

DEVELOPMENT AND TAX INCREMENT FINANCING PLANS

North Dixie Highway Corridor Improvement Authority
Frenchtown Charter Township

ACKNOWLEDGEMENTS

The North Dixie Highway Corridor Improvement Authority was established in 2024, pursuant to the Recodified Tax Increment Financing Act of 2018. (Act 57 of 2018). The purpose of the Authority is to develop a strategy for revitalization of the Dixie Highway corridor in Frenchtown Charter Township.

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

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GENERAL OVERVIEW

In 2005 the State of Michigan enacted the Corridor Improvement Authority Act (Act 280 of 2005) to provide for the establishment of a Corridor Improvement Authority (hereinafter referred to as "CIA") with the goal being "to correct and prevent deterioration in business districts; to encourage historic preservation; 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 in the districts; to promote the economic growth of the districts; to create a board; to prescribe the powers and duties of the board; to authorize the levy and collection of taxes; to authorize the issuance of bonds and other evidences of indebtedness; to authorize the use of tax increment financing; to prescribe powers and duties of certain state officials; to provide for rule promulgation; and to provide for enforcement of the act." The act was recodified in 2018 (Act 57 of 2018).

A community can use a CIA to revitalize an existing business district and create an inviting place for residents, businesses, visitors, and shoppers in the area. Once created, the CIA can establish a special district for which a plan is prepared identifying specific public and private improvements necessary to prevent or correct deterioration in the corridor and encourage new private investment. A CIA can capture new tax increment in the district (TIF) and use it to pay for improvements that otherwise could not be afforded by either local businesses or township government. Moreover, creation of a TIF district does not take away current tax revenue; it captures any new increment that results from improvements to property or an increase in value.

CRITERIA FOR ESTABLISHING A CIA

Per Section 5 of the Act, a municipality can establish a CIA if it meets all of the following criteria:

A. THE CORRIDOR MUST HAVE AT LEAST 51 PERCENT OF EXISTING FIRST FLOOR SPACE CLASSIFIED AS COMMERCIAL.

The vast majority of the existing ground floor square footage is commercial, and this requirement is met.

B. RESIDENTIAL USE, COMMERCIAL USE, OR INDUSTRIAL USE HAS BEEN ALLOWED AND CONDUCTED UNDER THE ZONING ORDINANCE OR CONDUCTED IN THE ENTIRE DEVELOPMENT AREA, FOR THE IMMEDIATELY PRECEDING 30 YEARS.

A review of the uses in the District indicates that the above uses have been allowed for more than 30 years.

- C. **IS ADJACENT TO OR IS WITHIN 500 FEET OF A ROAD CLASSIFIED AS AN ARTERIAL OR COLLECTOR ACCORDING TO THE FEDERAL HIGHWAY ADMINISTRATION MANUAL "HIGHWAY FUNCTIONAL CLASSIFICATION - CONCEPTS, CRITERIA AND PROCEDURES".**

North Dixie Highway and I-75; each meet this requirement.

- D. **CONTAINS AT LEAST 10 CONTIGUOUS PARCELS OR AT LEAST 5 CONTIGUOUS ACRES.**

Requirement met.

- E. **IS PRESENTLY SERVED BY MUNICIPAL WATER OR SEWER.**

In compliance.

- F. **IS ZONED TO ALLOW FOR MIXED USE THAT INCLUDES HIGH-DENSITY RESIDENTIAL USE.**

The PUD, Planned Unit Development District "allows a developer the opportunity to mix compatible uses or residential types on a single property, allow clustering to reduce construction costs, reduce setbacks for downtown projects, and enhance marketability through the preservation of significant natural, historical, aesthetic, and architectural features." In compliance.

- G. **THE MUNICIPALITY AGREES TO ALL OF THE FOLLOWING:**

- 1. TO EXPEDITE THE LOCAL PERMITTING AND INSPECTION PROCESS IN THE DEVELOPMENT AREA.**

Will be agreed to as part of the CIA Implementation effort. In compliance.

- 2. TO MODIFY ITS MASTER PLAN TO PROVIDE FOR WALKABLE NONMOTORIZED INTERCONNECTIONS, INCLUDING SIDEWALKS AND STREETSAPES THROUGHOUT THE DEVELOPMENT AREA.**

This is already part of the Master Plan and will be a key component in the Development Plan herein. In compliance.

POWERS OF THE AUTHORITY

According to Section 611 of the Act, the CIA Board has the authority to do any of the following:

- (a) Prepare an analysis of economic changes taking place in the development area.
- (b) Study and analyze the impact of metropolitan growth upon the development area.
- (c) Plan and propose the construction, renovation, repair, remodeling, rehabilitation, restoration, preservation, or reconstruction of a public facility, an existing building, or a multiple-family dwelling unit which may be necessary or appropriate to the execution of a plan which, in the opinion of the board, aids in the economic growth of the development area.

- (d) Plan, propose, and implement an improvement to a public facility within the development area to comply with the barrier free design requirements of the state construction code promulgated under the Stille-DeRossett-Hale single state construction code act, 1972 PA 230, MCL 125.1501 to 125.1531.
- (e) Develop long-range plans, in cooperation with the agency that is chiefly responsible for planning in the municipality, designed to halt the deterioration of property values in the development area and to promote the economic growth of the development area, and take steps as may be necessary to persuade property owners to implement the plans to the fullest extent possible.
- (f) Implement any plan of development in the development area necessary to achieve the purposes of this act in accordance with the powers of the authority granted by this act.
- (g) Make and enter into contracts necessary or incidental to the exercise of its powers and the performance of its duties.
- (h) On terms and conditions and in a manner and for consideration the authority considers proper or for no consideration, acquire by purchase or otherwise, or own, convey, or otherwise dispose of, or lease as lessor or lessee, land and other property, real or personal, or rights or interests in the property, that the authority determines is reasonably necessary to achieve the purposes of this act, and to grant or acquire licenses, easements, and options.
- (i) Improve land and construct, reconstruct, rehabilitate, restore and preserve, equip, improve, maintain, repair, and operate any building, including multiple-family dwellings, and any necessary or desirable appurtenances to those buildings, within the development area for the use, in whole or in part, of any public or private person or corporation, or a combination thereof.
- (j) Fix, charge, and collect fees, rents, and charges for the use of any facility, building, or property under its control or any part of the facility, building, or property, and pledge the fees, rents, and charges for the payment of revenue bonds issued by the authority.
- (k) Lease, in whole or in part, any facility, building, or property under its control.
- (l) Accept grants and donations of property, labor, or other things of value from a public or private source.
- (m) Acquire and construct public facilities.
- (n) Conduct market research and public relations campaigns, develop, coordinate, and conduct retail and institutional promotions, and sponsor special events and related activities.
- (o) Contract for broadband service and wireless technology service in a development area.

Also, notwithstanding any other provision of this act, in a qualified development area the board may, in addition to the powers enumerated in subsection (1), do 1 or more of the following:

- (a) Perform any necessary or desirable site improvements to the land, including, but not limited to, installation of temporary or permanent utilities, temporary or permanent roads and driveways, silt fences, perimeter construction fences, curbs and gutters, sidewalks, pavement markings, water systems, gas distribution lines, concrete, including, but not limited to, building pads, storm drainage systems, sanitary sewer systems, parking lot paving and light fixtures, electrical service,

communications systems, including broadband and high-speed internet, site signage, and excavation, backfill, grading of site, landscaping and irrigation, within the development area for the use, in whole or in part, of any public or private person or business entity, or a combination of these.

- (b) Incur expenses and expend funds to pay or reimburse a public or private person for costs associated with any of the improvements described in subdivision (a).
- (c) Make and enter into financing arrangements with a public or private person for the purposes of implementing the board's powers described in this section, including, but not limited to, lease purchase agreements, land contracts, installment sales agreements, sale leaseback agreements, and loan agreements.

THE DIXIE ROAD CORRIDOR

The Dixie Road Corridor is an approximate 2.5 mile stretch of Dixie Road from Detroit Avenue on the southwest to Grandview Drive on the northeast. While covering all the frontage properties along Dixie Road, the district includes an industrial park and several properties and developments located to the rear of the frontage sites adjacent to Interstate 75. The corridor is characterized as a two-lane highway with a center turn lane and full access to properties fronting Dixie Road. Dixie Road is a full access interchange off Interstate 75. Approximately a mile east of the corridor is Brest Bay on Lake Erie and approximately a mile south of the corridor is River Raisin.

Map 1: Existing Land Use depicts the variety of uses that exist along the corridor beginning with commercial and industrial uses on the southwestern end toward Detroit Avenue and agricultural and residential uses on the eastern end toward Grandview Drive. As expected, many retail, fast food, hotel, restaurant and office uses are in close proximity to the I-75 interchange. There is a mixture of existing industrial and commercial space available for development across the highway from a 307-acre transitional property that was formerly a golf course with frontage off of I-75. Further northeast of the I-75 interchange, an underutilized segment of industrial and commercial land takes form.

The Dixie Road Corridor is also home to many quality eateries, fast food options, and hotels including Angelo's Chop House, Red Lobster, IHOP, Cracker Barrel, Marriot, Holiday Inn, Hampton Inn, Days Inn, and Travelodge, and provides a solid base for attracting complementary uses. Large manufacturers including Johnson Controls, Spriatex (plastics manufacturing and fabrication) and Yanfeng (automotive supplier) are located along Dixie Highway within a half mile or less from the I-75 interchange.

The Dixie Road corridor borders retail, commercial, and light industrial use properties along the southwest side that are owned by the City of Monroe. One of the goals of the development plan is to establish a tax increment financing structure to capture incremental tax dollars to reinvest it back into the corridor, and thereby attracting high-quality development within the township and in neighboring communities.

THE NEED FOR A CORRIDOR IMPROVEMENT AUTHORITY

As mentioned above, the Dixie Road Corridor currently serves as a commercial corridor off I-75 with a mixture of light to moderate industrial, commercial, and retail development and vacant property.

- A. IMPROVED UTILIZATION OF UNDEVELOPED PROPERTIES, INCLUDING THE PARCEL AT THE SOUTHEAST CORNER OF DIXIE ROAD AND I-75**
- B. THE NEED FOR IMPROVED AESTHETICS WITH IMPROVED STREETScape, SIGNAGE, BUILDING DESIGN AND SITE LANDSCAPING;**

- C. **BETTER VEHICULAR ACCESS TO SITES AND IMPROVED TRAFFIC SAFETY THROUGHOUT THE CORRIDOR;**
- D. **CREATION OF PUBLIC MEETING AREAS WHERE SPECIAL EVENTS AND ACTIVITIES FOR THE PUBLIC AND SHOPPERS CAN BE HELD BY A BUSINESS ASSOCIATION AND THE TOWNSHIP;**
- E. **REDEVELOP UNDER-UTILIZED SITES ALONG DIXIE ROAD AND CLUSTER RETAIL, INDUSTRIAL AND OFFICE USES TOGETHER;**
- F. **MAKING THE CORRIDOR MORE PEDESTRIAN-FRIENDLY WITH SIDEWALKS AND PATHWAY CONNECTIONS.**

LEGAL BASIS OF THE PLAN

The Development Plan and Tax Increment Financing Plan are prepared pursuant to the requirements of Part 6 of the Corridor Improvement Authority Act (Act 57 of 2018), as amended. More specifically, Section 621 of the Act states that "If a board decides to finance a project in a development area by the use of revenue bonds as authorized in section 616 or tax increment financing as authorized in sections 618, 619, and 620, it shall prepare a development plan."

DEVELOPMENT PLAN REQUIREMENTS

Section 621 also indicates that the development plan shall contain all of the following:

A. THE DESIGNATION OF BOUNDARIES OF THE DEVELOPMENT AREA IN RELATION TO HIGHWAYS, STREETS, STREAMS, OR OTHERWISE.

The plan herein addresses the geographic boundaries of the Corridor Improvement District as established by the Frenchtown Township Board and Map 3 illustrates the boundaries of the district.

B. THE LOCATION AND EXTENT OF EXISTING STREETS AND OTHER PUBLIC FACILITIES WITHIN THE DEVELOPMENT AREA, DESIGNATING THE LOCATION, CHARACTER, AND EXTENT OF THE CATEGORIES OF PUBLIC AND PRIVATE LAND USES THEN EXISTING AND PROPOSED FOR THE DEVELOPMENT AREA, INCLUDING RESIDENTIAL, RECREATIONAL, COMMERCIAL, INDUSTRIAL, EDUCATIONAL, AND OTHER USES, AND INCLUDING A LEGAL DESCRIPTION OF THE DEVELOPMENT AREA.

Maps for existing land use, future land use, and a legal description for the CIA District are found in within this plan.

C. A DESCRIPTION OF EXISTING IMPROVEMENTS IN THE DEVELOPMENT AREA TO BE DEMOLISHED, REPAIRED, OR ALTERED, A DESCRIPTION OF ANY REPAIRS AND ALTERATIONS, AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.

The description of existing improvements to be demolished and associated schedule for implementation is provided in this plan under the heading "Proposed Improvements."

D. THE LOCATION, EXTENT, CHARACTER, AND ESTIMATED COST OF THE IMPROVEMENTS INCLUDING REHABILITATION CONTEMPLATED FOR THE DEVELOPMENT AREA AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.

To expand upon what was indicated above, the location, character and estimated cost/timing of the improvements is provided in this plan under the heading "Proposed Improvements."

E. A STATEMENT OF THE CONSTRUCTION OR STAGES OF CONSTRUCTION PLANNED, AND THE ESTIMATED TIME OF COMPLETION OF EACH STAGE.

The formation of this Corridor Improvement Authority marks the beginning of intentional and planned improvement projects in the corridor. A strategic plan with specific projects will be identified and completed subsequent to this plan.

F. A DESCRIPTION OF ANY PARTS OF THE DEVELOPMENT AREA TO BE LEFT AS OPEN SPACE AND THE USE CONTEMPLATED FOR THE SPACE.

The development plan includes a future land use plan for the entire corridor that identifies proposed open space. This plan is also supplemented by the conceptual designs prepared for the township-owned property, which includes open space.

G. A DESCRIPTION OF ANY PORTIONS OF THE DEVELOPMENT AREA THAT THE AUTHORITY DESIRES TO SELL, DONATE, EXCHANGE, OR LEASE TO OR FROM THE MUNICIPALITY AND THE PROPOSED TERMS.

The conceptual plan for the township-owned property and corresponding narrative describes the potential sale, lease, or donation of land in the corridor. At the present time, this is the only property identified for this transfer.

H. A DESCRIPTION OF DESIRED ZONING CHANGES AND CHANGES IN STREETS, STREET LEVELS, INTERSECTIONS, TRAFFIC FLOW MODIFICATIONS, OR UTILITIES.

The Township anticipates creating a Planned Unit Development (PUD) overlay district that will match the boundaries of the Corridor Improvement Authority. Proposed changes in infrastructure such as streets, sidewalks, utilities, etc. will be identified in the subsequent strategic plan.

I. AN ESTIMATE OF THE COST OF THE DEVELOPMENT, A STATEMENT OF THE PROPOSED METHOD OF FINANCING THE DEVELOPMENT, AND THE ABILITY OF THE AUTHORITY TO ARRANGE THE FINANCING.

The strategic plan will provide project descriptions, including cost estimates and a schedule of implementation for each improvement project that will be completed within the district.

- J. **DESIGNATION OF THE PERSON OR PERSONS, NATURAL OR CORPORATE, TO WHOM ALL OR A PORTION OF THE DEVELOPMENT IS TO BE LEASED, SOLD, OR CONVEYED IN ANY MANNER AND FOR WHOSE BENEFIT THE PROJECT IS BEING UNDERTAKEN IF THAT INFORMATION IS AVAILABLE TO THE AUTHORITY.**

Information concerning the names of people for whom benefits may accrue is unknown at this time and will not be available until phases of implementation are underway.

- K. **THE PROCEDURES FOR BIDDING FOR THE LEASING, PURCHASING, OR CONVEYING IN ANY MANNER OF ALL OR A PORTION OF THE DEVELOPMENT UPON ITS COMPLETION, IF THERE IS NO EXPRESS OR IMPLIED AGREEMENT BETWEEN THE AUTHORITY AND PERSONS, NATURAL OR CORPORATE, THAT ALL OR A PORTION OF THE DEVELOPMENT WILL BE LEASED, SOLD, OR CONVEYED IN ANY MANNER TO THOSE PERSONS.**

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

- L. **ESTIMATES OF THE NUMBER OF PERSONS RESIDING IN THE DEVELOPMENT AREA AND THE NUMBER OF FAMILIES AND INDIVIDUALS TO BE DISPLACED. IF OCCUPIED RESIDENCES ARE DESIGNATED FOR ACQUISITION AND CLEARANCE BY THE AUTHORITY, A DEVELOPMENT PLAN SHALL INCLUDE A SURVEY OF THE FAMILIES AND INDIVIDUALS TO BE DISPLACED, INCLUDING THEIR INCOME AND RACIAL COMPOSITION, A STATISTICAL DESCRIPTION OF THE HOUSING SUPPLY IN THE COMMUNITY, INCLUDING THE NUMBER OF PRIVATE AND PUBLIC UNITS IN EXISTENCE OR UNDER CONSTRUCTION, THE CONDITION OF THOSE UNITS IN EXISTENCE, THE NUMBER OF OWNER-OCCUPIED AND RENTER-OCCUPIED UNITS, THE ANNUAL RATE OF TURNOVER OF THE VARIOUS TYPES OF HOUSING AND THE RANGE OF RENTS AND SALE PRICES, AN ESTIMATE OF THE TOTAL DEMAND FOR HOUSING IN THE COMMUNITY, AND THE ESTIMATED CAPACITY OF PRIVATE AND PUBLIC HOUSING AVAILABLE TO DISPLACED FAMILIES AND INDIVIDUALS.**

At the present time, no known relocation of families or individuals will take place within the scope of this proposed Development Plan or Tax Increment Financing Plan. Should said displacement be planned during implementation of the plan, the above information will be gathered accordingly.

- M. **A PLAN FOR ESTABLISHING PRIORITY FOR THE RELOCATION OF PERSONS DISPLACED BY THE DEVELOPMENT IN ANY NEW HOUSING IN THE DEVELOPMENT AREA.**

At the present time, no know relocation of families or individuals will take place within the scope of this proposed Development Plan or Tax Increment Financing Plan.

- N. **PROVISION FOR THE COSTS OF RELOCATING PERSONS DISPLACED BY THE DEVELOPMENT AND FINANCIAL ASSISTANCE AND REIMBURSEMENT OF EXPENSES, INCLUDING LITIGATION**

EXPENSES AND EXPENSES INCIDENT TO THE TRANSFER OF TITLE, IN ACCORDANCE WITH THE STANDARDS AND PROVISIONS OF THE UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT OF 1970, PUBLIC LAW 91-646, 84 STAT. 1894.

At the present time, no know relocation of families or individuals will take place within the scope of this proposed Development Plan or Tax Increment Financing Plan.

O. A PLAN FOR COMPLIANCE WITH 1972 PA 227, MCL 213.321 TO 213.332.

At the present time, no known relocation of families or individuals will take place within the scope of this proposed Development Plan or Tax Increment Financing Plan.

P. THE REQUIREMENT THAT AMENDMENTS TO AN APPROVED DEVELOPMENT PLAN OR TAX INCREMENT PLAN MUST BE SUBMITTED BY THE AUTHORITY TO THE GOVERNING BODY FOR APPROVAL OR REJECTION.

Any amendments to the plan will be approved by the Township Board per the Corridor Improvement Act.

Q. A SCHEDULE TO PERIODICALLY EVALUATE THE EFFECTIVENESS OF THE DEVELOPMENT PLAN.

The Implementation section of the plan identifies those responsible to evaluate effectiveness of the plan and appropriate time frames.

R. OTHER MATERIAL THAT THE AUTHORITY, LOCAL PUBLIC AGENCY, OR GOVERNING BODY CONSIDERS PERTINENT.

The plan includes conceptual layouts for the township-owned property that are approved under this development plan.

DESIGNATION OF BOUNDARIES

The boundaries for the corridor improvement district are shown on Map 3. Included are the frontage properties on Dixie Road with some of the larger parcels at the rear. The general boundary limits are from Detroit Avenue on the southwest to Grandview Drive on the northeast. The legal description is found in the Appendix.

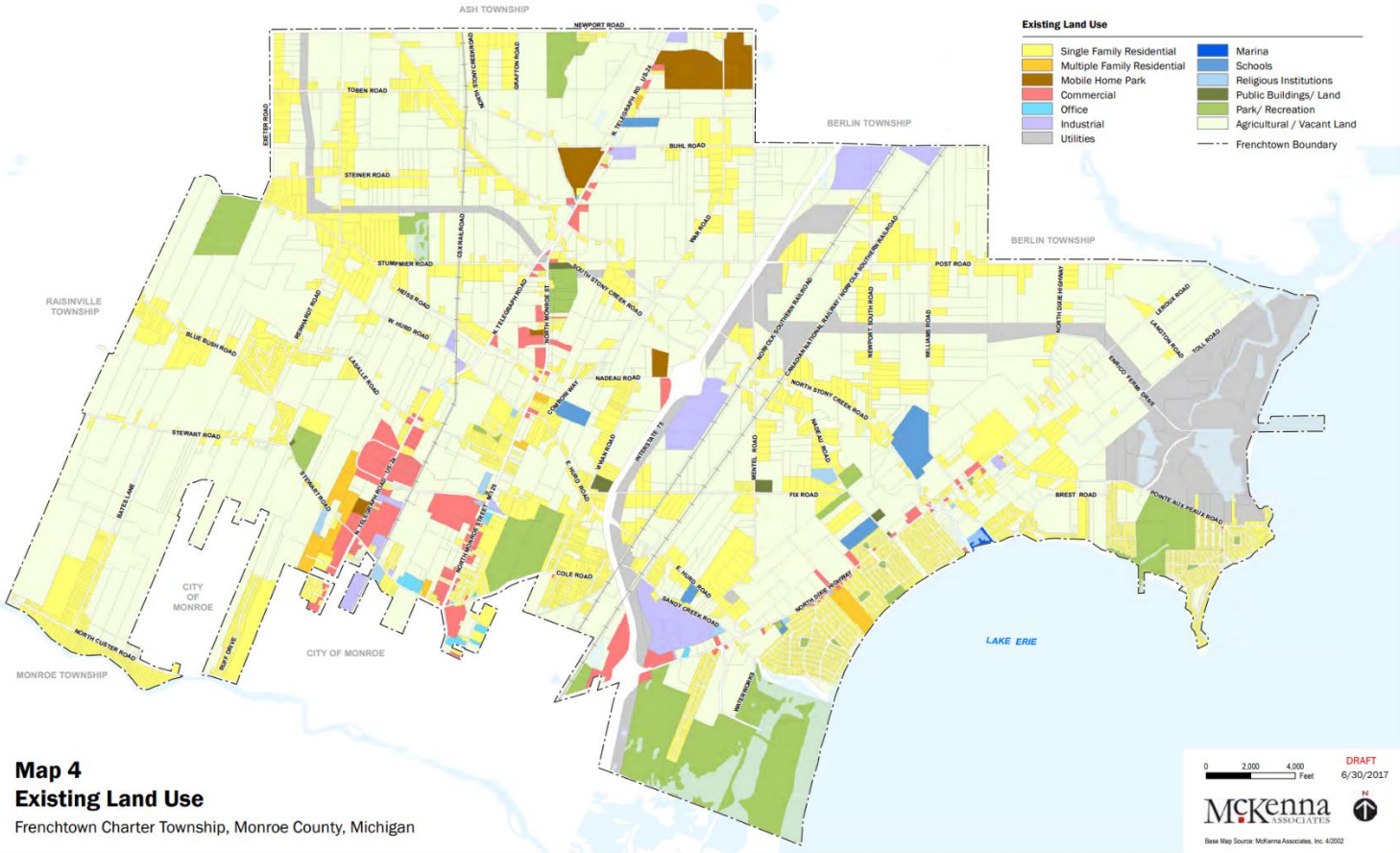
EXISTING LAND USE

As indicated in the Dixie Road Corridor description, the district encompasses a wide variety of land uses including office, retail, industrial, residential, hospitality, agricultural, and open space. There are also parcels that contain significant environmental features such as wetlands and woodlands. Existing land uses are shown on Map 1: Existing Land Use and Map 2: Existing Zoning and illustrates the existing zoning.

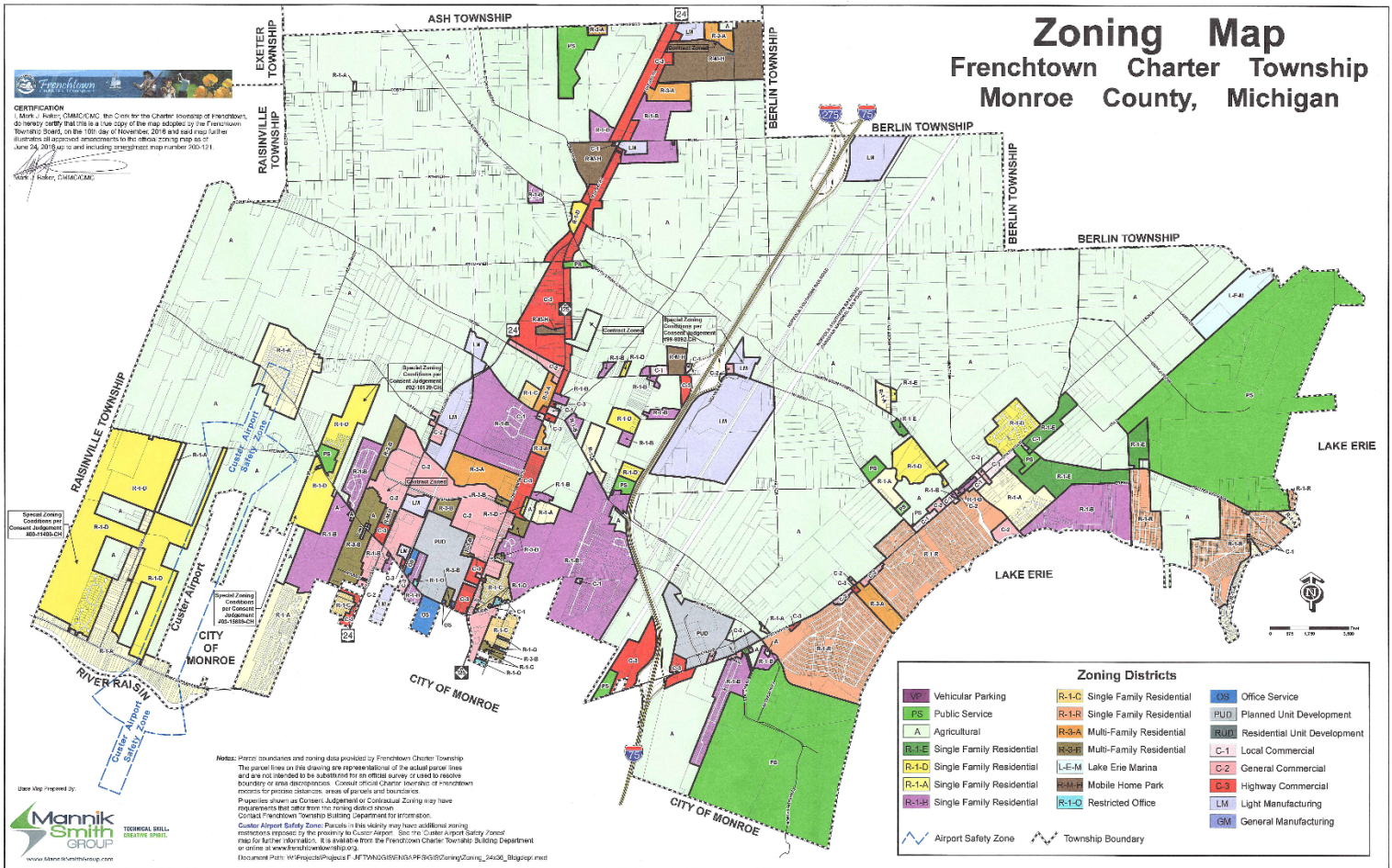
EXISTING ZONING

As with the existing land use, the existing zoning for the district includes a wide range of designations, as illustrated on Map 2: Existing Zoning. They include a variety of agricultural, residential, commercial, and industrial districts scattered along the corridor. One of the goals of this plan will be to create a transition in land uses and corresponding zoning, especially on the eastern end of the corridor district. It is anticipated that these zoning districts will likely change as a result of this corridor plan, both in text and on the official zoning map. The primary change will be a Planned Unit Development (PUD) overlay district that will align with the CIA boundaries. Since this will be an overlay district, some of the underlying zoning designations will likely remain the same.

Map 1: Existing Land Use



Map 2: Existing Zoning



OPEN SPACE AND UNDEVELOPED AREAS

Although most of the frontage along the corridor is developed, there are still a number of undeveloped parcels. As shown on Map 3, a significant amount of vacant land can be found on the southwestern edge of the corridor. This is currently owned by Mercy Memorial Hospital Corporation/ ProMedica and currently serves as a defunct golf course.

Several undeveloped lots are found along Dixie Road/Frenchtown Center Drive in a business park setting and are intended for continued industrial, office, and retail development. The next significant clustering of undeveloped land is at the Dixie Road. There is a considerable amount of frontage along US-23 and the vacant land wraps around the back of two industrial/heavy commercial properties. If combined with other properties, this would provide a significant amount of land for a new development site.

Moving farther to the west, there are large parcels on the northwest side of Dixie Road north of E. Hurd Road, northeast of the I-75 interchange. Additional scattered vacant parcels are located throughout the Dixie Road corridor and are best suited for coordinated development that will meet the goals of this Development Plan.

PUBLIC INVOLVEMENT

A goal of this corridor planning effort was to provide the public with opportunities to provide input into development of the plan. Township Board sessions were held to discuss the Corridor Improvement Authority (CIA) District boundaries and plan components prior to the adoption process. The public was also given an opportunity to be present at the meeting where the CIA Board was created and at the public hearing held by the Township Board.

Approximately 10 people were in attendance at the Township Board meeting and spoke at the public hearing, representing residents, business owners, and property owners. A presentation regarding the purpose of the CIA Districts was first made by the Township consultant and then questions were raised about the following:

- How were the district boundaries decided? By the Township Board with input from staff and consultants.
- Won't the taxing jurisdictions lose out on significant amounts of money? It was explained that there will be no new taxes as a result of establishing the CIA and the long-term financial benefit to the jurisdictions will far outweigh the short-term loss. There will also be possible gains just outside the district boundaries for the taxing jurisdictions.

- How long will the CIA's be in place? It was explained that the duration of the plan is for 25 years, and it takes that long to see the results being sought by the Township. We could have made the district for 30 years but took a more conservative approach.
- How will the money be used in the District? It was explained that the money could be used in a variety of ways but must fall under one of the spending categories detailed in this plan. The CIA Committee will make recommendations to the Township Board, who must approve spending based upon criteria that will be created.
- How will we know what the plans are for the corridor based upon the projects anticipated? It was explained that the Township has hired Smith Group to help prepare a Strategic Plan for the district that will identify building and use locations, based upon the results of a workshop. The public and taxing jurisdictions were invited to attend this session as well as follow-up presentations.
- Will the CIA plans and Board members be posted on the Township website? The Township staff agreed the plans and names of the Board members will be posted on the Township website.

PROJECT LIST

1. Business Development

The CIA will assist the Planning Commission, local officials, businesspeople, entrepreneurs, etc., in providing an acceptable climate for business investment. Efforts will focus on assisting existing businesses and promoting new businesses that benefit the community. This will likely involve the following projects:

- Institution of a building rehabilitation grant program that provides qualifying applicants funding to improve their building.
- Encouraging property owners and developers to create mixed-use developments, in keeping with district zoning requirements.
- Other potential activities that support and promote local business development.

Business Development Budget: \$300,000

2. Public Buildings and Spaces

To better create a sense of place in the District and at strategic locations within the CIA District, the CIA will support the development and enhancement of public buildings and spaces including: pedestrian plazas, parks, open spaces, gardens, gazebos, sculptures, art, performance areas, walkways, and supporting site amenities, construction of public restrooms, or other similar structures identified as development occurs.

Public Buildings and Spaces Budget: \$250,000

3. CIA Marketing/Development Studies and Promotional Events/Materials

Destination branding and marketing have key relationships with successful districts. It is an important task to complete once the CIA has identified redevelopment goals and has established its identity within the greater region. Marketing and development attraction studies can be used as tools to attract specific development types or specific developers. Marketing materials (online, print, radio, mailers, billboard rental) can also be prepared for distribution to developers, retailer and real estate firms promoting the Township. This may include brochures, exhibits, trade area data, web site materials, social media activities, etc. It is also the Township's desire to create a unified image and market the Dixie Road CIA District as a cohesive business District. To that end, funding can be used for a joint marketing strategy and promotions with involvement of the business community that brings together resources for advertising, special events, and public relations.

CIA Marketing/Development Studies and Promotional Events/Materials Budget: \$250,000

4. Building Facade and Sign Improvement Program

Existing signs and structures in the CIA that need an upgrade in terms of design, materials and colors can apply for funding under this program. The CIA can allocate resources to pursue the following efforts toward upgrading the appearance of buildings in the District:

- Develop design guidelines or requirements for all buildings and signs in the district with corresponding sketches and pictures
- Develop a program to assist business owners in funding these improvements as a method to encourage implementation of the design guidelines or requirements

Building Facade and Sign Improvement Program Budget: \$200,000

5. CIA Property Acquisition

This involves the acquisition of property to accomplish the goals set forth by the CIA. There are times when key pieces of property become available for purchase within the CIA District, which require the CIA to purchase said properties for redevelopment or public purposes. This can also be a tool to assist with blight removal and demolition within the District.

CIA Property Acquisition Budget: \$850,000

6. Special District & Urban Design Plans

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

Special District & Urban Design Plans Budget: \$400,000

7. Demolition

Occasionally, development opportunities require demolition of existing sites and structures. The CIA can participate in the costs of the demolition process when it is appropriate to spur new development opportunities.

Demolition Budget: \$250,000

8. Public Infrastructure Improvements

Public improvements cover a wide array of projects including street lighting, streetscape enhancements, water and sewer improvements; electrical improvements, burying of existing and new utilities, storm water improvements, parking improvements, and generally anything else that falls within the public right-of-way, easement, or public realm.

Public Infrastructure Improvements Budget: \$350,000

9. Private Infrastructure Improvements

As part of redevelopment, developers are often required to improve private infrastructure or anything on a private property (not in a public right-of way). The CIA is able to assist with offsetting these costs, specifically when it comes to integrated parking structures such as vertical and underground parking, utilities, water and sewer tap fees; soft costs, and others that support density in accordance with local zoning, master plans, and community goals, but may be cost-prohibitive to complete the project. Although these improvements are considered private for funding purposes, they have public benefit and support the redevelopment efforts of the Township and CIA.

Private Infrastructure Improvements Budget: \$250,000

10. Site Preparation

Costs associated with site preparation can be significant for both public and private investment. These costs include such activities as clearing and grubbing; compaction and sub-base preparation; cut and fill operations; dewatering, excavation for unstable material, foundation work (to address special soil concerns, retaining walls, temporary sheeting/shoring, specific and unique activities, etc.); anything on private property not in a public right-of-way to support density; and prohibitive costs to allow for greater density in accordance with local zoning, master plans, and Township goals.

Site Preparation Budget: \$350,000

11. Environmental Activities

Environmental Activities would include activities beyond what may be supported by the Michigan Department of Environment, Great Lakes and Energy (EGLE) under an approved Brownfield Plan and Act 381 Work Plan to protect human health and the environment, off-set cost-prohibitive environmental costs and insurance needs, etc. This can also include wildlife and habitat preservation, or restoration related to a specific development project or Public Buildings and Spaces under item #2 above.

Environmental Activities Budget: \$400,000

12. Project-Specific Gap Funding

Recognizing that the cost of mixed-use, traditional development is higher than it is for undeveloped sites, the Township may, at its own discretion, commit project-specific future tax increment capture back to private projects for a specified period of time. The goal is to provide funding to close the “gap” that prevents the project from becoming a reality due to financial feasibility. For example, if the pro-forma for a project indicates that it cannot generate enough income to cover the cost of construction and a reasonable rate of return for a developer/investor, future tax increment can be committed to that development to make it feasible. It can also be used as a tool to attract companies and businesses to the community to create new employment opportunities within the CIA District.

Project-Specific Gap Funding Budget: \$850,000

13. Consultation and Operational Expenditures

The Consultation and Operational Expenditures category provides for professional services (staff) and operational activities relating to the CIA. This category is relatively variable and is subject to the level and complexity of future activities taken on by the CIA. Professional services are required to implement the proposals within this Plan and to manage and operate the CIA. This may include, but is not limited to, market studies, grant writing and administration; planning and architectural design; engineering, inspections, and construction management services; and environmental assessment and mitigation planning. CIA operational activities may include but are not limited to public notices, mailings, office supplies, administrative support, and equipment usage/rental, etc.

Consultation and Operational Expenditures Budget: \$400,000

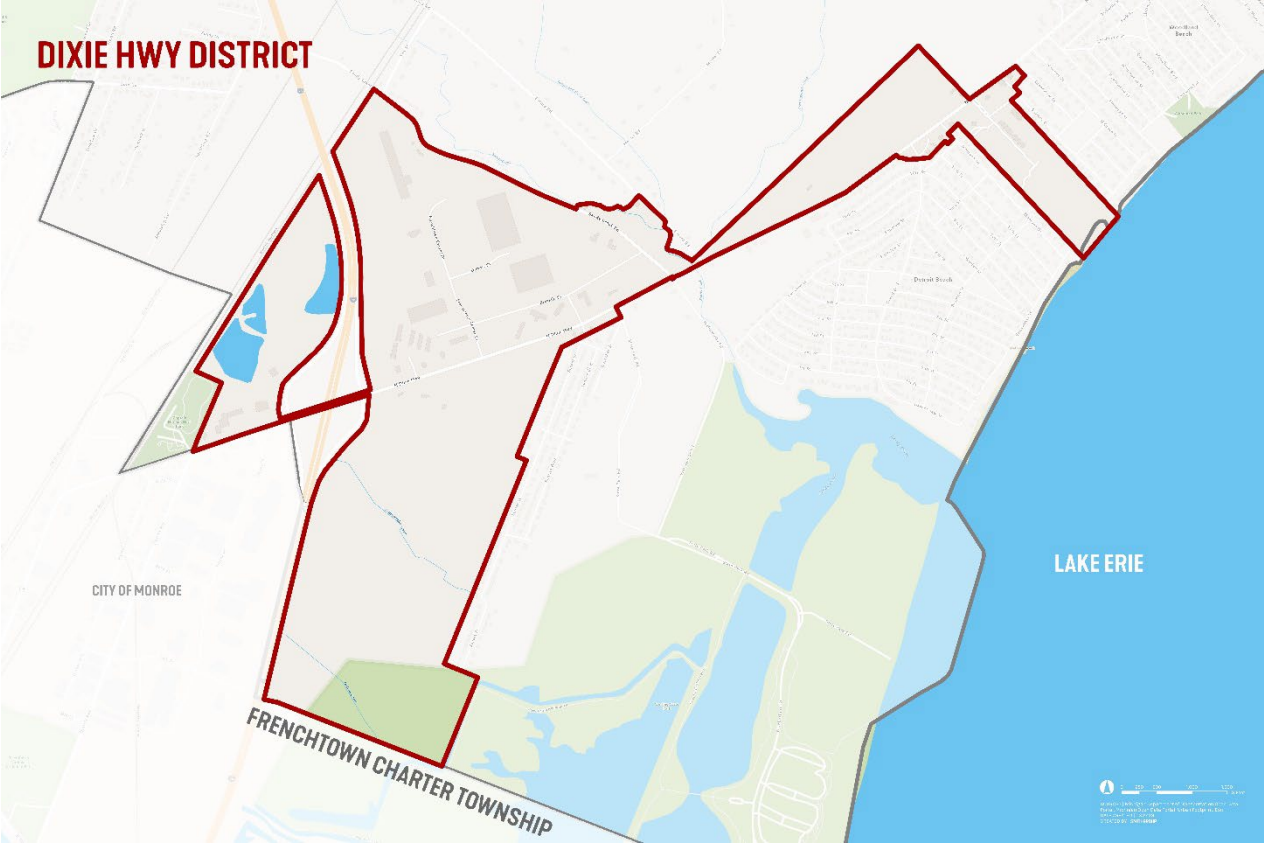
14. Bond Repayments

Tax capture can be used to pay back money that was borrowed for eligible projects under this plan.

Bond Repayments Budget: \$700,000

Total Estimated Cost of All Projects: \$5,800,000

Map 3: Dixie Road CIA Boundary Map



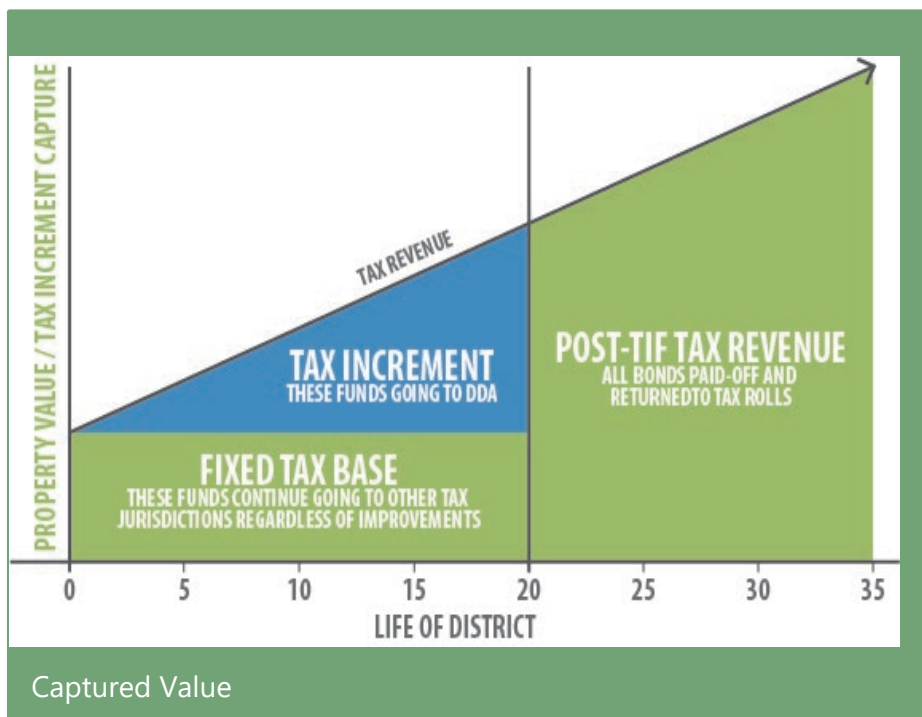


TAX INCREMENT FINANCING PLAN

EXPLANATION OF THE TAX INCREMENT PROCEDURE

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

As provided in PA 57 of 2018, as amended, tax increment financing is an effective tool for financing redevelopment and planning of designated development areas within a Corridor Improvement Authority District. TIF financing can be used to fund public utility and infrastructure improvements, market businesses within the district, plan for property within the district, acquire land, improve sites, construct buildings, and administer the Development Plan. Because TIF financing involves capture of tax revenue for certain parcels, TIF dollars must be used for improvements that will generally benefit those same parcels.



“Captured Assessed Value” can be described as the difference in amount in any year of the Plan in which the current assessed value exceeds the initial assessed value. “Current Assessed Value” is the amount of value upon which taxes are based for the current year, also called the Taxable Value. “Initial Assessed Value” represents the assessed value of properties at the time the CIA was established, in this case 2024. Tax exempt properties are represented as a zero value in the Plan, since no tax increments will be

collected for that site, regardless of increases in actual property value. The difference between the initial assessed value (base year total) and the current assessed value (current year total) is the value of property for which taxes can be captured and (re)invested by the CIA.

The initial assessed value ("SEV") for this plan is the assessed value of all real and personal property in the development area as determined in March of 2024. This is commonly considered the SEV for 2024. The base value of real property in the district is \$39,189,384. As a result of changes to commercial tax laws, the Michigan Personal Property Tax was eliminated in 2013 and therefore is not considered in this Plan.

The purpose of the Tax Increment Financing Plan is to ensure that revenues from tax increment capture will be sufficient to cover anticipated costs, especially when it comes to bond debt. Therefore, some assumptions are involved in order to project property values into the future to determine anticipated revenues. At the time this Plan was prepared, Michigan was in the middle of an economic downturn, making such projections even more difficult. However, it is anticipated that the economy will rebound within the next few years, so the following assumptions provide the basis for the figures in Table 1.

1. A modest increase in property values was assumed. A conservative growth rate of 2.0% was used in the projections for future TIF revenue.
2. Minimal development is expected. To provide conservative estimates, the TIF revenues are based on increases in property values based on the market, not improvements to property.

TABLE 1: Estimated Tax Capture Value 2024-2049

Frenchtown Township Dixie Highway

Estimated Taxable Value Increase

Estimated Tax Capture Value 2024-2049

FISCAL YEAR	ESTIMATED Projected Increase	ANNUAL TAXABLE VALUE	CAPTURED TAXABLE VALUE
Base Year 2024: \$39,189,384			
2024		\$39,189,384	
2025	2.0%	\$39,973,172	\$783,788
2026	2.0%	\$40,772,635	\$1,583,251
2027	2.0%	\$41,588,088	\$2,398,704
2028	2.0%	\$42,419,850	\$3,230,466
2029	2.0%	\$43,268,247	\$4,078,863
2030	2.0%	\$44,133,611	\$4,944,227
2031	2.0%	\$45,016,284	\$5,826,900
2032	2.0%	\$45,916,609	\$6,727,225
2033	2.0%	\$46,834,942	\$7,645,558
2034	2.0%	\$47,771,640	\$8,582,256
2035	2.0%	\$48,727,073	\$9,537,689
2036	2.0%	\$49,701,615	\$10,512,231
2037	2.0%	\$50,695,647	\$11,506,263
2038	2.0%	\$51,709,560	\$12,520,176
2039	2.0%	\$52,743,751	\$13,554,367
2040	2.0%	\$53,798,626	\$14,609,242
2041	2.0%	\$54,874,599	\$15,685,215
2042	2.0%	\$55,972,091	\$16,782,707
2043	2.0%	\$57,091,532	\$17,902,148
2044	2.0%	\$58,233,363	\$19,043,979
2045	2.0%	\$59,398,030	\$20,208,646
2046	2.0%	\$60,585,991	\$21,396,607
2047	2.0%	\$61,797,711	\$22,608,327
2048	2.0%	\$63,033,665	\$23,844,281
2049	2.0%	\$64,294,338	\$25,104,954

Beginning with the 2024 tax collection, and for each year within the term of the plan, municipal and county treasurers transmit directly to the CIA, the applicable portion of the tax levy set by the taxing units on the real property in the development area, including that portion of any commercial facilities tax levied pursuant to PA 255 of 1978 as amended and that portion on an industrial facilities tax levied pursuant to PA 198 of 1974 as amended. Voted and separately identified debt millage revenues do not come to the CIA, but go directly to the intended taxing units.

“Tax increment revenues” means the amount of ad valorem property taxes and specific local taxes attributable to the application of the levy of all taxing jurisdictions upon the captured assessed value of real and personal property in the Development Area. Tax increment revenues do not include any of the following:

- a. Taxes under the state education tax act, 1993 PA 331, MCL 211.901 to 211.906.
- b. Taxes levied by local or intermediate school districts.
- c. Ad valorem property taxes attributable either to a portion of the captured assessed value shared with taxing jurisdictions within the jurisdictional area of the authority or to a portion of value of property that may be excluded from captured assessed value or specific local taxes attributable to the ad valorem property taxes.
- d. Ad valorem property taxes excluded by the tax increment financing plan of the authority from the determination of the amount of tax increment revenues to be transmitted to the authority or specific local taxes attributable to the ad valorem property taxes.
- e. Ad valorem property taxes exempted from capture under section 18(5) or specific local taxes attributable to the ad valorem property taxes.
- f. Ad valorem property taxes specifically levied for the payment of principal and interest of obligations approved by the electors or obligations pledging the unlimited taxing power of the local governmental unit or specific taxes attributable to those ad valorem property taxes.

To utilize tax increment financing, the CIA must prepare a development plan and a tax increment financing plan. Both plans are submitted to the Township Board, who must approve the plans. These plans may be amended in the future to reflect changes desired by the CIA or the Township. All amendments must follow the procedures of the Act.

MAXIMUM AMOUNT OF BONDED INDEBTEDNESS TO BE INCURRED

The Corridor Improvement Authority may explore the possibility of bonding against future revenues to supply the funds required to accomplish larger public improvement projects. The extent of the indebtedness and the timing of the debt retirement will be determined by the extent of the tax increment revenues. The maximum indebtedness, as stated in PA 57 of 2018 as amended, cannot exceed the ability to service the debt from tax increments. Only 80% of projected revenues are available as debt service funds. The CIA was just established, so no bond debt has been accrued to date. Future plan updates will consider outstanding debt as it plans for continued investment in the district.

DURATION OF THE DEVELOPMENT PROGRAM

The duration of the tax increment financing plan is twenty-five (25) years, commencing upon approval by the Township Board in 2024 and will cease with tax collections due in December 2049, unless this plan is amended to extend or shorten its duration.

STATEMENT OF THE ESTIMATED IMPACT OF TAX INCREMENT FINANCING ON TAXING JURISDICTIONS IN WHICH THE DEVELOPMENT AREA IS LOCATED.

The CIA is eligible to capture tax increment revenues from the State, local school district, and intermediate school district to the extent necessary to pay the debt service on the outstanding bonds that represent “eligible obligations.”

The most important impact on the affected taxing jurisdictions is that the amount of revenue they currently receive from property within the district will not increase during the life of the Plan. Once the base value of the district is set, the CIA will capture the revenue from any increase in property value. The base amount would still flow to the appropriate taxing jurisdictions. In other words, the revenue to each taxing jurisdiction would effectively be frozen at the base value for the entire term of the CIA Plan.

The impact of tax increment financing on the revenues of all taxing properties is illustrated in Table 2 on the following page.

TABLE 2: Tax Increments and Millages

Frenchtown Township Dixie Highway				Community College		Monroe County Millages					Frenchtown					
	EST.	ANNUAL	CAPTURED	Monroe County Community College	MCCC Maintenance	Operating	Senior Citizens	Vetrans	Fairview	Museum	Operating	Water Plant	Fire Dept.	LETC	Resort District Authority	TOTAL
FISCAL YEAR	Projected Increase	TAXABLE VALUE	TAXABLE VALUE	0.00217940	0.00085000	0.00479520	0.00052800	0.00000200	0.00012500	0.00015000	0.00285450	0.00150000	0.00300000	0.00039140	0.00300000	0.01937550
Base Year:		\$39,189,384														
\$39,189,384		\$39,189,384														
2025	2.0%	\$39,973,172	\$783,788	\$1,708	\$666	\$3,758	\$414	\$2	\$98	\$118	\$2,237	\$1,176	\$2,351	\$307	\$2,351	\$15,186
2026	2.0%	\$40,772,635	\$1,583,251	\$3,451	\$1,346	\$7,592	\$836	\$3	\$198	\$237	\$4,519	\$2,375	\$4,750	\$620	\$4,750	\$30,676
2027	2.0%	\$41,588,088	\$2,398,704	\$5,228	\$2,039	\$11,502	\$1,267	\$5	\$300	\$360	\$6,847	\$3,598	\$7,196	\$939	\$7,196	\$46,476
2028	2.0%	\$42,419,850	\$3,230,466	\$7,040	\$2,746	\$15,491	\$1,706	\$6	\$404	\$485	\$9,221	\$4,846	\$9,691	\$1,264	\$9,691	\$62,592
2029	2.0%	\$43,268,247	\$4,078,863	\$8,889	\$3,467	\$19,559	\$2,154	\$8	\$510	\$612	\$11,643	\$6,118	\$12,237	\$1,596	\$12,237	\$79,030
2030	2.0%	\$44,133,611	\$4,944,227	\$10,775	\$4,203	\$23,709	\$2,611	\$10	\$618	\$742	\$14,113	\$7,416	\$14,833	\$1,935	\$14,833	\$95,797
2031	2.0%	\$45,016,284	\$5,826,900	\$12,699	\$4,953	\$27,941	\$3,077	\$12	\$728	\$874	\$16,633	\$8,740	\$17,481	\$2,281	\$17,481	\$112,899
2032	2.0%	\$45,916,609	\$6,727,225	\$14,661	\$5,718	\$32,258	\$3,552	\$13	\$841	\$1,009	\$19,203	\$10,091	\$20,182	\$2,633	\$20,182	\$130,343
2033	2.0%	\$46,834,942	\$7,645,558	\$16,663	\$6,499	\$36,662	\$4,037	\$15	\$956	\$1,147	\$21,824	\$11,468	\$22,937	\$2,992	\$22,937	\$148,137
2034	2.0%	\$47,771,640	\$8,582,256	\$18,704	\$7,295	\$41,154	\$4,531	\$17	\$1,073	\$1,287	\$24,498	\$12,873	\$25,747	\$3,359	\$25,747	\$166,286
2035	2.0%	\$48,727,073	\$9,537,689	\$20,786	\$8,107	\$45,735	\$5,036	\$19	\$1,192	\$1,431	\$27,225	\$14,307	\$28,613	\$3,733	\$28,613	\$184,797
2036	2.0%	\$49,701,615	\$10,512,231	\$22,910	\$8,935	\$50,408	\$5,550	\$21	\$1,314	\$1,577	\$30,007	\$15,768	\$31,537	\$4,114	\$31,537	\$203,680
2037	2.0%	\$50,695,647	\$11,506,263	\$25,077	\$9,780	\$55,175	\$6,075	\$23	\$1,438	\$1,726	\$32,845	\$17,259	\$34,519	\$4,504	\$34,519	\$222,940
2038	2.0%	\$51,709,560	\$12,520,176	\$27,286	\$10,642	\$60,037	\$6,611	\$25	\$1,565	\$1,878	\$35,739	\$18,780	\$37,561	\$4,900	\$37,561	\$242,585
2039	2.0%	\$52,743,751	\$13,554,367	\$29,540	\$11,521	\$64,996	\$7,157	\$27	\$1,694	\$2,033	\$38,691	\$20,332	\$40,663	\$5,305	\$40,663	\$262,623
2040	2.0%	\$53,798,626	\$14,609,242	\$31,839	\$12,418	\$70,054	\$7,714	\$29	\$1,826	\$2,191	\$41,702	\$21,914	\$43,828	\$5,718	\$43,828	\$283,061
2041	2.0%	\$54,874,599	\$15,685,215	\$34,184	\$13,332	\$75,214	\$8,282	\$31	\$1,961	\$2,353	\$44,773	\$23,528	\$47,056	\$6,139	\$47,056	\$303,909
2042	2.0%	\$55,972,091	\$16,782,707	\$36,576	\$14,265	\$80,476	\$8,861	\$34	\$2,098	\$2,517	\$47,906	\$25,174	\$50,348	\$6,569	\$50,348	\$325,173
2043	2.0%	\$57,091,532	\$17,902,148	\$39,016	\$15,217	\$85,844	\$9,452	\$36	\$2,238	\$2,685	\$51,102	\$26,853	\$53,706	\$7,007	\$53,706	\$346,863
2044	2.0%	\$58,233,363	\$19,043,979	\$41,504	\$16,187	\$91,320	\$10,055	\$38	\$2,380	\$2,857	\$54,361	\$28,566	\$57,132	\$7,454	\$57,132	\$368,987
2045	2.0%	\$59,398,030	\$20,208,646	\$44,043	\$17,177	\$96,905	\$10,670	\$40	\$2,526	\$3,031	\$57,686	\$30,313	\$60,626	\$7,910	\$60,626	\$391,553
2046	2.0%	\$60,585,991	\$21,396,607	\$46,632	\$18,187	\$102,601	\$11,297	\$43	\$2,675	\$3,209	\$61,077	\$32,095	\$64,190	\$8,375	\$64,190	\$414,570
2047	2.0%	\$61,797,711	\$22,608,327	\$49,273	\$19,217	\$108,411	\$11,937	\$45	\$2,826	\$3,391	\$64,535	\$33,912	\$67,825	\$8,849	\$67,825	\$438,048
2048	2.0%	\$63,033,665	\$23,844,281	\$51,966	\$20,268	\$114,338	\$12,590	\$48	\$2,981	\$3,577	\$68,064	\$35,766	\$71,533	\$9,333	\$71,533	\$461,995
2049	2.0%	\$64,294,338	\$25,104,954	\$54,714	\$21,339	\$120,383	\$13,255	\$50	\$3,138	\$3,766	\$71,662	\$37,657	\$75,315	\$9,826	\$75,315	\$486,421
																\$5,824,625

PLAN FOR THE EXPENDITURE OF CAPTURED ASSESSED VALUE BY THE AUTHORITY

1. **Estimate of Tax Increment Revenues.** Table 3 summarizes only the estimated tax increment revenue by year. The basis for these figures is shown in Table 1.
2. **Expenditure of Tax Increment Revenues.** Any additional tax increment revenues beyond those projected in this plan will:
 - a. be used to expedite any debt service,
 - b. further the implementation of the public improvement program, or
 - c. be returned, pro-rata, to the taxing units.

Should the tax increment revenues be less than projected, the CIA may choose to:

- a. Collect and hold the captured revenues until a sufficient amount is available to implement specific public improvements,
- b. Consider implementing public improvement projects based upon the ability to match existing funds with expenditures while seeking out additional funding sources,
- c. Amend the development plan and/or tax increment financing plan to allow for alternative projects and funding.

TABLE 3: Projected Tax Increment Revenues

Frenchtown Township Dixie Highway CIA Total Projected Revenues				
FY	Taxable Value	Tax Increment Captured	Millage Multiplier	Tax Increment Revenue
2024	\$39,189,384		0.01937550	
2025	\$39,973,172	\$783,788	0.01937550	\$15,186
2026	\$40,772,635	\$1,583,251	0.01937550	\$30,676
2027	\$41,588,088	\$2,398,704	0.01937550	\$46,476
2028	\$42,419,850	\$3,230,466	0.01937550	\$62,592
2029	\$43,268,247	\$4,078,863	0.01937550	\$79,030
2030	\$44,133,611	\$4,944,227	0.01937550	\$95,797
2031	\$45,016,284	\$5,826,900	0.01937550	\$112,899
2032	\$45,916,609	\$6,727,225	0.01937550	\$130,343
2033	\$46,834,942	\$7,645,558	0.01937550	\$148,137
2034	\$47,771,640	\$8,582,256	0.01937550	\$166,286
2035	\$48,727,073	\$9,537,689	0.01937550	\$184,797
2036	\$49,701,615	\$10,512,231	0.01937550	\$203,680
2037	\$50,695,647	\$11,506,263	0.01937550	\$222,940
2038	\$51,709,560	\$12,520,176	0.01937550	\$242,585
2039	\$52,743,751	\$13,554,367	0.01937550	\$262,623
2040	\$53,798,626	\$14,609,242	0.01937550	\$283,061
2041	\$54,874,599	\$15,685,215	0.01937550	\$303,909
2042	\$55,972,091	\$16,782,707	0.01937550	\$325,173
2043	\$57,091,532	\$17,902,148	0.01937550	\$346,863
2044	\$58,233,363	\$19,043,979	0.01937550	\$368,987
2045	\$59,398,030	\$20,208,646	0.01937550	\$391,553
2046	\$60,585,991	\$21,396,607	0.01937550	\$414,570
2047	\$61,797,711	\$22,608,327	0.01937550	\$438,048
2048	\$63,033,665	\$23,844,281	0.01937550	\$461,995
2049	\$64,294,338	\$25,104,954	0.01937550	\$486,421
	Total Taxable Value Captured	\$300,618,070	Total TI Revenue	\$5,824,625

APPENDIX A: DEVELOPMENT AREA BOUNDARY

Downtown Development District and Downtown Development Area Boundary:

DIXIE HIGHWAY CIA DISTRICT DESCRIPTION

LAND IN PART OF FRACTIONAL SECTIONS 26, 27, 28, 33, 34, 35 AND 36, T.06S., R.09E., ALSO IN PART OF FRACTIONAL SECTIONS 3 AND 4, T.07S., R.09E., ALSO IN PART OF PRIVATE CLAIMS 56, 57, 80, 82, 87, 115, 158, 205, 351, 441, 449, 470, 476, AND 684, FRENCHTOWN TOWNSHIP, MONROE COUNTY, MICHIGAN;

BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF FRENCHTOWN TOWNSHIP, ALSO BEING THE SOUTHERLY LINE OF PARCEL 07-087-001-00, WITH THE EASTERLY LINE OF INTERSTATE 75 LIMITED ACCESS EXPRESSWAY;

THENCE NORTHERLY ALONG SAID EASTERLY LINE OF INTERSTATE 75 TO THE CENTERLINE OF DIXIE HIGHWAY (M-50);

THENCE WESTERLY ALONG DIXIE HIGHWAY TO THE EASTERLY LINE OF CAPTAIN NORMAN HECK PARK, PARCEL 07-684-001-00, ALSO BEING THE EASTERLY LINE OF PRIVATE CLAIM 684;

THENCE NORTHERLY AND WESTERLY ALONG THE EASTERLY AND NORTHERLY LINES OF SAID NORMAN HECK PARK TO THE EASTERLY LINE OF THE NORFOLK SOUTHERN RAILROAD RIGHT-OF-WAY;

THENCE NORTHERLY ALONG SAID EASTERLY RAILROAD RIGHT-OF-WAY LINE TO THE CENTERLINE OF SANDY CREEK ROAD;

THENCE EASTERLY ALONG THE CENTERLINE OF SANDY CREEK ROAD TO THE WESTERLY LINE OF PARCEL 07-115-002-00;

THENCE NORTHERLY ALONG SAID WESTERLY LINE TO THE CENTERLINE OF SANDY CREEK;

THENCE EASTERLY ALONG THE CENTERLINE OF SANDY CREEK TO THE WESTERLY LINE OF PARCEL 07-476-003-00;

THENCE NORTHERLY ALONG SAID WESTERLY LINE TO THE CENTERLINE OF HURD ROAD;

THENCE EASTERLY ALONG THE CENTERLINE OF HURD ROAD TO THE EASTERLY LINE OF PARCEL 07-158-002-00;

THENCE SOUTHERLY ALONG SAID EASTERLY LINE TO THE CENTERLINE OF SANDY CREEK;

THENCE EASTERLY ALONG THE CENTERLINE OF SANDY CREEK TO THE WESTERLY LINE OF PARCEL 07-476-013-10;

THENCE NORTHERLY ALONG THE WESTERLY LINE OF SAID PARCEL 07-476-013-10 AND CONTINUING NORTHERLY ALONG THE WESTERLY LINES OF PARCELS 07-476-013-21, 07-476-013-20, 07-476-007-00, 07-476-008-11, 07-476-008-12, 07-476-08-13, 07-476-008-00, 07-476-006-00, AND 07-476-009-00;

THENCE SOUTHERLY ALONG THE NORTHERLY LINE OF PARCEL 07-476-009-00 TO THE CENTERLINE OF DIXIE HIGHWAY;

THENCE NORTHERLY ALONG THE CENTERLINE OF DIXIE HIGHWAY TO THE CENTERLINE OF GRAND VIEW DRIVE;

THENCE SOUTHERLY ALONG GRAND VIEW DRIVE TO THE SOUTHERLY LINE OF LOT 212 OF GRAND BEACH SUBDIVISION NO. 1 (AS RECORDED IN LIBER 4 OF PLATS, PAGE 53, MONROE COUNTY RECORDS);

THENCE WESTERLY ALONG THE SOUTHERLY LINE OF LOTS 212 THROUGH 215, INCLUSIVE, OF SAID GRAND BEACH SUBDIVISION NO.1 TO THE CENTERLINE OF SOUTH GROVE DRIVE;

THENCE SOUTHERLY ALONG SOUTH GROVE DRIVE TO THE SOUTHERLY LINE OF LOT 216;

THENCE WESTERLY ALONG THE SOUTHERLY LINE OF LOTS 216 AND 217 OF SAID GRAND BEACH SUBDIVISION NO.1 TO THE EASTERLY LINE OF FRENCHTOWN HARBOR CONDOMINIUMS, MONROE COUNTY CONDOMINIUM SUBDIVISION PLAN NO. 39;

THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID FRENCHTOWN HARBOR CONDOMINIUM TO THE SOUTHERLY LINE OF SAID CONDOMINIUM;

THENCE WESTERLY ALONG THE SOUTHERLY LINE OF SAID FRENCHTOWN HARBOR CONDOMINIUM, ALSO BEING ALONG THE NORTHERLY SHORELINE OF LAKE ERIE TO THE WESTERLY LINE OF SAID CONDOMINIUM;

THENCE NORTHERLY ALONG THE WESTERLY LINE OF SAID FRENCHTOWN HARBOR CONDOMINIUM TO THE SOUTHERLY LINE OF LOT 61 OF MONRONA BEACH SUBDIVISION (AS RECORDED IN LIBER 4 OF PLATS, PAGE 38, MONROE COUNTY RECORDS);

THENCE WESTERLY ALONG THE SOUTHERLY LINE OF LOTS 61 THROUGH 63, INCLUSIVE, OF MONRONA BEACH SUBDIVISION;

THENCE CONTINUING WESTERLY ALONG THE SOUTHERLY LINE OF PARCEL 07-867-064-00 TO THE SOUTHERLY LINE OF LOT 944 OF DETROIT BEACH SUBDIVISION (AS RECORDED IN LIBER 6 OF PLATS, PAGES 1 THROUGH 4, INCLUSIVE, MONROE COUNTY RECORDS);

THENCE WESTERLY ALONG THE SOUTHERLY LINES OF LOTS 944 THROUGH 958, INCLUSIVE, OF SAID DETROIT BEACH SUBDIVISION;

THENCE NORTHERLY ALONG THE WESTERLY LINE OF SAID LOT 958 TO THE CENTERLINE OF DIXIE HIGHWAY;

THENCE WESTERLY ALONG THE CENTERLINE OF DIXIE HIGHWAY TO THE EASTERLY LINE OF PARCEL 07-115-001-00;

THENCE SOUTHERLY ALONG THE EASTERLY LINE OF PARCEL 07-115-001-00 TO THE EASTERLY LINE OF PARCEL 07-115-006-00;

THENCE SOUTHERLY ALONG THE EASTERLY LINE OF PARCEL 07-115-006-00 TO THE EASTERLY LINE OF PARCEL 07-087-002-00;

THENCE SOUTHERLY ALONG THE EASTERLY LINE OF PARCEL 07-087-002-00 TO THE SOUTHERLY LINE OF SAID PARCEL, ALSO BEING THE SOUTHERLY LINE OF FRENCHTOWN TOWNSHIP;

THENCE WESTERLY ALONG THE SOUTHERLY LINE OF PARCEL 07-087-002-00 AND THE SOUTHERLY LINE OF FRENCHTOWN TOWNSHIP TO THE EASTERLY LINE OF INTERSTATE 75 AND THE POINT OF BEGINNING.

APPENDIX B: BASE PARCEL DATA

The following pages include the base information for all real property parcels located in the CIA Development Area. Information reported for the 2024 Fiscal Year is based upon the assessments recorded in March 2024 as modified by the Township Board of Review and are subject to any judgments issued by the State Tax Tribunal. The final 2024 SEV, as adjusted by these bodies, is adopted by reference and is considered to be the Initial Assessed Valuation and may be revised without amendment of these plans.

TABLE 4: BASE DATA FOR ALL PARCELS IN THE CIA DISTRICT

DDA Report (Prior Year)

Unit: FRENCHTOWN CHARTER TWP

County: MONROE

09/10/24

12:29 PM

Parcel Number	Property Class	Base Taxable Value	Taxable Value (2024)	Captured Value	Homestead %	Owner's Name	Property Address	District Name	Status
07 027 024 00	201	2,876,565	5,245,200	2,368,635	0.0000	TERMINAL PROPERTIES LLC	1800 FRENCHTOWN CENTER DI	DIXIE CIA	Active
07 033 002 30	202	240,000	240,300	300	0.0000	MONROE AMERICAN HOSPI	N DIXIE HWY	DIXIE CIA	Active
07 033 002 40	201	1,767,200	1,855,560	88,360	0.0000	MONROE AMERICAN HOSPI	1225 N DIXIE HWY	DIXIE CIA	Active
07 057 001 10	201	0	0	0	0.0000	PROJECT SECOND CHANCE	2400 N DIXIE HWY	DIXIE CIA	Active
07 071 008 00	201	292,594	644,123	351,529	0.0000	SIMON Z MONROE PROPER'	1790 N DIXIE HWY	DIXIE CIA	Active
07 080 002 10	401	87,218	91,578	4,360	100.0000	HOYE TANEISHA K	1806 SANDY CREEK RD	DIXIE CIA	Active
07 080 002 11	401	82,054	122,900	40,846	100.0000	WOODS CRISTAL & SROKA	1850 SANDY CREEK RD	DIXIE CIA	Active
07 080 005 00	201	2,208,200	2,278,900	70,700	0.0000	HPT TA PROPERTIES TRUS	1255 N DIXIE HWY	DIXIE CIA	Active
07 087 001 00	301	56,285	59,099	2,814	0.0000	INTERNATIONAL TRANSMIS	N DIXIE HWY	DIXIE CIA	Active
07 087 002 00	201	1,145,162	1,202,420	57,258	0.0000	MERCY MEM HOSP CORP	1500 N DIXIE HWY	DIXIE CIA	Active
07 087 004 00	201	108,426	113,100	4,674	0.0000	SPILLSON JAMES J TRUST	1488 N DIXIE HWY	DIXIE CIA	Active
07 087 005 01	201	3,397,065	3,566,918	169,853	0.0000	BUDDY-ONE LLC	1440 N DIXIE HWY	DIXIE CIA	Active
07 087 005 02	201	154,399	155,400	1,001	0.0000	BUDDY NORTH LLC	1440 N DIXIE HWY	DIXIE CIA	Active
07 087 008 10	301	3,224,100	3,338,500	114,400	0.0000	M114 MONROE REVAR D LLC	2200 REVAR D RD	DIXIE CIA	Active
07 087 008 20	301	6,066,511	6,369,836	303,325	0.0000	MI14 MONROE FRENCHTOV	1833 FRENCHTOWN CENTER DI	DIXIE CIA	Active
07 087 008 30	201	98,104	103,009	4,905	0.0000	AMERICAN NATIONAL RED	1645 N DIXIE HWY	DIXIE CIA	Active
07 087 008 40	202	74,870	78,613	3,743	0.0000	VFL PROPERTIES LLC & JEM	N DIXIE HWY	DIXIE CIA	Active
07 087 011 00	401	46,171	48,479	2,308	100.0000	BRITTON RONALD	2075 SANDY CREEK RD	DIXIE CIA	Active
07 087 012 00	401	57,147	60,004	2,857	100.0000	CONLEY TYLER	2089 SANDY CREEK RD	DIXIE CIA	Active
07 087 013 00	401	54,339	57,055	2,716	100.0000	JONDRO MATTHEW	2101 SANDY CREEK RD	DIXIE CIA	Active
07 087 014 00	401	55,249	82,900	27,651	100.0000	YOUNT CLAYTON	2087 SANDY CREEK RD	DIXIE CIA	Active
07 087 015 00	201	239,859	251,851	11,992	0.0000	TSIPIS REALTY INC	1950 WELCOME WAY	DIXIE CIA	Active
07 087 015 10	201	742,387	779,506	37,119	0.0000	BEST WAY HOSPITALITY IN	1900 WELCOME WAY	DIXIE CIA	Active
07 087 015 20	201	545,246	572,508	27,262	0.0000	MONROE HOSPITALITY INC	1885 WELCOME WAY	DIXIE CIA	Active

* denotes a partial capture

Parcel Number	Property Class	Base Taxable Value	Taxable Value (2024)	Captured Value	Homestead %	Owner's Name	Property Address	District Name	Status
07 087 015 30	201	439,500	457,800	18,300	0.0000	GLR MICHIGAN #4 LTD	1975 WELCOME WAY	DIXIE CIA	Active
07 115 002 00	201	0	0	0	0.0000	MI CONFERENCE ASSOCIAT	2222 SANDY CREEK RD	DIXIE CIA	Active
07 115 006 00	201	287,479	288,300	821	0.0000	MERCY MEM HOSP CORP	N DIXIE HWY	DIXIE CIA	Active
07 158 002 00	401	40,656	42,688	2,032	100.0000	HOFFMAN THOMAS & MART	2266 E HURD RD	DIXIE CIA	Active
07 158 002 10	202	0	0	0	0.0000	MONROE COUNTY ROAD CC	N DIXIE HWY	DIXIE CIA	Active
07 158 018 00	202	2,543	16,000	13,457	0.0000	AUBRECHT ERIN	N DIXIE HWY	DIXIE CIA	Active
07 158 021 00	401	73,126	76,782	3,656	100.0000	THURMAN DAVID & KIMBEF	1996 N DIXIE HWY	DIXIE CIA	Active
07 158 022 00	401	44,820	47,061	2,241	100.0000	DESLOOVER ERIK J	1992 N DIXIE HWY	DIXIE CIA	Active
07 205 001 00	301	9,102	9,557	455	0.0000	INTERNATIONAL TRANSMIS	SANDY CREEK RD	DIXIE CIA	Active
07 351 001 00	301	42,549	44,676	2,127	0.0000	INTERNATIONAL TRANSMIS	NO FRONTAGE- I-75	DIXIE CIA	Active
07 476 006 00	001	41,600	0	-41,600	0.0000	FRENCHTOWN CHARTER TC		DIXIE CIA	Active
07 476 006 01	201	0	0	0	0.0000	FRENCHTOWN CHARTER TC	2619 N DIXIE HWY	DIXIE CIA	Active
07 476 007 00	401	98,349	103,266	4,917	100.0000	BESTE-WALZ JULIE A TRUS	2421 N DIXIE HWY	DIXIE CIA	Active
07 476 008 00	001	0	0	0	0.0000	FRENCHTOWN CHARTER TC		DIXIE CIA	Active
07 476 008 11	102	16,000	16,000	0	100.0000	GARCIA JAMES & KELLI	N DIXIE HWY	DIXIE CIA	Active
07 476 008 12	102	8,515	8,940	425	100.0000	ALDRICH KEVIN M	N DIXIE HWY	DIXIE CIA	Active
07 476 008 13	102	10,311	10,826	515	100.0000	ALDRICH KEVIN M	N DIXIE HWY	DIXIE CIA	Active
07 476 009 00	201	219,269	230,232	10,963	0.0000	PEARSALL MARY TRUST	2757 N DIXIE HWY	DIXIE CIA	Active
07 476 013 10	102	28,500	28,500	0	100.0000	SINGLETON STEVEN R	N DIXIE HWY	DIXIE CIA	Active
07 476 013 20	102	12,884	13,528	644	100.0000	FIX MARY JANE	N DIXIE HWY	DIXIE CIA	Active
07 476 013 21	102	23,900	23,900	0	100.0000	GERMANI MARIE A TRUST	N DIXIE HWY	DIXIE CIA	Active
07 776 000 09	403	0	0	0	0.0000	DETROIT BEACH ASSOCIAT		DIXIE CIA	Active
07 776 944 00	201	9,519	9,994	475	0.0000	MOUHAJER IBRAHIM & HAL	GRAND BLVD	DIXIE CIA	Active
07 776 945 00	201	54,021	56,722	2,701	0.0000	CONTE JOSEPH A	2630 GRAND BLVD	DIXIE CIA	Active
07 776 947 00	202	4,557	4,784	227	0.0000	CONTE JOSEPH A	GRAND BLVD	DIXIE CIA	Active
07 776 949 00	201	31,328	32,894	1,566	0.0000	CONTE JOSEPH A	2624 GRAND BLVD	DIXIE CIA	Active

* denotes a partial capture

Parcel Number	Property Class	Base Taxable Value	Taxable Value (2024)	Captured Value	Homestead %	Owner's Name	Property Address	District Name	Status
07 776 951 00	202	5,097	5,351	254	0.0000	DETROIT BEACH ASSOCIAT	GRAND BLVD	DIXIE CIA	Active
07 776 952 00	201	33,500	0	-33,500	0.0000	FRIENDS OF COMPANION A	GRAND BLVD	DIXIE CIA	Active
07 776 955 00	201	117,495	0	-117,495	0.0000	FRIENDS OF COMPANION A	2621 GRAND BLVD	DIXIE CIA	Active
07 776 957 00	201	0	0	0	0.0000	FRIENDS OF COMPANION A	2530 N DIXIE HWY	DIXIE CIA	Active
07 807 001 00	201	611,824	642,415	30,591	0.0000	SPIRIT MASTER FUNDING I	1553 N DIXIE HWY	DIXIE CIA	Active
07 807 002 01	201	116,519	122,344	5,825	0.0000	SURYA MANAGERMENTS SER	N DIXIE HWY	DIXIE CIA	Active
07 807 002 02	201	945,271	992,534	47,263	0.0000	BUDDY TWO LLC	1565 N DIXIE HWY	DIXIE CIA	Active
07 807 004 00	201	1,198,320	1,258,236	59,916	0.0000	MONROE HOTELS LLC	1687 N DIXIE HWY	DIXIE CIA	Active
07 807 005 00	201	1,164,240	1,222,452	58,212	0.0000	FRENCHTOWN HOTELS LLC	1731 N DIXIE HWY	DIXIE CIA	Active
07 807 006 00	201	749,300	734,000	-15,300	0.0000	1800 DIXIE HWY LTD	1800 N DIXIE HWY	DIXIE CIA	Active
07 807 007 00	202	0	0	0	0.0000	FRENCHTOWN CHARTER TC	N DIXIE HWY	DIXIE CIA	Active
07 807 008 00	201	155,800	161,600	5,800	0.0000	JARRAIT CHRISTOPHER G &	1803 N DIXIE HWY	DIXIE CIA	Active
07 807 009 00	202	0	0	0	0.0000	FRENCHTOWN CHARTER TC	N DIXIE HWY	DIXIE CIA	Active
07 807 010 00	201	291,100	393,855	102,755	0.0000	THE SPORTS GARDENS COF	1879 N DIXIE HWY	DIXIE CIA	Active
07 807 015 00	201	336,614	408,300	71,686	0.0000	TERMINAL PROPERTIES LLC	1840 FRENCHTOWN CENTER DR	DIXIE CIA	Active
07 807 016 00	201	37,500	37,500	0	0.0000	VFMM LLC	FRENCHTOWN CENTER DR	DIXIE CIA	Active
07 807 017 00	201	593,874	623,567	29,693	0.0000	VFMM LLC	1878 FRENCHTOWN CENTER DR	DIXIE CIA	Active
07 807 018 00	301	1,136,000	1,191,000	55,000	0.0000	SPIRATEx COMPANY	1916 FRENCHTOWN CENTER DR	DIXIE CIA	Active
07 816 113 02	201	280,875	294,918	14,043	0.0000	FANOLA JOSEPH & MISTY	2896 N DIXIE HWY	DIXIE CIA	Active
07 816 212 00	201	85,027	89,278	4,251	0.0000	MARY PEARSALL TRUST	2932 N DIXIE HWY	DIXIE CIA	Active
07 816 214 00	201	66,039	69,340	3,301	0.0000	MARY PEARSALL TRUST	2916 N DIXIE HWY	DIXIE CIA	Active
07 816 215 00	401	59,535	62,511	2,976	100.0000	FLEEMAN LAURIA M & DOT'	2906 N DIXIE HWY	DIXIE CIA	Active
07 867 061 00	201	151,943	193,400	41,457	0.0000	MAC'S CONVENIENCE STOR	2700 N DIXIE HWY	DIXIE CIA	Active
07 867 064 00	201	321,720	337,806	16,086	0.0000	MOUHAJER IBRAHIM & HAL	2658 N DIXIE HWY	DIXIE CIA	Active
07 989 019 00	407	136,549	164,400	27,851	100.0000	POSEY ABIGAIL M	3102 CHARM HARBOR DR	DIXIE CIA	Active
07 989 020 00	407	139,893	138,500	-1,393	100.0000	SHUTTIE EDWARD A & DEB	3110 CHARM HARBOR DR	DIXIE CIA	Active
07 989 021 00	407	158,900	139,000	-19,900	100.0000	HOLCK CASEY J & KELLY J	3118 CHARM HARBOR DR	DIXIE CIA	Active

* denotes a partial capture

Parcel Number	Property Class	Base Taxable Value	Taxable Value (2024)	Captured Value	Homestead %	Owner's Name	Property Address	District Name	Status
07 989 022 00	407	138,086	140,000	1,914	100.0000	MCLAUGHLIN NICHOLAS LE	3126 CHARM HARBOR DR	DIXIE CIA	Active
07 989 023 00	407	120,727	126,763	6,036	100.0000	VAILLANT GARY R & JOANN	3134 CHARM HARBOR DR	DIXIE CIA	Active
07 989 024 00	407	156,030	143,400	-12,630	0.0000	EEM3 LLC	3142 CHARM HARBOR DR	DIXIE CIA	Active
07 989 025 00	407	156,030	143,600	-12,430	100.0000	WILEBSKI BRIAN K & FRANI	3150 CHARM HARBOR DR	DIXIE CIA	Active
07 989 026 00	407	138,086	144,400	6,314	100.0000	TAGLIAFERRI RICHARD L	3158 CHARM HARBOR DR	DIXIE CIA	Active
07 989 027 00	407	155,820	143,200	-12,620	0.0000	PRESTEGAARD ALICIA R	3166 CHARM HARBOR DR	DIXIE CIA	Active
07 989 028 00	407	141,279	148,342	7,063	0.0000	B2 MARKETING GROUP, LLC	3174 CHARM HARBOR DR	DIXIE CIA	Active
07 989 202 00	402	18,400	18,400	0	0.0000	MIDLAND AGENCY OF NOR	CHARM HARBOR DR	DIXIE CIA	Active
07 989 998 01	410	55,965	58,763	2,798	0.0000	MIDLAND AGENCY OF NOR	4444 WILLOW BEACH WAY	DIXIE CIA	Active
Totals		35,091,037	39,189,384	4,098,347					
Parcel Count		86							

* denotes a partial capture

**FRENCHTOWN CHARTER TOWNSHIP
RESOLUTION OF INTENT TO CREATE A
DIXIE HIGHWAY CORRIDOR IMPROVEMENT AUTHORITY
Adopted August 22, 2023**

WHEREAS, the State of Michigan Corridor Improvement Authority (CIA) Act, Public Act 57 of 2018, as amended (Act), authorizes a township to establish a corridor improvement authority which can encourage historic preservation, acquire and dispose of interests in real property and authorize the creation and implementation of development plans designed to promote economic growth within commercial areas of a Township, and

WHEREAS, the Frenchtown Charter Township Board has discussed the need for such an authority to encourage the economic growth of the commercial areas within the Township, and

WHEREAS, Section 622 of the Act requires that a resolution be adopted by the Township Board finding that the jurisdictional area meets certain legislative requirements and setting a date and time for a public hearing concerning establishment of a Corridor Improvement Authority.

NOW THEREFORE BE IT RESOLVED that the Township Board of Frenchtown Charter Township determines as follows:

1. There is a public need to establish a Corridor Improvement Authority which can encourage historic preservation, acquire and dispose of interests in real property and authorize the creation and implementation of development plans designed to promote economic growth within commercial areas of the Township.

2. The proposed jurisdictional area of the Authority:

a. Is adjacent to or is within 500 feet of a road classified as an arterial or collector road according to the Federal Highway Administration manual "Highway Functional Classification - Concepts, Criteria and Procedures".

b. Contains at least 10 contiguous parcels or at least 5 contiguous acres.

c. More than 1/2 of the existing ground floor square footage in the development area is classified as commercial real property under section 34c of the General Property Tax Act, Public Act 206 of 1893, as amended, MCL 211.34c.

d. Residential use, commercial use, or industrial use has been allowed and conducted under the Zoning Ordinance or conducted in the entire development area, for the immediately preceding 30 years.

e. Is presently served by municipal water and/or sewer.

- f. Is zoned to allow for mixed use that includes high-density residential use.
 - g. Is described on the attached Exhibit A.
3. The Charter Township of Frenchtown agrees to:
- a. Expedite the local permitting and inspection process in the development area.
 - b. Modify its master plan to provide for walkable nonmotorized interconnections, including sidewalks and streetscapes throughout the development area.
4. The Township Board will hold a public hearing on this matter at the Frenchtown Charter Township Hall at 2744 Vivian Road, Monroe, Michigan 48162 at 8:00 AM on October 10, 2023.

The foregoing resolution offered by Board Member Bryant

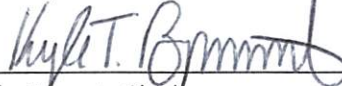
Second offered by Board Member Carlton

Upon roll call vote the following voted "aye": Klemz, Carlton, Collins, Rimel, VanWashenova, Bryant, Ellison

"nay": None

Absent/Excused: None

The Supervisor declared the resolution adopted.



 Kyle Bryant, Clerk
 Frenchtown Charter Township

CERTIFICATE

The undersigned Clerk of Frenchtown Charter Township hereby certifies that the foregoing constitutes a true and complete copy of an excerpt of the minutes of a regular meeting of the Township Board held on August 22, 2023, at which meeting the above Resolution of Intent to Create a Dixie Highway Corridor Improvement Authority was adopted; all members of the Township Board present voted as indicated in said minutes; and that said meeting was held in accordance with the Open Meetings Act of the State of Michigan.

dixiehwyrresolutioncorridorpd





 Kyle Bryant, Clerk

ALAN (AL) VANWASHENOVA
Supervisor - (734) 242-5904
Fax - (734) 242-8589

KYLE T. BRYANT
Clerk - (734) 242-5800
Fax: (734) 242-1508

JULIE A. ELLISON
Treasurer - (734) 242-5902
Fax: (734) 242-1508

BUILDING DEPARTMENT
(734) 242-5900
Fax: (734) 242-1634



FRENCHTOWN CHARTER TOWNSHIP

2744 Vivian Road - Monroe, Michigan 48162-9212 - (734) 242-3282

CHRISTIAAN CARLTON

CHRIS COLLINS

GARY KLEMZ

MATT RIMEL

TRUSTEES

ASSESSING DEPARTMENT
(734) 242-8588

MEMORANDUM

TO: Frenchtown Charter Township Board
FROM: Al VanWashenova
RE: Public Hearing
DATE: October 10, 2023

Public hearing to discuss proposed adoption of Telegraph and Dixie Highway Corridor Improvement Authorities and Tax Increment Financing Plan. CIB Planners will be available for questions.

Al VanWashenova

**Frenchtown Charter Township
Dixie Highway and Telegraph Road Corridor Improvement Authorities
and Tax Increment Financing Plans
Public Hearing Notice**

The Frenchtown Charter Township Board will conduct a public hearing on Tuesday, October 10, 2023, at 8 a.m. at the Township Hall at 2744 Vivian Road, Monroe, Michigan 48162, for the purpose of hearing comments on the adoption of the Township's proposed Telegraph Road and Dixie Highway Corridor Improvement Authorities (CIA) and Tax Increment Financing Plans pursuant to Michigan Public Act 57 of 2018. A citizen, taxpayer, or property owner of the Township or an official from a taxing jurisdiction with millage that would be subject to capture has the right to be heard in regard to the establishment of the authority and the boundaries of the proposed development area.

The boundaries of the proposed Telegraph Road CIA are as follows:

The Telegraph Road Corridor is an approximate 1.5 mile stretch of Telegraph Road from the parcel just south of Holiday Boulevard on the southwest to Lasalle Road on the northeast. While covering a majority of frontage properties along Telegraph Road, the district includes several properties and developments located between Stewart Road on the south and Mall Road on the north. The corridor is characterized as a four-lane highway with a center turn lane and full access to properties fronting Telegraph Road. Telegraph Road as a major north-south state trunkline highway from Bedford Township at the Ohio state line through Metro Detroit. The highway runs through three counties in southeastern Michigan, Monroe, Wayne and Oakland, as it parallels the Lake Erie shoreline and bypasses Metro Detroit on the west.

The boundaries of the proposed Dixie Highway CIA are as follows:

The Dixie Road Corridor is an approximate 2.5 mile stretch of Dixie Road from Detroit Avenue on the southwest to Grandview Drive on the northeast. While covering all the frontage properties along Dixie Road, the district includes an industrial park and several properties and developments located to the rear of the frontage sites adjacent to Interstate 75. The corridor is characterized as a two-lane highway with a center turn lane and full access to properties fronting Dixie Road. Dixie Road is a full access interchange off Interstate 75. Approximately a mile east of the corridor is Brest Bay on Lake Erie and approximately a mile south of the corridor is River Raisin.

The Telegraph Road and Dixie Highway CIAs are being formed to assist in reversing declining property values, improve the overall business climate, and increase employment opportunities. The two CIAs will have the ability to capture the incremental increase in property taxes that result from improvements in the district, referred to as tax increment financing. The captured revenues are used to finance public improvement projects within the respective districts, as a means for jump starting economic growth. Local school taxes are not captured by the CIA and being located in a CIA does not increase property taxes.

Copies of the proposed Plans are available for review at the Township Hall during normal office hours. Those unable to attend the public hearings are invited to submit written comments to the Corridor Improvement Authority at the address noted above. You may also contact the Township Clerk, Kyle Bryant at (734) 242-5800 with any questions.

This notice is provided pursuant to the requirements of Act 57 of the Public Acts of Michigan of 2018.

Kyle T. Bryant, Clerk
Frenchtown Charter Township

**FRENCHTOWN CHARTER TOWNSHIP
RESOLUTION TO ESTABLISH THE DIXIE HIGHWAY
CORRIDOR IMPROVEMENT AUTHORITY (CIA) AND CONFIRM ITS BOUNDARIES
Adopted December 19, 2023**

WHEREAS, the State of Michigan Corridor Improvement Authority Act P.A. 57 of 2018, Part 6, as amended, authorizes a township to establish a Corridor Improvement Authority which can encourage historic preservation, acquire and dispose of interests in real property and authorize the creation and implementation of development plans designed to promote economic growth within commercial areas of a Township, and

WHEREAS, the Frenchtown Township Board has discussed the need for such an authority to encourage the economic growth of the commercial area residing in the Township, and

WHEREAS, Frenchtown Township has adopted a Resolution of Intent to Establish Corridor Improvement Authority which designates the boundaries of the proposed Corridor Improvement Authority (CIA) District and meets all of the requirements of Sections 618 of the Act, and

WHEREAS, Section 605 of the Act requires that a resolution be adopted by the Township Board indicating that the jurisdictional area meets certain legislative requirements and to set a date and time for a public hearing concerning establishment of the Corridor Improvement Authority and the boundaries, and

WHEREAS, Public Act P.A. 57 of 2018, Part 6, as amended, requires the Township Board to give proper public notice and hold a public hearing prior to establishing the Corridor Improvement Authority and adoption of the Corridor Improvement Authority and

WHEREAS, a public hearing was held on October 10th, 2023 at 8:00 AM at the Frenchtown Charter Township Hall and comments received and duly considered.

NOW THEREFORE BE IT RESOLVED by the Township Board of Frenchtown Charter Township as follows:

1. There is a public need to establish a Corridor Improvement Authority which can encourage historic preservation, acquire and dispose of interests in real property and authorize the creation and implementation of development plans designed to promote economic growth within commercial areas of the Township.

2. The proposed jurisdictional area of the authority:

a. Is adjacent to or is within 500 feet of a road classified as an arterial or collector according to the Federal Highway Administration manual "Highway Functional Classification - Concepts, Criteria and Procedures".

b. Contains at least 10 contiguous parcels and/or at least 5 contiguous acres.

c. More than 1/2 of the existing ground floor square footage in the development area is classified as commercial real property under section 34c of the General Property Tax Act, 1893 PA 206, MCL 211.34c.

d. Residential use, commercial use, or industrial use has been allowed and conducted under the Township Zoning Ordinance or conducted in the entire development area, for the immediately preceding 30 years.

e. Is presently served by municipal water or sewer.

f. Is zoned to allow for mixed use that includes high-density residential use.

3. The Charter Township of Frenchtown hereby agrees to all of the following:

a. To expedite the local permitting and inspection process in the development area.

b. To modify its master plan to provide for walkable nonmotorized interconnections, including sidewalks and streetscapes throughout the development area.

BE IT RESOLVED that the Frenchtown Charter Township Board of Frenchtown Charter Township, Monroe County, Michigan, herewith creates the Dixie Highway Corridor Improvement Authority approves and confirms its boundaries as shown in Exhibit A attached hereto.

BE IT FURTHER RESOLVED that the Clerk be directed to forthwith, file a certified copy of this Resolution with the State of Michigan Secretary of State and to publish it in its entirety in a newspaper of general circulation within Frenchtown Charter Township.

The foregoing resolution offered by Board Member Bryant

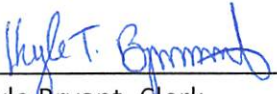
Second offered by Board Member Klemz

Upon roll call vote the following voted "aye": Collins; Klemz; Rimel; Carlton; Bryant; Ellison; VanWashenova

"nay": None

Absent/Excused: None


The Supervisor declared the resolution adopted.



Kyle Bryant, Clerk
Frenchtown Charter Township

CERTIFICATE

The undersigned Clerk of Frenchtown Charter Township hereby certifies that the foregoing constitutes a true and complete copy of an excerpt of the minutes of a regular meeting of the Township Board held on December 19, 2023, at which meeting the above Resolution to Establish the Dixie Highway Corridor Improvement Authority (CIA) and Confirm Its Boundaries was adopted; all members of the Township Board present voted as indicated in said minutes; and that said meeting was held in accordance with the Open Meetings Act of the State of Michigan.



Kyle Bryant, Clerk

dixiehwy1223taxincrementresolutioncorridorpd

LOCALIQ

Petoskey News-Review
The Monroe News | Holland Sentinel
Gaylord Herald Times | Daily Telegram

PO Box 630491 Cincinnati, OH 45263-0491

AFFIDAVIT OF PUBLICATION

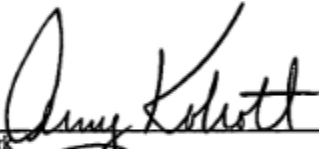
Jessica Burt
ATTN CLERK
Frenchtown Township
2744 VIVIAN RD
MONROE MI 48162

STATE OF MICHIGAN, COUNTY OF MONROE

The Monroe News, a newspaper published in the English language for the dissemination of local or transmitted news and intelligence of a general character and legal news and which is a duly qualified newspaper, published and circulated in the County of Monroe. The annexed notice is a printed copy contained in said newspaper, and has been duly published in said newspaper in the issue dated:

07/17/2024

Sworn to and subscribed before on 07/17/2024



Legal Clerk



Notary, State of WI, County of Brown

10-28-26

My commission expires

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RYAN SPELLER
Notary Public
State of Wisconsin



FRENCHTOWN CHARTER TOWNSHIP
RESOLUTION TO ESTABLISH THE DOUG HIGHWAY
CORRIDOR IMPROVEMENT AUTHORITY (CIA) AND CONFIRM ITS BOUNDARIES
Adopted December 19, 2023

WHEREAS, the State of Michigan Corridor Improvement Authority Act PA. 57 of 2018, Part 6, as amended, authorizes a township to establish a Corridor Improvement Authority which can encourage historic preservation, acquire and dispose of interests in real property and authorize the creation and implementation of development plans designed to promote economic growth within commercial areas of a Township, and

WHEREAS, the Frenchtown Township Board has discussed the need for such an authority to encourage the economic growth of the commercial area residing in the Township, and

WHEREAS, Frenchtown Township has adopted a Resolution of Intent to Establish Corridor Improvement Authority which designates the boundaries of the proposed Corridor Improvement Authority (CIA) District and meets all of the requirements of Sections 618 of the Act, and

WHEREAS, Section 605 of the Act requires that a resolution be adopted by the Township Board indicating that the jurisdictional area meets certain legislative requirements and to set a date and time for a public hearing concerning establishment of the Corridor Improvement Authority and the boundaries, and

WHEREAS, Public Act PA. 57 of 2018, Part 6, as amended, requires the Township Board to give proper public notice and hold a public hearing prior to establishing the Corridor Improvement Authority and adoption of the Corridor Improvement Authority and

WHEREAS, a public hearing was held on October 10th, 2023 at 6:00 AM at the Frenchtown Charter Township Hall and comments received and duly considered.

NOW THEREFORE BE IT RESOLVED by the Township Board of Frenchtown Charter Township as follows:

1. There is a public need to establish a Corridor Improvement Authority which can encourage historic preservation, acquire and dispose of interests in real property and authorize the creation and implementation of development plans designed to promote economic growth within commercial areas of the Township.

2. The proposed jurisdictional area of the authority:

a. Is adjacent to or is within 500 feet of a road classified as an arterial or collector according to the Federal Highway Administration manual "Highway Functional Classification - Concepts, Criteria and Procedures".

b. Consists of least 10 contiguous parcels and/or of least 5 contiguous acres.

c. More than 1/2 of the existing ground floor square footage in the development area is classified as commercial real property under section 34c of the General Property Tax Act, 1993 PA 206, MCL 211.34c.

d. Residential use, commercial use, or industrial use has been allowed and conducted under the Township Zoning Ordinance or conducted in the entire development area, for the immediately preceding 30 years.

e. Is presently served by municipal water or sewer.

f. Is zoned to allow for mixed use that includes high-density residential use.

3. The Charter Township of Frenchtown hereby agrees to all of the following:

a. To expedite the local permitting and inspection process in the development area.

b. To modify its master plan to provide for walkable nonmotorized interconnections, including sidewalks and streetscapes throughout the development area.

BE IT RESOLVED that the Frenchtown Charter Township Board of Frenchtown Charter Township, Monroe County, Michigan, herewith creates the Doug Highway Corridor Improvement Authority approves and confirms its boundaries as shown in Exhibit A attached hereto.

BE IT FURTHER RESOLVED that the Clerk be directed to forward, to a certified copy of this Resolution with the State of Michigan Secretary of State and to publish it in its entirety in a newspaper of general circulation within Frenchtown Charter Township.

The foregoing resolution offered by Board Member Bryant

Second offered by Board Member None

Upon roll call vote the following voted "aye": Colleen Storm, Frank Carlson, Bryant Elliott, VanHulsterson

"nay": None

Absent/Excused: None

The Supervisor declared the resolution adopted.

Kyle Bryant
KYLE BRYANT, Clerk
Frenchtown Charter Township

CERTIFICATE

The undersigned Clerk of Frenchtown Charter Township hereby certifies that the foregoing constitutes a true and complete copy of an excerpt of the minutes of a regular meeting of the Township Board held on December 19, 2023, at which meeting the above Resolution to Establish the Doug Highway Corridor Improvement Authority (CIA) and Confirm its Boundaries was adopted; all members of the Township Board present voted as indicated in said minutes; and that said meeting was held in accordance with the Open Meetings Act of the State of Michigan.

Kyle Bryant
KYLE BRYANT, Clerk

LOCALIQ

Potosky News-Review
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Gaylord Herald Times | Daily Telegram

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AFFIDAVIT OF PUBLICATION

ATTN CLERK
Frenchtown Township
2744 VIVIAN RD
MONROE MI 48162

STATE OF MICHIGAN, COUNTY OF MONROE

The Monroe News, a newspaper published in the English language for the dissemination of local or transmitted news and intelligence of a general character and legal news and which is a duly qualified newspaper, published and circulated in the County of Monroe. The annexed notice is a printed copy contained in said newspaper, and has been duly published in said newspaper in the issue dated:

09/11/2024, 09/18/2024

Sworn to and subscribed before on 09/18/2024

Legal Clerk



Notary, State of WI, County of Brown

46-27

My commission expires

Publication Cost: \$565.20
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DENISE ROBERTS
Notary Public
State of Wisconsin



**Frenchtown Charter Township
Dixie Highway and Telegraph Road Corridor
Improvement Authorities
Development and Tax
Increment Financing Plans
Public Hearing Notice**

The Frenchtown Charter Township Board will conduct a public hearing on Tuesday, October 8, 2024, at 8 a.m. at the Township Hall at 2744 Vivian Road, Monroe, Michigan 48162, for the purpose of hearing comments on the adoption of the Township's proposed Telegraph Road and Dixie Highway Corridor Improvement Authorities (CIA's) respective Development and Tax Increment Financing Plans pursuant to Michigan Public Act 57 of 2018. A citizen, taxpayer, or property owner of the Township or an official from a taxing jurisdiction with millage that would be subject to capture has the right to be heard in regard to the establishment of the authority and the boundaries of the proposed development area.

The boundaries of the proposed Telegraph Road CIA are as follows:

The Telegraph Road Corridor is an approximate 1.5 mile stretch of Telegraph Road from the parcel just south of Holiday Boulevard on the southwest to Lassalle Road on the northeast. While covering a majority of frontage properties along Telegraph Road, the district includes several properties and developments located between Stewart Road on the south and Mall Road on the north. The corridor is characterized as a four-lane highway with a center turn lane and full access to properties fronting Telegraph Road. Telegraph Road as a major north-south state trunkline highway from Bedford Township at the Ohio state line through Metro Detroit. The highway runs through three counties in southeastern Michigan, Monroe, Wayne and Oakland, as it parallels the Lake Erie shoreline and bypasses Metro Detroit on the west.

The boundaries of the proposed Dixie Highway CIA are as follows:

The Dixie Road Corridor is an approximate 2.5 mile stretch of Dixie Road from Detroit Avenue on the southwest to Grandview Drive on the northeast. While covering all the frontage properties along Dixie Road, the district includes an industrial park and several properties and developments located to the rear of the frontage sites adjacent to Interstate 75. The corridor is characterized as a two-lane highway with a center turn lane and full access to properties fronting Dixie Road. Dixie Road is a full access interchange off Interstate 75. Approximately a mile east of the corridor is Brest Bay on Lake Erie and approximately a mile south of the corridor is River Raisin.

The Telegraph Road and Dixie Highway CIAs are being formed to assist in

reversing declining property values, improve the overall business climate, and increase employment opportunities. The two CIAs will have the ability to capture the incremental increase in property taxes that result from improvements in the district, referred to as tax increment financing. The captured revenues are used to finance public improvement projects within the respective districts, as a means for jump starting economic growth. Local school taxes are not captured by the CIA and being located in a CIA does not increase property taxes.

Copies of the proposed Plans are available for review at the Township Hall during normal office hours. Those unable to attend the public hearings are invited to submit written comments to the Corridor Improvement Authority at the address noted above. You may also contact Township staff at (734) 242-3282 with any questions.

This notice is provided pursuant to the requirements of Act 57 of the Public Acts of Michigan of 2018.