

CITY OF LAINGSBURG

DEVELOPMENT AND TAX INCREMENT FINANCING PLAN

Presented By:
The Laingsburg Downtown
Development Authority

January 1993

LAINGSBURG DOWNTOWN DEVELOPMENT AUTHORITY
DEVELOPMENT AND TAX INCREMENT FINANCING PLAN

Prepared By:

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and

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Project No:

8906-20

May 7, 1990

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1. DEVELOPMENT PLAN

A. INTRODUCTION AND GENERAL OVERVIEW

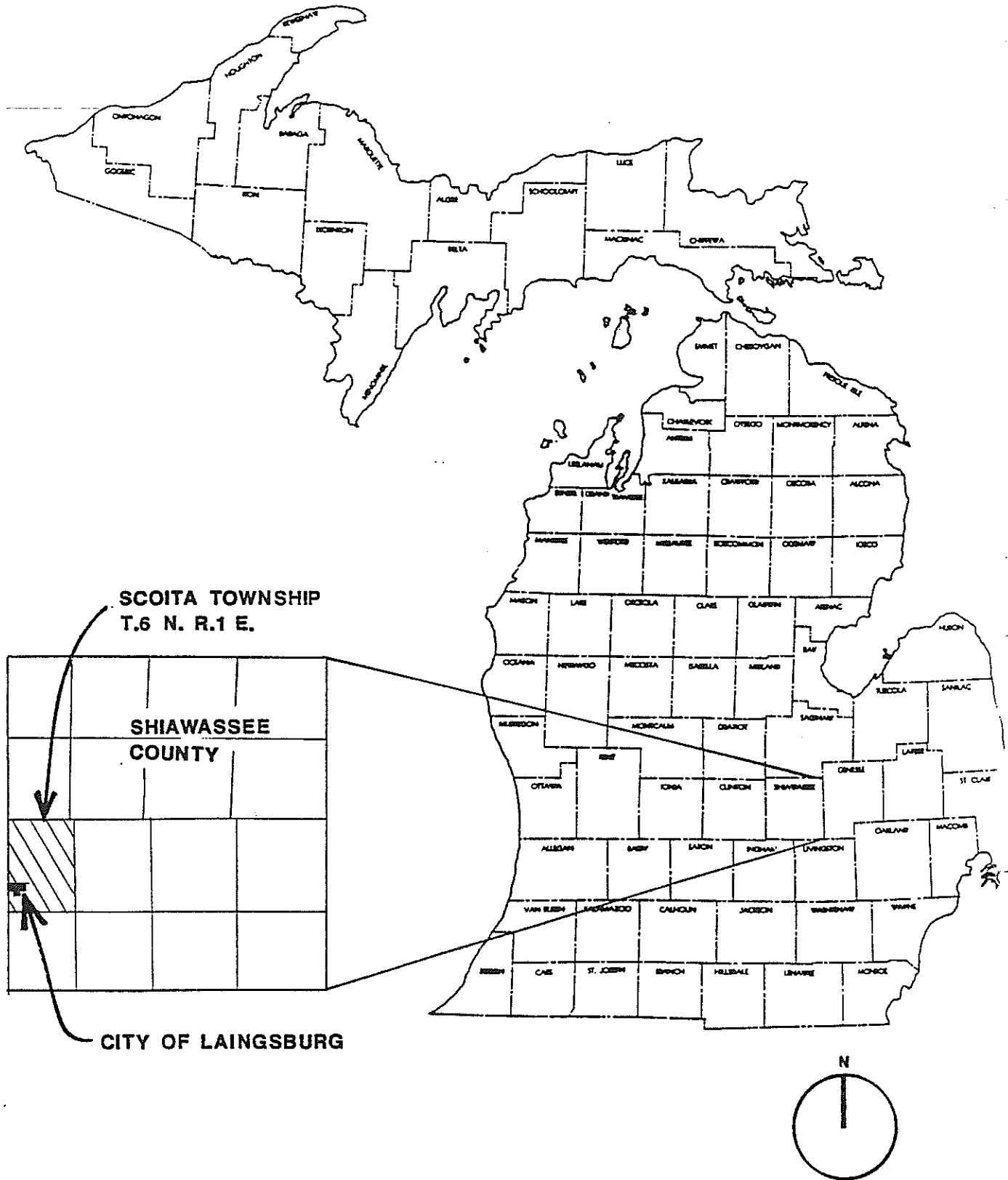
The city of Laingsburg is located in western Shiawassee County, as shown in Figure A. The Laingsburg central business district is located along Grand River Avenue near the intersection with the Penn Central Railroad right-of-way. The business district includes primarily commercial, institutional, and residential components and includes a considerable amount of the railroad right-of-way. The district supports many businesses which provide jobs, tax base, goods, and services to the city and its residents. The area functions as the business core of the community by virtue of its local and regional geographic and perceptual characteristics. Only a few scattered businesses exist in the remainder of the community. The growth occurring in the Lansing area creates a strong potential for investment and development in the community. The approximate extent of this growth, as it relates to Laingsburg, is discussed in more detail below.

It is the objective of the DDA board, through this plan, to stabilize conditions for those residing here, assist business in locating or expanding, and improve the quality of life. The plan outlines a comprehensive approach to solving problems of the city relative to the DDA area. Projects have been specified which support local goals, protect and assist businesses, and ensure a quality of growth that will enhance the area in general.

The intent of the proposed development projects within the development area is twofold; first, to foster the revitalization of the commercial component in the area; and second, to provide the atmosphere for supporting development and an improved character to the entire district. The success of the Laingsburg Downtown Development Authority is dependent upon functional and recognizable land use arrangements, development control, public service enhancement, and basic infrastructure improvements. Many individual and cooperative efforts will lead to its success in the coming years. It is hoped that the DDA will ultimately have a positive influence upon the future of this part of the city. The projects and activities outlined in this plan have been conceived and defined to serve the needs of the community. The DDA board of directors is pleased to present this plan to the city council and citizens of the community and express their optimism about the future.

There is little doubt that the public interest would clearly benefit from a coordinated program of revitalization of the city's business sector. The aim of the DDA is to finance certain public improvements within its boundaries and effectively enhance the overall image and character of the area.

The best interests of the public seem to be met by this program through the potential expansion of public services and other public improvements. The primary goal of the Laingsburg Downtown Development Authority is to improve the quality of life in the district through proper planning and desirable public improvements. The general policy goals of the district are broad, all-encompassing "ideals" and include:



LOCATION MAP

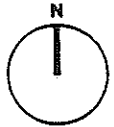
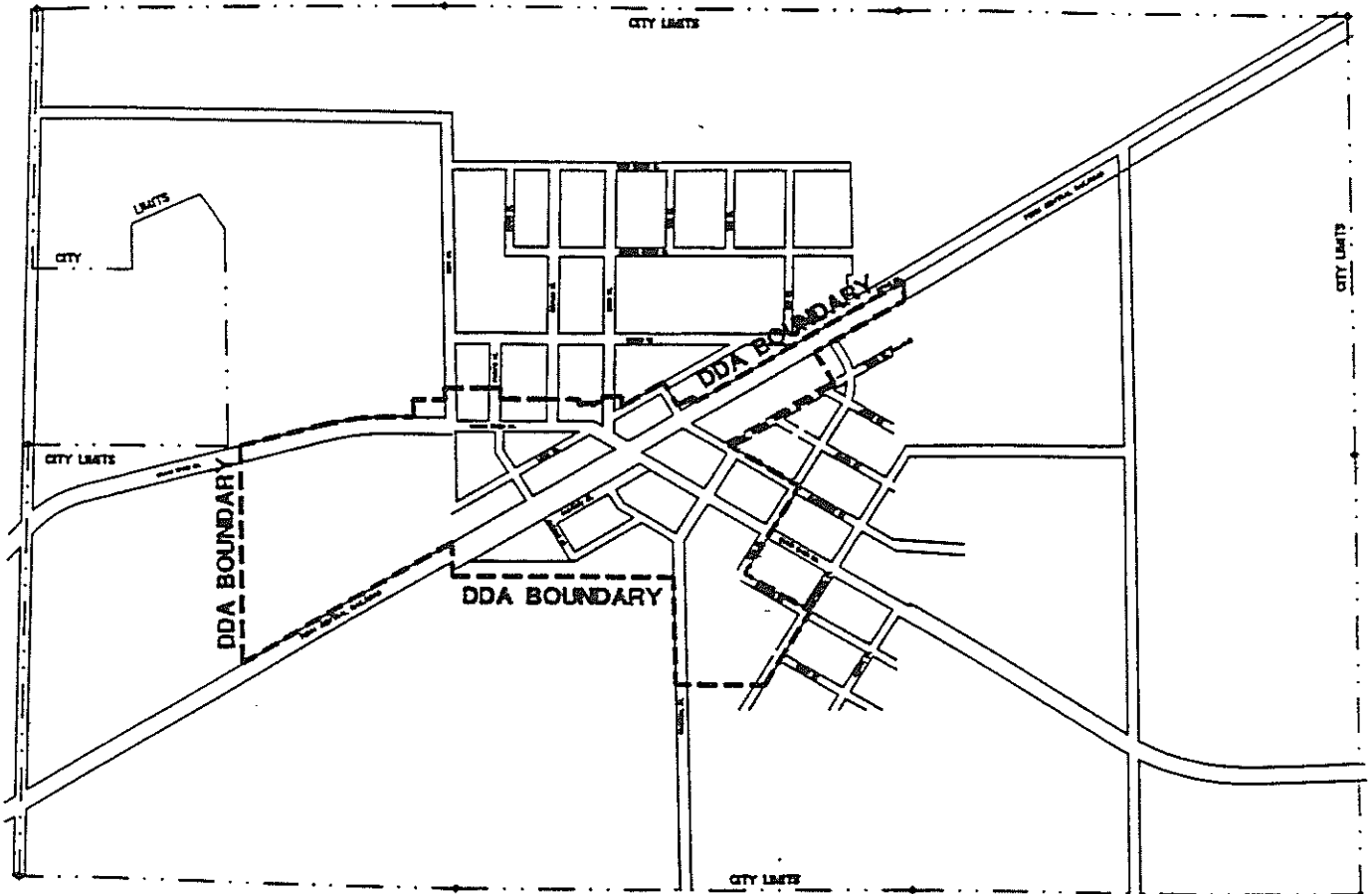
- 1) Improve the overall business climate of the district to deter economic decline and improve the tax base;
- 2) Encourage the retention and expansion of employment opportunities;
- 3) Maintain and improve public facilities;
- 4) Provide guidance for compatible land use development within the district; and
- 5) Improve the general appearance and visual amenities and preserve sites with unique design features or character.

B. DESCRIPTION OF DEVELOPMENT AREA BOUNDARIES

The development area generally consists of the area along Grand River Road bounded by High Street on the east and approximately 1,200 feet west of West Street on the west, as shown in Figure B. It includes much of the Penn Central Railroad right-of-way, city and school property, city parks, and residences. There will be one development area within the authority district, and the boundaries are designated to be as follows:

Being part of the City of Laingsburg, Shiawassee County, Michigan, and being more particularly described as follows:

Beginning on a point on the West line of Section 28 approximately 1,884 feet North of West 1/4 post. Thence North along said section line to North right-of-way of Penn Central Railroad, thence Southwesterly along said railroad right-of-way approximately 1,440 feet to the East 1/8 line of Section 29, thence Northerly along said 1/8 line approximately 1,338 feet to the Northerly right-of-way of Grand River Road, thence Easterly along said right-of-way to a point approximately 180 feet West of East section line of Section 20, thence Northerly approximately 107 feet, thence Easterly approximately 182 feet to the West right-of-way of West Street, thence Northerly along said right-of-way approximately 74 feet to a point where the extended Northerly line of Lot 4, Block 5 of Weeks Addition to the City of Laingsburg intersects West right-of-way of West Street, thence Easterly approximately 255 feet along Northerly line of Lot 4 to the East right-of-way of Phelps Street, thence Southerly along said right-of-way to the Northwest corner of Lot 4, Block 4 of Weeks Addition, thence Westerly along Northerly line of Lots 1 through 4, Block 4 of Weeks Addition to the East right-of-way of Church Street, thence continuing Easterly approximately 123 feet, thence Southerly approximately 34 feet, thence Easterly approximately 25 feet, thence Northerly approximately 10 feet, thence Easterly approximately 50 feet, thence Southeasterly approximately 10 feet, thence Easterly approximately 25 feet, thence Northerly approximately 17 feet, thence Easterly approximately 42 feet to West right-of-way line of Crum Street, thence Northerly approximately 32 feet along said right-of-way, thence Easterly to a point 45 feet Easterly of the



CITY OF LAINGSBURG

DEVELOPMENT AREA LOCATION

East right-of-way line of Crum Street, thence Southerly approximately 62 feet to the Northwesterly right-of-way of Laing Street, thence Northeasterly approximately 288 feet along said right-of-way to a point where the extended Northeasterly right-of-way of McClintock Street intersects the Northerly right-of-way of Laing Street, thence Southeasterly approximately 166 feet along the Northeasterly right-of-way of McClintock Street to a point approximately 34 feet Northwesterly of the Northwesterly right-of-way of Penn Central Railroad, thence Northeasterly to the Northeasterly line of Lot 11, Block 7 of the original plat of the City of Laingsburg, thence Southeasterly along said lot line approximately 34 feet to the Northwesterly right-of-way of Penn Central Railroad, thence Northeasterly along said railroad right-of-way to the North/South 1/4 line of Section 28, thence Southerly along said line to the Southeasterly right-of-way of said railroad, thence Southwesterly along said right-of-way to the Northeasterly corner of Lot 4, Block 8 of the original plat of the City of Laingsburg, thence Southeasterly approximately 225 feet along Northeasterly line of Lot 4 to the centerline of vacated Irene Street, thence Southwesterly approximately 715 feet along said centerline to the Northeasterly right-of-way of McClintock Street, thence Southeasterly approximately 480 feet along said right-of-way to the intersection of the said right-of-way and the Southeasterly right-of-way of High Street, thence Southwesterly approximately 616 feet along Southeasterly right-of-way of High Street to the intersection of said right-of-way and Northeasterly right-of-way of Williams Road, thence Southeasterly approximately 450 feet along said right-of-way to the intersection of said right-of-way and the Southeasterly right-of-way of Shiawassee Street, thence Southwesterly along Southeasterly right-of-way of Shiawassee Street to a point approximately 150 feet North of the South line of Outlot 3, thence Westerly approximately 512 feet parallel to the South line of Outlot 3 to the West right-of-way line of Woodhull Street, thence Northerly along said right-of-way line to a point Easterly of point of beginning, thence Westerly to point of beginning.

The above description is based on plats and tax descriptions as provided by the city of Laingsburg. It is the intent of this plan to include only complete parcels. Any partial properties inadvertently included in the legal description should be included in full within the district boundaries.

C. PUBLIC PROPERTIES AND FACILITIES

- 1) Streets: The public streets within the development area include entire rights-of-way and, as such, fall under the jurisdiction of the development plan. Major transportation corridors included within the area are Grand River Road, Woodhull Street, and Laing Street. Grand River Road is, by far, the most heavily traveled street in the district. An inventory of widths, surfaces, and related improvements for all of the existing streets is listed in Table 1.

- 2) Sanitary Sewer: The majority of the DDA area is serviced by the sanitary sewer system. The system consists of gravity collector sewers and forcemain to the treatment facility. Most of those properties not connected to the sewer are within a reasonable hook-up distance. Effluent is pumped to the sewage lagoon southwest of the city (see Figure C).
- 3) Storm Sewer: An improved storm drainage system is in place along the Penn Central Railroad right-of-way, along Grand River Road near the railroad right-of-way, and in the southeasternmost portion of the DDA. The system consists primarily of enclosed pipe with catch basins that flow to a stormwater retention basin southwest of the city (see Figure D).
- 4) There is no public water supply in the city.

TABLE 1

STREET INVENTORY

Street Name	R.O.W. Width	Length In DDA	Surface Type	Side-Walks	Curbs
Church Street	66'	130'	Bituminous	Yes	No
Clinton Street	50'	770'	Bituminous	No	No
Crum Street	66'	170'	Bituminous	Yes	Yes
Grand River Road (West of West Street)	100'	1,270'	Bituminous	No	No
Grand River Road (Between West and Laing Streets)	66'	800'	Bituminous	Yes	Yes
Grand River Road (Between Laing and Railroad R.O.W.)	80'	170'	Bituminous	Yes	Yes
Grand River Road (East of Railroad R.O.W.)	66'	950'	Bituminous	Yes	Yes
High Street	50'	670'	Bituminous	Yes	No
Laing Street	50'	670'	Bituminous	Some	No
McClintock Street	50'	960'	Bituminous	No	No
Phelps Street	66'	200'	Bituminous	Yes	No
Railroad Street	66'	630'	Bituminous	Yes	No
Shiawassee Street	50'	530'	Bituminous	No	No
West Street	66'	200'	Bituminous	Yes	No
Williams Road	50'	1,050'	Bituminous	No	No
Woodhull Street	66'	1,490'	Bituminous	Some	No

- 5) Park and Recreation Areas: There are two city parks in the district. The first park includes two tennis courts and a playground. The second is a smaller "pocket park" located in the downtown area. School recreation facilities include a softball/baseball field, football field, and a running track at the school complex with a second softball field located adjacent to the city park. Recreation areas are shown in Figure E.
- 6) Public Properties: Many publicly owned facilities exist within the development district. As shown in Figure E, these properties include the city hall, library, post office, parking areas, and vacant land.
- 7) Semipublic Properties: There is one church property (Parcel No. 40-024-004) located in the southernmost portion of the district.

D. EXISTING LAND USE

The existing land use of the district is identified in Figure F. Commercial activities are concentrated along Grand River Road and along Laing Street in the central part of the city. There are a total of 42 commercial properties representing 37 percent of the total real properties in the district. There is only one industrial property in the district.

Public areas, parking lots, and vacant parcels are intermixed with the commercial properties in the area. There are a total of 25 public, vacant, and institutional properties in the district, representing 22 percent of the total parcels in the district.

Residential properties are scattered throughout the district. There are a total of 45 residential properties, representing 40 percent of the total parcels in the area.

Table 2 provides a listing of the zoning, land use, and base SEV for each parcel included within the development district. The SEV information is from the 1989 tax roll (that value determined on December 31, 1989), the base year for the use of tax increment financing.

E. EXISTING ZONING

The zoning map depicted in Figure G is similar to the existing land use map. The properties in the immediate downtown area are primarily zoned commercial, while most properties elsewhere are zoned residential. The zoning districts are of vital importance to the authority, as its land use policies must be consistent with the zoning ordinance requirements.

LAINGSBURG DDA
LOCATION, CHARACTER AND EXTENT OF LAND USES

date: 03/28/90

table 2

con't.

<u>TRA NUMBER</u>	<u>PROPERTY NAME</u>	<u>LANDUSE</u>	<u>ZONING</u>	<u>LOT SIZE</u>	<u>BASE SEV '89</u>
022 40 001 001	STECHSCHULTE	COMMERCIAL	COMMERCIAL	0.00	\$10,700
022 40 001 002	WILLARD	RESIDENTIAL	RESIDENTIAL		\$17,500
022 40 001 003	WESTON	RESIDENTIAL	RESIDENTIAL		\$12,500
022 40 001 004	STANLAKE	RESIDENTIAL	RESIDENTIAL		\$11,500
022 40 001 005	KAPPE	RESIDENTIAL	RESIDENTIAL		\$19,000
022 40 001 007	BROWN	RESIDENTIAL	RESIDENTIAL		\$7,500
022 40 002 001	BALDWIN	RESIDENTIAL	RESIDENTIAL		\$9,500
022 40 002 002	MORRISON	RESIDENTIAL	RESIDENTIAL		\$12,400
022 40 002 003	BECK	RESIDENTIAL	RESIDENTIAL		\$11,600
022 40 002 004	PLOWMAN OIL & GAS CO.	INDUSTRIAL	RESIDENTIAL		\$4,900
022 40 003 001	BIGFORD	RESIDENTIAL	RESIDENTIAL		\$10,000
022 40 003 005	MASSOGLIA	VACANT	RESIDENTIAL		\$500
022 40 004 001	RICE	COMMERCIAL	COMMERCIAL		\$9,000
022 40 004 003	HURST	COMMERCIAL	COMMERCIAL		\$10,400
022 40 004 004	HURST	COMMERCIAL	COMMERCIAL		\$12,000
022 40 004 005	TOM'S BAR	COMMERCIAL	COMMERCIAL		\$11,900
022 40 004 006	TOM'S BAR	COMMERCIAL	COMMERCIAL		\$10,700
022 40 004 007	LAINGSBURG, CITY OF	PUBLIC	COMMERCIAL		\$0
022 40 004 008	ENGLISH	RESIDENTIAL	RESIDENTIAL		\$10,500
022 40 004 009	LAINGSBURG, CITY OF	PUBLIC	COMMERCIAL		\$0
022 40 004 010	LAINGSBURG, CITY OF	VACANT	RESIDENTIAL		\$0
022 40 004 011	NICKOLS	RESIDENTIAL	RESIDENTIAL		\$13,000
022 40 004 013	COE	RESIDENTIAL	RESIDENTIAL		\$6,200
022 40 004 014	ANDREWS	RESIDENTIAL	RESIDENTIAL		\$10,500
022 40 004 015	PENN CENTRAL CORP.	VACANT	COMMERCIAL	0.19	\$300
022 40 005 001	TUREK	COMMERCIAL	COMMERCIAL		\$9,300
022 40 007 006	KRUSTY DOG FOOD	COMMERCIAL	COMMERCIAL		\$10,300
022 40 008 004	LAINGSBURG SCHOOL DIST	INSTITUTIONAL	RESIDENTIAL		\$0
022 40 008 005	LAINGSBURG, CITY OF	PUBLIC	RESIDENTIAL		\$0
022 40 009 001	TISCH	RESIDENTIAL	COMMERCIAL		\$40,000
022 40 009 002	LAINGSBURG, CITY OF	PUBLIC	COMMERCIAL		\$0
022 40 009 003	MOHINSKI & MAISH DDS PC	COMMERCIAL	COMMERCIAL		\$14,000
022 40 009 004	WILD	COMMERCIAL	COMMERCIAL		\$11,100
022 40 009 005	CLINTON NTL BNK & TRUST	COMMERCIAL	COMMERCIAL		\$35,100
022 40 009 006	CURTIS	RESIDENTIAL	COMMERCIAL		\$16,000
022 40 009 007	LAINGSBURG, CITY OF	PUBLIC	COMMERCIAL		\$0
022 40 009 008	MC COMB	COMMERCIAL	COMMERCIAL		\$8,500
022 40 009 009	MC COMB	COMMERCIAL	COMMERCIAL		\$8,100
022 40 009 010	LAINGSBURG, CITY OF	PUBLIC	COMMERCIAL		\$0
022 40 009 011	COUNTRY HAIR SHOP	COMMERCIAL	COMMERCIAL		\$5,000
022 40 009 012	LEONARD	COMMERCIAL	COMMERCIAL		\$25,700
022 40 009 016	H.K.C. PARTNERSHIP	COMMERCIAL	COMMERCIAL		\$82,000
022 40 010 001	EPPE	COMMERCIAL	COMMERCIAL		\$11,500
022 40 010 002	I.G.O.F. LODGE NO. 402	SEMI-PUBLIC	COMMERCIAL		\$3,500
022 40 010 003	MCPHAIL	COMMERCIAL	COMMERCIAL		\$2,700
022 40 010 004	MARTIN	COMMERCIAL	COMMERCIAL		\$8,300
022 40 010 005	MCPHAIL	COMMERCIAL	COMMERCIAL		\$9,000
022 40 010 006	STINSON	COMMERCIAL	COMMERCIAL		\$9,000

* list of all real property

LAINGSBURG DDA
LOCATION, CHARACTER AND EXTENT OF LAND USES :

DATE: 10/26/90

table 2

cont.

TAX NUMBER	PROPERTY NAME	LANDUSE	ZONING	LOT SIZE	BASE DEV '99
022 40 010 007	LORY'S RESTAURANT	COMMERCIAL	COMMERCIAL		\$10,500
022 40 010 008	BELLONS SUPER MARKET	COMMERCIAL	RESIDENTIAL		\$18,800
022 40 010 009	LAINGSBURG, CITY OF	VACANT	RESIDENTIAL		\$0
022 40 010 010	AUSTIN	RESIDENTIAL	RESIDENTIAL		\$10,500
022 40 010 011	BREZINSKI	COMMERCIAL	RESIDENTIAL		\$7,500
022 40 010 012	STEVENS	RESIDENTIAL	RESIDENTIAL		\$12,000
022 40 010 013	PRATT	RESIDENTIAL	RESIDENTIAL		\$19,500
022 40 010 014	BREZINSKI	COMMERCIAL	RESIDENTIAL		\$7,500
022 40 010 015	WILLIAMS	RESIDENTIAL	RESIDENTIAL		\$11,700
022 40 010 020	LAINGSBURG, CITY OF	VACANT	RESIDENTIAL		\$0
022 40 011 001	HARRIS	RESIDENTIAL	RESIDENTIAL		\$1,500
022 40 011 002	BROOKS	RESIDENTIAL	RESIDENTIAL		\$18,000
022 40 012 001	THIEL	RESIDENTIAL	RESIDENTIAL	4.09	\$5,900
022 40 013 001	LAINGSBURG SCHOOL DIST	INSTITUTIONAL	RESIDENTIAL		\$0
022 40 015 001	GENERAL TELEPHONE	PUBLIC	RESIDENTIAL		\$0
022 40 015 002	BELLINGER	COMMERCIAL	RESIDENTIAL/COMMERCIAL		\$19,500
022 40 015 004	FRY	RESIDENTIAL	RESIDENTIAL		\$23,000
022 40 016 001	CLEVELAND	RESIDENTIAL	RESIDENTIAL		\$11,500
022 40 016 002	UNDERHILL	RESIDENTIAL	RESIDENTIAL		\$10,900
022 40 016 003	KINDERVATER	RESIDENTIAL	RESIDENTIAL		\$14,700
022 40 016 004	BLAKENEY	COMMERCIAL	RESIDENTIAL		\$19,100
022 40 016 005	DIBBLE	RESIDENTIAL	RESIDENTIAL		\$9,000
022 40 016 007	MASON	RESIDENTIAL	RESIDENTIAL		\$14,500
022 40 016 008	LAINGSBURG, CITY OF	PUBLIC	RESIDENTIAL		\$0
022 40 016 009	CORP	RESIDENTIAL	RESIDENTIAL		\$15,500
022 40 016 010	LAINGSBURG, CITY OF	PUBLIC	RESIDENTIAL		\$0
022 40 016 011	DRYER	RESIDENTIAL	RESIDENTIAL		\$13,000
022 40 016 012	SNIDER	RESIDENTIAL	RESIDENTIAL		\$10,400
022 40 023 001	LAINGSBURG SCHOOL DIST	INSTITUTIONAL	RESIDENTIAL		\$0
022 40 023 002	LAINGSBURG SCHOOL DIST	INSTITUTIONAL	RESIDENTIAL		\$0
022 40 023 003	LAINGSBURG SCHOOL DIST	INSTITUTIONAL	RESIDENTIAL		\$0
022 40 023 004	LAINGSBURG SCHOOL DIST	INSTITUTIONAL	RESIDENTIAL		\$0
022 40 024 001	LAINGSBURG SCHOOL DIST	INSTITUTIONAL	RESIDENTIAL		\$0
022 40 024 003	KOUNTER	RESIDENTIAL	RESIDENTIAL		\$10,200
022 40 024 004	CHURCH OF NAZARENE	INSTITUTIONAL	RESIDENTIAL		\$0
022 42 001 001	POOLE	COMMERCIAL	COMMERCIAL		\$8,500
022 42 001 002	HASTIE'S HARDWARE	COMMERCIAL	COMMERCIAL		\$14,500
022 42 001 003	THOMAS	COMMERCIAL	COMMERCIAL		\$5,200
022 42 001 004	KLOTZ	COMMERCIAL	COMMERCIAL		\$5,200
022 42 001 005	KLOTZ	COMMERCIAL	COMMERCIAL		\$10,200
022 42 001 006	BURLING	COMMERCIAL	COMMERCIAL		\$3,600
022 42 001 009	WILD	COMMERCIAL	COMMERCIAL		\$4,400
022 42 002 001	RICE	COMMERCIAL	RESIDENTIAL		\$2,900
022 42 003 001	MORRISON	COMMERCIAL	RESIDENTIAL		\$10,300
022 42 003 002	ARNOTT	COMMERCIAL	RESIDENTIAL		\$5,700
022 42 003 003	KIRBY	COMMERCIAL	RESIDENTIAL		\$20,100
022 42 003 007	WARREN	RESIDENTIAL	RESIDENTIAL		\$11,500
022 42 004 001	BROWNLEE	RESIDENTIAL	RESIDENTIAL		\$14,800

* list of all real property

Laingsburg DDA
LOCATION, CHARACTER AND EXTENT OF LAND USES
date: 03/28/90
table 2
con't.

<u>TAX NUMBER</u>	<u>PROPERTY NAME</u>	<u>LANDUSE</u>	<u>ZONING</u>	<u>LOT SIZE</u>	<u>BASE SEV '89</u>
022 42 004 002	GENERAL TELEPHONE CO.	PUBLIC	RESIDENTIAL		\$0
022 42 004 003	GILLESPIE	RESIDENTIAL	RESIDENTIAL		\$16,500
022 42 004 004	RISCH	RESIDENTIAL	RESIDENTIAL		\$13,000
022 42 005 001	AUSTIN, ET AL	RESIDENTIAL	RESIDENTIAL		\$13,700
022 42 005 002	MC CURDY	RESIDENTIAL	RESIDENTIAL		\$17,500
022 60 026 000	BOURASSA	RESIDENTIAL	RESIDENTIAL		\$9,000
022 60 027 000	ESTES	RESIDENTIAL	RESIDENTIAL		\$11,000
022 60 028 000	BAUER	RESIDENTIAL	RESIDENTIAL		\$10,900
022 60 071 001	PENN CENTRAL CORP	VACANT	RESIDENTIAL/COMMERCIAL	14.49	\$8,400
022 60 081 000	NICK'S PIZZA-R. NICHOLS	COMMERCIAL	COMMERCIAL		\$6,100
022 60 081 001	GREAT LAKES AGRI SUPPLY	COMMERCIAL	COMMERCIAL	2.34	\$20,600
022 60 119 000	CURTIS	RESIDENTIAL	RESIDENTIAL		\$15,000
022 60 120 000	CULPEPPER	RESIDENTIAL	RESIDENTIAL		\$26,500
022 60 120 001	PENN CENTRAL CORP	VACANT	COMMERCIAL	4.00	\$2,600
022 60 120 002	GULICK	RESIDENTIAL	RESIDENTIAL	0.62	\$10,000
022 60 121 000	SCHOCKE	COMMERCIAL	RESIDENTIAL		\$2,100
022 60 122 000	CURTIS	COMMERCIAL	RESIDENTIAL		\$5,200
=====					
== Count ==	113				
=====					
== Sum ==				25.74	\$1,139,000
=====					

* list of all real property

F. FUNCTIONAL GOALS AND POLICIES

The functional goals outlined below provide more specific goals concerning the development of the downtown development district. The policy recommendations present suggested methods of implementing the functional goals.

- 1) Goal: Attain a greater understanding of the district and its relationship to the surrounding community.

Policy Recommendations:

- . Support community service organizations and events.
- . Conduct a design plan for the downtown to identify public space needs and beautification.
- . Complete a market study and conduct surveys to determine residents' needs and attitudes regarding local business as well as identifying spending patterns and market preferences.
- . Update the city development plan and zoning ordinance to encourage the proper development and regulation of the downtown area.

- 2) Goal: Improve the overall appearance of the downtown area.

Policy Recommendations:

- . Provide amenities such as street lighting, landscaping, signs, street and sidewalk improvements, and other amenities to foster a more pleasing environment.
- . Consider improved parking and circulation to improve the general appearance and access within the district.

- 3) Goal: Strive for improved public services within the development district.

Policy Recommendations:

- . Study the need for expanding the sanitary and storm sewer systems for the district and improve, as necessary.
- . Provide street and parking improvements, where necessary, within the district.
- . Expand and improve the existing sidewalks in the district, where appropriate.
- . Improve existing street maintenance efforts in the district.

- 4) Goal: Encourage an improved environment for commercial buildings and land.

Policy Recommendations:

- . Develop a cooperative relationship between local government, businesses, service clubs, and private developers in the district.
- . Promote the downtown business district, and attract new businesses.
- . Acquire land within the district for expansion of parking facilities to serve local businesses.
- . Discourage incompatible land uses in the district through proper land use controls.
- . Coordinate public improvements with planned private investment.
- . Use public improvements in the district as a catalyst for private investment.

G. PROPOSED IMPROVEMENTS

This section elaborates more fully on the policy recommendations addressed in the "Goals and Policies" section.

The downtown development authority has carefully identified the following future public improvement projects/activities. These projects and activities were identified and prioritized based on numerous criteria including the overall benefit to the residents, local businesses, and the community; the immediate community need; and the ability of the DDA to achieve the project or activity independently without assistance. The DDA intends to accomplish as many projects and activities as possible. The following list of activities is not in order of priority and is intended only as a guide in completing the development program. The order of implementation may vary from the original prioritization based on the availability of funding or other influencing criteria.

Project cost estimates have been calculated using today's dollars for construction, unit prices, hourly rates, miscellaneous costs, etc. Actual costs for projects with a future completion date may increase due to economic conditions (i.e., inflation and interest rate fluctuations), bidding conditions, slight project modifications to conform with current conditions, or unknown circumstances that might impact or require alteration of currently expected projects and plans. It is the intention of the DDA to complete the project as anticipated and not restrict the completion of a project because of limited cost estimate. As such, the estimates of extent, time, and costs may change somewhat over the life of the plan.

1) Design Study

A design study addressing specific DDA projects should be prepared. The study should include evaluations and design recommendations for buildings and site development. The purpose of the study would be to evaluate existing conditions, examine alternatives, and establish standard design guidelines for future public and private development. Recommendations should include proposed styles, colors, types, etc., for lighting, landscaping, signage, and site furniture such as benches, waste receptacles, and planters. The study may also address facade design and uniformity recommendations, downtown theme, and historic structures. The selection and placement of all items should express basic design principles such as rhythm and harmony. Each element should complement the others.

Estimated Cost: \$12,000
Estimated Completion: 1991

2) Land Use Plan

This plan will focus on existing and proposed elements of land use throughout the entire community as well as within the downtown district. To date, planning for development has been fragmented and oriented toward those areas where development activity has occurred. A well-documented, "total picture" land use plan is expected to guide future development activities.

Estimated Cost: \$13,500
Estimated Completion: 1992

3) Market Study

The market study should identify the trading area of the downtown district and provide detailed information concerning consumer spending patterns within the market area. Data will be collected by a questionnaire distributed throughout the assumed market area. Information will be cross-tabulated and compared to existing consumer spending information. The result will also include recommended strategies for improving the business climate in downtown Laingsburg.

Estimated Cost: \$12,500
Estimated Completion: 1992

4) Zoning Ordinance Updates

Obtaining the desired development in the downtown area requires close scrutiny of the existing zoning ordinance. In order to ensure proper development, the existing zoning ordinance may need to be amended to incorporate the design and policy recommendations included in this plan document.

Estimated Cost: \$8,000
Estimated Completion: 1993

5) Design/Consulting Fees

Future planning and design consulting fees may need to be expended to maximize future downtown improvement efforts. Such fees may include future planning and design projects benefitting the downtown district which are not specifically listed in this plan.

Estimated Cost: \$5,000 Annually
Estimated Completion: Ongoing

6) Operation and Administration

Expenses for day-to-day operations, fees, salaries, and costs related to secretarial and financial assistance, an annual audit, preparation of reports, etc., and other necessary items for the continuation of the DDA will be financed through the DDA.

Estimated Cost: \$3,000 Annually
Estimated Completion: Ongoing

7) Snow Removal, Street Cleaning, and Top-Coating

An identified problem in the downtown area is the lack of adequate snow removal, street cleaning, and top-coating. These activities are important elements of a safe, attractive, and efficient downtown environment. Therefore, the plan proposes paying for all or part of these services for streets located in the DDA district.

Estimated Cost: \$6,000 Annually
Estimated Completion: Ongoing

8) Maintenance/Repairs/Equipment

The maintenance of proposed improvements such as lighting, landscaping, and parking areas will be an additional expense not currently provided by either the DDA or the city at large. The actual maintenance could be provided by a subcontractor to the DDA or on a shared time and expense basis with city personnel. The allocation of revenue for this purpose would include salary and benefits of a maintenance individual(s) and cover the costs associated with repairs and replacement of fixtures, structures, etc.

Estimated Cost: \$3,000 Annually
Estimated Completion: Ongoing

9) Business Promotion and Assistance

One of the major goals of the DDA will be to attract new businesses and maintain existing occupancy in the business district. The development of promotional literature and providing assistance to potential interests will enable the DDA to actively seek additional businesses such as retail, service, and professional office.

Estimated Cost: \$3,000 Annually
Estimated Completion: Ongoing

13) Parking Area Additions and Improvements

This project will include the design and construction of new parking areas and upgrading existing facilities in the downtown area. Plans will maximize parking potentials, minimize circulation conflicts, and clearly define service areas and pedestrian walkways. Site lighting, landscaping, signage, and site furniture may also be included in the overall parking improvement project. In particular, the plan identifies city-owned Parcel No. 40-010-020 for a parking area with direct access to downtown through Parcel No. 40-010-014. Adjacent parcels may also be acquired to provide the necessary public parking space. The project should be properly designed to enhance the appearance, safety, and efficiency of the area.

Estimated Cost: \$60,000 (Excluding Land Acquisition)
Estimated Completion: 1996

14) Improve Alleys

Existing alleys should be maintained and improved to allow free, easy movement for vehicles and pedestrians. Alleys should be made safe and attractive through the use of paving, landscaping, and lighting. Alleys should be extended to accommodate vehicular and pedestrian movement. This may involve property acquisition and development.

Estimated Cost: \$40,000
Estimated Completion: 1997

15) Streetscape Development

Public improvements such as new street lighting and landscaping are highly visible elements that have a considerable impact on a community. These amenities help improve the overall community image and also create an attractive business district. Additional considerations include pedestrian scale lighting, signage, benches, waste receptacles, and planters. The proposed streetscape development is along Grand River Road between West Street and High Street. The proposed streetscape development will include approximately 2,000 linear feet.

Estimated Cost: \$100,000
Estimated Completion: 1998

16) Bury Power Lines

The plan proposes burying the power lines along Grand River Road between West Street and High Street. Along with the streetscaping project, the appearance of the downtown area would be greatly improved with the overhead power lines buried underground. The cost of burying overhead utility lines is proportional to the size and number of lines

10) Street Improvements

It is the objective of the DDA to upgrade less than adequate streets within the district. Various problems including improper drainage, surface deteriorations, and other irregularities will be improved. Potential projects identified in the plan include:

- a) Improvement of Woodhull Street between Williams Street and McClintock Street and improvement of Williams Street between Woodhull Street and Railroad Street. Improvements may include paving, storm drainage, sidewalks, releveling of the road bed, and adding curb and gutters.

Estimated Cost: \$100,000
Estimated Completion: 1994

- b) Improvement of existing curbs, gutters, and sidewalks along Grand River Road between West Street and High Street (this should be done in conjunction with burying utility lines and streetscaping efforts).

Estimated Cost: \$120,000
Estimated Completion: 1994

- c) Providing curb and gutter along McClintock Street to improve existing storm drainage problems.

Estimated Cost: \$30,000
Estimated Completion: 1994

TOTAL STREET IMPROVEMENTS: \$250,000

11) Improve Mini-Park

Improve the existing city-owned mini-park in the downtown area (Parcel No. 40-009-007). The park should include a pedestrian walkway and improved landscaping. This will provide more efficient access from the city-owned parking area to the rear and provide greater visual interest and a central focal point along the downtown corridor.

Estimated Cost: \$20,000
Estimated Completion: 1995

12) Develop An Amphitheater

The abandoned railroad right-of-way lends itself well to creating a natural amphitheater. The amphitheater could be used for numerous community and social events and would attract additional people and potential customers to the downtown area.

Estimated Cost: \$60,000
Estimated Completion: 1996

and wires owned by the utility and the extent of improvements on the ground. This should be coordinated with streetscaping and roadway improvements in this area.

Estimated Cost: \$100,000
Estimated Completion: 2000

17) Improve Railroad Right-of-Way

The railroad right-of-way should also be improved to create a more attractive and useful area. Improvements should include development of a parking area, pedestrian-scaled lighting, and landscaping.

Estimated Cost: \$80,000
Estimated Completion: 2000

18) Farmers' Market

The development of a farmers' market will not only be attractive and festive in nature, but it will also serve community needs. This project will require adequate space for set-up and parking. The proposed location for such a market is between Laing Street and the railroad right-of-way in Parcel No. 42-001-009.

Estimated Cost: \$25,000
Estimated Completion: 2000

19) Community Center and Swimming Pool

A community center and swimming pool would provide recreational opportunities and allow a meeting place for special programs for city residents of Laingsburg. This facility may be located at the existing school complex provided the facilities are moved. This would be a large enough parcel and would take advantage of existing structures, recreation, and parking facilities.

Estimated Cost: \$700,000
Estimated Completion: 2005

20) Property Acquisition

It may be desirable and/or necessary to acquire properties located throughout the DDA in an effort to accomplish various improvement projects. Additional property may be acquired by the DDA as it becomes available and offered for development in the future.

Estimated Cost: \$150,000
Estimated Completion: Ongoing

21) Executive Director

In the future, it may be desirable and/or necessary to hire an executive director as provided in Act 197 and the authority's bylaws. The estimated cost of this provision is expected to include the director's salary and expenses.

Estimated Cost: \$20,000 Annually
Estimated Completion: Ongoing

H. STAGES OF CONSTRUCTION

Construction of the activities being proposed will be accomplished during construction seasons. It is expected that each year, for the first two years (1991 and 1992), improvements will be made as revenues become available. However, revenues should be of significant size after 1993 so that a bond issue could be issued to complete many of the scheduled activities.

I. OPEN SPACE LAND

There are several parcels of land within the development area currently identified as open space, as shown in Figure F. Small areas within the development district may be left as open space and used as zones of separation and buffering in most cases. Public open space is encouraged within specific areas in the district with the emphasis on recreation areas. In general, open space areas will be incorporated into other uses such as landscaped areas and passive areas around buildings. There are vacant lots that may remain open space for some time, depending on when and if they are developed.

J. CONVEYANCE

At this time, the authority intends to convey the infrastructure improvements constructed in this area to the city at no cost. Any land purchased as the result of implementing this plan may be sold to the municipality or private individual. It is expected that public improvements will be operated and maintained by the city and, therefore, may be conveyed to the city at the discretion of the DDA.

K. CHANGES IN ZONING, STREETS, AND UTILITIES

- 1) A Description of Desired Zoning Changes: It is possible that the city may amend the zoning ordinance in the future. The intent of any such changes in the zoning ordinance would be to provide for development in harmony with this plan and the proposed land use plan.
- 2) A Description of Desired Changes in Streets, Street Levels, or Intersections: Minor changes in local streets, street levels, or intersections are anticipated; and some construction activities may be necessary. Section G more fully describes these proposed improvements.

- 3) A Description of Desired Changes in Utilities: No utility changes are currently anticipated with the exception of burying overhead utility lines. It is very possible, however, that future planning efforts may identify future utility improvements.

L. DEVELOPMENT COSTS

The estimated cost of the total development is approximately \$2,331,000, as described previously. The DDA's commitment will provide funding for approximately \$1,841,600 of the total cost.

The authority will reserve an annual amount of \$3,000 for operation and administration and set aside funds for the creation of the DDA and this plan. Table 5 indicates the 20-year total of the development activities. The total projected income, if used annually, is estimated to be \$804,738. The total projected income of excess annual revenues, bond issue, and reserve balance is estimated at \$553,938. The difference between this and the total annual revenue would be used for debt service. Table 3 provides a summary of the proposed development activities and their projected costs.

M. PROPOSED METHOD OF FINANCING THE DEVELOPMENT

The authority anticipates a first-year annual income of approximately \$3,066, based on improvements that occurred within the development area during 1989 (see Table 5 in Finance Plan). Second-year revenues are expected to be approximately \$5,971; and third-year revenues will reach \$9,648, based upon the anticipated investments of proposed development projects. Annual revenues are expected to increase over the life of the plan based on the past percentage increase in real and personal property invested and the associated increase in tax revenues.

N. ABILITY OF THE AUTHORITY TO ARRANGE THE FINANCING

The improvement schedule identified above will be financed from possible tax increment bond issues, excess annual revenues, grants, and other sources as they may become available. These revenues will be allocated according to this plan and the bylaws of the authority. The authority will establish an account or accounts as depository for funds. Most activities will be financed from tax increment revenues; however, other sources of funding will be sought on a continuing basis. This is necessary, since the total projected revenue is insufficient to fund all of the proposed projects. Based on current estimates of future revenues, the DDA will only be able to directly fund about 35 percent of the total cost and about 44 percent of that portion of the total cost not financed from other sources. For this reason, the authority expects to utilize grants from the state and federal governments for any eligible project or activity; grants from private foundations; appropriations and shared expenses from the city, other municipal entities, or other local governmental agencies; and other sources as identified in the authority's bylaws, local ordinances or resolutions, and Act 197 of P.A. 1975, as amended.

O. RESIDENTIAL POPULATION AND DISPLACEMENT OF PERSONS

There are 45 dwelling units within the development district, representing approximately 117 persons. There will be no displacement or relocation required as a result of this development plan.

P. DEVELOPMENT AREA CITIZENS' COUNCIL

A petition signed by over 20 percent of the development area's resident adults population was presented to the city council. After a duly advertised public hearing and pursuant to Section 27 of Act 197, Public Acts of 1975, the council passed an ordinance eliminating the necessity of a development area citizens' council.

TABLE 3

DEVELOPMENT PROJECTS/ACTIVITIES AND FINANCING

<u>Project/Activity</u>	<u>Finance Source</u>	<u>Total Cost</u>	<u>DDA Share</u>
1. Design Study	DDA	\$ 12,000	\$ 12,000
2. Land Use Plan	DDA, City	13,500	4,500
3. Market Study	DDA	12,500	12,500
4. Zoning Ordinance Amendments	DDA, City	8,000	2,600
5. Design/Consulting Fees	DDA	100,000*	100,000*
6. Operations and Administration	DDA	60,000*	60,000*
7. Snow Removal, Street Cleaning, and Top-Coating	DDA, City	120,000*	120,000*
8. Maintenance/Repairs/Equipment	DDA	60,000*	60,000*
9. Business Promotion and Assistance	DDA	60,000*	60,000*
10. Street Improvements	DDA, City	250,000	125,000
11. Improve Mini-Park	DDA	20,000	20,000
12. Develop Amphitheater	DDA	60,000	60,000
13. Parking Area Additions and Improvements	DDA	60,000	60,000
14. Improve Alleys	DDA	40,000	40,000
15. Streetscape Development	DDA	100,000	100,000
16. Bury Power Lines	DDA	100,000	100,000
17. Improve Railroad Right-of-Way	DDA	80,000	80,000
18. Farmers' Market	DDA	25,000	25,000
19. Community Center and Swimming Pool	DDA, City, MDNR	700,000	350,000
20. Property Acquisition	DDA	150,000	150,000
21. Executive Director	DDA	<u>300,000</u>	<u>300,000</u>
	TOTAL	\$2,331,000	\$1,841,600

* Indicates total project/activity cost for a 20-year plan. The project/activity has been estimated on an annual basis; however, only the total cost is represented. The estimated cost for the executive director is based on 15 years; it is not likely that a director will be hired over the first 5 years of DDA operation.

2. TAX INCREMENT FINANCE PLAN

A. WHY THIS PLAN WILL RESULT IN THE DEVELOPMENT OF CAPTURED ASSESSED VALUE WHICH COULD NOT OTHERWISE BE EXPECTED

The primary objective of the DDA concept is to create economic expansion. The major objective of the development plan is to provide the necessary public improvements with which to support property owners involved in their projects with a favorable climate for development. One of the constraints inherent in plans of this scale is the unavailability of the required amount of money for public improvements. It has been determined that tax increment financing would provide an appropriate source of funds within a reasonable time frame. Tax increment financing is considered an equitable method to help develop the projects identified herein and provide the DDA with some financial leverage it did not have previously. A significant portion of the final financing package will consist of public participation through cooperative joint funding and the use of tax increment financing. The city's commitment to establish a downtown development authority is an important and necessary ingredient upon which to accomplish the development plan.

The successful financial packaging of the entire development over the intended 20-year period will serve to fulfill the objectives of this plan, but the entire project will not be completed without commitment through the tax increment finance and development plan. New commercial tenants will be able to locate using the improvements detailed in the development plan. Bonds issued as the result of new development create a self-fulfilling situation in that the public improvements are made possible through tax increment bonds issued as the result of the private investment. In this way, revenue is captured from SEV increases that otherwise would not have occurred.

B. DETERMINATION OF INITIAL ASSESSED VALUE

There are 113 real properties within the development area with a total value of \$1,139,000. In addition, there are 40 personal properties totaling \$174,314.

The total initial assessed value of the development district is \$1,313,314. Personal property is identified slightly differently than real property and, for the purposes of determining initial assessed value (base year SEV), falls into three categories. First are those personals which are located entirely at one real property location. These can easily be cross-referenced to a real property location and are always 100 percent within the district. Second are those which are identified by one tax number but are located at multiple locations. Sometimes these locations are 100 percent within the district, and sometimes they are only partially within the district. For those that cannot be positively linked to real property locations within the district, a methodology must be used to determine the amount of that personal property that is within the district. This methodology must be consistently applied each and every year. The third class of personal property is that which is fairly evenly distributed throughout the entire community but only partially within the DDA. Typically, they are transmission lines owned by public utilities (gas, electric, and telephone) and cable television companies. A suitable method

must be established to determine the estimated amount of that property attributable to the DDA district.

Personal properties having a single location and a single tax number are accounted for annually by simply determining changes in value, ownership, etc., the same as any real property. Personal property may be withdrawn from a premises and have a zero assessment, and new personal property may be added with a base year of zero.

The multiple location single tax number personal property located entirely within the district is also accounted for annually in the same manner. Multi-locational property not located 100 percent within the DDA is determined by the number of locations within the district relative to the total number of locations.

Linear-locational personal property is allocated to the district based on a proportional multiplier determined by the mean of these three factors:

- 1) The number of parcels in the DDA district relative to the number of parcels in the city ($113/459 = 24.6$ percent);
- 2) The real property SEV of the DDA district relative to the total real property SEV of the city ($\$1,139,000/\$7,139,424 = 16.0$ percent); and
- 3) The number of acres in the district compared to the area of the city ($92/913 = 9.9$ percent).

The result of this analysis is that the DDA represents approximately 17 percent of the total city. Therefore, the amount of SEV to be used in the case of the linear personal property designations is 17 percent.

The following is a listing of multiple and linear personal properties by types and their respective base-year SEV's.

<u>TYPE</u>	<u>TAX NUMBER</u>	<u>NAME</u>	<u>TOTAL SEV</u>	<u>SEV IN DDA</u>
A.	Linear:			
	022 99 001 000	Consumers Power Company	\$270,217	\$45,937
	022 99 054 000	Horizon Cable Vision, Inc.	27,000	4,590
B.	Multi-Locational (Entirely Within District):			
	022 99 035 000	Central Coin	\$ 990	\$ 990
	022 99 036 000	Coca-Cola Bottling Company	1,190	1,190
	022 99 038 000	Walter's Vending Company	750	750
	022 99 039 000	Nehi Beverages, Inc.	1,230	1,230
	022 99 047 000	Pepsi-Cola Bottling Company	3,074	3,074
C.	Multi-Locational (Both In and Out of District):			
	None			