

STATE STREET
CORRIDOR IMPROVEMENT AUTHORITY
DEVELOPMENT & TAX INCREMENT FINANCING PLAN

PITTSFIELD TOWNSHIP
AUGUST 2013
Draft

Charter Township of Pittsfield Board

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Craig Lyon, Staff Liaison

Recommend for approval by the Corridor
Improvement Authority Board: August 28, 2013

Approved by the Charter Township
of Pittsfield Board: _____

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1.0 Introduction

1.1 History and Background of the State Street Corridor

The State Street Corridor is located just south of the City of Ann Arbor and serves the central portion of Pittsfield Township, the City of Ann Arbor Airport, and the cities of Ann Arbor and Saline. State Street is classified as an urban minor arterial road. The corridor plays an important role in the regional transportation system by providing access to the following major roadway facilities:

- Interstate Highway 94 to Chicgo and Detroit
- Michigan Avenue (US-12) to US 23
- Michigan Avenue (US-12) to Cities of Ypsilanti and Saline

Land uses within the Development Area include industrial and warehousing, commercial, research park, agriculture, utilities, residential, and undeveloped parcels. The State Street corridor is identified as a key employment and business corridor in the Pittsfield Township Master Plan (Pittsfield Township 2010). The Master Plan also states that “there is an urgent need to redesign State Street to accommodate multiple modes of transportation and incorporate green spaces.”

The Washtenaw County Road Commission is in the process of completing an Environmental Assessment for State Road which identifies road infrastructure and amenity improvements for the corridor.

The opportunity now exists to take advantage of the recent development activities that have occurred within the State Street Corridor to complete the infrastructure and amenity improvements as recommended by the State Street Environmental Assessment. Without these infrastructure and amenity improvements it is likely that future development growth and improvements will be limited.

1.2 Purpose of the Corridor Improvement Act

On December 19, 2005, Public Act 280 of 2005 (the Act) was signed into law, to provide a powerful new community development tool designed specifically for the commercial corridors of Michigan. The Act allows communities to create “Corridor Improvement Authorities” (CIA) with special powers, conditions, and criteria unique to commercial corridors. One of the chief features of a CIA is the ability to fund infrastructure improvements through the use of tax increment financing, discussed more in depth later in this report.

The Act is intended to combat the deterioration of existing business districts and promote economic development efforts within these districts. Communities are permitted to create as many CIA districts as they wish, provided no single parcel is located within more than one CIA district.

Another distinction of CIA districts is the ability for municipalities to develop a single CIA district for a corridor that is located in more than one community. Such benefits as continuity of appearance, uniformity of improvements and land use regulations, and cooperative traffic management are all potential benefits of multi-jurisdictional CIA districts.

A CIA is granted specific powers and duties to empower it to accomplish its mission. These include, but are not limited to, the following:

- Acquire and construct public facilities, and improve public facilities to comply with barrier-free design requirements;
- Conduct analysis of economic changes in the development area along with impacts of metropolitan growth on the development area; and develop long range plans (in coordination with planning/building department) to halt deterioration of property values and promote economic growth;
- Implement any plans of development which achieve the purposes of the Act;
- Make and enter into contracts and acquire, own, convey, dispose of or lease all or part of land, real or personal property, or interests in property, grant or acquire licenses, easements and options;
- Improve land, construct, re-construct, rehabilitate, restore and preserve, equip, improve, maintain, repair and operate any

building, including multiple-family dwellings, of any public or private person or combination thereof;

- Accept grants and donations of property, labor or other things of value and fix, charge, and collect fees, rents and charges for the use of any facility, building or property under its control;
- Conduct market research and public relations campaigns, develop, coordinate and conduct retail and institutional promotions, and sponsor special events and related activities.

1.3 Creation of the Corridor Improvement Authority

On April 24, 2013, the Township Board passed a resolution of intent to establish a Corridor Improvement Authority for State Street. On May 22, 2013, the Board held a public hearing regarding the intent to establish a Corridor Improvement Authority for State Street and the proposed boundaries of the Development Area.

The Resolution creating the Corridor Improvement Authority and identifying the applicable development was adopted by the Township Board on July 24, 2013. Members of the Corridor Improvement Authority were appointed by the Supervisor and approved by the Board on July 24, 2013.

1.4 Activities of the Corridor Improvement Authority

As noted above, the establishment of a CIA and the use of TIF to fund its progress require a development plan which sets for the objectives for the improvement of the CIA District, a schedule of implementation, anticipated revenues, procedures for the spending of revenues and disbursement of excess revenues.

The Authority has focused its attention on identifying those public improvements that are needed in the Development Area and which, if provided will result in the enhancement of existing business activity and stimulation of new private investment that is in keeping with the policies of Pittsfield Township. Part of the Authority's charge is to implement the findings of the State Road Improvement Project Environmental Assessment prepared by the Washtenaw County Road Commission.

Specifically, the purposes of the project are to improve the Development Area to:

- Accommodate existing and projected year 2035 traffic volumes;
- Accommodate all modes of transportation (bicyclists, pedestrians, automobiles, mass transit) by providing a "Complete Street."
- Increasing safety along the corridor; and
- Meet the goals of the Pittsfield Township Master Plan

As a result of the Authority's deliberations, a number of improvements to the Development Area as detailed in Section 2.7 of this plan.

2.0 Development Plan

2.1 Designation of Boundaries of the Development Area

The boundaries of a CIA district are referred to in the Act as the “Development Area.” A boundary map is included as Figure 1.

The Act provides criteria to determine what may constitute a development area; it states that the area must comply with ALL of the following:

1. The development area must be situated adjacent to an arterial or collector road, as defined by the Federal Highway Administration manual “Highway Functional Classification- Concepts, Criteria, & Procedures.”

State Street CIA Development Area is located along an classified arterial according to the federal highway administration manual “Highway Functional Classification – Concepts, Criteria and Procedures”.

2. The development area must contain no less than 10 contiguous parcels or at least 5 contiguous acres.

The State Street CIA Development Area contains more than 10 contiguous parcels and is larger than 5 contiguous acres.

3. No less than 50 percent of the existing ground floor area must be commercial within the proposed development area.

More than one-half (1/2) of the existing ground floor square footage in the State Street CIA Development Area has been determined by the Township Assessor as commercial real property under Section 34c of the general property tax act, 1893 PA 206, MCL 211.34c.

4. Residential, commercial or industrial uses have been permitted and/or conducted within the development area for the past 30 years.

The boundary encompasses parcels that have long been zoned and used for a wide variety of residential and non-residential uses.

5. The development area must currently be served by municipal water and sewer.

The State Street CIA Development Area is served by public water and sewer service.

6. The development area must be zoned to allow mixed use development, including high-density residential.

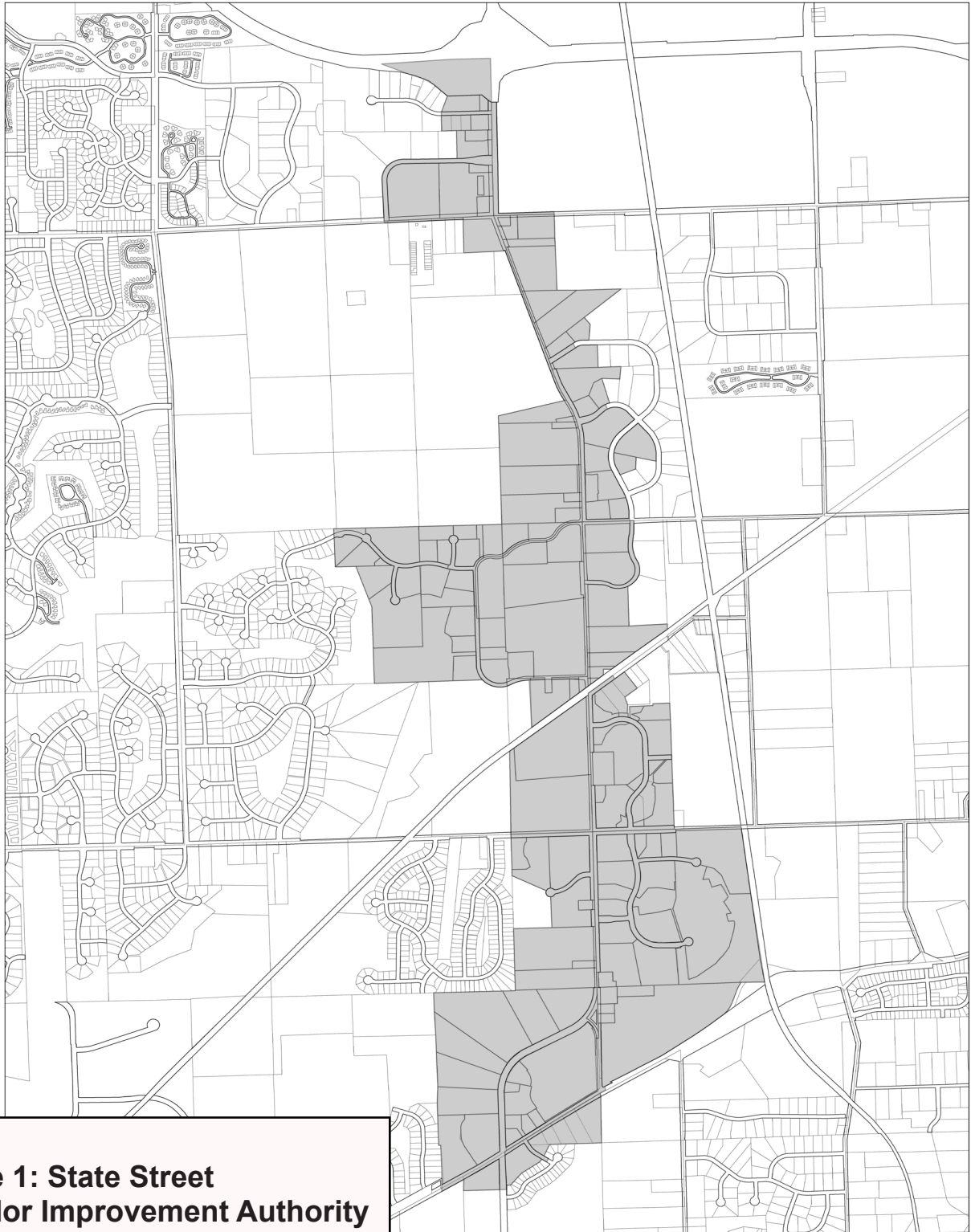
The State Street CIA Development Area is zoned to allow for mixed use that includes high-density residential use.

7. The Township must agree to expedite the permitting and inspection process, and to modify the Master Plan to provide for walkable, non-motorized interconnections, such as sidewalks and streetscapes, within the development area.

The Township has modified its Zoning Ordinance to expedite the local permitting and inspection process in the Township as well as in the State Street CIA Development Area. The Township has modified its Master Plan to provide for walkable non-motorized interconnections, including sidewalks and streetscapes throughout the State Street CIA Development Area.



State Corridor Boundary 94 to MI Ave.



**Figure 1: State Street
Corridor Improvement Authority
District Development Area**

0 0.25 0.5 0.75 1 Miles

2.2 Existing Streets and Public Facilities

The principal street is State Street running just south of Ellsworth Road southerly approximately three (3) miles to Campus Parkway (just north of Michigan Avenue). There are additional local roads that serve various office and industrial park uses located within the Development Area.

2.3 Existing Land Use and Land Use Trends

The property within the State Street Corridor includes a range of existing land uses and a variety of forms of development. Existing land use is depicted in Figure 2. These include:

- Commercial
 - Older, big box and outlot development along State Street north of Ellsworth Road.
 - New commercial development built at intersection of Michigan Avenue and State Street.
 - Costco on north side of Ellsworth, west of State Street.
- Office/Light Industrial
 - Office uses on the south side of Ellsworth, north of Airport.
 - Various office / light industrial business parks along corridor, concentrated between Ellsworth and Textile Road.
 - Airport services around Ann Arbor Airport

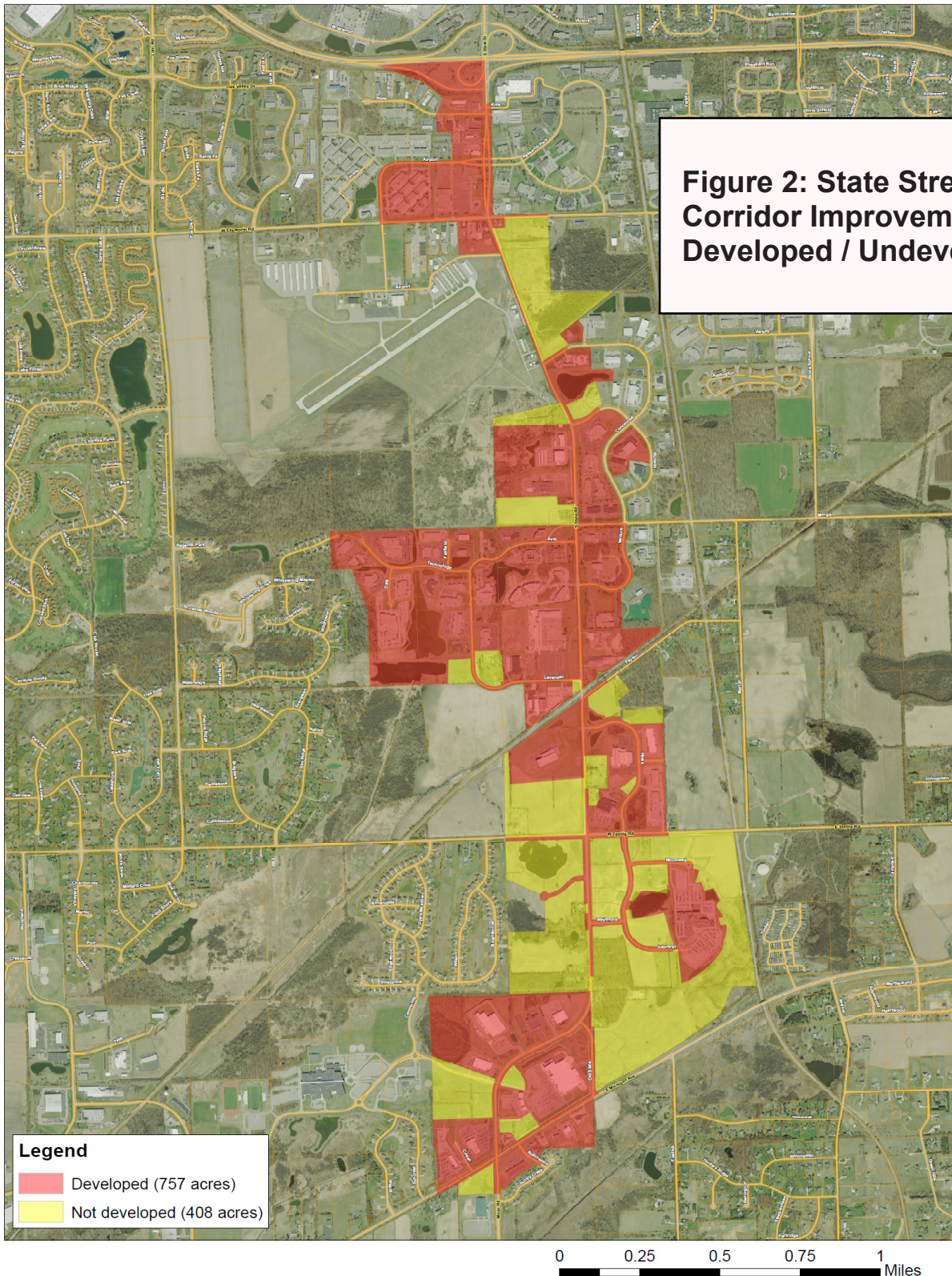
- Residential:
 - Legal non-conforming residential single-family home scattered along corridor.
- Institutional:
 - Township Facilities, including park and recreation building and fire station, at southwest intersection of Ellsworth Road and State Street
- Vacant: There remains a number of vacant parcels adjacent to the airport and south of Textile Road, as depicted in Figure 2. Approximately 40% of the Development Area consists of vacant land.

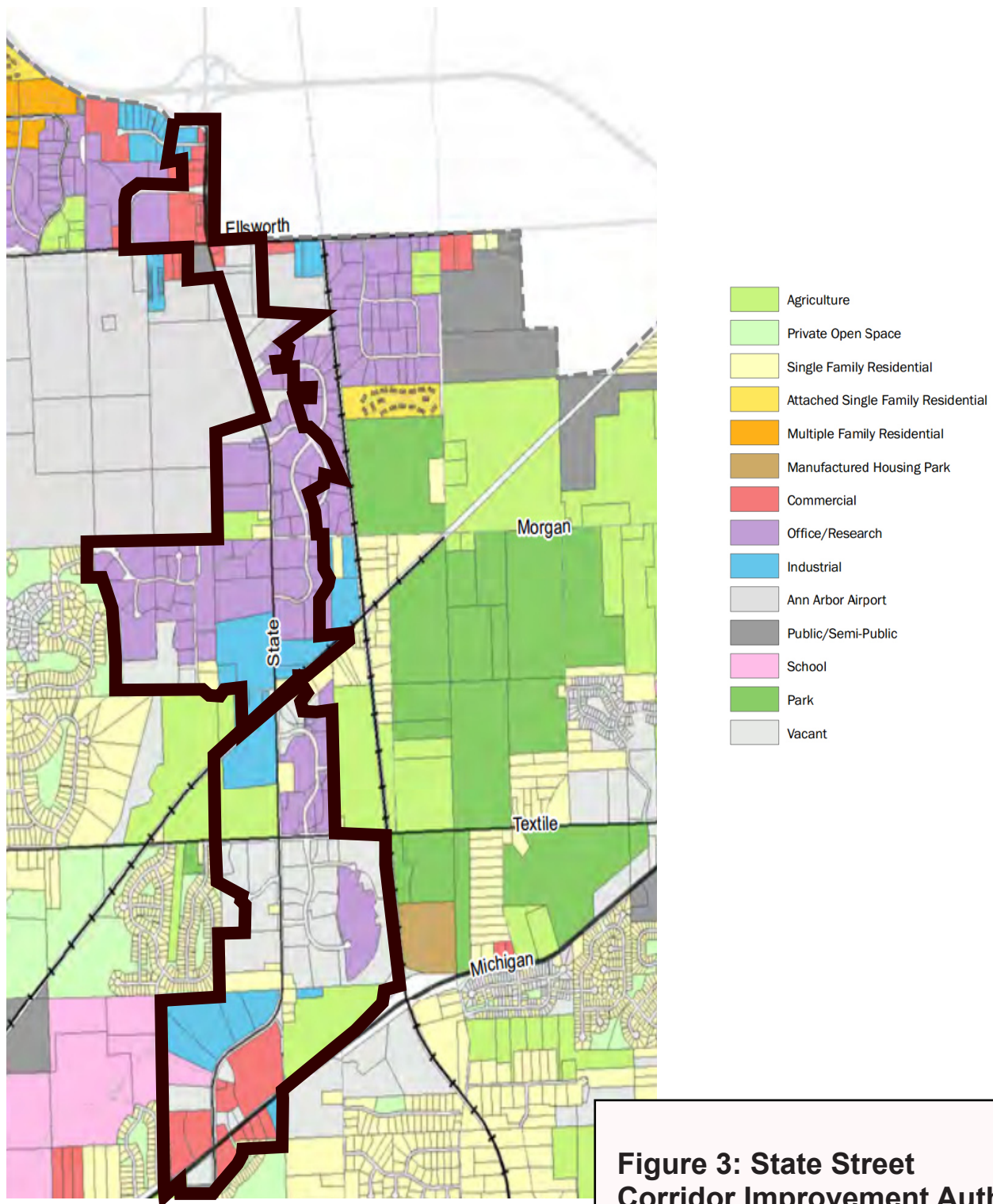


State Corridor Boundary 94 to MI Ave.



**Figure 2: State Street
Corridor Improvement Authority
Developed / Undeveloped Map**





**Figure 3: State Street
Corridor Improvement Authority
Existing Land Use**

2.4 Zoning

A. General Discussion of Zoning in Township

The Township has been proactive in providing standards that encourage creative development, recognize and protect the predominant residential and agricultural nature of the community, and protect the natural environment and existing residents. The Township has been visionary in zoning strategic corridors and areas as business, commercial, and light industrial in order to maintain a viable economic base. Furthermore, the Township has also been progressive in providing Ordinances allowing for creation land development in the form of cluster residential, Planned Unit Development regulations.

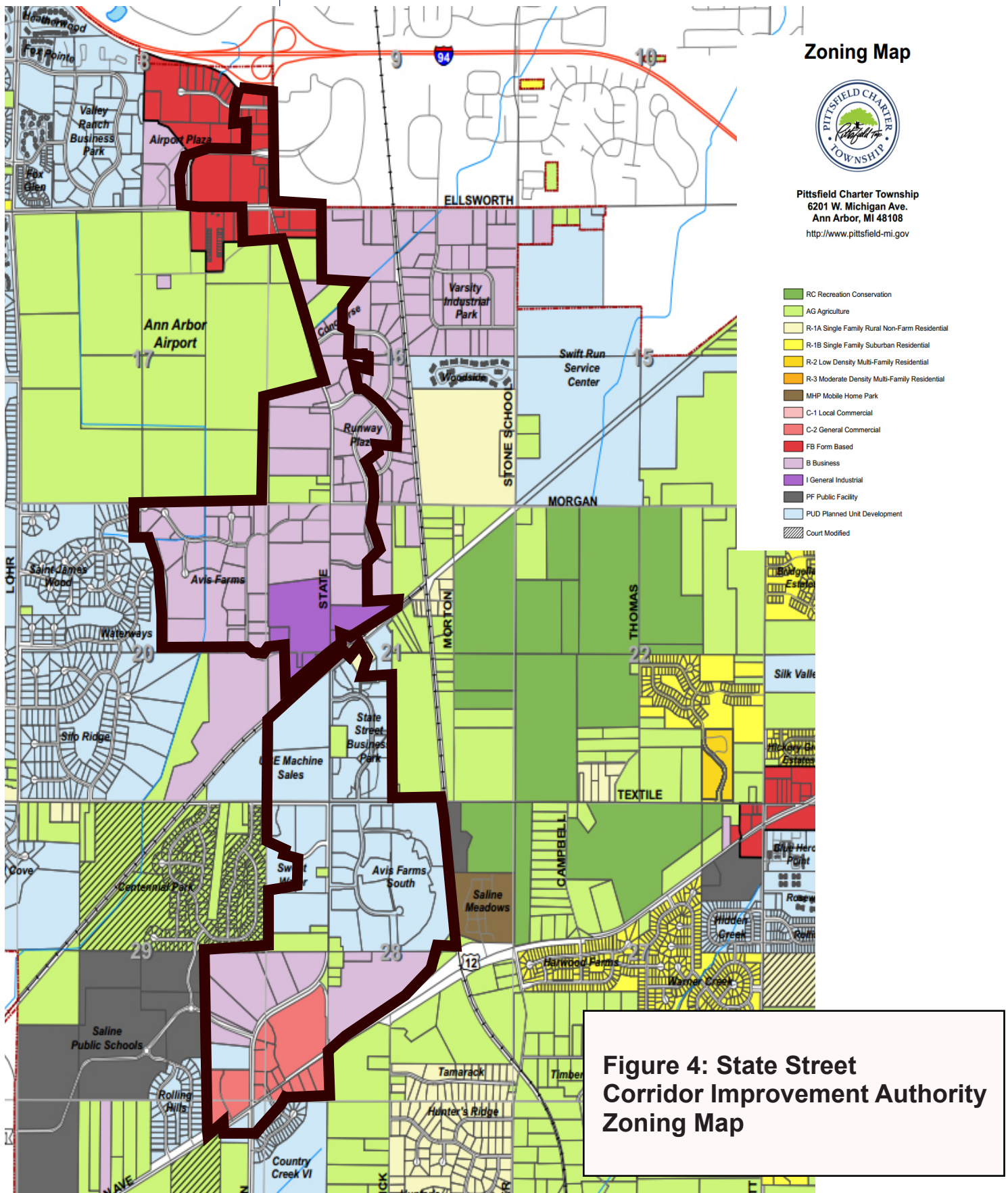
The current Zoning Ordinance, was approved in 2013. The Zoning Ordinance includes a variety of residential office and commercial designations, as well as research-office, industrial office park, and industrial classifications. The adopted ordinance is proactive in providing economic growth and mixed use development in planned locations to protect the single-family and agricultural nature of the Township.

B. Current Zoning Designation in Study Area

The State Street Corridor contains a wide range of zoning districts, as depicted in Figure 3. The largest categories are Planned Unit Development (PUD), and Business (B). Other zoning districts within Development Area include mixed use (Form-based), General Industrial (I), General Commercial (C-2), and

Agricultural (AG). The delineation of these categories is consistent with existing land uses and similar to the designations of the Future Land Use Plan. Future zoning changes will continue to be based on the Master Plan.

The zoning of the corridor clearly reflect the Township's planned attempt to provide a viable business and light industrial oriented node along State Street.



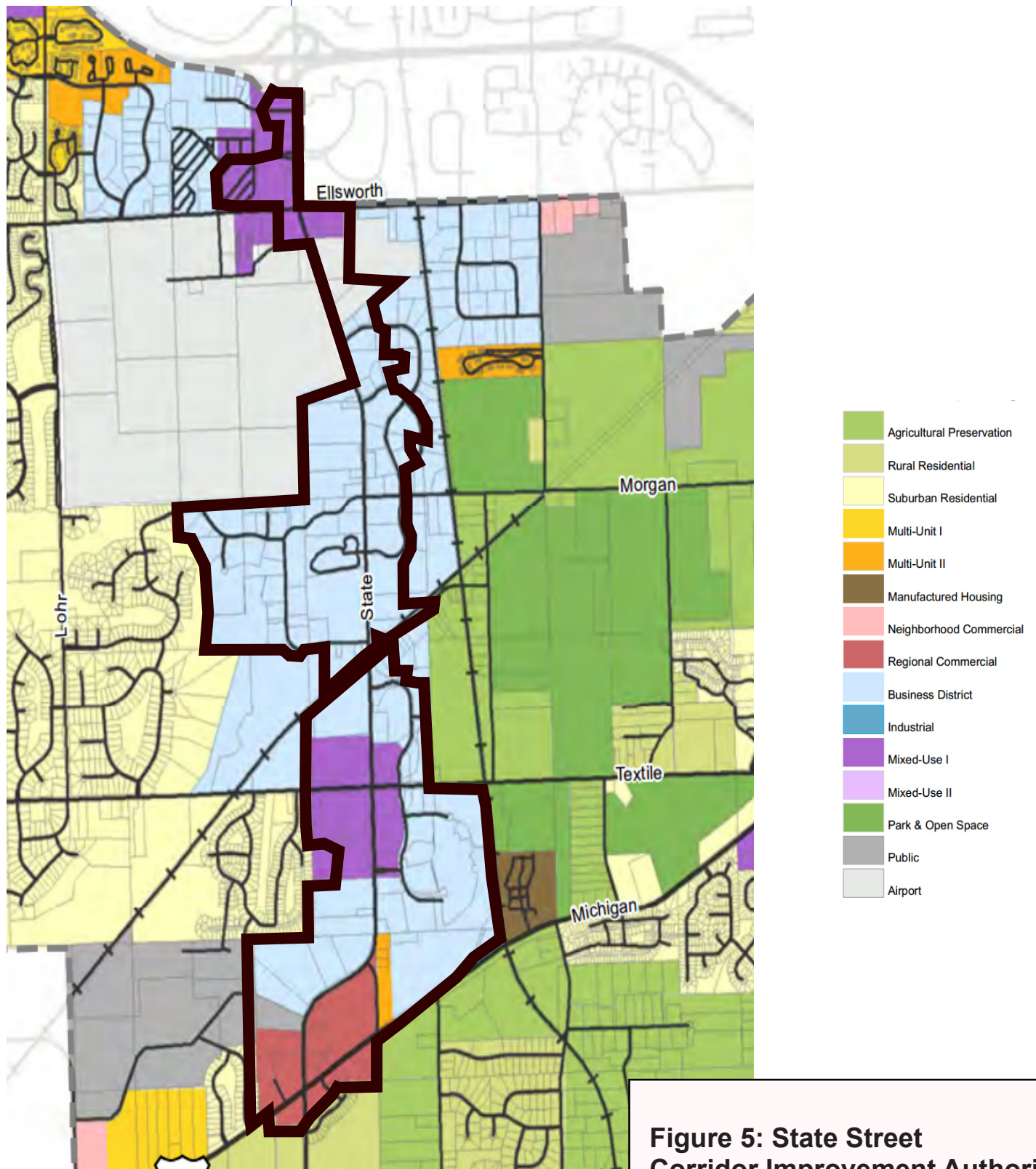
2.5 Master Plan

The Future Land Use Plan for State Street Corridor in the Master Plan contains a wide range of mixed use, business, and commercial land uses as depicted in Figure 4. State Street is a high employment corridor and as such the Master Plan supports high employment-intensive uses such as light manufacturing, or large offices and research and development complexes in campus like-settings. Some commercial uses are allowed, primarily concentrated along the northern and southern edges of the Development Area.

The northern portion of the Development Area around the Ann Arbor Airport is intended to serve as a mixed use node. The mixed use area provides for high density residential, business centers, retail, arts and cultural centers, and services, or a mix therein, that are easily accessible through multiple modes of transportation. The mixed use development in this area complements and serves the intended business, research and development, and office use employment base of this corridor.

The southern portion of the Development Area is planned for regional commercial uses, which focuses on large-scale single use retail and service establishments that provide goods and services for residents of the Township as well as other surrounding communities. This designation is consistent with the existing State Street Crossing development, auto dealership, and other surrounding commercial land uses.

Much of this Development Area is currently designed to only accommodate vehicles and will therefore need to be retrofitted to better serve pedestrian and cyclists. New development within will become more pedestrian-friendly, have access to transit, and provide linkages within its open space areas. The proposed improvements as part of this plan are consistent and greatly support the intent of the Master Plan for this area.



**Figure 5: State Street
Corridor Improvement Authority
Future Land Use Map**

2.6 Existing Improvements to be Demolished, Repaired, or Altered

The proposed projects may require that some or all portions of existing infrastructure to be demolished, repaired, or altered.

2.7 Location, Extent, Character, Estimated cost of Improvements, Construction Stages, and Estimated Completion Time

Table 1 provides a description of the extent and character of each proposed improvement project, as recommended by the Environmental Assessment. Table 1 identifies all potential projects, although the funding source may not be the CIA. In addition, the table provides the phasing and timing of the project.

The estimated cost of improvements is done without detailed engineering design or specific knowledge of field conditions which may affect project costs. Therefore, cost estimate and time frames are subject to change. Furthermore, the ability of the CIA to implement the proposed projects, may be affected by contractual agreements made with other taxing jurisdictions and timing of private development within the Development Area.

The components of each project are broken down into three (3) categories:

- design/engineering
- easement/property acquisition
- construction

The fourth category of legal, financial and planning services that are not

associated with any specific project but will be incurred by the Authority each year.

The improvements in the Development Area for this plan include:

1. Selection of the preferred alternative through the Environmental Assessment process with narrow median with roundabout intersections.
2. Incorporation of the preferred alternative.
3. The roadway proposed for the preferred alternative would consist of a twenty-foot median, four 11-foot wide travel lanes (two in each direction), and five-foot wide on-street bike lanes in each direction. Beyond the roadway, a five-foot wide green space/buffer zone and ten-foot wide multi-use paths would be provided on both sides of the road. The existing road crossing at the Ann Arbor Railroad would be widened by approximately 65 feet.
4. The proposed median would no longer allow direct left turn access to and from the majority of driveways or side streets within the corridor. Median crossovers will be provided along corridor.
5. At the north end of the Development Area, the proposed roadway would be designed to tie into the State Road/ Ellsworth Road roundabout intersection which will be completed in 2013. At the south end of the Development Area, the median would taper down

into an eleven-foot center left turn lane and match the existing five-lane cross section just north of the State Road and Campus Parkway intersection.

6. On-street bike lanes and ten-foot wide multi-use path to be provided on both sides of the roadway. Mid-block pedestrian crossing would also be provided throughout the corridor. The cross section may be modified by final design.
7. Improvements can accommodate future transit facilities.
8. Two-lane roundabouts would be constructed at the State Road intersections with Morgan Drive, Textile Road, and Old State Road. The roundabouts would be approximately 165 feet in diameter. At each roundabout intersection, Z-style crosswalks would be provided. The State Street and Campus Parkway intersection would remain under traffic signal control.
9. Curb and gutter and an enclosed stormwater system. Improvements would include the use of quality Best Management Practices (BMPs) to pretreat stormwater before it enters receiving water bodies.
10. For the majority of the corridor, the existing roadway center-line would be maintained. The roadway would be shifted off its current alignment adjacent to the Ann Arbor Airport to avoid impacting the developed portion of the airport and to provide adequate clearance for the existing and future Runway Protection Zone.

11. Utilities will need to be relocated and extended.

2.8 Areas Left as Open Space

The Township Master Plan identifies several areas within the corridor which are intended to remain as open space.

2.9 Portions of the Development Area which the Authority Desires to Sell, Donate, Exchange, or Lease to or from the Township

In the event the Authority desires to sell, donate, exchange or lease property to or from the Township, it will follow the established procedures of the Township and all other applicable laws.

2.10 Desired Zoning Changes

Although certain zoning changes may be initiated by private property owners or the Township, the Authority does not intend to request any zoning changes.

2.11 Changes in Streets, Street Levels, intersections, and Utilities

The various improvements described in Table 1 will require changes to streets, street levels, intersections, and utilities.

2.12 Method of Financing the Development and Ability to Arrange the Financing

Financing of the costs associated with the implementation of the Development Plan will be accomplished by the use of one or

more of the following:

- Tax increment revenues
- Revenues received from issuance by the Authority or the Township of revenue bonds.
- Revenues from Authority owned, leased or sold property.
- Donations received by the Authority.
- Funds obtained from other sources approved by the Township Board (i.e. general obligation bonds, special assessment bonds, County bonds, installment purchase contracts, etc.).
- Federal and state grants.

2.13 Persons to Whom All or a Portion of the Development is to be Leased, Sold, or Conveyed, and Project Beneficiaries

No sale, lease, or conveyance to private entities is contemplated at this time.

2.14 Procedures for Leasing, Purchasing or Conveying

In the event the Authority needs to employ procedures for leasing, purchasing or conveying, it will follow the established procedures of the Township.

2.15 Estimates of the Number of Persons Residing in the Development Area

There are nine (9) legal single family homes with Development Area. As of the 2010 Census, the median household size in the Township was 2.43. Based on Township median

household size there are approximately twenty-two (22) residents living within the Development Area.

2.16 Relocation of Displaced Persons

Should any relocation of persons or businesses be necessary in the future, the Township, their agents, and/or the CIA will first adopt a formal relocation program. If acquisition of any real property should result in the displacement of persons or businesses, the CIA recognizes its obligation to make the affected parties economically whole. If it appears that any relocation obligations may be incurred during the proposed life of this Plan, the Township and the CIA will adopt a relocation plan as soon as the circumstances become known.

The relocation plan shall require that certain payments and other assistance be paid to families, individuals, businesses, and non-profit organizations as they are displaced or their personal property is moved as a result of activity that may be subject to the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Should relocation be required, the CIA in cooperation with the Township shall allocate within the CIA budget appropriate relocation assistance in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Any acquisition and/or relocation activities that occur using CIA funds will comply with Act No. 227 of Public Acts of 1972 of the Michigan Compiled Laws. Any relocation plan to be adopted will incorporate by reference the applicable portions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies

Table 1 Proposed Project Phasing

Charter Township of Pittsfield State Street Road Corridor Improvement Authority.

<u>Planning Level Cost Option for Phased Construction - Phases 1-3</u>				
<u>Phase 1 - Northern project limits to 160' south of Morgan Drive</u>				
Description	Unit	Quantity	Unit Costs	Total
Road Link Construction Cost	Linear Feet	5,096	\$1,000	\$5,096,000.00
Roundabout Construction Cost	Square Feet	143,812	\$10	\$1,438,120.00
Adjustment for Phased Construction			10%	\$653,412.00
Contingency			20%	\$1,306,824.00
Subtotal-Construction Cost				\$8,494,356.00
ROW Cost	Square Feet	195,942	\$9.00	\$1,763,478.00
Design Engineering (10% of Construction Cost)				\$849,435.60
Construction Engineering (10% of Construction Cost)				\$849,435.60
Subtotal - Other Cost				\$3,462,349.20
Phase 1-TOTAL COST				\$11,956,705.20

Planning Level Cost Option for Phased Construction - Phases 1-3				
Phase 2 - 160' south of Morgan Drive to 110' south of Textile Road				
Description	Unit	Quantity	Unit Costs	Total
Road Link Construction Cost	Linear Feet	4,900	\$1,000	\$4,900,000.00
Roundabout Construction Cost	Square Feet	139,068	\$10	\$1,390,680.00
Adjustment for Phased Construction			10%	\$629,068.00
Contingency			20%	\$1,258,136.00
Subtotal-Construction Cost				\$8,177,884.00
ROW Cost	Square Feet	167,957	\$9.00	\$1,511,613.00
Design Engineering (10% of Construction Cost)				\$817,788.40
Construction Engineering (10% of Construction Cost)				\$817,788.40
Subtotal - Other Cost				\$3,147,189.80
Phase 2-TOTAL COST				\$11,325,073.80

Planning Level Cost Option for Phased Construction - Phases 1-3				
Phase 3 - 110' south of Textile Road to Southern Limits				
Description	Unit	Quantity	Unit Costs	Total
Road Link Construction Cost	Linear Feet	4,366	\$1,000	\$4,366,000.00
Roundabout Construction Cost	Square Feet	101,592	\$10	\$1,015,920.00
Adjustment for Phased Construction			10%	\$538,192.00
Contingency			20%	\$1,076,384.00
Subtotal-Construction Cost				\$6,996,496.00
ROW Cost	Square Feet	66,517	\$9.00	\$598,653.00
Design Engineering (10% of Construction Cost)				\$699,649.00
Construction Engineering (10% of Construction Cost)				\$699,649.00
Subtotal - Other Cost				\$1,997,952.20
Phase 3-TOTAL COST				\$8,994,448.20
TOTAL PROJECT COST-ALL PHASES (year 2012 dollars)				\$32,276,227.20

*Note: All costs in 2012 dollars

Table 2 Proposed Projects List

Charter Township of Pittsfield State Street Road Corridor Improvement Authority.

Non-Federally Funded Project Improvement Costs

Project	Quantity	Unit	Unit Cost	Total Cost
Median Beautification	1	LS	\$200,000	\$200,000
Demolition and Removals (structures)	1	LS	\$50,000	\$50,000
Water System Improvements	1	LS	\$250,000	\$250,000
Enhanced Stormwater / Regional Detention	1	LS	\$345,000	\$345,000
Sanitary Sewer Improvements	1	LS	\$250,000	\$250,000
Enhanced Signage	1	LS	\$50,000	\$50,000
Lighting	1	LS	\$350,000	\$350,000
Bus Stops	3	EA	\$25,000	\$75,000
Enhanced Landscaping and Slope Restoration	1	LS	\$250,000	\$250,000
Decorative Retaining Walls in Median Area	1	LS	\$320,000	\$320,000
Subtotal Township Construction Costs	1	LS		\$2,140,000
Construction Contingency Costs	30	%		\$642,000
Total Township Construction Costs	1	LS		\$2,782,000
Estimated Township Engineering Costs	20	%		\$556,400
Subtotal Pittsfield Township Costs	1	LS		\$3,338,400

*Note: all costs are in 2012 dollars

3.0 Tax Increment Financing Plan

3.1 Tax Increment Procedure

Tax increment financing permits the Authority to capture tax revenues attributable to increases in the value of eligible real and personal property resulting from implementation of a Development Plan as defined in Act 280. Property value increases will be attributable to the development projects.

At the time the Plan was initially approved by the Township Board in 2013, the value of the eligible property within the boundaries of the Development Area (the “Initial Taxable Value”) was established. The Initial Taxable Value is the State Equalized Value of the eligible property on that date.

In each subsequent year for the duration of the Tax Increment Financing Plan, the “Current Taxable Value” of the eligible taxable property will be determined. The Current Taxable Value for each year after December 31, 2013 is the taxable value of the eligible taxable property for that year, as determined under Section 27a of the General Property Tax Act,

The amount by which the Current Taxable Value exceeds the Initial Taxable Value in any one year is the “Taxable Value Increase.” For the duration of the Tax Increment Financing Plan, the local taxing jurisdictions will continue to receive tax revenues based upon the Initial Taxable Value. The Authority, however, receives that portion of the tax levy of all applicable taxing jurisdictions paid each year on part or all of the Total Tax Increment Revenues (as set forth in the Tax

Increment Financing Plan) of the eligible taxable property included in the Tax Increment Financing Plan, or any 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 local taxes attributable to such ad valorem property taxes.

The Township Treasurer and County Treasurer are required to pay to the Authority the Tax Increment Revenues as collected, and to pay to the other taxing units the tax revenues derived from the application of their millages to the Initial Taxable Value of all eligible property.

3.2 Tax Increment Financing Area

The area selected to incorporate tax increment financing shall include the entire Development Area, as previously described.

3.3 Bonded Indebtedness to be Incurred

The Authority anticipates issuing bonds to finance proposed public facilities as described in the Development Plan, subject to any limitations prescribed by law. The CIA shall incur no bonded indebtedness or other financial debt without the approval of the Township Board. The maximum amount of bonded indebtedness to be incurred will be equal to:

- The costs of the projects described in the Development Plan, as adjusted for costs paid for by other agencies, inflation, deflation, and contingencies; and

- Expenses related to issuance of the bonds, including the fees of legal and financial counsel, bond printing, printing of the prospectus, notice of sale, and miscellaneous expenses.

3.4 Duration of the Program

For the purposes of this program, the initial taxable value of all real and personal property within the Development Area was taken as of December 31, 2013 with a 2012 base year. The duration of the Plan is for a period of 20 years, ending in 2034 with accrued tax collection ending in 2034, unless this Plan is amended to extend or shorten its duration.

3.5 Estimated Impact on Taxing Jurisdictions

The taxing units affected by this Tax Increment Financing Plan and their 2013 millage rates are illustrated in Table 3. Estimated impact are based on collection of 50% of the eligible increment for each individual taxing jurisdiction. The revenues would be used to the extent needed from year to year to accomplish the purposes of this Tax Increment Financing Plan. Debt millage will be left totally unaffected by the Plan. Debt millage will continue to generate tax revenue for the taxing jurisdictions based on the full current assessed value, rather than the initial assessed value.

As provided for by Act 280, tax revenues generated from within the Development Area prior to the adoption of this Tax Increment Financing Plan (those based on the Initial Assessed Value) will

continue to be distributed to all taxing jurisdictions during the duration of this Plan. Upon completion of this Tax Increment Financing Plan, all additional tax revenues having been captured by the Authority will be distributed proportionately to the taxing jurisdictions.

The Authority proposes to continue to improve and strengthen the Development Area. This is to be accomplished by using the additional tax revenues generated in the Development Area to make public improvements and induce private redevelopment.

It is anticipated that the public improvements proposed for the Development Area, and the private improvements that result will provide long term stability and growth in the Development Area. This will greatly benefit all taxing jurisdictions which to a significant degree are dependent upon the well being of the Development Area for stability and growth. This benefit will result from increases in property valuations surrounding the Development Area; increases in property valuations in the Development Area as the Tax Increment Revenues are shared between the Authority and the other taxing units as described above; increases in property valuations in the Development Area at the time this Tax Increment Financing Plan is completed; and increases in property valuation throughout the entire community.

Pursuant to Act 280, as amended, the Authority shall fully inform the applicable taxing jurisdiction of the fiscal and economic implications of the Plan.

3.6 Plan for the Use of Tax Increment Revenues

Revenues

Estimates of projected tax increment revenues and increases in State Equalized Valuation resulting from increases in existing tax base and new development are summarized in Table 4.

All project revenues are estimates only. Projected project revenues are based on collection of 50% of the eligible increment for each individual taxing jurisdiction. Furthermore, revenues may be modified by contractual agreements with individual tax jurisdictions.

Expenditures

The expenditure of tax increment revenues are illustrated in Tables 1 and 2 of the Development Plan.

Priorities

In the event that tax increment revenues are greater or less than projections used for the purposes of this Tax Increment Financing Plan, the available funds will be used to complete the Development Plan in accordance with the following directive: The Authority and Township Board will evaluate those projects which are the most beneficial and best meet the goals and objectives of the Development Plan and adjust the project importance accordingly.

Table 3

Taxing Jurisdiction and 2013

Non-Debt Voted Millage Rate

	100 % Mil	50% Mil
Washtenaw Community College	3.4576	1.7288
County Operating	4.5493	2.27465
County Parks	0.7129	0.35645
County EECS	0.2	0.1
Huron Clinton Metro Authority	0.2146	0.1073
Saline Library	1.183	0.5915
Ann Arbor Library	1.5	0.75
Township	6.3113	3.15565