

Amended Downtown Development Plan and Tax Increment Financing Plan

Downtown Development Authority
City of Flat Rock, Michigan



DDA / TIF PLAN



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Downtown Development Authority
City of Flat Rock, Michigan

ADOPTED – December 6, 2021

Prepared by:



235 E. Main Street, Suite 105
Northville, MI 48167
T: 248.596.0920
F: 248.596.0930
www.mcka.com

Acknowledgments

DOWNTOWN DEVELOPMENT AUTHORITY (DDA)

Joseph A. Pagano, Chairperson

James Martin, Vice Chairperson

Wendy Smith, Secretary/Treasurer

Mark Hammond, Mayor

Tracy Cooper

Michael Crowder

Shayla Hopper

Alisa Maul

Diane Parker

Liz Hendley, Director

CITY COUNCIL

Mark Hammond, Mayor

Jim Martin, Mayor Pro-Tem

John Bergeron

Mark Maul

Kim Pardo

Ricky Tefend

Kenneth Wrobel

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HISTORY OF THE ESTABLISHMENT OF THE DOWNTOWN DEVELOPMENT AUTHORITY

Introduction

The Downtown District in the City of Flat Rock, like many other downtowns found in small mature communities, has experienced change due to the evolution of transportation networks and patterns, migration, technology, and shopping habits of consumers. The downtown was once the center of activity for not only the City of Flat Rock, but for surrounding communities. Today, businesses and property owners need to be proactive in maintaining and revitalizing their sites to retain and attract consumers. The DDA can be a vehicle and catalyst for both public and private improvements and reinvestment. Recent legislation under Public Act 57 of 2018 requires new actions by the DDA mainly in how they report, provide information on website, meetings, and requirements in the DDA Plan. The plan will address the updates required by the new Act.



Creation of the Downtown Development Authority

Pursuant to the provisions of Act 197 (the original, now-repealed DDA Act), the Flat Rock City Council adopted Ordinance No. 267, on April 18, 1988. This Ordinance provided for the creation of the Flat Rock Downtown Development Authority hereinafter referred to as the “DDA”. DDAs are intended to halt property value deterioration and increase property tax valuation where possible in a downtown district. The DDA was given all the powers and duties prescribed for a Downtown Development Authority pursuant to Act 197, as amended. A copy of Ordinance No. 267 is found in the Appendix.

On October 1, 2007, Ordinance No. 267(C) was adopted by City Council, expanding the boundaries of the DDA. The boundaries, as amended, are fully described in the Appendix and Map 1, DDA District. On November 2, 2009, Ordinance No. 267 (D) was adopted by City Council, amending the DDA and TIF Plan (Effective Date: November 12, 2009).

Subsequently, Act 197 was repealed in favor of a new DDA act, Public Act 57 of 2018, as amended. All legal powers of Flat Rock’s DDA are now given by PA 57. A copy of the Act is located in the Appendix. The title of the Act states:

AN ACT to provide for the recodification and establishment of certain tax increment finance authorities; to prescribe the powers and duties of the authorities; to correct and prevent deterioration in residential, commercial, and industrial areas and certain other areas; to authorize the acquisition and disposal of interests in real and personal property; to authorize the creation and implementation of development plans and development areas; to promote residential and economic growth; to create certain boards; to prescribe the powers and duties of

certain boards; to authorize the issuance of bonds and other evidences of indebtedness; to levy certain taxes; to authorize the use of tax increment financing; to prescribe powers and duties of certain state officials; to provide for rule promulgation; to provide for enforcement of this act; and to repeal acts and parts of acts.

Legal Provisions

Based on the new legislation under Public Act 57 of 2018, the following information is now required of the DDA:

- A development plan as provided in Section 217 of PA 57;
- A detailed explanation of the Tax increment procedure;
- The maximum amount of bonded indebtedness to be incurred;
- The duration of the program;
- The amount of taxes intended to be used.

The following information is required to be in the Development Plan:

- The designation of boundaries of the development area in relation to highways streets, streams, or otherwise;
- The location and extent of existing streets and other public facilities within the development area;
- A designation of the location character and extent of categories of public and private uses, existing and proposed, including residential, recreational, commercial, industrial, educational and other;
- A legal description of development area;
- A description of existing improvements in the development area and a description of any repairs and alterations and an estimate for time required to complete;
- The location, extent character and estimated cost of the improvements including rehabilitation contemplated for the development area;
- A statement of the construction stages of construction planned.
- A description of any parts of the development area to be left as open space;
- 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;
- A description of desired zoning changes and changes in streets, street levels, intersections or utilities;
- An estimate of the cost of the development, a statement of the proposed method of financing, and the ability of the authority to arrange financing;
- Designation of the 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;
- The procedures for bidding for the leasing, purchasing, or conveying in any manner of all or a portion of the development or portion of the development upon completion, if there is no express or implied agreement between the authority and person that all or a portion of the development will be leased, sold or conveyed;
- 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 acquisitions and clearance, a development plan shall include a survey of the families/individuals to be displaced, including their income



and racial composition, a statistical description of the housing supply in the community, and estimated capacity for private/public housing available;

- A plan for establishing for the relocation of persons displaced by development in any new housing in the development area;
- Provisions for the cost of relocating persons displaced by the development and financial assistance and reimbursement expense in accordance with the federal uniform assistance and reimbursement expense in accordance with the federal uniform relocation assistance and real property acquisition policies act of 1970;
- A plan for compliance with the relocation assistance act PA 227 of 1972;
- Other material that the authority, local public agency, or governing body consider pertinent.

Section 217 of Act 57, as amended, requires the DDA, to create a development Plan. Upon a determination that it is necessary for the achievement of the purposes of the Act, to prepare and submit a tax increment financing plan to the governing bodies in accordance with section 214 of act 57. Tax increment financing results from the “capturing” of tax revenues by the DDA, which are derived from the increase in assessed valuation in the development area over the valuations of the area at the time the development area was established. Tax increment revenues accrued to the DDA from the application of the tax rates of all political subdivisions (city, county, school district, community college, etc.) levying taxes in the development area. The tax increment revenues may be used by the DDA to make public improvements within the development area, provided by Section 215 of Act 57 as amended. The tax increment financing plan includes a detailed explanation of the tax increment procedure, the amount of the bonded indebtedness, if any, to be incurred, duration of the tax increment program, statement of the impact of the program on all taxing jurisdictions in the development area, and a statement of the amount of tax increment revenues to be used by the DDA.

The DDA or the City may exclude from captured assessed value, growth in property value resulting solely from inflation. In such an event, the tax increment financing plan shall set forth the method for excluding growth in property value resulting solely from inflation. Further, the percentage of taxes levied for school operating purposes as captured and used by the plan shall not be greater than the plan’s percentage capturing use of taxes levied by a city or county for operating purposes.

Section 217 of Act 57, as amended, required that whenever a Downtown Development Authority decides to finance a project within the development area through the use of tax increment revenues, or revenue bonds, it must prepare a Development Plan. The Development Plan must

contain the designation of the development area (that area within which tax increment revenues are to be captured and expended for public purposes); the projects to be undertaken; the estimated cost of the projects; an estimate of stages of construction and the impact upon the existing character of development in the area.

Section 128 of Act 57, as amended, provides for the adoption of the tax increment financing plan and development plan by the City Council only after conducting a public hearing. Below is the required procedure:

- Notice of public hearing shall be given twice in a newspaper of general procedure;
- First shall not be within 20 days before the date set in the hearing;
- Notice of hearing shall be posted in 20 conspicuous public places in the downtown district not less than 20 days before the hearing;
- Notice shall also be mailed to all property taxpayers of recorded district not less than 20 days before the hearing;
- Notice of hearing within the same time frame shall be mailed by certified mail to the governing body of each taxing jurisdiction levying taxes that would be subject to capture, in addition a draft copy of the proposed plan should be included in this mailing to the governing body.





Flat Rock 1965

CRUZIN'
HUROC
PARK
CAR SHOW
& SWAP MEET



02

DEVELOPMENT PLAN

Designation of Boundaries of the Development Area

Map 1 indicates the boundaries of the DDA District and the Development Area. The Development Area includes the area designated within the DDA District. The Appendix includes the narrative legal description of the Downtown Development Authority District and the Development District.

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Existing Land Uses

Existing land uses in the Development Area are shown on “Map 2: Existing Land Use” and are generally classified according to tax parcels. Existing land uses were updated via a windshield survey by McKenna Associates, Inc. in 2019.



PUBLIC

Public land uses in the Development Area include street rights-of-way or easements, publicly held vacant land, a public parking lot, Huroc Park (Youth Center), and land areas used for governmental purposes such as the U. S Post Office, Flat Rock Boat Launch, and Oakwoods Metro Park, Huron-Clinton Metro Park Authority (HCMA). There is also a public parking lot located on the northeast corner of Gibraltar and Arsenal.

Table 1: Street R.O.W. Within DDA

| STREET NAME | WIDTH |
|-------------------|---------|
| Arsenal | 50' |
| Atwater | 50' |
| Church | 66' |
| Division | 66' |
| Garden Boulevard | 120' |
| Gibraltar | 83' |
| Holt | 60' |
| Huron River Drive | 99' |
| Moses | 60' |
| Seneca | 66' |
| Telegraph | 83-120' |
| Ypsilanti | 99' |



QUASI-PUBLIC

There are three parcels in the DDA used for quasi-public (non-taxable) purpose, including the American Legion, First Congregational Church, and the Elks Club.



RESIDENTIAL

There are several single family and multiple-family residential uses in the district, including the multi-story Flat Rock Towers and the townhomes on E Huron River Drive.

RECREATIONAL



Huroc Park (27.40 acres), which contains 4.5 miles of river frontage, can be accessed via Arsenal Road. The park contains a covered bike path bridge; fishing access; playground equipment, 2 gazebos, picnic area with tables and grills, open space, pathways, kiosk, seating, lighting, restrooms and Flat Rock Depot and Museum located in the former Youth Center civic building. The Flat Rock boat launch and park is located in the southern portion of the district with access from Church Street.

Part of the Flat Rock East-West connector of the Downriver Linked Greenway and Iron Belle Trail non-motorized pathway traverses the southern portion of the DDA from west to east. A trail head is located at Huroc Park.



EDUCATIONAL

There are no educational facilities currently located in the DDA, but Flat Rock Community High School and Bobcean Elementary School are just outside the boundary on Seneca Street and Evergreen Street, northeast of downtown.

INDUSTRIAL

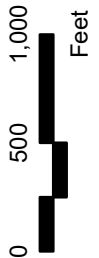
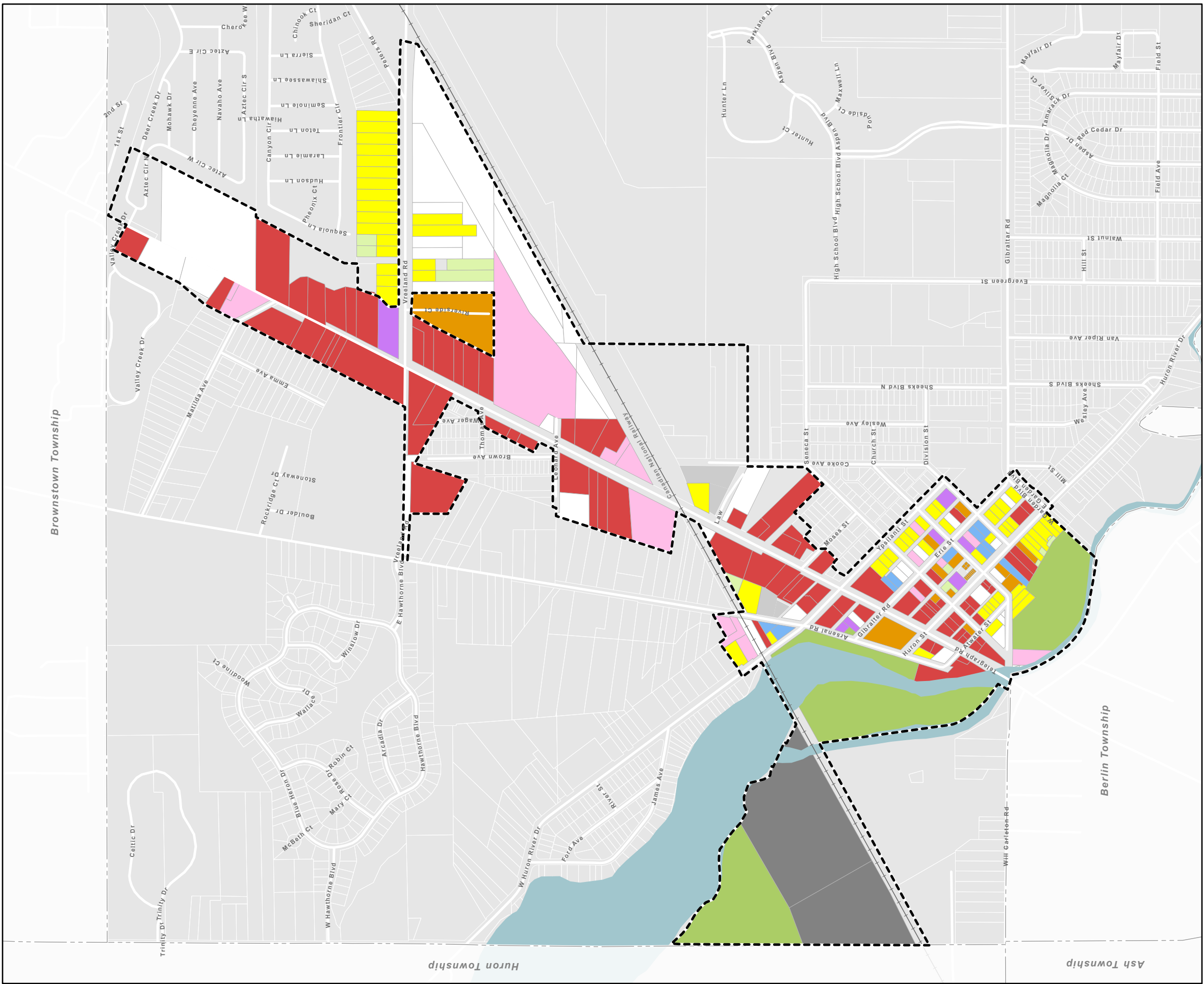
Flat Rock Metal, Inc. and Flat Rock Bagging are industrial businesses located in the Downtown Development Authority district.



VACANT AND UNDEVELOPED

There are several vacant and undeveloped land parcels located on the south side of Vreeland, west of the railroad tracks remaining within the DDA district. These are owned by the Railroad and are unlikely to be developed. In addition, there are two large undeveloped parcels at the north end of the district, east of Telegraph Road.

Additional vacant land or structures are noted on the Existing Land Use Map.



LEGEND

- | | |
|----------------------|--------------------|
| DDA Boundary | Quasi-Public |
| Municipal Boundaries | Recreational |
| Agricultural | Residential |
| Commercial | Open Space |
| Heavy Industrial | Single Family |
| Landfill | Vacant Land |
| Light Industrial | Vacant Structure |
| Multiple Family | Flat Rock Parcels |
| Mobile Home | Rivers and Streams |
| Park | |
| Office | |

Existing Land Use

Downtown Development Authority
City of Flat Rock, Michigan

December 29, 2020

Basemap Source: MCGI, Version 17a.
Data Source: Mckenna 2019.



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Substantial Renovation Projects in the DDA



Many retailers and restaurants have come to Flat Rock since the DDA last updated its development plan. Blue Heron Trading Company, Calder Dairy, Strands, and other have either relocated to Flat Rock or partaken in significant facade updates supported by the DDA. Some of the larger updates include:

DUNKIN'/BASKIN ROBBINS



The recently approved and currently under construction former Big Boy property at the southwest corner of Vreeland and Telegraph is another example of reuse of high-visibility sites in the DDA. The developer is converting the restaurant into a small strip center and drive-thru lane for Dunkin'/Baskin Robbins, a Verizon store, and another suite to be occupied. The developer has also presented plans to expand the uses on this site and the vacant property to the west on the south side of Vreeland.

HUSSEY BUILDING



Flat Rock's downtown core is also seeing reinvestment, as a formerly vacant Premin Building has been transformed into a series of suites for medical offices, retail storefronts, and studio. These renovations include storefronts facing Telegraph Road in addition to original E Huron River Drive access.

ATWATER STREET TACOS



The former driving school building at the corner of Atwater Street and Arsenal Road has been converted into a lively restaurant with patio seating and an outdoor pavilion. The prime waterfront location allows uses for a canoe rental use and enjoyment of the natural scenery. The renovation included a collaboration between the City, DDA, and owner to add more on-street parking and complete a sidewalk to the Dairy Queen.

FAMILY FARM & HOME

Occupying a portion of the former K-mart plaza, Family Farm & Home is a regional business providing retail goods for the home. The renovations consisted of interior and facade renovations and a parking lot overlay with landscaping. The refresh is anticipated to continue to the rest of the plaza's facade when other tenants are secured.

Goals and Objectives

ECONOMIC GOALS

A. Improve the Downtown Area through effective planning and implementation of public improvement projects.

SUCCESS IS

- Increased foot traffic in the downtown walking district. A walkable downtown which would lure additional stores/ shops/businesses to the area.
- Improved attention to the condition of existing buildings thru renovation and rejuvenation, façade grants as well as other incentives.
- Creation of adequate, well-marked and signed parking.

CHAMPIONS

DDA, Business Owners

Business Owners

DDA, City

B. Promote and coordinate activities aimed at improving the business climate within the District.

SUCCESS IS

- Initiate business expos – business-to-business and business-to-consumer.
- Holding quarterly business lunches.
- Designating shopping days and programs to attract businesses and consumers to the area.
- Local business events, cross marketing with city and business during holidays, parades, city events.

CHAMPIONS

DDA, Flat Rock Our
Hometown (FROH)

DDA, FROH

Business Owners, FROH

Business Owners, FROH

C. Retain existing businesses and attract new operations that complement the existing commercial offerings.

SUCCESS IS

- Designated ambassadors within the business community to assist existing business owners to create relationship between businesses and city.
- Marketing campaigns showing the city as business friendly and encourage businesses to locate or re-locate to Flat Rock.
- Online marketing tools to advertise vacant properties within the community and to outside businesses/realtors.

CHAMPIONS

Economic Development
Director (EDD)

DDA, EDD

DDA, EDD

D. Improve the economic vitality of the Downtown Area by providing a balanced mix of commercial and business uses consistent with market demands.

SUCCESS IS

- Full shop fronts.
- New buildings on existing empty lots.
- Pedestrian and family amenities nearby – playgrounds, pocket parks, street furniture, etc.

CHAMPIONS

Property Owners, EDD

Developers, EDD, Planning
Commission (PC)

City, Community Foundation

E. Foster development, redevelopment, and expansion within the Downtown District, thus creating new employment and business opportunities.

SUCCESS IS

- Available grants or incentives based on employment or taxable value.
- Increased residential base in the DDA district – work/living units, second-story condo/apartments, etc.

CHAMPIONS

EDD
Developers, PC

F. Assist the private sector in the development of vacant or underutilized land parcels in a manner which achieves the highest appropriate use potential.

SUCCESS IS

- Zoning Ordinance is reviewed to encourage appropriate land uses in the District, amend parking requirements to reflect needs of a mixed-use, walkable downtown.

CHAMPIONS

PC

G. Promote existing businesses and encourage redevelopment through marketing materials, including, but not limited to: newsletters, flyers, brochures, etc.

SUCCESS IS

- Ongoing updates to Flat Rock brochure to keep it fresh, modern, and updated. Emphasis on impressive and comprehensive design of marketing materials.
- Online versions of brochure and DDA maps.

CHAMPIONS

FROH
DDA, FROAH

H. Partner with private businesses to create job opportunities, for residents, within the DDA district.

SUCCESS IS

- Internship partnerships between schools and businesses.
- Outreach programs and advertisement of available employment opportunities in DDA.

CHAMPIONS

Business Owners, School
Business Owners

I. Encourage mixed-use development, quality architecture, and innovative design through façade improvement programs, sign grants, and technical support by design professionals.

SUCCESS IS

- Zoning Ordinance is reviewed to encourage appropriate land uses in the District, amend parking requirements to reflect needs of a mixed-use, walkable downtown.
- Well-maintained residential and commercial properties which enhance the desirability of the district and bring potential for more residential interest downtown.

CHAMPIONS

PC
Property Owners

J. Promote existing businesses and encourage redevelopment through marketing materials, including, but not limited to: newsletters, flyers, brochures, etc.

SUCCESS IS

- Developed “Design Guidelines” policies or Ordinance amendments to help the Planning Commission and staff in requiring quality building improvements with an emphasis on long-term design.
- Investments in promotion to educate the public on DDA projects like the façade improvement program.

CHAMPIONS

PC, Building Department
DDA, EDD

AESTHETIC GOALS

A. Establish a defined, attractive, and distinctive streetscape character for the Downtown Area.

SUCCESS IS

- Aesthetic upgrades on the viaduct and the landscaping in the surrounding area.
- Investment in the Telegraph streetscape project in coordination with above- and below-ground utility projects.

CHAMPIONS

EDD, Railroad
DDA

B. Support a continuity of design between new and existing developments.

SUCCESS IS

- Rejuvenation of existing buildings and properties using modern design guidelines.
- Selectively enhance unique-to-Flat Rock buildings and building patterns.

CHAMPIONS

DDA, Business Owner
DDA

C. Eliminate unattractive and blighting influences within the area.

SUCCESS IS

- Effective code enforcement on blight issues.
- Strict application of the City's non-conformance standards.

CHAMPIONS

Building Department
Building Department, PC

D. Provide an attractive buffer between commercial and residential uses.

SUCCESS IS

- Encourage effective transitions between commercial uses and residential uses.

CHAMPIONS

PC

E. Enhance the public viewshed through streetscape improvements, landscaping, and sign control.

SUCCESS IS

- Install effective wayfinding signage.
- Expanded banner programs.

CHAMPIONS

DDA
DDA

F. Assist with the maintenance and upkeep of public spaces and street right(s)-of-way.

SUCCESS IS

- Summer help and jobs for young people to maintain public spaces, landscape.
- Reward road clean-ups, planting days and other district enhancement activities with sponsorship signs (ex: adopt-a-road) or messages on the City's electronic signs.

CHAMPIONS

City
City



CIRCULATION GOALS

- A. Provide for safe, efficient and convenient traffic movement, parking, and access for vehicles, goods and people in a manner that minimizes vehicular and pedestrian conflicts yet supplies appropriate amenities.

SUCCESS IS

- Development of an alternate truck route to steer large vehicles out of downtown.
- Implementation of complete streets concepts wherever possible.
- Provide adequate parking for the current and planned uses in the District.

CHAMPIONS

DDA, City Council, City Staff,
Wayne County
PC, City
PC, City

- B. Strengthen pedestrian connections by providing accessible pathways and pedestrian amenities (e.g. fill gaps in the sidewalk network, install benches, shade, & weather structures, install wayfinding and interpretive signs, and install bike racks).

SUCCESS IS

- Complete sidewalk connections along Atwater/Arsenal to improve pedestrian access to Huroc Park.
- Complete sidewalk connections to the Flat Rock boat launch.
- Construct and install wayfinding signage to enhance pedestrian experiences.

CHAMPIONS

DDA, City
DDA, Watershed Council
DDA

FACILITY AND SERVICES GOALS

A. Develop the Downtown in a manner that complements and improves existing activities and functions.

SUCCESS IS

- Acquisition and improvement of properties in the District.

CHAMPIONS

DDA

B. Assist in providing the public improvements needed to attract new private investment.

SUCCESS IS

- Improved drainage and sewer infrastructure to help minimize stormwater concerns in DDA.
- Cost-sharing with infrastructure funds when underground work is completed by performing streetscape work in concert with construction projects.

CHAMPIONS

City

DDA, City

C. Promote both public and private reinvestment in existing infrastructure and buildings.

SUCCESS IS

- Utility services upgrades to minimize outages and remove development barriers such as public water capacity concerns (such as pressure for fire suppression systems).

CHAMPIONS

City, Public Works

D. Enhance facilities (Huroc Park, Flat Rock Boat Launch, Huron River, and non-motorized pathways) and eco-tourism opportunities within the District.

SUCCESS IS

- Improved boat launch and expanded recreational use of the Huron River.
- Resolution of portage issue with Flat Rock Metal to remove barriers to the Huron River.
- Maintain Downriver Linked Greenways and Iron Belle Trail.

CHAMPIONS

City, Watershed Council

Business Owner, City

City



BUILDING AND SITE IMPROVEMENT GOALS

- A. Support high standards for future site improvements and new developments as a method to upgrade the quality of the Downtown Area and to ensure the long term viability of the business district.**

SUCCESS IS

- “Design Guidelines” document or ordinance standards adopted. Such a document would have support from DDA, Planning Commission, City Council, staff, and other stakeholders.

CHAMPIONS

PC

- B. Eliminate current sources of blight, such as vacant buildings, sign disrepair and sign clutter, poor property maintenance practices, and inappropriate land uses.**

SUCCESS IS

- Strict adherence and enforcement of blight ordinance and zoning standards.

CHAMPIONS

Building Department,
Property Owners

- C. Encourage a high standard of property maintenance on both private and public property.**

SUCCESS IS

- Regular building maintenance and improvements.

CHAMPIONS

Property Owners, City

- D. Rehabilitate or remove blighted and vacant buildings.**

SUCCESS IS

- Strict adherence and enforcement of blight ordinance and zoning standards.

CHAMPIONS

DDA, Building Department,
Property Owners

- E. Install “gateway” features and wayfinding signage at main intersections throughout the district.**

SUCCESS IS

- Funding and installation of wayfinding signage program.
- Installation of gateway feature at Huroc Park marking the Downriver Linked Greenways and Iron Belle Trail.
- Installation of pedestrian-friendly features such as street furniture, benches, bike racks, etc.

CHAMPIONS

DDA, TIFA, City

EDD, DDA

DDA, Property Owners

LAND USE GOALS

- A. Encourage the appropriate development of vacant parcels and redevelopment of other parcels as necessary to more efficiently utilize land.**

SUCCESS IS

- Completion of a Retail Market Study to identify “Opportunity Markets” – industries that, based on data, have the opportunity to draw significant consumer spending in the DDA District.
- Remove, through acquisition or code enforcement, structures and uses that are detrimental to the DDA Vision.

CHAMPIONS

DDA

DDA, Building Department

- B. Protect the residential neighborhoods adjacent to the non- residential land uses through adequate screening and street development.**

SUCCESS IS

- Encourage effective transitions between commercial uses and residential uses.

CHAMPIONS

PC

- C. Improve the existing street network and the related vehicular and pedestrian access points.**

SUCCESS IS

- Development of an alternate truck route to steer large vehicles out of downtown.
- Implementation of complete streets concepts wherever possible. .

CHAMPIONS

DDA, City Council, City Staff,
Wayne County

PC

- D. Dispose of vacant public lands in a manner which creates an additional tax base for the community.**

SUCCESS IS

- Use DDA properties for commercial purposes or supporting uses (parking, for example).

CHAMPIONS

DDA



SOCIAL GOALS

- A. Provide, in the DDA, an organization that unifies the owners and operators of businesses in the Downtown Area, thus fostering a spirit of cooperation.**

SUCCESS IS

- FROH, expand, fund and request funding for other events outside the DDA through the city (ex: Taste of Flat Rock).

CHAMPIONS

FROH

- B. Use the DDA as an interface between the City Government, residents and the business community, to develop solutions to mutual concerns.**

SUCCESS IS

- Open meetings every quarter with topic to encourage public trust and business participation (ex: Business Forum).

CHAMPIONS

DDA

- C. Improve the overall quality of life within the City in innovative ways that are mutually beneficial to the residential and commercial interest of the community.**

SUCCESS IS

- Events for public continue and expand, including Easter Egg Hunt, Spooktacular, Taste of Flat Rock, etc.
- Increased residential population to support events and businesses.

CHAMPIONS

DDA, FROH

Developers, PC

- D. Support efforts to improve area security and promote the increased visibility and effectiveness of public safety activities.**

SUCCESS IS

- Integrate public safety events, like “Coffee with a Cop” or similar, into existing business operations.
- Open houses for police and fire, and city government.

CHAMPIONS

City, Business Owners, EDD

Public Safety

Planned Projects in the DDA Area



SPECIAL EVENTS

Programming for festivals and business development programs. The DDA has and intends to provide financial and involvement assistance for festivals, business showcases, and other events and outreach. Taste of Flat Rock, Summer Blast, Spooktacular, the Business Expo, Christmas Passport Program, and gift card giveaways are just some of the community events the DDA participates in and intends to continue with.

DOWNTOWN

Support for Downtown. The DDA sees value in the collaboration with other community organizations, and budgets approximately \$25,000 annually into programs and purchases to support the growth and success of businesses along Huron River Drive and Gibraltar Road.

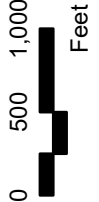
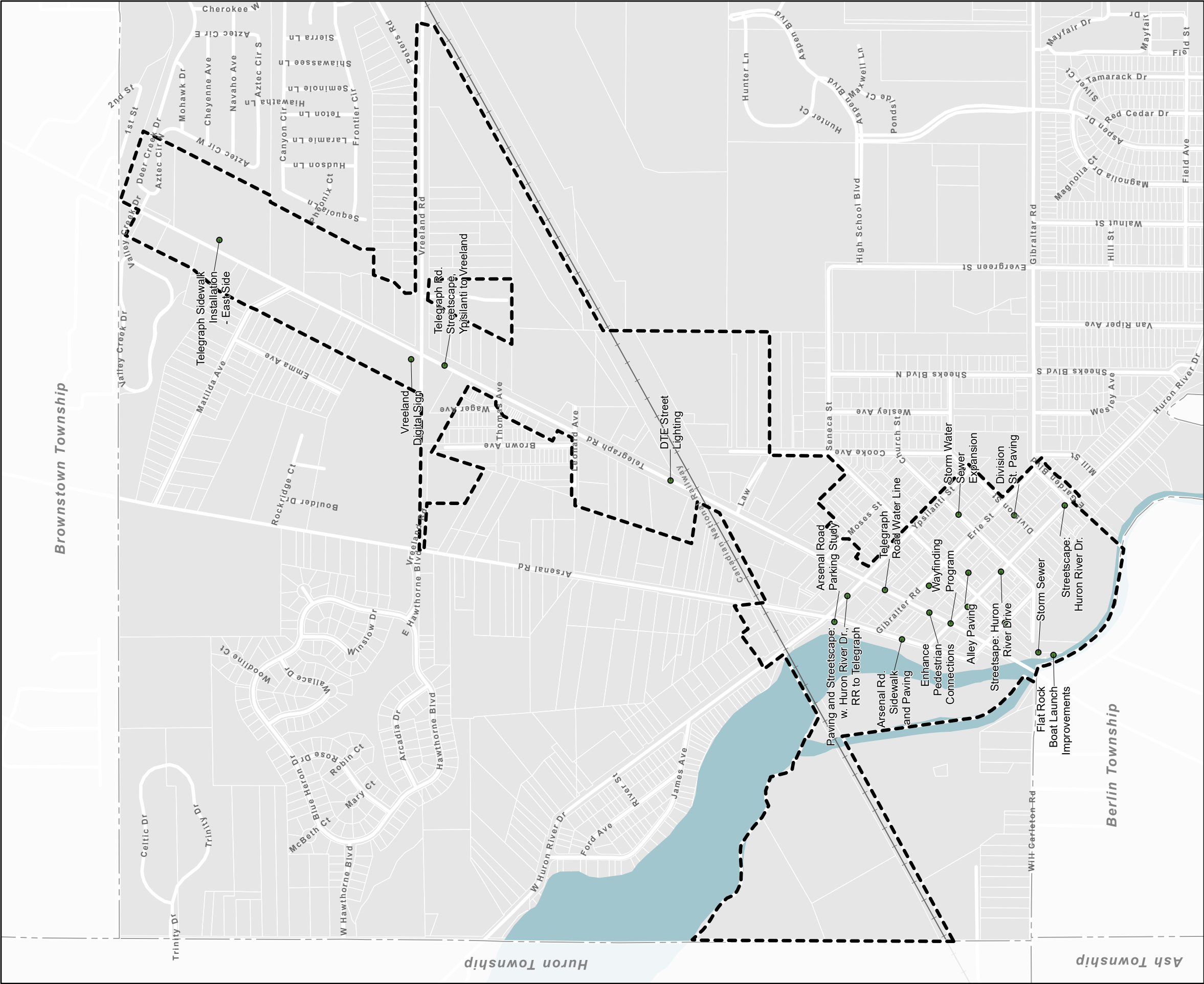


REDEVELOPMENT READY COMMUNITIES (RRC) PARTICIPATION:

Establish a DDA Vision/Sub-area Plans. Preparing focused, design-based plans for small areas or sites in the district will help define the DDA's vision in meaningful ways. Plans will highlight the need for ordinance modifications to allow design flexibility, signal to developers the City's desire for innovative and context-appropriate buildings and investments, and market vacant or underutilized properties.

Prepare a Property Marketing Plan. The DDA intends to outline a marketing toolkit for properties within the district owned by the DDA and potentially individual property owners. This could be an online interactive map, a website with available buildings and properties, or other active marketing tools. Information regarding zoning, permitted uses and project densities, and nearby amenities will help paint a picture of the possibilities for redevelopment.

Establish a DDA Resources Guide. The DDA offers façade improvement grants, marketing on its website, business development resources, an Economic Development professional and other resources to help local business thrive. The DDA intends to create a "one-pager" to have available for owners or investors to give an overview of resources and information on how to get assistance.



- LEGEND**
- DDA Boundary
 - Project Location
 - Municipal Boundaries
 - Railroads
 - Rivers and Streams
 - Flat Rock Parcels

MAP #4
Project Map

City of Flat Rock
December 29, 2020

Basemap Source: MCGI, Version 17a.
Data Source: McKenna 2019.



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Public Engagement and Outreach. The DDA intends to work with the City and a consulting firm to create and implement an engagement program. As it relates to the RRC program, these engagement efforts will look at what the City communicates well to residents and property owners, where the City's shortcomings are, and methods and remedies for future improvements.

Business Recruitment and Retention. The DDA and Economic Development Director continue to work with existing and potential business owners to help commerce thrive. Ranging from grant assistance to pre-application development meetings, the DDA will continue to help local business survive and thrive.

PROPERTY ACQUISITION

Parcel assemblage and blighted parcels. One of the tenets of an active and engaged DDA is the acquisition of blighted, vacant, or underutilized properties which can be upgraded to improve marketability and desirability for reinvestment. By purchasing blighted properties and cleaning them up, the value of the properties (and those adjacent) will increase. Similarly, where the DDA can purchase several adjacent parcels and market them as one site, the properties become more valuable to a developer who then has more design flexibility and has the potential to see a higher return on their investment. The DDA will continue to look for opportunities to acquire real estate in strategic locations.

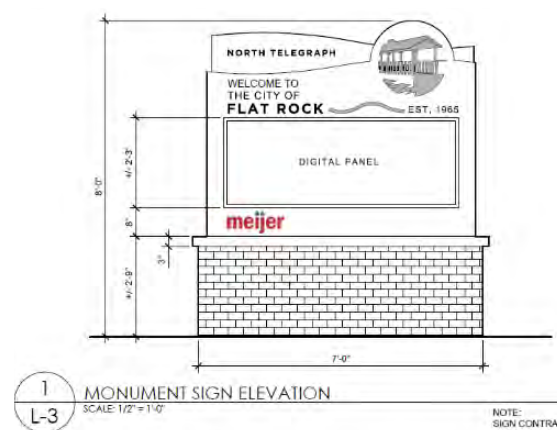
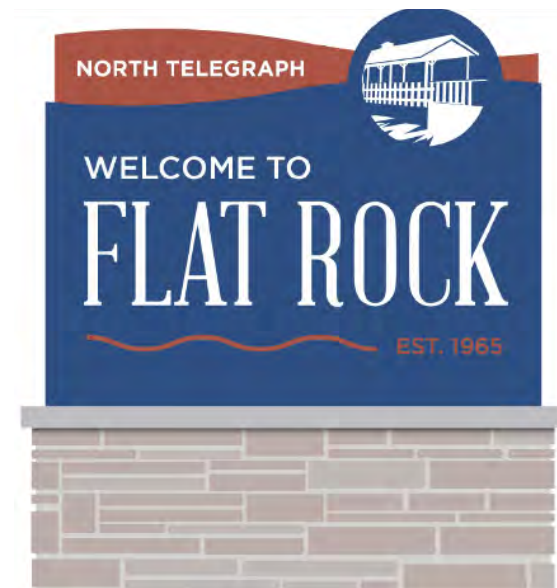
WAYFINDING

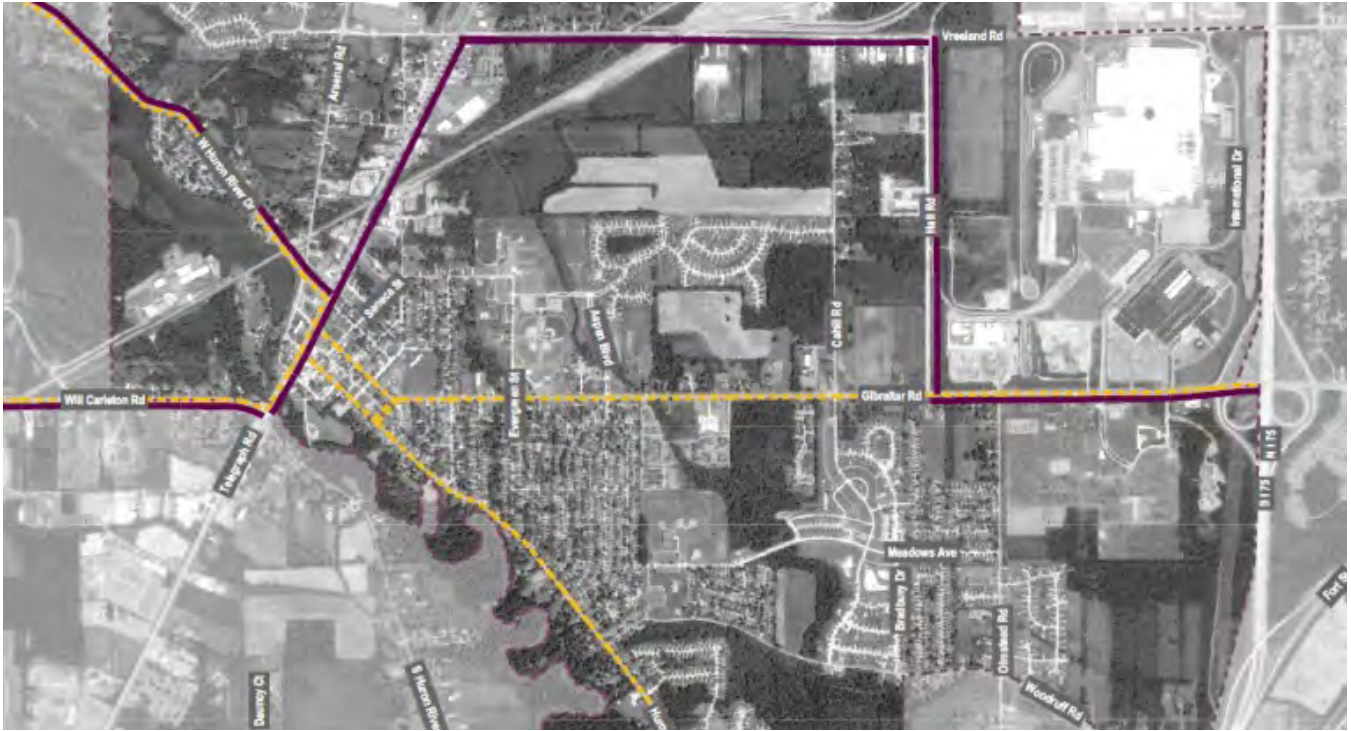
District signage. The DDA has prepared a wayfinding program for the district in cooperation with TIFA and the City which defines a graphic style and complete signage concept. The Plan is completed, showing locations of signs and the specific text that will be on each. To fund the complete program will take collaboration between the DDA, TIFA, and the City.

Digital signs for City Hall and Telegraph/Vreeland. The DDA has long desired to construct a digital message sign in front of City Hall and at the northwest corner of Telegraph and Vreeland Roads. The boards will allow the City to advertise community events and other messages to support the DDA's efforts.

BUSINESS BEAUTIFICATION

Facade Improvement Program. The DDA finds value in reinvestment into existing buildings through facade improvements. The ongoing program funds signage, windows, doors, masonry, and other building quality improvements to help sustain building quality and allowing business owners to invest in their business rather than the infrastructure.





STREET AND PARKING IMPROVEMENTS

Arsenal Road Parking and Traffic Control Study and Improvements. Parking and vehicular circulation along Arsenal Road near Huroc Park has been a concern due to the high rate of vehicle speeds, lack of available parking, and potential conflict with pedestrians walking in the road. The DDA intends to help resolve these issues through the completion of a traffic study by a traffic consultant. Recommendations from such a program are anticipated to result in infrastructure improvements to correct the identified issues. Improvements are anticipated to help support recreation and business on the west side of Telegraph Road.

Huron River Drive – Truck Route Removal. One of the consistent barriers to the desirability of locating a business in downtown Flat Rock has been the presence of large truck and hauler traffic along Huron River Drive due to its status as a Wayne County designated truck route. The DDA and City intend to work with Wayne County to remove this designation and define a new route outside of the downtown district.

BOAT LAUNCH

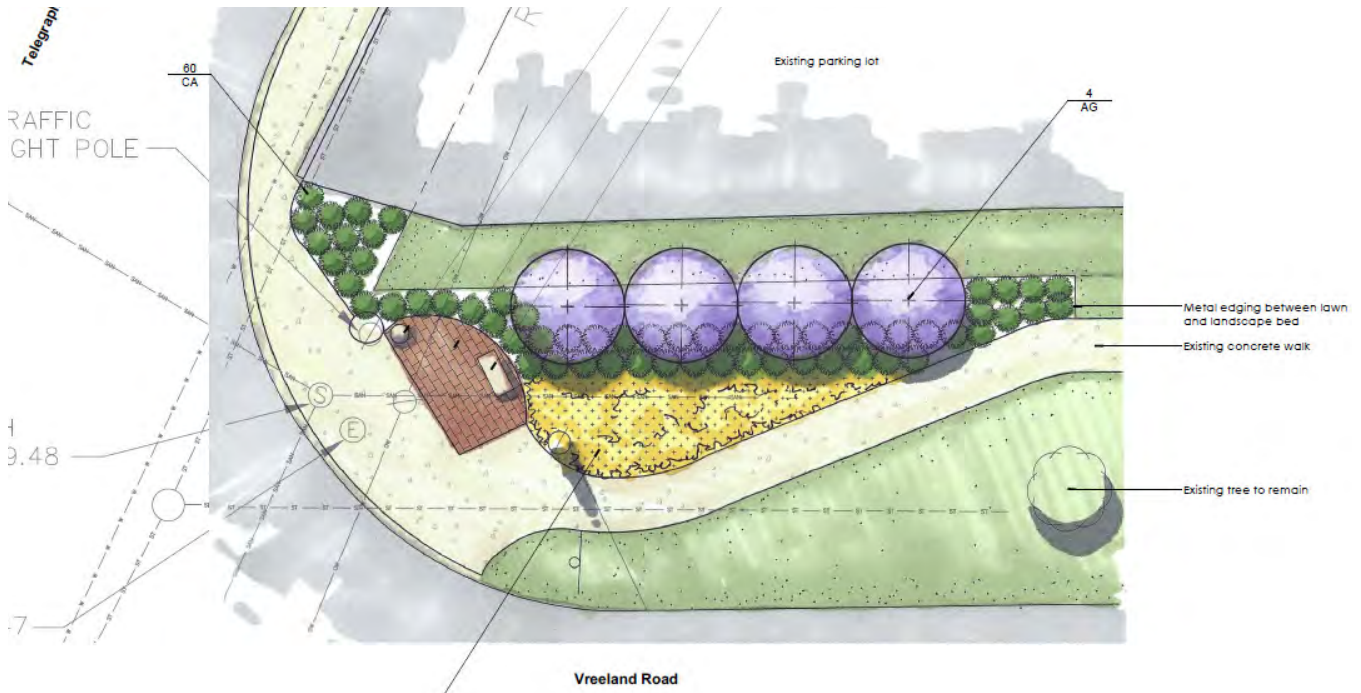
Access and Parking Improvements. The City has acquired the boat launch site along the Huron River at the southern end of Church Street. Improvements to the parking area, including signage and ingress/egress routes, will help ensure that residents can easily access the site.

Pedestrian connections to Downtown. In addition to the vehicular amenities to make the site easy to use, pedestrian walks and wayfinding will allow boat launch users to access downtown businesses on foot without getting in their cars to go downtown and use the retail and restaurants and hop on the bike trail. An easy-to-use sidewalk and pedestrian system will link this site and contribute to its success.

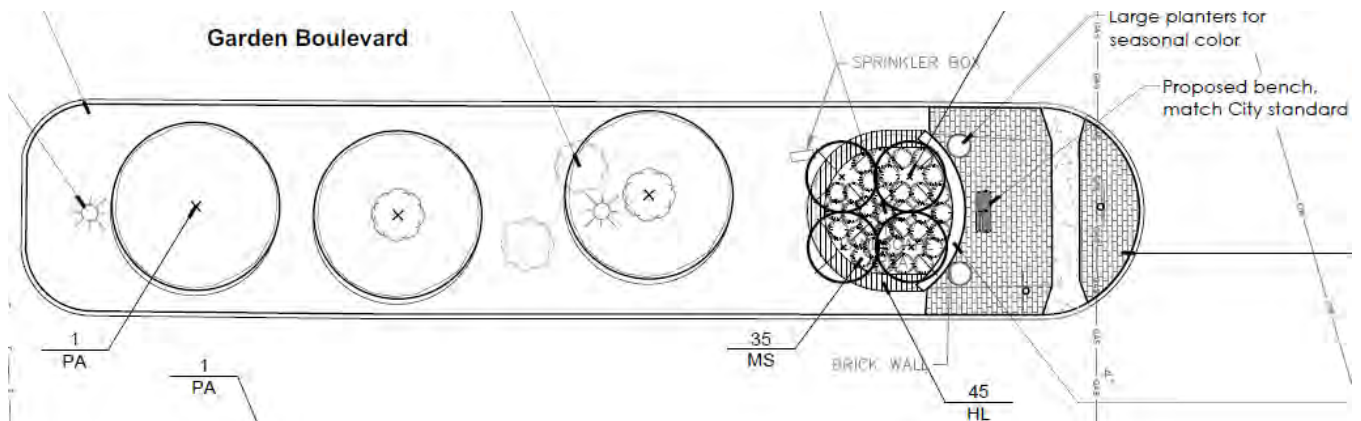
STREETSCAPE ENHANCEMENTS

North Telegraph Road. Complete the remaining sections of streetscape on north Telegraph Road.

Vreeland Road. Renovate, repair, and replace Vreeland Road, including streetscape improvements, between Telegraph Road and the railroad tracks. This will help mirror the improvements on the west side of Telegraph that were completed with Meijer's development and signal to traffic they are entering a commercial district.



Garden Boulevard. Streetscape improvements to Garden Boulevard will help bring a cohesive aesthetic to the eastern edge of the downtown commercial area. Improved seating areas at the northern and southern ends of the boulevard will provide pedestrian enhancements with benches and planters.





WATER MAIN UPGRADES

System improvements in the District. System-wide water improvements have been identified by the City's Engineer and should be made in coordination with streetscape improvements. These water main improvements will improve water quality, ensure adequate fire suppression can be achieved in new developments, and enhance the longevity of the entire system.

PEDESTRIAN IMPROVEMENTS

Complete sidewalk network along N Telegraph Road's east side.

Installation of a non-motorized pathway or sidewalk along the east side of Telegraph Road from Vreeland Road to the northern City (and DDA) boundary will help provide pedestrian access from Deerfield Estates to businesses in the district. This improvement will help provide ADA access where there is an existing footpath in the right-of-way.



Telegraph Road Pedestrian Crossing Study and Improvements. One of the consistent barriers for pedestrians and downtown visitors is the disconnect between the west and east sides of the downtown area caused by Telegraph Road. The road is wide, with heavy trucks and fast traffic, making it difficult to safely cross the road as a pedestrian. As a result, the park is separated from the rest of downtown. The DDA desires to study what improvements can help pedestrians navigate Telegraph, whether the fixes be improved traffic signalization, boulevard breaks, enhanced pedestrian crossing measures, truck re-routing, or a combination of these elements.

Street Furniture Acquisition. The DDA continues its efforts to provide benches, trash cans, bike loops and racks, and other pedestrian and non-motorized amenities to help enhance the pedestrian experience and encourage patronage downtown.

Table 2: DDA Project List

| | PROJECT | TYPE OF DEVELOPMENT | ANTICIPATED TIME LINE FOR COMPLETION | ANTICIPATED COST OF PROJECT |
|----------------|--|---|--------------------------------------|-----------------------------|
| PROGRAMMING | Special Events: | Programming for festivals and business development programs | Ongoing | \$25,000 annually |
| | Flat Rock: Our Hometown (FROH) | Support for FROH | Ongoing | \$25,000 annually |
| MARKETING | Redevelopment Ready Communities (RRC) Participation: | Establish a DDA Vision / Sub-area plans | 2022-2024 | \$30,000 |
| | | Prepare Property Marketing Plan | 2022-2024 | \$20,000 |
| | | Establish a DDA Resources Guide | 2021-2022 | \$5,000 |
| | | Public Engagement and Outreach | 2021-2022 | \$50,000 |
| | | Business recruitment and retention | Ongoing | \$20,000 |
| REAL ESTATE | Property Acquisition: | Parcel assemblage, blighted parcels | Ongoing | TBD |
| INFRASTRUCTURE | Wayfinding: | District signage | 2021-2022 | \$125,000 |
| | | Digital signs for City Hall and Telegraph/Vreeland | 2021-2022 | \$75,000 |
| | Business Beautification: | Façade Improvement Program | Ongoing | \$50,000+ annually |
| | Street and Parking Improvements: | Arsenal Road Parking and Traffic Control Study, Improvements | 2021-2022 | TBD |
| | | Huron River Drive - Truck Route Removal | 2021-2022 | TBD |
| | Boat Launch: | Access and Parking Improvements | 2022-2024 | \$600,000 |
| | | Pedestrian connections to Downtown | 2022-2024 | TBD |
| | Streetscape Enhancements: | North Telegraph Road | 2022-2024 | \$250,000 |
| | | Vreeland Road | 2025-2026 | \$1,100,000 |
| | | Garden Boulevard | 2021-2022 | TBD |
| | Water Main Upgrades: | System improvements in the DDA | Ongoing | TBD |
| | Pedestrian Improvements: | Complete sidewalk network along N Telegraph Road on the east side | 2022-2024 | \$175,000 – 200,000 |
| | | Telegraph Road Pedestrian Crossing Study, Improvements | 2021-2022 | TBD |
| | | Street furniture acquisition | Ongoing | TBD |

Downtown Development Authority Act Requirements

The DDA will comply with Act No. 58 of 2018. The following statements describe how the DDA will address specific requirements of the Act.

CONVEYANCE OF LAND OR DEVELOPMENTS

The DDA owns parcels currently and is pursuing pointed investment in properties where due diligence finds the DDA's goals and objectives are supported. Future projects consistent with the goals of this plan may include DDA participation in the development of property within the DDA boundaries, via having ownership in property, directly leasing property, selling, or otherwise directly conveying any property or any portion of a development. The person or persons to whom such property may be leased or conveyed is unknown at this time.

Any proposed acquisition and disposition procedures will include the ability of the Authority to dispose of acquired parcels or lots with the value of such parcels or lots based upon an independent appraisal of the real estate by a qualified and certified Michigan Appraisal Institute (MAI) real estate appraiser licensed to perform such work in the State of Michigan. In the event the Authority determines to dispose of a parcel or parcels of real property, the sale may be for more than appraised value, at appraised value, or below the appraised value at the discretion of the DDA board.

BID PROCEDURES

Bidding shall be in compliance with the bidding procedures for the City of Flat Rock as specified by City Charter.

The DDA may be interested in the future in participating in the redevelopment of certain property within the DDA boundaries, via having ownership in property, directly leasing property, selling, or otherwise directly conveying any property or any portion of a development.

RESIDENTS OF THE DDA

Based on the most recent survey the City found that there are currently less than 100 people in the DDA. This is different from the number that was previously estimated. In the past, the years it was recorded that the number of people living in the DDA was over 100, because of recent updates in technology a more accurate number of people is recorded with in the area and that number is below 100. From the initial count, we have 62 improved residential properties within the DDA district and 11 vacant which gives of a total of 73 residential properties (as classified by the Assessor) in the DDA District which means the advisory board is no longer required.

There are no plans at this time to displace any individuals or families due to proposed development projects.

DISPLACEMENT PROCEDURES

If, and when, any persons are to be displaced as a result of implementation of any part of this plan, then a procedure for relocation of these persons will be prepared by the DDA. These procedures will establish priority for the relocation of persons displaced by DDA development in any new housing in the Development Area.

If persons are identified to be displaced, then the cost of relocating all persons displaced by the proposed development, including financial assistance, reimbursement expenses (including litigation expenses and expenses incidental to the transfer of title); will be made from the tax increment revenues or other available funds in accordance with the standards and provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Act, as amended.





03

AMENDED TAX INCREMENT FINANCING PLAN

Purpose of the Tax Increment Financing Plan

The DDA was established in order to accomplish a number of goals, such as to increase property tax valuation, halt decline in property values and facilitate the overall economic growth of the City's business district. On that basis, the City Council deemed it beneficial and necessary to create and provide for the operation of a Downtown Development Authority under the provisions of the DDA Act.

The DDA has determined that the 2021 Restated Plan, including establishing a new base year is necessary to achieve the purposes of the DDA Act. Further, the DDA is authorized to prepare and submit the TIF Plan to the governing body. The TIF Plan includes the preceding Development Plan, along with a detailed explanation of the tax increment procedure, the maximum amount of bonded indebtedness to be incurred, the duration of the program, the impact of tax increment financing on the assessed values of all taxing jurisdictions in which the development area is located, and a statement of the portion of the captured assessed value to be used by the DDA.



Section 214, of Act 57, as amended, provides that the activities of the Downtown Development Authority (“DDA”) may be financed through the proceeds of a Tax Increment Financing Plan (“TIF Plan”). Section 214(1) of Act 57, as amended, provides that:

When the authority determines that it is necessary for the achievement of the purposes of this part, the authority shall prepare and submit a tax increment financing plan to the governing body of the municipality. The plan shall include a development plan as provided in section 217, a detailed explanation of the tax increment procedure, the maximum amount of bonded indebtedness to be incurred, and the duration of the program, and shall be in compliance with section 215. The plan shall contain a statement of the estimated impact of tax increment financing on the assessed values of all taxing jurisdictions in which the development area is located. The plan may provide for the use of part or all of the captured assessed value, but the portion intended to be used by the authority shall be clearly stated in the tax increment financing plan. The authority or municipality may exclude from captured assessed value growth in property value resulting solely from inflation. The plan shall set forth the method for excluding growth in property value resulting solely from inflation.

On April 5, 1990, the DDA determined that it was necessary for the achievement of the purposes of Act 57, as amended, to prepare and submit to the City Council a TIF Plan for the development of the area under its jurisdiction. The City Council approved the TIF Plan on May 16, 1990. As provided by Section 214(5) of Act 57, the TIF Plan may be modified by the City Council upon notice and after public hearings as required for the approval of the original TIF Plan. As part of the Restated Plan, the TIF plan has been updated based on Act 57 of 2018, which took effect on January 1, 2019. The base year for TIF projections in the restated plan is 2020.

Tax Increment Financing Procedures

A detailed explanation of the tax increment procedure is found in Section 214 through 219 of Act 58, as amended, a copy of which is found in the Appendix of this plan. Tax Increment Financing allows the DDA to collect the incremental property tax increase when the current assessed value of all properties within a Development Area exceeds the initial assessed value of the properties. The initial assessed value is defined in Act 57, as amended, as “the most recent assessment roll of the municipality for which the equalization has been completed at the time the resolution is adopted.” For the 1988 plan, the initial assessment roll was December 31, 1988, for the assessed property located within the DDA. Then, in 2007 when the boundaries of the DDA were amended to incorporate additional properties, the base year for the new parcels only was determined to be 2007.

The 2020 plan does not propose modifications to the boundaries shown in the 2007 plan. The 2019 base year assessed value for the Restated Plan has been determined for all parcels within the DDA district, current as of December 31, 2019.

The current assessed value refers to the assessed value of all properties, real and personal, within the Development Area established each year subsequent to the adoption of the Tax Increment Financing Plan. The amount in any one year by which the current assessed value exceeds the initial assessed value, including real and personal property, is defined as “captured assessed value.” The tax increment revenue transmitted to the DDA results generally from applying the tax levy of all taxing bodies to the captured assessed value.

Increases in assessed values, within the development area, can result from any of the following:

1. Construction of new developments occurring after the establishing of the “initial assessed value.”
2. Construction through rehabilitation, remodeling, alterations, or additions occurring after the date establishing the “initial assessed value.”
3. Increases in property value which occur for other reasons, i.e., inflation.

Tax increment revenues transmitted to the DDA can be used either as they accrue annually or can be pledged for debt service on general obligation tax increment bonds issued by the municipality. If bonds are to be sold, the municipality may not pledge, for annual debt service requirements, an amount in excess of 80% of the estimated tax increment revenues to be received from the Development Area for that year. The bonds are subject to the Michigan Municipal Finance Act and may not exceed a maturity date of more than 30 years.

The DDA may expend tax increment revenues only in accordance with the Tax Increment Financing Plan, with any surplus revenues reverting proportionately to the respecting taxing jurisdictions. The Tax Increment Financing Plan may be modified upon approval of the City Council after notification and hearing as required by Act 57, as amended. When the City Council finds that the purposes for which the Plan was established have been accomplished, it may abolish the Plan.

Captured Assessed Value and Tax Increment Revenues

The initial assessed value within the DDA was established on December 31, 2019. The 2020 base year will serve as the “initial base year” for purposes of this tax increment financing plan for that property within the original boundaries of the DDA. The 2020 base year will also apply parcels added in 2007.

Assessed valuation projections are based upon anticipated major improvements within the DDA coupled with minor new development and remodeling of existing structures. The following table summarizes the projected captured revenue for the duration of the Plan.

The actual tax increment revenue to be transmitted to the DDA will likely vary from estimates based upon the actual tax levy of all taxing jurisdictions during each year of the TIF Plan and the actual assessed value in the Development Area. It is the intention of the DDA through this TIF Plan to use the entire captured assessed value in the Downtown Area for the purposes defined in the Development Plan and period hereinafter set forth, and not to exclude assessed value growth in property resulting solely from inflation.

Table 3: Future Capture Estimates

| YEAR | DDA DISTRICT TAXABLE VALUE | MILL RATE | DEVELOPMENT AREA TAXABLE VALUE INCREMENT | TOTAL "AVAILABLE" TAX INCREMENT |
|-------------------------------|-------------------------------|-----------|--|------------------------------------|
| Base year 2020 | \$34,599,945 | 54.257 | 0 | \$- |
| 2021 | \$35,291,943.90 | 54.257 | \$691,998.90 | \$37,545.78 |
| 2022 | \$35,997,782.78 | 54.257 | \$705,838.88 | \$38,296.70 |
| 2023 | \$36,717,738.43 | 54.257 | \$719,955.66 | \$39,062.63 |
| 2024 | \$37,452,093.20 | 54.257 | \$734,354.77 | \$39,843.89 |
| 2025 | \$38,201,135.07 | 54.257 | \$749,041.86 | \$40,640.76 |
| 2026 | \$38,965,157.77 | 54.257 | \$764,022.70 | \$41,453.58 |
| 2027 | \$39,744,460.92 | 54.257 | \$779,303.16 | \$42,282.65 |
| 2028 | \$40,539,350.14 | 54.257 | \$794,889.22 | \$43,128.30 |
| 2029 | \$41,350,137.14 | 54.257 | \$810,787.00 | \$43,990.87 |
| 2030 | \$42,177,139.89 | 54.257 | \$827,002.74 | \$44,870.69 |
| 2031 | \$43,020,682.68 | 54.257 | \$843,542.80 | \$45,768.10 |
| 2032 | \$43,881,096.34 | 54.257 | \$860,413.65 | \$46,683.46 |
| 2033 | \$44,758,718.27 | 54.257 | \$877,621.93 | \$47,617.13 |
| 2034 | \$45,653,892.63 | 54.257 | \$895,174.37 | \$48,569.48 |
| 2035 | \$46,566,970.48 | 54.257 | \$913,077.85 | \$49,540.87 |
| 2036 | \$47,498,309.89 | 54.257 | \$931,339.41 | \$50,531.68 |
| 2037 | \$48,448,276.09 | 54.257 | \$949,966.20 | \$51,542.32 |
| 2038 | \$49,417,241.61 | 54.257 | \$968,965.52 | \$52,573.16 |
| 2039 | \$50,405,586.44 | 54.257 | \$988,344.83 | \$53,624.63 |
| 2040 | \$51,413,698.17 | 54.257 | \$1,008,111.73 | \$54,697.12 |
| 2041 | \$52,441,972.14 | 54.257 | \$1,028,273.96 | \$55,791.06 |
| 2042 | \$53,490,811.58 | 54.257 | \$1,048,839.44 | \$56,906.88 |
| 2043 | \$54,560,627.81 | 54.257 | \$1,069,816.23 | \$58,045.02 |
| 2044 | \$55,651,840.37 | 54.257 | \$1,091,212.56 | \$59,205.92 |
| 2045 | \$56,764,877.18 | 54.257 | \$1,113,036.81 | \$60,390.04 |
| 2046 | \$57,900,174.72 | 54.257 | \$1,135,297.54 | \$61,597.84 |
| 2047 | \$59,058,178.21 | 54.257 | \$1,158,003.49 | \$62,829.80 |
| 2048 | \$60,239,341.78 | 54.257 | \$1,181,163.56 | \$64,086.39 |
| 2049 | \$61,444,128.61 | 54.257 | \$1,204,786.84 | \$65,368.12 |
| 2050 | \$62,673,011.19 | 54.257 | \$1,228,882.57 | \$66,675.48 |
| 2051 | \$63,926,471.41 | 54.257 | \$1,253,460.22 | \$68,008.99 |
| TOTAL for 30 year plan | | | | \$1,591,169.34 |

Estimated Impact on All Taxing Jurisdictions

Adoption of the TIF Plan will not adversely impact the assessed values of property upon which taxing jurisdictions depend for tax revenue. On the contrary, the Authority proposes to strengthen the Downtown Area. This is to be accomplished by using the additional tax revenues generated in the Development Area to make public improvements and induce and encourage private development.

As provided by Act 57, as amended, tax revenues generated from within the Development Area prior to the adoption of the TIF Plan will continue to be distributed to all taxing jurisdictions during the duration of this Plan. Upon completion of the Development Plan, as restated, all additional tax revenues, having been captured by the Authority will be distributed proportionately to the taxing jurisdictions.

It is anticipated that the public improvements proposed for the Development Area and the private improvements they induce will provide long-term stability and growth in the Development Area and the City as a whole. This will benefit all taxing jurisdictions. This benefit will result from increases in property valuations surrounding the Development Area; increases in property valuations in the Development Area at the time the TIF Plan is completed, and increases in property valuations throughout the entire community which is, to some degree, dependent upon the well-being of the Downtown District for stability and growth.

The proposed creation of this Development Area shall in no way diminish the existing assessed values of the property within the area boundaries. The local taxing jurisdictions shall therefore suffer no loss of current tax revenues.

For the period during which the TIF Plan and Development Plan are in effect, the assessed values of properties within the Development Area shall effectively remain constant insofar as the local taxing jurisdictions are concerned. Any increase in property values would generate tax increment revenues which shall be available only to the Authority during the duration of the Plan.

The Authority proposes all of the eligible taxes, subject to any agreements with the various taxing units, levied on the captured assessed value within the district, be used by the Authority from year to year to accomplish the purposes of this plan.

In summary it is anticipated that the development activities of the Authority, financed in whole or in part by tax increment revenues, will produce a positive, material effect on the assessed values of the property within and in proximity to the development and will ultimately result in the eventual collection of greater real and personal property tax revenues than could otherwise have been available.

Use of Tax Increment Revenues

Tax increment revenues derived from the Development Area shall be utilized to finance public improvements within the development area, as proposed in the Development Plan. The manner in which the tax increment revenues will be utilized to finance these public improvements is summarized below.

Tax Increment Bonds

The Authority is not recommending the financing of any project with tax increment bonds, general obligations bonds, revenue bonds, or promissory notes. Though not anticipated at this time, the Authority reserves its option to finance improvements with one or more tax increment bonds to be issued as approved by the City Council, based on the recommendations of the Authority. The maximum amount of the bond indebtedness shall be \$5 million.

Pay-As-You-Go Financing

The Authority is proposing to finance the Development Plan on a pay-as-you-go basis. The City Council, upon the recommendation of the Authority, shall embark upon various parts of the proposed improvements as tax increment revenue is available. Tax increment revenue shall also be utilized to pay administrative and operation costs of the Authority including wages, salaries, and fringe benefits of Authority employees, contractual services, promotions, advertising, and printing costs and any other such costs to the extent provided in the annual budget of the Authority. The Authority contributes to the salary of the City's Economic Development Director (the City's TIFA authority is the other contributing entity).

Projected revenues and expenditures are summarized below. Revenues from various sources are assumed in the financing plan. It is possible that the City may assist in the financing from the general fund and Community Development Block Grant Revenues to enable timely completion of the various elements embraced in the Development Plan. Further, there is a possibility of financing portions of the improvements from private sources from special assessments, site plan requirements, and the resale of property assembled for development.

The actual revenues realized in any given year may vary from the projected amount. As such, the development schedule shall be viewed as a guide and will be modified as necessary when actual available revenue amounts are known, subject to the annual approval of the Authority budget and projects by the City Council.

On-Going Activities

Authority maintenance and administration may utilize a reasonable portion of the annual TIF revenues. Architectural and rehabilitation assistance for facades, blight improvements to commercial buildings, signs, and interior landscaping may be funded by a portion of annual TIF revenues.

TIF revenues may be used on an as-needed basis for development projects that cannot yet be estimated for budgeting purposes, such as parcel assemblage and the acquisition of blighted parcels. Other examples of as-needed projects include right-of-way acquisition for greenways/non-motorized improvements, Eco-tourism marketing, public/private opportunities, or other similar projects.

The tax increments received shall be expended only pursuant to the TIF Plan. Surplus funds shall revert proportionate to the respective taxing jurisdictions. Annually and in accordance with Act 57, as amended, the Authority shall submit to the City Council and the State Tax Commission a report on the status of the tax increment financing account. The report shall include the following:

1. The amount and source of revenue in the account.
2. The amount in any bond reserve account.
3. The amount and purpose of expenditures from the account.
4. The amount of principal and interest in any outstanding bond indebtedness.
5. The initial assessed value of the project area.
6. The captured assessed value retained by the Authority.
7. The tax increment revenue received.
8. The number of jobs created as the result of the implementation of the TIF Plan.
9. Any other information the City Council and the State Tax Commission considers necessary.

The report shall be published annually in the official city newspaper.

Duration of the Tax Increment Plan

The TIF Plan commenced MONTH, DAY, 2020, and will terminate December 31, 2050. The term may be extended by amendment or modification as provided by Act 57, Section 214(5). Extension of time periods may be necessary to allow retirement of bond obligations during later years of the Development Plan. Upon completion of the Development Plan, all “excess” revenues captured will be proportionately distributed to the taxing jurisdictions.

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04

APPENDIX

Appendix A: Adoption Documents

ZICK LAW OFFICE

3173 Biddle Avenue
Wyandotte, MI 48192
(734) 285-8500

Fax #: (734) 281-1780

Email: zicklawoffice@gmail.com

Matthew A. Zick

November 16, 2021

AGENDA ITEM - UNFINISHED BUSINESS

Mayor and Council
City of Flat Rock
25500 Gibraltar Road
Flat Rock, MI 48134

**Re: Adoption of Development and Plan Update for DDA
(2nd Reading - Ord. No. 453)
Our File No. 21-116**

Dear Mayor and Council:

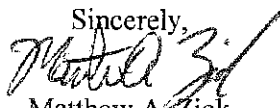
Please find for your review and consideration, the proposed Development and Plan Update for the Downtown Development Authority (DDA).

As previously discussed at the Council Meeting of November 15, 2021, the Plan Update extends the operating authority of the DDA to the year 2051.

Please be advised that this is the second reading of this Ordinance. If this proposed DDA Plan Update meets with Council's approval, please pass a Motion to suspend the second reading of the Ordinance and then pass a separate Motion to adopt the Ordinance.

Thank you for your attention to this matter. If you should have any questions, please feel free to contact my office.

Sincerely,


Matthew A. Zick
City Attorney

MAZ/kp
Attachments

2021 11 15 11:15 AM

11.15.2021

Wrobel

Martin

Motion Carried: 6-0

SUSPEND 2ND READING
ORDINANCE

DATE: 12.06.2021

MOTION BY: Martin

SUPPORTED BY: Hammond

Motion Carried: 4-0

CITY OF FLAT ROCK
APPROVED

BY: Council

DATE: 12.06.2021

MOTION BY: Martin

SUPPORTED BY: Wrobel

Motion Carried: 4-0

City of Flat Rock
Wayne County, Michigan

Ordinance No. 453

AN ORDINANCE TO AMEND THE CODE OF THE CITY OF FLAT ROCK BY ADDITION OF A NEW SECTION, WHICH NEW SECTION SHALL BE DESIGNATED AS SECTION 34-42 OF CHAPTER 34 OF ARTICLE II OF SAID CODE, ADOPTING AND APPROVING AN AMENDMENT TO THE DOWNTOWN DEVELOPMENT PLAN AND TAX INCREMENT FINANCING PLAN FOR THE DOWNTOWN DEVELOPMENT AUTHORITY.

The City of Flat Rock Ordains:

Section I. The code of the City of Flat Rock is hereby amended by adding Section 34-42 of Chapter 34 of Article II to read as follows:

Section 34-42. Second Amendment to Plan

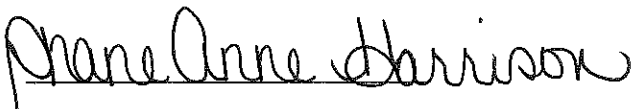
The Council, after a public hearing, notice of the same having been given pursuant to Section 218 of Public Act 57 of 2018, as amended, and after reviewing the Amended Plan and criteria required in Section 219 of Public Act 57 of 2018, as amended, hereby approves the Amended Downtown Development Plan and Tax Increment Financing Plan promulgated by the Flat Rock Downtown Development Authority, dated April 1, 2021.

Section II. That all ordinances or parts of ordinances, the Code of the City of Flat Rock, or parts of the Code of the City of Flat Rock, not consistent herewith are hereby repealed.

Section III. This ordinance shall be published in the News Herald newspaper as required by the Charter on the 6th day of December, 2021, but in no event shall be effective earlier than ten (10) days after enactment.



Mark Hammond, Mayor



Shane Harrison, City Clerk

I hereby certify that the foregoing is a true copy of the ordinance adopted by the Council of the City of Flat Rock at a meeting thereof on December 6, 2021, the original of which proceedings is on file in my office.

Shane Anne Harrison

Shane Harrison, City Clerk



MICHIGAN GROUP

AFFIDAVIT OF PUBLICATION

2125 Butterfield Dr, Suite 102N • Troy MI 48084

CITY of FLAT ROCK
25500 GIBRALTAR ROAD

FLAT ROCK, MI 48134-1399
Attention: Shane Harrison

STATE OF MICHIGAN,
COUNTY OF WAYNE

The undersigned Andy Slater, being duly sworn the he/she is the principal clerk of The News-Herald, thenewsherald.com, thenewsherald.com2, published in the English language for the dissemination of local or transmitted news and intelligence of a general character, which are duly qualified newspapers, and the annexed hereto is a copy of certain order, notice, publication or advertisement of:

CITY of FLAT ROCK

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|--------------------|----------|
| The News-Herald | 10/24/21 |
| thenewsherald.com | 10/24/21 |
| thenewsherald.com2 | 10/24/21 |

VICKI ARSENAULT
NOTARY PUBLIC - STATE OF MICHIGAN
COUNTY OF OAKLAND
My Commission Expires May 11, 2026
Acting in the County of _____

Sworn to the subscribed before me this 27 Oct, 2021

Vicki Arsenault
Notary Public, State of Michigan
Acting in Oakland County

CITY OF FLAT ROCK WAYNE COUNTY, MICHIGAN NOTICE OF PUBLIC HEARING

AMENDMENT OF THE TAX INCREMENT FINANCING AUTHORITY DEVELOPMENT PLAN AND TAX INCREMENT FINANCING PLAN

NOTICE IS HEREBY GIVEN, pursuant to the provisions of the Recodified Tax Increment Financing Act, Act 57 of the Michigan Public Acts of 2018, that the City of Flat Rock City Council shall hold a Public Hearing on **MONDAY, NOVEMBER 15, 2021 at 7:30 PM** at Flat Rock City Hall, 25500 Gibraltar Road, Flat Rock, MI, 48134.

The purpose of the public hearing is to hear and consider public comments on the **Amended Tax Increment Financing Authority (TIFA) Development Plan and Tax Increment Financing Plan (the "Plan")**, prior to City Council approval. The purpose of the amended Plan is to stabilize and increase the value and desirability of lands within the Tax Increment Financing Authority District through the construction of infrastructure, consolidation of land, and other district-specific projects. The amendment extends the duration of the Plan to accommodate the payment of bonds used to finance projects described in the Plan. All aspects of the Plan will be open for discussion at the public hearing.

The Development Area to which the Plan applies generally includes the properties on the south side of Vreeland Road, the properties on the east and west sided of Hall Road, the Ford Flat Rock Assembly Plan complex bounded by Vreeland Road, Gibraltar Road, Hall Road, and I-75, and the Gateway Commerce Center area on the south side of Gibraltar Road.

The proposed Plan (including maps, legal description and related information) will be available for public inspection in the **City Clerk's office at City Hall, 25500 Gibraltar Road, Flat Rock, MI, 48134** during business hours beginning October 26, 2021.

At the public hearing, interested persons desiring to address City Council shall have an opportunity to be heard in regard to the Plan. Written comments on this matter will be accepted at the City Clerk's office by email to clerk@flatrockmi.org, or at the City Clerk's office at the address listed above during business hours until 4:00 pm the day of the hearing.

Shane Anne Harrison
City Clerk, City of Flat Rock

Advertisement Information

Client Id: 640965

Ad Id: 2240218

PO:

Sales Person: 200308

Appendix B: Parcels in Development Area

| PARCEL | ADDRESS | STREET | STATE | ZIP CODE |
|--------------------|---------|--------------|-------|----------|
| 58 085 99 0003 000 | 26316 | TELEGRAPH | MI | 48134 |
| 58 085 99 0004 703 | 26102 | TELEGRAPH | MI | 48134 |
| 58 085 99 0004 704 | 0 | TELEGRAPH | MI | 48134 |
| 58 085 99 0004 705 | 25617 | VALLEY CREEK | MI | 48134 |
| 58 085 99 0004 706 | 0 | ARSENAL | MI | 48134 |
| 58 085 99 0005 002 | 0 | TELEGRAPH | MI | 48134 |
| 58 085 99 0005 703 | 26211 | TELEGRAPH | MI | 48134 |
| 58 085 99 0005 704 | 0 | TELEGRAPH | MI | 48134 |
| 58 085 99 0006 702 | 26917 | TELEGRAPH | MI | 48134 |
| 58 085 99 0008 701 | 26883 | TELEGRAPH | MI | 48134 |
| 58 085 99 0009 001 | 26831 | TELEGRAPH | MI | 48134 |
| 58 085 99 0010 001 | 26415 | TELEGRAPH | MI | 48134 |
| 58 085 99 0011 001 | 26813 | TELEGRAPH | MI | 48134 |
| 58 085 99 0012 002 | 26211 | TELEGRAPH | MI | 48134 |
| 58 085 99 0012 702 | 0 | TELEGRAPH | MI | 48134 |
| 58 085 99 0012 703 | 26681 | TELEGRAPH | MI | 48134 |
| 58 085 99 0012 704 | 26765 | TELEGRAPH | MI | 48134 |
| 58 090 99 0015 701 | 26900 | TELEGRAPH | MI | 48134 |
| 58 090 99 0018 000 | 26810 | TELEGRAPH | MI | 48134 |
| 58 090 99 0019 000 | 26810 | TELEGRAPH | MI | 48134 |
| 58 090 99 0020 000 | 26810 | TELEGRAPH | MI | 48134 |
| 58 090 99 0021 000 | 26796 | TELEGRAPH | MI | 48134 |
| 58 090 99 0022 001 | 26614 | TELEGRAPH | MI | 48134 |
| 58 090 99 0023 702 | 26416 | TELEGRAPH | MI | 48134 |
| 58 090 99 0023 703 | 26416 | TELEGRAPH | MI | 48134 |
| 58 090 99 0023 704 | 26402 | TELEGRAPH | MI | 48134 |
| 58 091 01 0014 002 | 28398 | TELEGRAPH | MI | 48134 |
| 58 091 01 0014 300 | 28309 | ARSENAL | MI | 48134 |
| 58 091 01 0016 301 | 26276 | HEIER | MI | 48134 |
| 58 091 01 0016 310 | 28190 | TELEGRAPH | MI | 48134 |
| 58 091 01 0018 004 | 27710 | TELEGRAPH | MI | 48134 |
| 58 091 01 0020 001 | 27550 | TELEGRAPH | MI | 48134 |
| 58 091 01 0020 002 | 27530 | TELEGRAPH | MI | 48173 |
| 58 091 01 0020 003 | 27518 | TELEGRAPH | MI | 48173 |
| 58 091 01 0020 005 | 27512 | TELEGRAPH | MI | 48173 |
| 58 091 01 0020 006 | 27500 | TELEGRAPH | MI | 48134 |
| 58 091 01 0020 007 | 0 | TELEGRAPH | MI | 48134 |
| 58 091 01 0021 313 | 27527 | TELEGRAPH | MI | 48134 |
| 58 091 01 0021 314 | 27529 | TELEGRAPH | MI | 48134 |
| 58 091 01 0021 315 | 27541 | TELEGRAPH | MI | 48134 |
| 58 091 01 0021 317 | 27511 | TELEGRAPH | MI | 48134 |
| 58 091 01 0021 701 | 27517 | TELEGRAPH | MI | 48134 |
| 58 091 01 0023 000 | 27945 | COOKE | MI | 48134 |
| 58 091 01 0024 000 | 27903 | COOKE | MI | 48134 |
| 58 091 01 0025 000 | 27903 | COOKE | MI | 48134 |
| 58 091 01 0026 000 | 27917 | TELEGRAPH | MI | 48134 |

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| 58 091 01 0027 000 | 27949 TELEGRAPH | MI | 48134 |
| 58 091 01 0028 001 | 27938 COOKE | MI | 48134 |
| 58 091 01 0028 002 | 28121 TELEGRAPH | MI | 48134 |
| 58 091 01 0029 000 | 28121 TELEGRAPH | MI | 48134 |
| 58 091 01 0030 002 | 28121 TELEGRAPH | MI | 48134 |
| 58 091 01 0031 000 | 0 COOKE | MI | 48134 |
| 58 091 01 0032 301 | 28299 TELEGRAPH | MI | 48134 |
| 58 091 01 0032 302 | 28251 TELEGRAPH | MI | 48134 |
| 58 091 01 0035 000 | 28310 TELEGRAPH | MI | 48134 |
| 58 091 01 0037 001 | 28418 TELEGRAPH | MI | 48134 |
| 58 091 01 0037 004 | 28418 TELEGRAPH | MI | 48134 |
| 58 091 02 0001 000 | 27108 TELEGRAPH | MI | 48134 |
| 58 091 02 0004 000 | 0 TELEGRAPH | MI | 48134 |
| 58 091 02 0005 000 | 0 TELEGRAPH | MI | 48134 |
| 58 091 02 0006 000 | 0 TELEGRAPH | MI | 48134 |
| 58 091 02 0010 000 | 27250 TELEGRAPH | MI | 48134 |
| 58 091 02 0013 301 | 27298 TELEGRAPH | MI | 48134 |
| 58 091 02 0024 000 | 27342 TELEGRAPH | MI | 48134 |
| 58 091 02 0029 503 | 27426 TELEGRAPH | MI | 48134 |
| 58 091 02 0029 504 | 27426 TELEGRAPH | MI | 48134 |
| 58 091 02 0038 000 | 27444 TELEGRAPH | MI | 48134 |
| 58 091 99 0001 701 | 27313 TELEGRAPH | MI | 48134 |
| 58 091 99 0002 003 | 27313 TELEGRAPH | MI | 48134 |
| 58 091 99 0003 000 | 27074 TELEGRAPH | MI | 48134 |
| 58 091 99 0004 701 | 0 VREELAND | MI | 48134 |
| 58 091 99 0004 702 | 27050 TELEGRAPH | MI | 48134 |
| 58 091 99 0005 701 | 26121 VREELAND | MI | 48134 |
| 58 092 01 0039 301 | 26528 HURON RIVER | MI | 48134 |
| 58 092 01 0043 002 | 26558 HURON RIVER | MI | 48134 |
| 58 092 01 0043 006 | 26552 HURON RIVER | MI | 48134 |
| 58 092 01 0045 000 | 26612 HURON RIVER | MI | 48134 |
| 58 092 01 0046 003 | 26644 HURON RIVER | MI | 48134 |
| 58 092 01 0046 004 | 28212 ARSENAL | MI | 48134 |
| 58 093 99 0001 002 | 0 WILL CARLETON | MI | 48134 |
| 58 093 99 0002 000 | 26643 HURON RIVER | MI | 48134 |
| 58 093 99 0003 700 | 26601 HURON RIVER | MI | 48134 |
| 58 093 99 0004 000 | 0 WILL CARLETON | MI | 48134 |
| 58 093 99 0005 702 | 0 WILL CARLETON | MI | 48134 |
| 58 093 99 0008 000 | 26425 ATWATER | MI | 48134 |
| 58 094 02 0074 300 | 28417 TELEGRAPH | MI | 48134 |
| 58 094 02 0075 000 | 28453 TELEGRAPH | MI | 48134 |
| 58 094 02 0083 000 | 26311 YPSILANTI | MI | 48134 |
| 58 094 02 0084 000 | 26325 YPSILANTI | MI | 48134 |
| 58 094 02 0085 301 | 26339 YPSILANTI | MI | 48134 |
| 58 094 02 0086 304 | 28659 TELEGRAPH | MI | 48134 |
| 58 094 02 0093 304 | 26342 GIBRALTAR | MI | 48134 |
| 58 094 02 0094 000 | 26342 GIBRALTAR | MI | 48134 |

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| 58 094 02 0095 000 | 26326 GIBRALTAR | MI | 48134 |
| 58 094 02 0096 000 | 26312 GIBRALTAR | MI | 48134 |
| 58 094 02 0097 000 | 26317 GIBRALTAR | MI | 48134 |
| 58 094 02 0098 001 | 26322 HURON RIVER | MI | 48134 |
| 58 094 02 0098 303 | 28725 TELEGRAPH | MI | 48134 |
| 58 094 02 0100 000 | 28725 TELEGRAPH | MI | 48134 |
| 58 094 02 0103 000 | 26332 HURON RIVER | MI | 48134 |
| 58 094 02 0104 000 | 26330 HURON RIVER | MI | 48134 |
| 58 094 02 0105 000 | 26324 HURON RIVER | MI | 48134 |
| 58 094 02 0106 000 | 26314 HURON RIVER | MI | 48134 |
| 58 094 02 0107 000 | 26307 HURON RIVER | MI | 48134 |
| 58 094 02 0108 000 | 26329 HURON RIVER | MI | 48134 |
| 58 094 02 0109 000 | 28801 TELEGRAPH | MI | 48134 |
| 58 094 02 0111 000 | 28851 TELEGRAPH | MI | 48134 |
| 58 094 02 0112 000 | 28859 TELEGRAPH | MI | 48134 |
| 58 094 02 0113 000 | 28859 TELEGRAPH | MI | 48134 |
| 58 094 02 0114 000 | 26312 ATWATER | MI | 48134 |
| 58 094 02 0115 000 | 28915 TELEGRAPH | MI | 48134 |
| 58 094 02 0116 000 | 28915 TELEGRAPH | MI | 48134 |
| 58 094 02 0117 000 | 28935 TELEGRAPH | MI | 48134 |
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| 58 094 02 0123 000 | 28810 TELEGRAPH | MI | 48134 |
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| 58 094 02 0134 000 | 0 GIBRALTAR | MI | 48134 |
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| 58 094 02 0136 000 | 0 ARSENAL | MI | 48134 |
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| 58 094 02 0141 000 | 28458 TELEGRAPH | MI | 48134 |
| 58 094 02 0144 000 | 26464 HURON RIVER | MI | 48134 |
| 58 094 02 0145 002 | 26490 HURON RIVER | MI | 48134 |
| 58 094 03 0199 000 | 26139 YPSILANTI | MI | 48134-1399 |
| 58 094 03 0200 000 | 26153 YPSILANTI | MI | 48134 |
| 58 094 03 0201 000 | 28614 CHURCH | MI | 48134 |
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| 58 094 03 0203 000 | 26237 YPSILANTI | MI | 48134 |
| 58 094 03 0204 000 | 26251 YPSILANTI | MI | 48134 |
| 58 094 03 0205 000 | 26269 YPSILANTI | MI | 48134 |
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| 58 094 03 0207 000 | 0 VACANT GIBRALTAR | MI | 48134 |
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| 58 094 03 0210 000 | 26216 GIBRALTAR | MI | 48134 |
| 58 094 03 0211 000 | 26154 GIBRALTAR | MI | 48134 |

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| 58 094 03 0213 302 | 26128 GIBRALTAR | MI | 48134 |
| 58 094 03 0213 303 | 26118 GIBRALTAR | MI | 48134 |
| 58 094 03 0216 000 | 26059 GIBRALTAR | MI | 48134 |
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| 58 094 03 0218 000 | 26075 GIBRALTAR | MI | 48134 |
| 58 094 03 0219 000 | 26085 GIBRALTAR | MI | 48134 |
| 58 094 03 0220 002 | 26095 GIBRALTAR | MI | 48134 |
| 58 094 03 0221 300 | 28726 DIVISION | MI | 48134 |
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| 58 094 03 0223 300 | 26139 GIBRALTAR | MI | 48134 |
| 58 094 03 0224 300 | 0 GIBRALTAR | MI | 48134 |
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| 58 094 03 0225 002 | 26211 GIBRALTAR | MI | 48134 |
| 58 094 03 0227 001 | 26235 GIBRALTAR | MI | 48134 |
| 58 094 03 0227 002 | 26241 GIBRALTAR | MI | 48134 |
| 58 094 03 0228 000 | 26251 GIBRALTAR | MI | 48134 |
| 58 094 03 0229 000 | 26263 GIBRALTAR | MI | 48134 |
| 58 094 03 0230 000 | 26266 HURON RIVER | MI | 48134 |
| 58 094 03 0231 000 | 26250 HURON RIVER | MI | 48134 |
| 58 094 03 0235 300 | 26156 HURON RIVER | MI | 48134 |
| 58 094 03 0236 300 | 26144 HURON RIVER | MI | 48134 |
| 58 094 03 0237 300 | 26144 HURON RIVER | MI | 48134 |
| 58 094 03 0238 000 | 26114 HURON RIVER | MI | 48134 |
| 58 094 03 0239 300 | 28750 DIVISION | MI | 48134 |
| 58 094 03 0240 000 | 26098 HURON RIVER | MI | 48134 |
| 58 094 03 0241 000 | 26092 HURON RIVER | MI | 48134 |
| 58 094 03 0242 000 | 26086 HURON RIVER | MI | 48134 |
| 58 094 03 0243 002 | 26080 HURON RIVER | MI | 48134 |
| 58 094 03 0243 003 | 26068 HURON RIVER | MI | 48134 |
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| 58 094 03 0245 001 | 26049 HURON RIVER | MI | 48134 |
| 58 094 03 0245 002 | 26057 HURON RIVER | MI | 48134 |
| 58 094 03 0246 001 | 26067 HURON RIVER | MI | 48134 |
| 58 094 03 0247 002 | 0 HURON RIVER | MI | 48134 |
| 58 094 03 0247 301 | 26077 HURON RIVER | MI | 48134 |
| 58 094 03 0250 000 | 26083 HURON RIVER | MI | 48134 |
| 58 094 03 0252 300 | 26091 HURON RIVER | MI | 48134 |
| 58 094 03 0254 000 | 26095 HURON RIVER | MI | 48134 |
| 58 094 03 0256 001 | 0 HURON RIVER | MI | 48134 |
| 58 094 03 0256 002 | 26123 HURON RIVER | MI | 48134 |
| 58 094 03 0260 000 | 26131 HURON RIVER | MI | 48134 |
| 58 094 03 0262 000 | 26151 HURON RIVER | MI | 48134 |
| 58 094 03 0263 000 | 26155 HURON RIVER | MI | 48134 |
| 58 094 03 0264 000 | 0 CHURCH | MI | 48134 |
| 58 094 03 0265 000 | 26209 HURON RIVER | MI | 48134 |
| 58 094 03 0266 000 | 26217 HURON RIVER | MI | 48134 |

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| 58 094 03 0267 300 | 26229 HURON RIVER | MI | 48134 |
| 58 094 03 0269 000 | 26249 HURON RIVER | MI | 48134 |
| 58 094 03 0270 000 | 26267 HURON RIVER | MI | 48134 |
| 58 094 03 0271 000 | 0 ATWATER | MI | 48134 |
| 58 094 03 0272 000 | 26254 ATWATER | MI | 48134 |
| 58 094 03 0273 000 | 26242 ATWATER | MI | 48134-1399 |
| 58 094 03 0274 000 | 26234 ATWATER | MI | 48134 |
| 58 094 03 0275 000 | 26228 ATWATER | MI | 48134 |
| 58 094 03 0276 000 | 26222 ATWATER | MI | 48134 |
| 58 094 03 0277 000 | 28861 CHURCH | MI | 48134 |
| 58 094 03 0278 300 | 28881 CHURCH | MI | 48134 |
| 58 094 03 0279 001 | 28905 CHURCH | MI | 48134 |
| 58 094 03 0279 002 | 28893 CHURCH | MI | 48134 |
| 58 094 03 0280 000 | 0 ATWATER | MI | 48134 |
| 58 094 03 0281 000 | 0 ATWATER | MI | 48134 |
| 58 094 03 0282 001 | 28911 SENECA | MI | 48134 |
| 58 094 03 0282 002 | 0 ATWATER | MI | 48134 |
| 58 094 03 0285 001 | 29025 CHURCH | MI | 48134 |
| 58 094 03 0285 002 | 29011 SENECA | MI | 48134 |
| 58 094 05 0007 001 | 28345 TELEGRAPH | MI | 48134 |
| 58 094 05 0007 002 | 28325 TELEGRAPH | MI | 48134 |
| 58 094 05 0024 000 | 0 MOSES | MI | 48134 |
| 58 094 05 0035 000 | 28365 TELEGRAPH | MI | 48134 |
| 58 094 07 0001 000 | 28752 CHURCH | MI | 48134 |
| 58 094 07 0002 000 | 28754 CHURCH | MI | 48134 |
| 58 094 07 0003 000 | 28762 CHURCH | MI | 48134 |
| 58 094 07 0004 000 | 28758 CHURCH | MI | 48134 |
| 58 094 07 0005 000 | 28756 CHURCH | MI | 48134 |
| 58 094 07 0006 000 | 28760 CHURCH | MI | 48134 |
| 58 094 07 0007 000 | 26208 HURON RIVER | MI | 48134 |
| 58 094 07 0008 000 | 26212 HURON RIVER | MI | 48134 |
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| 58 094 07 0010 000 | 26220 HURON RIVER | MI | 48134 |
| 58 094 07 0011 000 | 26224 HURON RIVER | MI | 48134 |
| 58 094 07 0012 000 | 26228 HURON RIVER | MI | 48134 |
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| 58 094 99 0002 000 | 0 COOKE | MI | 48134 |
| 58 094 99 0003 000 | 0 COOKE | MI | 48134 |
| 58 096 01 0001 001 | 27003 TELEGRAPH | MI | 48134 |
| 58 096 01 0001 002 | 27035 TELEGRAPH | MI | 48134 |
| 58 096 01 0003 300 | 27067 TELEGRAPH | MI | 48134 |
| 58 096 01 0005 000 | 27103 TELEGRAPH | MI | 48134 |
| 58 096 01 0006 000 | 27127 TELEGRAPH | MI | 48134 |
| 58 096 01 0007 002 | 27255 TELEGRAPH | MI | 48134 |
| 58 096 01 0009 000 | 27010 RIVERSIDE | MI | 48134 |
| 58 096 01 0012 001 | 25579 VREELAND | MI | 48134 |
| 58 096 01 0012 002 | 0 VREELAND | MI | 48134 |

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|--------------------|-------------------|----|-------|
| 58 096 01 0013 001 | 25571 VREELAND | MI | 48134 |
| 58 096 01 0013 302 | 25571 VREELAND | MI | 48134 |
| 58 096 01 0013 303 | 0 VREELAND | MI | 48134 |
| 58 096 01 0014 001 | 0 VREELAND | MI | 48134 |
| 58 096 01 0014 003 | 0 VREELAND | MI | 48134 |
| 58 096 01 0015 001 | 0 VREELAND | MI | 48134 |
| 58 096 01 0016 001 | 25481 VREELAND | MI | 48134 |
| 58 096 01 0017 302 | 25463 VREELAND | MI | 48134 |
| 58 096 01 0018 302 | 0 VREELAND | MI | 48134 |
| 58 998 01 9802 012 | 26601 HURON RIVER | MI | 48134 |
| 58 998 01 9892 012 | 26601 HURON RIVER | MI | 48134 |
| 58 999 00 0242 000 | 26601 HURON RIVER | MI | 48134 |
| | | | |

Legal Description of the DDA District

E X H I B I T A

DESCRIPTION OF THE DDA DISTRICT
OVERALL PARCEL

LAND IN THE CITY OF FLAT ROCK, PART OF SECTIONS 29, 30, 31, AND 32, TOWN 4 SOUTH, RANGE 10 EAST AND PART OF SECTIONS 5 AND 6, TOWN 5 SOUTH, RANGE 10 EAST WAYNE COUNTY, MICHIGAN. COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 31, THENCE SOUTH 89 DEGREES 22 MINUTES 40 SECONDS WEST 1612.56 FEET (along the East-West Quarter line to a point on the West Right-of-Way line of Telegraph Rd. 120 ft. wd.); THENCE NORTH 25 DEGREES 49 MINUTES 02 SECONDS EAST 113.98 FEET (along the West Right-of-Way line of Telegraph Rd.) TO THE POINT OF BEGINING (said point being the intersection of the West Right-of-Way line of Telegraph Rd. and the Southerly line of the "Detroit, Toledo and Ironton Railroad" Right-of-Way); PROCEEDING THENCE SOUTH 60 DEGREES 03 MINUTES 40 SECONDS WEST 907.37 FEET (along the Southerly line of the "Detroit, Toledo and Ironton Railroad" Right-of-Way to a point on the East Right-of-Way line of Arsenal Rd. 66 ft. wd.); THENCE NORTH 08 DEGREES 07 MINUTES 30 SECONDS EAST 190.49 FEET (along the East Right-of-Way line of Arsenal Rd.); THENCE SOUTH 60 DEGREES 03 MINUTES 40 SECONDS WEST 96.53 FEET (to a point on the West Right-of-Way line of Arsenal Rd. 66 ft. wd.); THENCE NORTH 08 DEGREES 07 MINUTES 30 SECONDS EAST 127.57 FEET (along the West Right-of-Way line of Arsenal Rd.); THENCE SOUTH 59 DEGREES 42 MINUTES 32 SECONDS WEST 232.44 FEET; THENCE NORTH 37 DEGREES 53 MINUTES 20 SECONDS WEST 95.91 FEET (to the Northwest corner of Lot 47 of the Assessor's Flat Rock Plat No.3, L. 67, P. 43); SOUTH 52 DEGREES 06 MINUTES 40 SECONDS WEST 62.91 FEET (along the lot line of Lot 47); THENCE SOUTH 37 DEGREES 53 MINUTES 20 SECONDS EAST 50.00 FEET (to a point on the Southerly line of Lot 47); SOUTH 52 DEGREES 06 MINUTES 40 SECONDS WEST 295.13 FEET (along the lot line of Lot 47 to a point of the Westerly Right-of-Way line of Huron River Dr. 93 ft. wd.); THENCE SOUTH 37 DEGREES 53 MINUTES 20 SECONDS EAST 146.34 FEET (along the Westerly Right-of-Way line of Huron River Dr. to a point on the Northerly line of the "Detroit, Toledo and Ironton Railroad" Right-of-Way); THENCE SOUTH 60 DEGREES 03 MINUTES 40 SECONDS WEST 599.77 FEET (along the Northerly line of the "Detroit, Toledo and Ironton Railroad" Right-of-Way); THENCE NORTH 63 DEGREES 29 MINUTES 54 SECONDS WEST 177.17 FEET; THENCE NORTH 25 DEGREES 00 MINUTES 21 SECONDS EAST 20.00 FEET; THENCE NORTH 64 DEGREES 59 MINUTES 39 SECONDS WEST 240.00 FEET; THENCE NORTH 23 DEGREES 00 MINUTES 31 SECONDS EAST 14.19 FEET; THENCE NORTH 74 DEGREES 26 MINUTES 19 SECONDS WEST 95.62 FEET; THENCE NORTH 39 DEGREES 30 MINUTES 49 SECONDS WEST 42.82 FEET; THENCE NORTH 13 DEGREES 30 MINUTES 39 SECONDS WEST 147.80 FEET; THENCE NORTH 69 DEGREES 02 MINUTES 39 SECONDS WEST 133.73 FEET; THENCE SOUTH 84 DEGREES 58 MINUTES 01 SECONDS WEST 80.21 FEET; THENCE SOUTH 67 DEGREES 16 MINUTES 31 SECONDS WEST 53.64 FEET; THENCE NORTH 61 DEGREES 54 MINUTES 59 SECONDS WEST 114.28 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 01 SECONDS WEST 863.00 FEET; THENCE SOUTH 29 DEGREES 59 MINUTES 19 SECONDS EAST 956.89 FEET (to a point on the Southerly line of the "Detroit, Toledo and Ironton Railroad" Right-of-Way); THENCE NORTH 60 DEGREES 03 MINUTES 40 SECONDS EAST 1107.20 FEET (along the Southerly line of the "Detroit, Toledo and Ironton

Railroad" Right-of-Way to intersection with the East high bank of the Tail Race from the Ford Motor Plant); THENCE SOUTHEAST ALONG SAID BANK APPROXIMATELY 1730 FEET (to the top of the island); THENCE EASTERLY ACROSS THE WEST ½ OF THE HURON RIVER APPROXIMATELY 60 FEET (to the intersection of the Westerly line of Detroit Street Telegraph Rd. and the centerline of the Huron River); THENCE SOUTH 57 DEGREES 37 MINUTES 55 SECONDS WEST 71.77 FEET (to a point of the on the South line of Section 31, Town 4 South, Range 10 East); THENCE NORTH 89 DEGREES 36 MINUTES 55 SECONDS EAST 117.48 FEET; (along to South line of said Section 31); THENCE ALONG THE SOUTHERLY BOUNDARY OF ASSESSOR'S FLAT ROCK PLAT NO.5, L. 67, P. 45 (also being approximately the centerline of the Huron River) THE FOLLOWING FIVE COURSES: ALONG A CURVE TO THE LEFT 595.91 FEET, SAID CURVE HAVING A RADIUS OF 1200 FEET, A CENTRAL ANGLE OF 28 DEGREES 27 MINUTES 10 SECONDS; AND ALONG A CURVE TO THE LEFT 392.46 FEET, SAID CURVE HAVING A RADIUS OF 600 FEET, A CENTRAL ANGLE OF 37 DEGREES 28 MINUTES 39 SECONDS; AND SOUTH 81 DEGREES 03 MINUTES 20 SECONDS EAST 432.82 FEET; AND NORTH 40 DEGREES 33 MINUTES 40 SECONDS EAST 389.36 FEET; AND NORTH 41 DEGREES 29 MINUTES 10 SECONDS EAST 205.92 FEET (to a point on the Southerly line of Huron River Dr.); THENCE SOUTH 46 DEGREES 58 MINUTES 20 SECONDS EAST 87.79 FEET (to a point on the Easterly Right-of-Way of Garden Boulevard 133 ft. wd.); THENCE NORTH 43 DEGREES 04 MINUTES 20 SECONDS EAST 244.61 FEET (along the Easterly Right-of-Way of Garden Boulevard); THENCE NORTH 46 DEGREES 53 MINUTES 30 SECONDS WEST 13.00 FEET (to a point on the Easterly Right-of-Way of Garden Boulevard 120 ft. wd.); THENCE NORTH 43 DEGREES 06 MINUTES 00 SECONDS EAST 148.55 FEET (along the Easterly Right-of-Way of Garden Boulevard); THENCE NORTH 54 DEGREES 34 MINUTES 50 SECONDS EAST 84.23 FEET (to the intersection of the Easterly Right-of-Way of Garden Boulevard and the Northerly Right-of-Way line of Gibraltar Rd. 82.5 ft. wd.); THENCE NORTH 46 DEGREES 53 MINUTES 30 SECONDS WEST 484.96 FEET (to a point on the Easterly Right-of-Way line of Division St. 66 ft. wd.) THENCE NORTH 43 DEGREES 06 MINUTES 00 SECONDS EAST 413.35 FEET (along the Easterly Right-of-Way line of Division St. to a point on the Northerly Right-of-Way line of Ypsilanti St. 99 ft. wd.); THENCE NORTH 46 DEGREES 53 MINUTES 30 SECONDS WEST 1238.19 FEET (along the Northerly Right-of-Way line of Ypsilanti St. to the Southeast corner of Lot 76 of the Assessor's Flat Rock Plat No.4, L. 67, P. 44); THENCE NORTH 25 DEGREES 55 MINUTES 53 SECONDS EAST 69.04 FEET (to the Northeast corner of said Lot 76); THENCE NORTH 43 DEGREES 06 MINUTES 30 SECONDS EAST 86.08 FEET (to a point on the Northerly line of 20 ft. Public Alley); THENCE SOUTH 46 DEGREES 53 MINUTES 30 SECONDS EAST 70.14 FEET (along the Northerly line of said Public Alley to the Northeast corner of Lot 2 of Moses Sub., L. 44, P. 68.); THENCE NORTH 43 DEGREES 10 MINUTES 38 SECONDS EAST 135.95 FEET (to a point on the Northerly Right-of-Way of Moses St. 60 ft. wd.); THENCE NORTH 00 DEGREES 51 MINUTES 36 SECONDS WEST 82.96 FEET (to the Southeast corner of Lot 7 of Henry Moses Sub. No.1, L. 55, P. 69); THENCE NORTH 43 DEGREES 09 MINUTES 36 SECONDS EAST 149.97 FEET (to the Northeast corner of said Lot 7); SOUTH 42 DEGREES 20 MINUTES 06 SECONDS EAST 100.00 FEET (to the Southeast corner of Lot 24 of Henry Moses Sub. No.1, L. 55, P.69); THENCE NORTH 43 DEGREES 09 MINUTES 36 SECONDS EAST 150.00 FEET (to a point on the Southerly Right-of-Way of Holt St. 60 ft. wd.); THENCE SOUTH 46 DEGREES 20 MINUTES 00 SECONDS EAST 350.00 FEET (along the Southerly Right-of-Way of Holt St. to a point on Westerly Right-of-Way of Seneca St. 66 ft. wd.); THENCE NORTH 43 DEGREES 01 MINUTES 22 SECONDS EAST 373.88 FEET (along the

Easterly Right-of-Way of Seneca St. to a point on the East Right-of-Way of Cooke Ave. 66 ft. wd.); THENCE NORTH 00 DEGREES 32 MINUTES 30 SECONDS WEST 458.33 FEET (along the Easterly Right-of-Way of Cooke Ave.); THENCE NORTH 89 DEGREES 19 MINUTES 19 SECONDS EAST 1008.91 FEET (to a point on the East line of Section 31, Town 4 South, Range 10 East); THENCE NORTH 00 DEGREES 52 MINUTES 35 SECONDS WEST 1455.07 FEET (along the East line of said Section 31 to a point on the Northerly line of the "Detroit, Toledo and Ironton Railroad" Right-of-Way); THENCE NORTH 61 DEGREES 07 MINUTES 48 SECONDS EAST 3325.92 FEET (along the Northerly line of the "Detroit, Toledo and Ironton Railroad" Right-of-Way to a point on the North Right-of-Way of Vreeland Rd. 120 ft. wd.); THENCE NORTH 89 DEGREES 52 MINUTES 00 SECONDS WEST 2637.92 FEET (along the North Right-of-Way of Vreeland Rd.); THENCE SOUTH 27 DEGREES 03 MINUTES 49 SECONDS WEST 135.54 FEET (to a point on the South Right-of-Way of Vreeland Rd. 120 ft. wd.); THENCE SOUTH 89 DEGREES 52 MINUTES 00 SECONDS EAST 200.00 FEET (along the South Right-of-Way of Vreeland Rd.); THENCE SOUTH 00 DEGREES 00 MINUTES 57 SECONDS WEST 840.83 FEET (to the Southeast corner of Lot 10 of the Wagar Farms Subdivision, L. 67, P. 93); THENCE NORTH 89 DEGREES 55 MINUTES 00 SECONDS WEST 567.48 FEET (to the Southwest corner of Lot 9 of the Wagar Farms Subdivision, L. 67, P. 93); THENCE NORTH 27 DEGREES 03 MINUTES 49 SECONDS EAST 942.72 FEET (along the West Line of said Lot 9 to a point on the North Right-of-Way of Vreeland Rd.); THENCE SOUTH 89 DEGREES 52 MINUTES 00 SECONDS EAST 59.76 FEET (along the North Right-of-Way of Vreeland Rd. to the Southwest corner of Silver Creek Acres No.1, L. 71, P. 9-10); THENCE ALONG THE BOUNDARY OF SILVER CREEK ACRES NO.1 THE FOLLOWING FOUR COURSES: NORTH 06 DEGREES 21 MINUTES 20 SECONDS WEST 92.48 FEET; AND NORTH 45 DEGREES 54 MINUTES 40 SECONDS EAST 180.70 FEET; AND NORTH 09 DEGREES 55 MINUTES 40 SECONDS EAST 161.62 FEET; AND SOUTH 89 DEGREES 52 MINUTES 00 SECONDS EAST 225.04 FEET (to the Northwest corner of Silver Dr. 60 ft. wd.); THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST 104.12 FEET; THENCE NORTH 27 DEGREES 01 MINUTES 40 SECONDS EAST 864.40 FEET; THENCE SOUTH 89 DEGREES 39 MINUTES 17 SECONDS EAST 60.73 FEET; THENCE NORTH 27 DEGREES 01 MINUTES 25 SECONDS EAST 1268.64 FEET; THENCE NORTH 73 DEGREES 22 MINUTES 59 SECONDS WEST 663.89 FEET (to the intersection of the East-West Quarter line of Section 29, Town 4 South, Range 10 East and the centerline of Telegraph Rd. 66 ft. wd.); THENCE SOUTH 27 DEGREES 03 MINUTES 40 SECONDS WEST 239.46 FEET (along the centerline of Telegraph Rd.); THENCE NORTH 62 DEGREES 45 MINUTES 37 SECONDS WEST 316.08 FEET; THENCE SOUTH 27 DEGREES 01 MINUTES 40 SECONDS WEST 2816.88 FEET (parallel to the centerline of Telegraph Rd. to a point on the North Right-of-Way of the proposed Vreeland Rd. extension. 60 ft. wd.); THENCE SOUTH 89 DEGREES 08 MINUTES 24 SECONDS WEST 865.57 FEET (along the North Right-of-Way of the proposed Vreeland Rd. extension 60 ft. wd. being parallel to the North line of Section 31, Town 4 South, Range 10 East); THENCE NORTH 86 DEGREES 15 MINUTES 12 SECONDS WEST 498.05 FEET (along the North Right-of-Way of the proposed Vreeland Rd. extension to a point on the centerline of Arsenal Rd. 66 ft. wd. being 100 ft. North of the North line of said Section 31); THENCE SOUTH 08 DEGREES 07 MINUTES 30 SECONDS WEST 161.99 FEET (along the centerline of Arsenal Rd. to a point on the South Right-of-Way of the proposed Vreeland Rd. extension. being 60 ft. South of the North line of said Section 31); THENCE NORTH 89 DEGREES 08 MINUTES 24 SECONDS EAST 419.71 FEET (along the South Right-of-Way of the proposed Vreeland Rd. extension parallel to the North line of said Section 31); THENCE SOUTH 00 DEGREES 51

MINUTES 36 SECONDS EAST 327.72 FEET; THENCE SOUTH 62 DEGREES 22 MINUTES 16 SECONDS EAST 341.19 FEET (to the Westerly Boundary line of Swasey's Flat Rock Sub'n L. 56, P. 13); THENCE ALONG THE BOUNDARY OF SWASEY'S FLAT ROCK SUB'N THE FOLLOWING TWO COURSES: NORTH 16 DEGREES 49 MINUTES 50 SECONDS EAST 475.83 AND SOUTH 61 DEGREES 35 MINUTES 30 SECONDS EAST 543.86 (to the centerline of a 20 ft. wd. vacated Public Alley); THENCE SOUTH 27 DEGREE 02 MINUTES 00 SECONDS WEST 156.30 FEET (along the centerline of vacated Public Alley to the East Right-of-Way of Wager Ave. 60 ft. wd.); THENCE SOUTH 00 DEGREE 32 MINUTES 00 SECONDS EAST 147.83 FEET (along the East Right-of-Way of Wager Ave. to the North Right-of-Way of Thomas Ave. 60 ft. wd.); THENCE SOUTH 89 DEGREE 58 MINUTES 00 SECONDS WEST 76.93 FEET (along the North Right-of-Way of Thomas Ave. to the centerline of a 20 ft. wd. vacated Public Alley extended to the Northeast); THENCE SOUTH 27 DEGREES 02 MINUTES 00 SECONDS WEST 546.86 FEET (along the centerline of vacated Public Alley to the East Right-of-Way of Brown Ave. 60 ft. wd.); THENCE SOUTH 00 DEGREES 32 MINUTES 00 SECONDS EAST 173.74 FEET (along the East Right-of-Way of Brown Ave. to a point on the North Right-of-Way of Leonard Ave.); THENCE SOUTH 88 DEGREES 44 MINUTES 20 SECONDS WEST 507.28 FEET (along the North Right-of-Way of Leonard Ave. 60 ft. wd.); THENCE SOUTH 17 DEGREES 09 MINUTES 32 SECONDS WEST 722.11 FEET; THENCE SOUTH 15 DEGREES 48 MINUTES 45 SECONDS WEST 358.91 FEET; THENCE SOUTH 81 DEGREES 53 MINUTES 13 SECONDS EAST 350.13 FEET (to a point West Right-of-Way of Telegraph Rd. 120 ft. wd.); SOUTH 27 DEGREES 34 MINUTES 02 SECONDS WEST 13.44 FEET (along the West Right-of-Way of Telegraph Rd. to a point on Northerly line of the "Detroit, Toledo and Ironton Railroad" Right-of-Way); THENCE SOUTH 22 DEGREES 18 MINUTES 40 SECONDS WEST 163.34 FEET TO THE POINT OF BEGINNING.

Field survey work was not performed. The above description is based on recorded subdivision plats, tax records, and other available information. Bearings are based on the South line of the "Detroit, Toledo and Ironton Railroad" Right-of-Way as recorded in Assessor's Flat Rock Plat No.2, L. 67, P. 42 W.C.R.

