$1,114,636
2038	\$96,825,652	\$88,109,985	0.01292910	\$1,139,183
2039	\$98,762,165	\$90,046,498	0.01292910	\$1,164,220
2040	\$100,737,409	\$92,021,742	0.01292910	\$1,189,758
2041	\$102,752,157	\$94,036,490	0.01292910	\$1,215,807
	Total Taxable Value Captured	\$1,599,868,194	Total TI Revenue	\$20,684,856

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 Township Board, who must approve the plans. These plans may be amended in the future to reflect changes desired by the DDA or the Township. 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. Future plan updates will consider outstanding debt as it plans for continued investment in the District.

Duration of the Development Program

The remaining duration of the tax increment financing plan is twenty (20) years, commencing upon approval by the Union Township EDA Board in 2021 and will cease with tax collections due in December 2041, 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, ICTC - Isabella County Transportation Commission, Medical Care Facility (MCF), Commission on Aging (COA), County Parks and Recreation, Township Operating, and Township Fire Department. For a complete listing of taxing jurisdictions, please see Table 3 below.

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: Union Township East DDA Total Projected Revenue by Taxing Jurisdiction

EAST	ESTIMATED	ANNUAL	CAPTURED	County Operating	ICTC - Isabella County Transportation Commission	Medical Care Facility (MCF)	Commission on Aging (COA)	County Parks and Recreation	Township Operating	Township Fire	TAX INCREMENT REVENUE
FISCAL YEAR	Projected Increase	TAXABLE VALUE	TAXABLE VALUE	0.0066100	0.0008620	0.0009795	0.0008776	0.0003500	0.0010000	0.0022500	0.012929100
Base Year	1985	\$8,715,667									
2021 (reset year)	2.0%	\$69,149,256	\$60,433,589	\$399,466	\$52,094	\$59,195	\$53,037	\$21,152	\$60,434	\$135,976	\$781,352
2022	2.0%	\$70,532,241	\$61,816,574	\$408,608	\$53,286	\$60,549	\$54,250	\$21,636	\$61,817	\$139,087	\$799,233
2023	2.0%	\$71,942,886	\$63,227,219	\$417,932	\$54,502	\$61,931	\$55,488	\$22,130	\$63,227	\$142,261	\$817,471
2024	2.0%	\$73,381,744	\$64,666,077	\$427,443	\$55,742	\$63,340	\$56,751	\$22,633	\$64,666	\$145,499	\$836,074
2025	2.0%	\$74,849,379	\$66,133,712	\$437,144	\$57,007	\$64,778	\$58,039	\$23,147	\$66,134	\$148,801	\$855,049
2026	2.0%	\$76,346,366	\$67,630,699	\$447,039	\$58,298	\$66,244	\$59,353	\$23,671	\$67,631	\$152,169	\$874,404
2027	2.0%	\$77,873,293	\$69,157,626	\$457,132	\$59,614	\$67,740	\$60,693	\$24,205	\$69,158	\$155,605	\$894,146
2028	2.0%	\$79,430,759	\$70,715,092	\$467,427	\$60,956	\$69,265	\$62,060	\$24,750	\$70,715	\$159,109	\$914,282
2029	2.0%	\$81,019,374	\$72,303,707	\$477,928	\$62,326	\$70,821	\$63,454	\$25,306	\$72,304	\$162,683	\$934,822
2030	2.0%	\$82,639,762	\$73,924,095	\$488,638	\$63,723	\$72,409	\$64,876	\$25,873	\$73,924	\$166,329	\$955,772
2031	2.0%	\$84,292,557	\$75,576,890	\$499,563	\$65,147	\$74,028	\$66,326	\$26,452	\$75,577	\$170,048	\$977,141

2032	2.0%	\$85,978,408	\$77,262,741	\$510,707	\$66,600	\$75,679	\$67,806	\$27,042	\$77,263	\$173,841	\$998,938
2033	2.0%	\$87,697,977	\$78,982,310	\$522,073	\$68,083	\$77,363	\$69,315	\$27,644	\$78,982	\$177,710	\$1,021,170
2034	2.0%	\$89,451,936	\$80,736,269	\$533,667	\$69,595	\$79,081	\$70,854	\$28,258	\$80,736	\$181,657	\$1,043,847
2035	2.0%	\$91,240,975	\$82,525,308	\$545,492	\$71,137	\$80,834	\$72,424	\$28,884	\$82,525	\$185,682	\$1,066,978
2036	2.0%	\$93,065,794	\$84,350,127	\$557,554	\$72,710	\$82,621	\$74,026	\$29,523	\$84,350	\$189,788	\$1,090,571
2037	2.0%	\$94,927,110	\$86,211,443	\$569,858	\$74,314	\$84,444	\$75,659	\$30,174	\$86,211	\$193,976	\$1,114,636
2038	2.0%	\$96,825,652	\$88,109,985	\$582,407	\$75,951	\$86,304	\$77,325	\$30,838	\$88,110	\$198,247	\$1,139,183
2039	2.0%	\$98,762,165	\$90,046,498	\$595,207	\$77,620	\$88,201	\$79,025	\$31,516	\$90,046	\$202,605	\$1,164,220
2040	2.0%	\$100,737,409	\$92,021,742	\$608,264	\$79,323	\$90,135	\$80,758	\$32,208	\$92,022	\$207,049	\$1,189,758
2041	2.0%	\$102,752,157	\$94,036,490	\$621,581	\$81,059	\$92,109	\$82,526	\$32,913	\$94,036	\$211,582	\$1,215,807
TOTAL											\$20,684,856

County Operating	6.6100
ICTC - Isabella County Transportation Commission	0.8620
Medical Care Facility (MCF)	0.9795
Commission on Aging (COA)	0.8776
County Parks and Recreation	0.3500
Township Operating	1.0000
Township Fire	2.2500
Total	12.9291

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

**TABLE 4
PARCELS IN THE EAST
DDA DISTRICT**

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APPENDIX B: LEGAL DESCRIPTION

(See Map I)

Development Area

Part of Sections 11, 12, 13 and 14 of Union Township, Isabella County, Michigan, described as: Commencing at the Northeast corner Section 13; thence southerly along the centerline of Summerton Road to the intersection of the centerline of said road and the extended South right-of-way of Pickard Road (M-20), said point of beginning; thence continuing Southerly along the centerline of Summerton Road to the intersection of the centerline of said road and the extended South line of the South 5 rods of the East 16 rods of the Northeast $\frac{1}{4}$ of the Northeast $\frac{1}{4}$ of Section 13; thence Westerly along said South line to a point, which is North 1292.69 feet and West 264.26 feet from the East $\frac{1}{4}$ corner of section 13; thence Westerly to the Southeast corner of the North $\frac{1}{2}$ of Enterprise Park Lot 15; thence Westerly along the South line of the North $\frac{1}{2}$ of Enterprise Park Lot 15 to its intersection with the East line of Enterprise Drive; thence Northerly along said East line of Enterprise Drive to its intersection with the extended North line of the South 12.75 feet of Enterprise Park Lot 9; thence Westerly along said North line of the South 12.75 feet of Enterprise Park Lot 9 to the Southwest corner of the South 12.75 feet of Enterprise Park Lot 9; thence Northerly to the Southeast corner of the North 444 feet of the East $\frac{1}{2}$ of the East $\frac{1}{4}$ of the Northwest $\frac{1}{4}$ of the Northeast $\frac{1}{4}$ of Section 13; thence Westerly along the South line of the North 444 feet of the East $\frac{1}{2}$ of the East $\frac{1}{4}$ of the Northwest $\frac{1}{4}$ of the Northeast $\frac{1}{4}$ of Section 13 to the Southwest corner of the North 444 feet of the East $\frac{1}{2}$ of the East $\frac{1}{4}$ of the Northwest $\frac{1}{4}$ of the Northeast $\frac{1}{4}$ of Section 13; to the Southwest corner of the North 444 feet of the East $\frac{1}{2}$ of the East $\frac{1}{4}$ of the Northwest $\frac{1}{4}$ of the Northeast $\frac{1}{4}$ Section 13; thence Northerly along the West line of the North 444 feet of the East $\frac{1}{2}$ of the East $\frac{1}{4}$ of the Northwest $\frac{1}{4}$ of the Northeast $\frac{1}{4}$ Section 13 to its intersection with the South right-of-way line of Pickard Road (M-20); thence Westerly along said South right-of-way line of Pickard Road (M-20) to its intersection with the East line of the West $\frac{1}{2}$ of the East $\frac{1}{2}$ of the Northwest $\frac{3}{4}$ of Section 13; thence Southerly along said East line of the West $\frac{1}{2}$ of the East $\frac{1}{2}$ of the Northwest $\frac{1}{4}$ of the Northeast $\frac{1}{4}$ of Section 13 to the Northeast corner of the South 377.96 feet of Enterprise Park Lot 6; thence Southerly along the West line of said Enterprise Park Lot 6 extended to its intersection with the South right-of-way line of Venture Way; thence Easterly along said South right-of-way line of Venture Way to the Northeast corner of Enterprise Park Lot 20; thence Southerly to the Southeast corner of Enterprise Park Lot 20; thence Easterly along the North line of the South $\frac{1}{2}$ of the Southeast $\frac{1}{4}$ of the Northeast $\frac{1}{4}$ extending to its intersection with the centerline of Summerton Road; thence south along said centerline of Summerton Road to its intersection with the extended South right-of-way line of Broadway Road; thence Westerly along the South right-of-way line and extended South right-of-way line of Broadway Road to the intersection of the South right-of-way line of Broadway Road and the East right-of-way line of US 127; thence Northerly along the East right-of-way line of US 127 to a point 764.5 feet South of the South right-of-way line of Pickard Road (M-20); thence Westerly along a line parallel to the South right-of-way line of Pickard Road (M-20) to the West right-of-way line of First Street; thence Northerly along said West right-of-way line of First Street to the South right-of-way of Palmer Street; thence Westerly along the said South right-of-way of Palmer Street to its intersection with the extended West right-of-way line of Second Street; thence Northerly along said extended West right-of-way line of Second Street to South right-of-way line of an alley; thence Westerly along said South right-of-way line of alley to the Northeast corner of Garden Grove NO. 1 Lot 8 Block 3; thence Southerly along the extended East line of said Lot 8 to its intersection with the South right-of-way of Palmer Street; thence Westerly along the South right-of-way line of said street to the East line of Wards View Subdivision; thence southerly along said East line to the Southeast corner of said subdivision; thence Westerly along South line of said subdivision to the East right-of-way line of Isabella Road; thence

Southerly along said right-of-way line to the intersection of the extended East right-of-way line of Isabella Road and the South right-of-way line of Broadway Road; thence Westerly along the said right-of-way line to the West line of the Southeast 1/4 of the Northeast 1/4 of Section 14; thence Northerly along said line to the extended South line of the plat of Carter's Addition; thence Easterly along said extended line to the Southwest corner of Lot 23 of the plot of Carter's Addition; thence Northerly along the West line of said plan to a point approximately 660 feet South of the North line of Section 14; thence Westerly parallel to and approximately 660 feet South of the North line of Section 14 to the East Line of the West 1/2 of the East 1/2 of the Northwest 1/4 of the Northeast 1/4 of Section 14; thence Northerly along said line to a point approximately 500 feet South of the North line of Section 14; thence Westerly parallel to and approximately 500 feet South of the North line of Section 14 to the West line of the West 1/2 of the East 1/2 of the Northwest 1/4 of Section 14; thence Northerly along said West line to the South right-of-way line of Pickard Road (M-20); thence Westerly along said South line to the East line of the West 1/4 of the Northwest 1/4 of the Northeast 1/4 of Section 14; thence Southerly along said East line to a point approximately 500 feet South of the North line of Section 14; thence Westerly parallel to and approximately 500 feet South of the North line of Section 14 to the West line of the Northeast 1/4; thence Northerly along said line to the Northerly right-of-way line of Airport Road; thence Easterly along said North right-of-way line to the East line of the Northwest 1/4 of the Southeast 1/4 of Section 11; thence South along said line to the Northwest corner of Tillicium Drive; thence Easterly along the North right-of-way line of said drive to the West right-of-way line of Belmont Drive; thence Southerly 66 feet along the West right-of-way line of Belmont Drive to the Southerly right-of-way line of Tillicium Drive; thence Westerly along the South right-of-way line of Tillicium Drive to the East line of the Northwest 1/4 of the Southwest 1/4 of Section 11; thence South along said line to the Northwest corner of Lot 1 of the plat of Belmont Park; thence Easterly along the North line of said lot to the North east corner of said lot; thence Southerly along the East line of said lot to a point 17 feet South of the North line of Lots 1 and 2 of said plat; thence Easterly parallel to the North line of said lots to the West right-of-way line of Belmont Drive; thence Northerly along said West right-of-way line of Belmont Drive; thence Northerly along said West right-of-way line of said drive to the extended North line of Lots 3 and 4 said plat; thence Easterly along said North line to the East line of said plat; thence Northerly along the East line of said plat to the Northeast corner of Edgewood Subdivision; thence Easterly along the South line of Airport Acres Subdivision to the Westerly right-of-way line of US-127; thence North to the extended North right-of-way line of Airport Road; thence Easterly along said North right-of-way line and the extended North right-of-way line to the centerline of Summerton Road; thence Southerly along the East line of Section 12 to its intersection with the extended North right-of-way line of Pickard Road (M-20); thence Westerly along said North right-of-way line approximately 500 feet; thence Northerly to the South line of Holiday Estates; thence Westerly to the Southwest corner of Lot 34 of Holiday Estates; thence Southeasterly along the easterly pipeline right-of-way to its intersection with the North Bank of Hance Drain; thence Westerly along said North Bank approximately 477 feet; thence Southerly to the South right-of-way line of Pickard Road (M-20); thence Easterly along said right-of-way to the place of beginning.

Expansion Area A:

The area is bounded on the south by Corporate Dr, on the west by the township line and N US 127, on the north by US 127, on the east by S US 127, then on the north by E Airport Rd, and then east of Packard Rd. The designated development area shall encompass the entire Tax Increment Finance Authority District, and its legal boundaries are: Corporate Dr from the western city limit north to N US 127 BR, N US 127 northeast to connect with S US 127, S US 127 southeast to Belmont Dr, E Airport Rd west, south parallel to Packard Rd to Corporate Dr, Corporate drive west to the township line.

Expansion Area B:

The area is bounded on the south by Broadway Rd, on the west by Isabella Rd, on the north by Ward and Palmer, and on the east by N US 127. The designated development area shall encompass the entire Tax Increment Finance Authority District, and its legal boundaries are: Broadway Rd from the southwest north on Isabella Rd, Isabella road east to Third, north on Third to Palmer, south on first and east to the eastern side of N US 127, then south along N US 127 to Broadway Rd, west on Broadway Rd to Isabella Rd.

Expansion Area C1:

The area is bounded on the north by Pickard Rd. T14N R4W, SEC 14, N 500 FT OF E 1/2 OF W 1/2 OF NW 1/4 OF NE 1/4.

Expansion Area C2:

The area is bounded on the north by Palmer, on the west by 2nd St, on the south by E Pickard Rd, and west of Elizabeth Rd. The designated development area shall encompass the entire Tax Increment Finance Authority District, and its legal boundaries are: E Palmer Rd west to 2nd St, south to Pickard Rd east to the southeast corner of 071-00-015-00, north to the property line, east along south property line of 071-00-017-00 to the southeast corner, north to Palmer Rd.

Expansion Area C3:

The area is bounded on the north by the Mid Michigan Community College property line, on the east by S Summerton Rd, on the south by E Pickard Rd, and on the west by the Mid Michigan Community College property line. The designated development area shall encompass the entire Tax Increment Finance Authority District, and its legal boundaries are: from the southwest corner of the Mid Michigan Community College property line to the northwest corner, east along the property line to S Summerton Rd, south to E Pickard Rd, west to the southwest corner of the Mid Michigan Community College property line.

Expansion Area C4:

The area is bounded on the south by the property lines of 152-00-018-00, 152-00-019-00, and 152-00-020-00 and Venture Way, on the west by the property line of 152-00-020-00 and 152-00-007-00, on the north by the property lines of 152-00-007-00, 152-00-008-00, 152-00-015-00, 152-00-016-00, and Saginaw Chippewa 2. The designated development area shall encompass the entire Tax Increment Finance Authority District, and its legal boundaries are: from the southwest corner of 152-00-007-00 to the northwest corner, east to the northeast corner of 152-00-008-00, south to the northwest corner of 152-00-015-00 east to the northeast corner, north to the northwest corner of 152-00-016-00, east to S Summerton Rd, south to the southeast corner of 152-00-018-00, west to the southwest corner of 152-00-020-00, north to Venture Way, west to the southwest corner of 152-00-007-00.

APPENDIX C: East DDA Development Plan and Tax Increment Finance Plan Adopting Ordinance

**CHARTER TOWNSHIP OF UNION
ISABELLA COUNTY, MICHIGAN**

EAST DDA DEVELOPMENT PLAN AND TAX INCREMENT FINANCE PLAN AMENDATORY ORDINANCE

ORDINANCE NO. 21-04

[An ordinance adopted under the provisions of the Recodified Tax Increment Financing Act (Public Act 57 of 2018, as amended, being MCL 125.4101 et seq.) and the Charter Township Act (Public Act 359 of 1947, as amended, being MCL 42.1 – MCL42.34) to adopt updated Development Plan and Tax Increment Finance Plan for the East Downtown Development Authority District, and to provide for publication and an effective date.]

WHEREAS, the Township’s Economic Development Authority Board has prepared and recommended for adoption of the updated Development Plan and Tax Increment Finance Plan for the East Downtown Development Authority District; and

WHEREAS, the Board of Trustees has held a public hearing on the updated plans after required notices were posted, published, and mailed in accordance with the requirements of the Recodified Tax Increment Financing Act (Public Act 57 of 2018, as amended, being MCL 125.4101 et seq.).

NOW, THEREFORE, THE CHARTER TOWNSHIP OF UNION, ISABELLA COUNTY, MICHIGAN HEREBY ORDAINS:

Section 1.0 Review and Determination of Public Purpose.

Following a duly noticed public hearing on the updated Development Plan and Tax Increment Finance Plan for the East Downtown Development Authority District, which were recommended to the Board of Trustees on August 17, 2021 by the Economic Development Authority (EDA) Board, which was established by Board of Trustees resolution for the purpose of governing the East DDA District in accordance with requirements of the Recodified Tax Increment Financing Act (Public Act 57 of 2018, as amended). The Board of Trustees has reviewed and found the plans to meet the following standards and criteria, as set forth in Act 57:

- (a) The Development Plan meets the requirements set forth in Section 125.4217 of Act 57, and the Tax Increment Financing Plan meets the requirements set forth in Section 125.4214 14 of Act 57.
- (b) The scope of proposed activities listed in the Development Plan is reasonable and necessary to carry out the purposes of Act 57.
- (c) The Development Plan is consistent with the Township’s Master Plan.
- (d) Public services, such as fire and police protection and utilities, are or will be adequate to serve the development area.
- (e) The proposed method of financing the development is feasible and the East DDA has the ability to arrange financing if needed.
- (f) Any land included within the development area to be acquired is reasonably necessary to carry out the purposes of the plans and of Act 57 in an efficient and economically satisfactory manner.
- (g) Potential changes to zoning, roads, intersections, and utilities are reasonably necessary for the project and for the Township.

In deliberations toward the adoption of this Ordinance, the Board of Trustees has determined that the adoption and implementation of the updated Development Plan and Tax Increment Finance Plan for the East Downtown Development Authority District constitutes a public purpose.

11/3/2021

Section 2.0 Approval of the updated East DDA Plans.

Premised upon the determination made in Section 1.0 of this Ordinance and upon further finding that the execution of the updated Development Plan and Tax Increment Finance Plan for the East Downtown Development Authority District appear to be in the best interest of the Township, the updated plans are hereby approved and adopted by reference. No additional amendments to the plans shall be effective unless and until submitted to and approved by the Board of Trustees in accordance with the procedures established by Act 57.

Section 3.0 Repealer.

This Ordinance hereby repeals any ordinances or parts thereof in conflict herewith.

Section 4.0 Severability.

The provisions, sections, sentences and phrases of this Ordinance are declared to be severable and if any such portion is declared unconstitutional or invalid for any reason by a court of competent jurisdiction, such finding shall in no way affect or invalidate the remainder of this Ordinance.

Section 5.0 Publication.

The Clerk for the Township shall cause this Ordinance to be published in the manner required by law.

Section 6.0 Effective Date.

This Ordinance was approved and adopted by the Charter Township of Union Board of Trustees, Isabella County, Michigan, on October 27, 2021, after a first reading by the Board of Trustees on October 13, 2021, and publication after the first reading as required by Michigan Act 359 of 1947, as amended. This Ordinance shall become effective on December 31, 2021 following publication of a summary of the ordinance and notice of adoption in a newspaper of general circulation in the Township, following adoption by the Township Board of Trustees.

CERTIFICATION OF ADOPTION AND PUBLICATION OF TOWNSHIP ORDINANCE

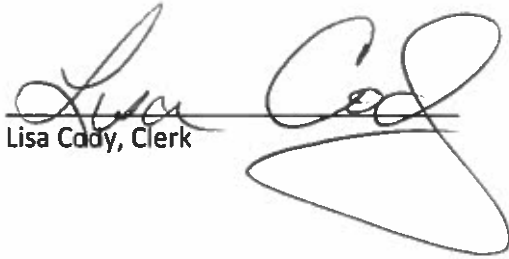
I, Lisa Cody, the duly elected Clerk of the Charter Township of Union, Isabella County, Michigan, hereby certify that the foregoing Ordinance was adopted at a meeting of the Charter Township of Union Board of Trustees on the 27th day of October 2021, at which the following named members of the Charter Township of Union Board of Trustees were present and voted in person as follows:

(a) Voting in favor of the Ordinance: Supervisor Mielke, Clerk Cody, Treasurer Rice, Trustee Bills, Trustee Brown, Trustee Hauck, and Trustee Thering

(b) Voting against adoption of the Ordinance: 0

I further certify that a summary and notice of adoption of this Ordinance were published in the Morning Sun, a newspaper of general circulation within the Charter Township of Union on the 31st day of October 2021 and that proof of same is filed in the Charter Township of Union Ordinance Book.

Certification Date: November 12, 2021


Lisa Cody, Clerk

I, Bryan Mielke, the duly elected Supervisor of the Charter Township of Union, Isabella County, Michigan, hereby confirm the authenticity of this record and Ordinance.


Bryan Mielke, Supervisor Date: 10 NOV, 2021

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BDM