

DELHI CHARTER TOWNSHIP



DEVELOPMENT PLAN AND TAX INCREMENT FINANCING PLAN

ORIGINAL ADOPTION — 7/21/87
1st AMENDMENT ADOPTION — 12/1/87
2nd AMENDMENT ADOPTION — 2/6/90
3rd AMENDMENT ADOPTION _ 5/20/97

4th Amendment Adoption 10/21/

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TOWNSHIP

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AND
TAX INCREMENT FINANCING PLAN

1st PRINTING NOVEMBER 1987

2nd PRINTING JANUARY 1991

PLAN AMENDMENT MAY 1997

**DELHI CHARTER TOWNSHIP
DEVELOPMENT PLAN
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DEVELOPMENT PLAN
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FORWARD

The significant influence of the City of Lansing over its neighboring communities has, in recent years, resulted in substantial growth in Delta Township to its west, Meridian Township to its east, DeWitt Township to its north and now Delhi Township to the south.

Those of us who live in Delhi Township may wish to avoid this occurrence. Many of us would like the township to remain the same, for that is what has appealed to us. But attractive communities cannot close their doors to the rest of the world. Others who also seek the good life will want to reside in those communities. Growth is inevitable.

However, we can assure reasonable, controlled growth by adopting a development plan which is sensitive to the need to protect established residential areas; separates yet harmonizes the industrial, commercial and residential areas, and minimizes to the greatest extent possible the adverse environmental impact of development. This is accomplished by establishing standards for soil conservation; preserving existing bodies of water and trees; imposing stringent pollution, noise and sign controls; and, in general, requiring that new construction be designed so as to disrupt the area as little as possible and, in fact, contribute to its beautification.

The Delhi Downtown Development Authority was organized by the Township Board specifically to develop a plan for controlled growth which is sensitive to and responds to these needs. The

Authority is assisted by an advisory committee of local residents appointed by the Township Board and will provide opportunities for meaningful input from all citizens situated in the affected areas. The local school districts will be directly involved in several efforts to maintain and strengthen our skilled labor force. Our youth may benefit from the expanded employment availability resulting from this planned growth. These efforts to channel growth by fostering cooperation between local government, business, industry and residents are intended to preserve and even improve the quality of life in Delhi Township.

Tax increment financing (TIF) is a tool used by local governments to finance redevelopment while increasing future fiscal capacity through a stronger tax base. Tax increment financing is not a tax increase. A district that is designated for TIF is allowed to have its State Equalized Value (SEV) frozen at the time in which the TIF and Development Plan is adopted. The addition in SEV which occurs because of development, inflation or anticipated development, is captured by the Downtown Development Authority to finance development and redevelopment within the District. Tax increment financing is viewed as a "self-help" tool for localities because it relies on local property tax revenues and is administered and monitored entirely by the Downtown Development Authority and the Delhi Township Board of Trustees.

INTRODUCTION

Quality living and working conditions, in addition to recreational opportunities are important attributes to a community. These characteristics dictate the viability of a community's economic development. Each of these attributes is interdependent; if one aspect is lacking, then the community as a whole suffers. As a means of protecting a community's integrity, a plan of action must be introduced.

A development plan outlines how a community can address its economic development potentials and needs. This comprehensive economic development plan of action promotes a program to provide public services while expanding the tax base, to create jobs for the unemployed, underemployed and youth, to rehabilitate the Downtown Area, and to coordinate land use, zoning and future development.

Economic development is the process of combining essential resources to successfully attract and retain economic base facilities while controlling the allocation of local resources. A successful economic development program at any level of government ensures long-term stability for a community. Local government has the opportunity to prosper, to help improve community facilities, and to create hometown pride and goodwill through the development plan process.

Economic development decisions made during the planning process are not limited to those of the elected officials but also those of the citizens which are affected by any development. Since development decisions could have major impacts on the

entire community it is important to carefully evaluate the program's goals and objectives to assure that the community will benefit by these actions. A development strategy begins with the creation or identification of employment centers in commercial, industrial, tourism and the service sectors. Despite the differences in their products, each of these employment centers can bring dollars into a community. As the economic base is established, other services (such as recreation) will be implemented by local citizens.

A four step process must occur before an economic development program can be implemented. These steps include the following:

- *Establish community support
- *Collect detailed community facts
- *Establish an economic expansion program
- *Undertake promotional efforts

Each step represents one portion of the economic development framework. The steps may take place independently or simultaneously. Completion of a development program requires that the framework be strong, supported and realistic.

SCOPE AND PURPOSE

In 1975, the people of the State of Michigan enacted for municipalities; i.e. cities, villages or townships, Public Act 197 (the Downtown Development Authority Act). Act 197 allows a local unit of government to establish a legal organization with responsibility for planning economic development and determining the allocation of resources required to implement the identified objectives.

Delhi Charter Township officials have determined that in the best interest of the public, measures should be taken to promote economic growth and to increase property tax valuation as a means of cost containment. Therefore, the purpose of this report is to provide the plan of action necessary to bring about economic stability for a designated area in the township, i.e.; the Development District. (See Figure 1)

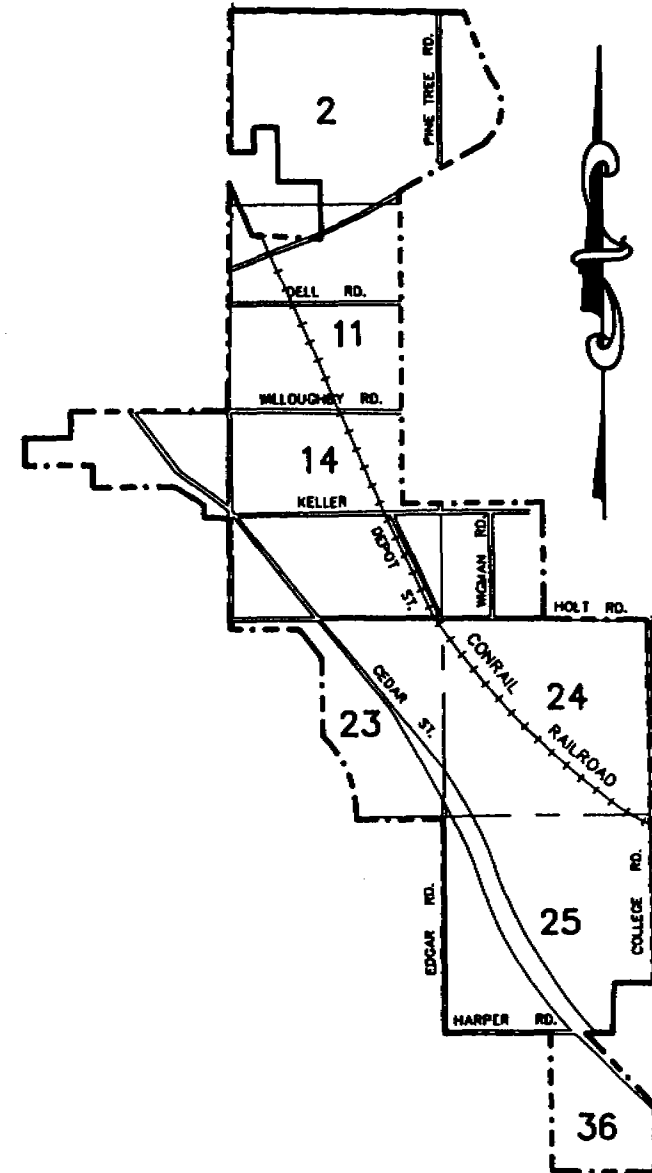
Delhi Charter Township is facing an influx of metropolitan growth pressures which, at the present, are not addressed by any currently adopted programs. No formal plan designated for growth has been adopted to direct development into the township. Since Delhi Charter Township is absent an incorporated area, it is important to retain and rehabilitate the most central business area. That central business area is known as Holt. Holt can only be defined as a local postal office zip code area. However, the U.S. Department of Commerce has defined an area it calls Holt for statistical purposes (See Figure 2). The area designated as Holt is bounded by Eifert Road from Wilcox Road to Willoughby Road, east along Willoughby Road to the Conrail System, southeast



**INGHAM COUNTY
STATE OF MICHIGAN**

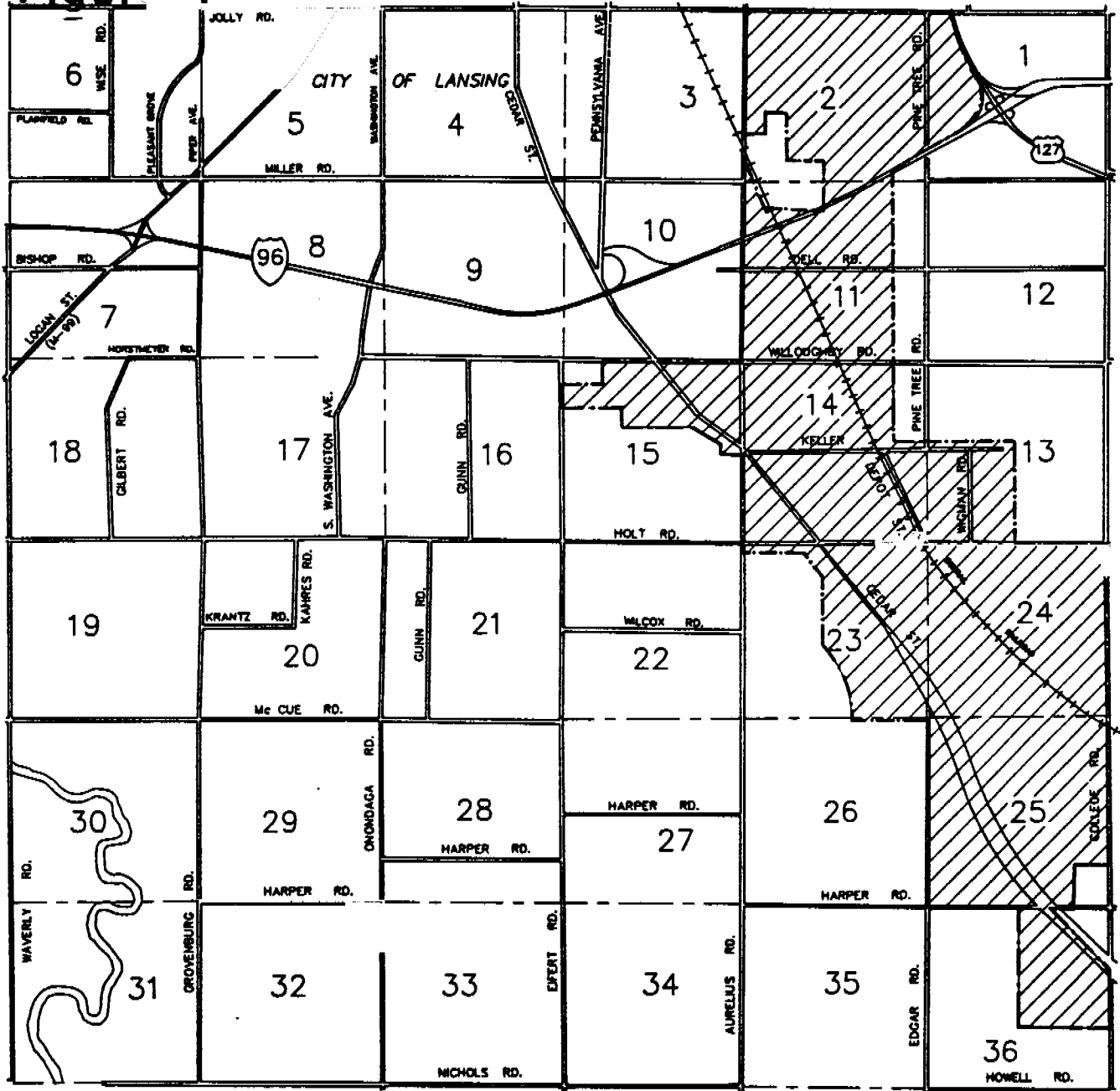
LANSING	MERIDIAN	WILLIAMSTON	LOCKE
DELHI	ALAIEDON	WHEATFIELD	LEROY
AURELIUS	VEVAY	INGHAM	WHITE OAK
ONONDAGA	LESLIE	BUNKER HILL	STOCKBRIDGE

**DELHI TOWNSHIP
INGHAM COUNTY**



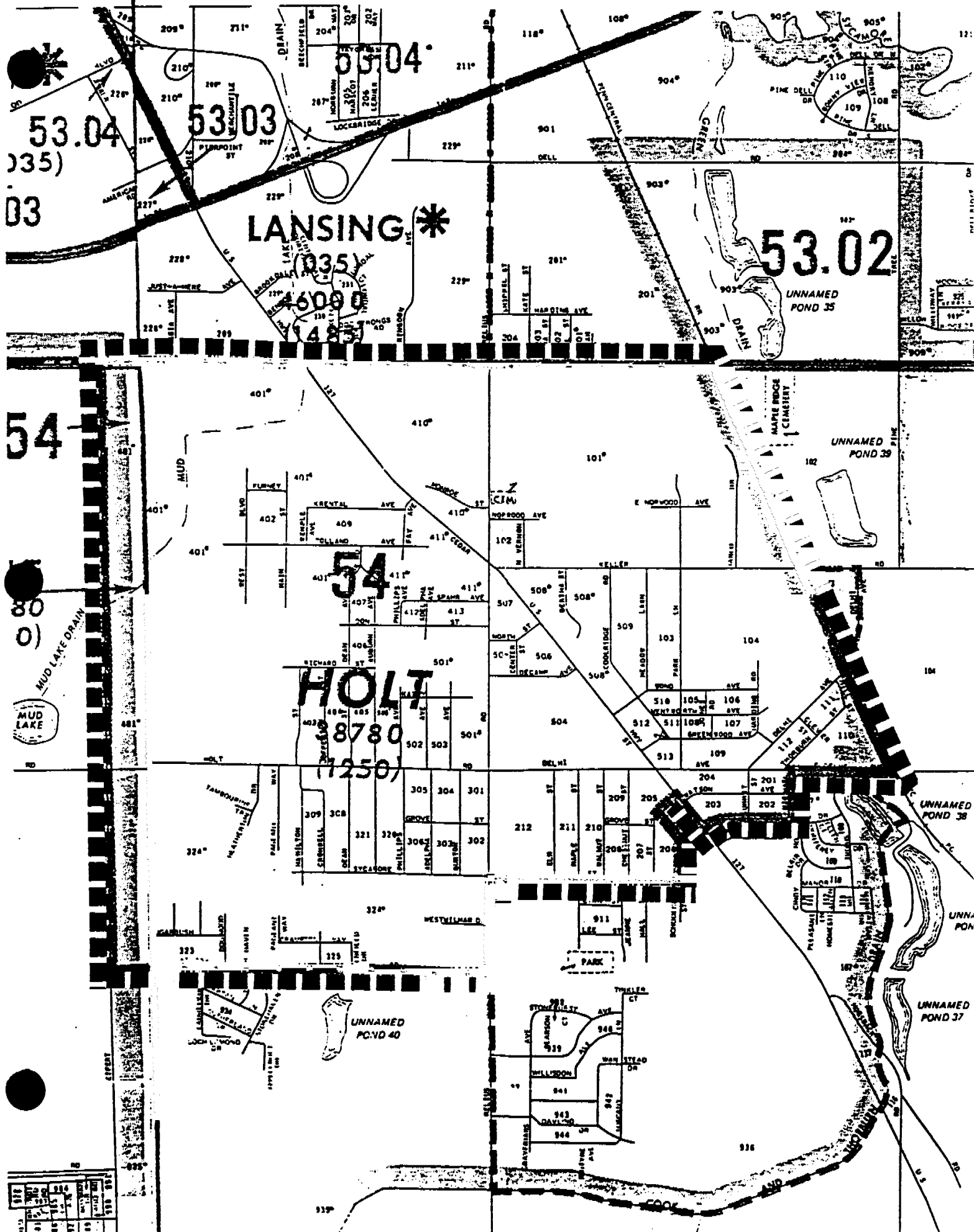
**DELHI DEVELOPMENT
AUTHORITY DISTRICT**

Figure 1



**DELHI CHARTER TOWNSHIP
DOWNTOWN DEVELOPMENT AUTHORITY
DISTRICT LIMITS**

Figure 2



along the railroad to Keller Road, east on Keller Road to N.E. Delhi Avenue, south on N.E. Delhi Avenue to the railroad, south along the railroad to Holt Road, west on Holt Road to Michael Avenue, south on Michael Avenue to Dallas Street, west on Dallas Street to Cedar Street, north on Cedar Street to Schoolcraft Street, south on Schoolcraft Street to Sycamore Street, west on Sycamore Street to Aurelius Road, south on Aurelius Road to Wilcox Road and west on Wilcox Road to Eifert Road. Since this area incorporates a large portion of the designated planning area, data about this area, called Holt, has been included as part of this document. Using the current land-use and zoning provisions allocated to the township, a plan of action has been developed.

This document is the Development Plan and Tax Increment Financing Plan for a district located in Delhi Charter Township. It will serve as the township's guide for future growth and development.

Public Act 197 allows for planning of a designated area using information from the total township. The analysis of data includes historic data, U.S. Census data and information obtained from a 1986 public and business survey. From that information, goals and objectives are defined and projects identified.

The Plan addresses downtown revitalization, commercial and industrial development, infrastructure needs and recreation for the public. Other areas of interest include transportation corridors, residential areas and environmental issues.

DELHI DEMOGRAPHICS

Is there a need for analyzing the cultural, physical and economic aspects of life in Delhi Charter Township or the Development District? Responses to this question obviously will vary. The most prominent answer lies within each individual's perception of the township as to what is good or could be improved upon. Yet, the Delhi Downtown Development Authority has been instructed by the Board of Trustees to determine the cultural, physical and economic needs that exist in the area and how to satisfy those needs. With the support of the Ingham County Department of Development, Ingham Intermediate School District and Michigan Youth Corps an effort was begun to answer many questions about the township. This section summarizes that analysis.

1980 Demographics

Demographic data relating to the township is found in the 1980 Census, published by the U.S. Department of Commerce, Bureau of the Census. That data was obtained in April 1980, as part of the nation-wide decennial census. Delhi Charter Township data was extracted from county information. The Holt area data was divided from the total township information. Data relating to the area identified as Holt is useful because it is an analysis of information that is more closely representative of the area of the designated district than that of the total township. Table 1 presents the 1980 Census data for the township and Holt area.

Table 1

Delhi Charter Township Population Comparisons

<u>Unit of Government</u>	<u>1960 Pop.</u>	<u>1970 Pop.</u>	<u>%Change</u>	<u>1980 Pop.</u>	<u>%Change</u>
Delhi Chart. Twp.	16,590	13,795	-16.7*	17,144	24.3
Holt	4,818	6,980	44.8	10,097	44.6
Ingham County	211,296	261,039	23.5	275,520	5.5
State of Mich.	7,823,194	8,881,826	13.5	9,262,078	4.3

Source: U.S. Dept. of Commerce, Bureau of Census, 1960,1970,1980.

*NOTE: Part of Delhi Charter Township was annexed by the City of Lansing resulting in a decrease in population between 1960-1970 and an increase between 1970-1980.

The data contained in the population table indicates a loss in population between 1960 and 1970 and a large population gain between 1970 and 1980. This is a deviation from a true picture because between 1960 and 1970, the City of Lansing annexed a portion of the township. Therefore, the figures present a false understanding of actual growth. It can be assumed that the township is growing and its growth is occurring at a faster rate than that of the county.

Table 2 describes the population in the township by age and sex distribution. There is a fairly even distribution of males and females. Age group information indicates that 65% of Delhi Charter Township's population is less than 34 years of age. Table 3, which shows the age and sex distribution of Holt, shows the same distribution statistic. These two tables are good indicators for determining general welfare programs or services needed to maintain the township's cultural identity: i.e., school programs, day care services, aging programs, recreational needs and public services (fire and police).

Table 2

Delhi Charter Township Population
Age and Sex Distribution

<u>Age Group</u>	<u>Total by Age</u>	<u># of Males</u>	<u>%Male Pop.</u>	<u>%Total Pop.</u>	<u># of Female</u>	<u>%Female Pop.</u>	<u>Total %Pop.</u>
65 years & over	993	382	4.5	2.2	611	6.9	3.6
55-64 years	1,235	630	7.5	3.7	605	6.9	3.5
45-54 years	1,738	842	10.0	4.9	896	10.2	5.2
35-44 years	2,109	1,040	12.4	6.1	1,069	12.2	6.2
25-34 years	3,424	1,623	19.4	9.5	1,801	20.6	10.5
18-24 years	2,367	1,184	14.1	6.9	1,183	13.5	6.9
<u>17 & under</u>	<u>5,278</u>	<u>2,685</u>	<u>32.0</u>	<u>15.7</u>	<u>2,596</u>	<u>29.6</u>	<u>15.1</u>
Total	17,144	8,386	100%	48.9	8,758	100%	51.1

Source: U.S. Dept. of Commerce, Bureau of Census, 1980.

Table 3

Holt Population
Age and Sex Distribution

<u>Age Group</u>	<u>Total by Age</u>	<u># of Males</u>	<u>%Male Pop.</u>	<u>%Total Pop.</u>	<u># of Female</u>	<u>%Female Pop.</u>	<u>Total %Pop.</u>
65 years & over	533	299	5.99	2.96	234	4.58	2.32
55-64 years	634	313	6.27	3.10	321	6.29	3.18
45-54 years	930	460	9.21	4.56	470	9.21	4.65
35-44 years	1,187	590	11.82	5.84	597	11.69	5.91
25-34 years	2,156	1,013	20.29	10.03	1,143	22.39	11.32
18-24 years	1,511	738	14.78	7.31	773	15.14	7.66
<u>17 & under</u>	<u>3,146</u>	<u>1,579</u>	<u>31.63</u>	<u>15.64</u>	<u>1,567</u>	<u>30.70</u>	<u>15.52</u>
Total	10,097	4,992	100%	49.44	5,105	100%	50.56

Source: U.S. Dept. of Commerce, Bureau of Census, 1980.

Information concerning the educational attainments of persons 25 years and over residing in the township is provided in Table 4. The table indicates that 7,357 individuals over the age of 25 years have high school and/or college educations. These 7,357 persons represent 77% of the total population over 25 years of age in the township. This statistic is important because it indicates a good educational background, as well as the educational skills necessary to adapt to new training or retraining programs for present or future jobs.

After high school, less college graduates (15%) are present in the township when compared to the county as a whole (30%). This statistic indicates fewer college graduates (4%) prefer to live in the township than elsewhere in Ingham County. In addition, 9% of the total high school graduates prefer to live in the township. The comparison could indicate that the area is more blue-collar than white-collar.

Table 5 enumerates the percentiles of persons 25 years and over by educational attainment. A clear 10% of the population in the township have reached a higher level of education than compared to the county. This is a valid statistic through the high school level. After high school, the statistics reflect the influence of the major universities and employers located outside Delhi Charter Township. The important fact is that 44.3% of the township's population over 25 years of age have a high school degree. Employers are interested in educational levels because the levels are an indicator of the amount of skills present and

the ability to learn new skills.

Table 4

Delhi Charter Township
School Years Completed
Number of Persons 25 years & older

Unit of Government	Elementary 0-8 yrs.	High School 1-3 yrs.	4 yrs.	College 1-3 yrs.	4+ yrs.
Delhi Chart. Twp.	829	1,313	4,212	1,747	1,398
Holt	435	741	2,544	1,007	713
Ingham County	13,630	17,152	46,105	26,659	36,288

Source: U.S. Dept. of Commerce, Bureau of Census, 1980.

Table 5

Delhi Charter Township
School Years Completed
% of Total Pop. over 25 years old

Unit of Government	Elementary 0-8 years	High School 1-3 yrs.	4 yrs.	College 1-3 yrs.	4+ yrs.
Delhi Chart. Twp.	8.7%	13.8%	44.3%	18.4%	14.7%
Holt	8.0%	13.7%	46.8%	18.5%	13.1%
Ingham County	7.7%	12.3%	33%	19.1%	26%

Source: U.S. Dept. of Commerce, Bureau of Census, 1980.

Employment is a statistic useful for development planning purposes. Table 6 identifies the working classes for the township (persons 16 years and over). Table 7 describes the same statistic for Holt. These tables show that most workers are in the private wage and salary category, and there is a large number of persons living in the area who are employed by governmental agencies. When compared to Ingham County data, the township appears to be representative except for the state government worker classification percentile. Obviously, the location of

governmental offices in Ingham County contributes to this statistical difference. Tables 8 and 9 classify employees into industries. (Table 8 represents the township; Table 9, Holt). The number of persons employed by the various industries indicates a wide distribution of skills. Delhi Charter Township has employment opportunities in all industries because each industrial category has at least one type of business located in the area. As the township data (Table 8) is compared to the county data, the manufacturing industry has a higher percentile than the county. This is another indicator that Delhi Charter Township appears to be more blue than white-collar, especially when the percentiles are compared in the professional and related services category. In that category, the county is nearly 15% higher than the township.

Table 6

Delhi Charter Township
Employed Persons
16 years and over

<u>Worker Class</u>	<u>Actual #</u>	<u>Township Percent</u>	<u>County Percent</u>
Private Wage & Salary	5,546	68.49%	62.40%
Federal Government	132	1.63%	1.86%
State Government	1,188	14.67%	21.14%
Local Government	844	10.42%	10.06%
Self-Employed	381	4.71%	4.29%
Unpaid Family	<u>6</u>	<u>.08%</u>	<u>.25%</u>
Total	8,097	100.0%	100.0%

Source: U.S. Dept. of Commerce, Bureau of Census, 1980.

Table 7

Holt
Employed Persons
16 years old and over

<u>Worker Classification</u>	<u>Actual #</u>	<u>(%) Percent</u>
Private Wage & Salary	3,436	70.58
Federal Government	110	2.26
State Government	638	13.11
Local Government	492	10.11
Self-Employed	192	3.94
Unpaid Family	<u>0</u>	<u>.00</u>
Total	4,868	100.0%

Source: U.S. Dept. of Commerce, Bureau of Census, 1980.

Table 8

Delhi Charter Township
Industries Employing Persons
16 years old and over

<u>Industry</u>	<u>Actual #</u>	<u>Township Percent</u>	<u>County Percent</u>
Agricultural, Forestry, Fisheries & Mining	71	.90	1.53
Business & Repair Services	355	4.50	3.16
Communications & other Public Utilities	274	3.47	2.24
Construction	550	6.96	3.73
Finance, Insurance & Real Estate	357	4.52	5.77
Manufacturing	1,719	21.77	16.02
Personal, Entertainment & other Recreation Services	297	3.76	3.35
Professional & Related Services	1,341	16.98	31.85
Public Administration	1,024	12.96	10.86
Retail Trade	1,348	17.07	16.56
Transportation	180	2.28	2.21
Wholesale Trade	<u>381</u>	<u>4.83</u>	<u>2.92</u>
Total	7,897	100.0%	100.0%

Source: U.S. Dept. of Commerce, Bureau of Census, 1980.

Table 9

Holt
Industries Employing Persons
16 years old and over

<u>Industry</u>	<u>Actual #</u>	<u>Percent</u>
Agricultural, Forestry, Fisheries & Mining	35	.71
Business & Repair Services	219	4.50
Communications & other Public Utilities	169	3.47
Construction	308	6.33
Finance, Insurance & Real Estate	238	4.89
Manufacturing	1,085	22.29
Personal, Entertainment & other Recreation Services	219	4.50
Professional and Related Services	861	17.69
Public Administration	565	11.61
Retail Trade	873	17.93
Transportation	116	2.38
Wholesale Trade	<u>180</u>	<u>3.70</u>
Total	4,868	100.0%

Source: U.S. Dept. of Commerce, Bureau of Census, 1980.

Tables 10 and 11 represent employment occupations in Delhi Township and Holt. Again, job skills are highlighted by the vocations contained in each category. A comparison of the Ingham County data to the township contained in Table 10 indicates strengths in those occupations related to manufacturing and skill-type jobs. The high percentile in technical and sales services, precision production and operators, fabricators and laborers enforces this conclusion. Again, the data supports an area more representative of blue than white-collar workers.

The journey-to-work statistics indicate that a majority of Delhi's work force is employed in Ingham County. Table 12 gives place of work information. In April of 1980, the Census shows

that 8,097 Delhi Township persons were employed. Table 12 accounts for 7,761 of those persons employed. There are 336 employed persons who did not report their place of work among those listed as "not reporting" in the Census information. The data indicates that 6,509 Delhi Township residents work in Ingham County and 4,636 of those work in Lansing, the central city of the SMSA. Delhi Charter Township is contiguous to the City of Lansing and is less than 15 miles from the northernmost portion of the city.

With 57% of the township's workers indicating their place of employment to be the City of Lansing, the data shows that the township's close proximity to Lansing is important to employees.

Table 10

Delhi Charter Township
Occupations of Persons 16 years old & over

<u>Occupations</u>	<u>Actual #</u>	<u>Township Percent</u>	<u>County Percent</u>
Administrative Services	1,056	13.04	19.63
Farming, Forestry & Fishing	69	.85	1.42
Managerial & Professional	1,512	18.67	26.21
Operators, Fabricators & Laborers	1,519	18.76	14.06
Precision Production, Craft & Repair	1,079	13.33	9.00
Technical & Sales	<u>2,862</u>	<u>35.35</u>	<u>29.68</u>
Total	8,097	100.0%	100.0%

Source: U.S. Dept. of Commerce, Bureau of Census, 1980.

Table 11

Holt
Occupations of Persons 16 years old & over

<u>Occupation</u>	<u>Actual #</u>	<u>Percent</u>
Administrative Services	659	13.54
Farming, Forestry & Fishing	31	3.64
Managerial & Professional	841	17.28
Operators, Fabricators & Laborers	894	18.36
Precision Production, Craft & Repair	648	13.31
Technical & Sales	<u>1,795</u>	<u>36.87</u>
Total	4,868	100.0%

Source: U.S. Dept. of Commerce, Bureau of Census, 1980.

Table 12

Delhi Charter Township-Place of Work
workers 16 years old & over

<u>Place of Work</u>	<u>Number</u>
Central City of SMSA*	4,636
Remainder of SMSA	2,347
Outside SMSA	265
Not Reported	513
County of Residence	6,509
Outside County of Residence	724
Outside State	15

*SMSA: Ingham, Clinton & Eaton Counties

Source: U.S. Dept. of Commerce, Bureau of Census, 1980.

Labor force data is described by how many persons are in the total labor force, the number employed and unemployed, and the rate of unemployment. A statistic used to determine the economic condition of a community is the unemployment rate. A lower unemployment rate is considered advantageous, while higher rates can create frustration. Table 13 contains the average labor force data.

Table 13

Delhi Charter Township Labor Force
Average

<u>Location</u>	<u>Labor Force</u>	<u># Employed</u>	<u># Unemployed</u>	<u>Rate</u>
(1984)				
Delhi Charter Twp.	9,400	8,500	900	9.5%
Ingham County	147,525	132,550	14,975	10.1%
(1985)				
Delhi Charter Twp.	9,400	8,700	700	7.3%
Ingham County	147,745	135,925	11,550	7.8%
(1986)				
Delhi Charter Twp.	*			
Ingham County	156,300	146,575	9,725	6.2%

*No 1986 labor force data is available for Delhi Charter Township
Source: Michigan Dept. of Employment Security 1984-1985-1986.

The results of the data contained in Table 13 indicates that Delhi Charter Township has an unemployment rate less than the county as a whole, but the difference is not enough to be thought a statistical advantage. The data also indicates the need for creating employment opportunities for unemployed persons. The reduction of unemployment and adequate employment should be stressed in the economic development planning process.

Income data is one useful economic development statistic. Income information is a product of employment and can be used to compare how one standard of living varies with another. The 1980 Census reported data on household and family. Household income is defined by the U.S. Bureau of Census as income earned by all persons living together in one housing unit.

Table 14 summarizes the 1979 household incomes for the township and Holt area. The median household income in 1979 as

recorded by the 1980 Census was \$20,588 for the Township and \$19,539 for Holt. Ingham County's median household income was \$18,090. The township and Holt area have better household incomes; however, Table 14 indicates that 56% of the household incomes were less than the median figure of \$20,588 for the Township. Also, 48% of the household incomes were less than the county's median income.

Family income is defined by the Census as income earned by one householder and all individuals related to that householder and living together in one housing unit. It must be noted that a single householder is not considered a family. The median family income for the township in 1979 was \$22,845 and \$21,856 for the Holt area. Ingham County's median family income was \$21,921. The Holt area had a less than average family income when compared to the county. The township had 49% of the family incomes that were less than the median.

An above average income for the township in both household and family incomes does not preclude the fact that nearly 50% of the families and households are earning less than the median income. In the Holt area the average family income is \$100 less than the county figure. These facts are representative of unemployment and/or underemployment.

Table 14Annual Household Income in 1979 (in Dollars)

<u>Household Income</u> (in dollars)	<u>Delhi Charter Twp.</u> <u># of Households</u>	<u>Holt</u> <u># of Households</u>
less than \$2,500	147	116
\$ 2,500 - 4,999	315	254
\$ 5,000 - 7,499	330	225
\$ 7,500 - 9,999	394	245
\$10,000 - 12,499	453	250
\$12,500 - 14,999	409	274
\$15,000 - 17,499	503	297
\$17,500 - 19,999	394	244
\$20,000 - 22,499	455	300
\$22,500 - 24,999	487	287
\$25,000 - 27,499	492	343
\$27,500 - 29,999	298	168
\$30,000 - 34,999	565	292
\$35,000 - 39,999	311	170
\$40,000 - 49,999	354	127
\$50,000 - 74,999	145	111
\$75,000 or more	<u>52</u>	<u>12</u>
Total	6,104	3,715

Source: U.S. Dept. of Commerce, Bureau of Census, 1980.

Table 15Annual Family Income in 1979 (in Dollars)

<u>Family Income</u> (in dollars)	<u>Delhi Charter Twp.</u> <u># of Families</u>	<u>Holt</u> <u># of Families</u>
less than \$2,500	103	66
\$ 2,500 - 4,999	110	73
\$ 5,000 - 7,499	210	142
\$ 7,500 - 9,999	235	132
\$10,000 - 12,499	270	150
\$12,500 - 14,999	305	190
\$15,000 - 17,499	356	230
\$17,500 - 19,999	333	224
\$20,000 - 22,499	380	231
\$22,500 - 24,999	420	235
\$25,000 - 27,499	419	285
\$27,500 - 29,999	292	159
\$30,000 - 34,999	481	246
\$35,000 - 39,999	291	170
\$40,000 - 49,999	338	116
\$50,000 - 74,999	125	91
\$75,000 OR MORE	<u>52</u>	<u>17</u>
Total	4,720	2,757

Source: U.S. Dept. of Commerce, Bureau of Census, 1980.

Another measure used by the federal government to evaluate living standards is the poverty level. That standard, used in the 1980 Census, is defined as a family of four earning less than \$7,412 annually. The Census showed there were 168 families in the township and 181 families in Holt living below the poverty level. Since it has been established that the data for the Holt area is representative of the designated district, it is also important to note that 68% of the township's poverty is located in the Holt area.

Employment opportunities must be created to eliminate poverty in the township and designated district. Underemployed persons must be given equal opportunity for new employment. Without local employment opportunities available, income levels are less likely to increase.

Surveys

Public comment is used by political units of government to extract grass roots opinions. It is important to obtain input from residents who may be affected by future development. As many opinions as possible are required by a development plan. This allows any decision makers the opportunity to evaluate broad cross-sectional viewpoints and reach appropriate conclusions that benefit the majority. In 1986, Delhi Charter Township conducted a residential and business opinion survey.

The 1986 Residential Opinion Survey

The residential opinion survey was conducted during the summer of 1986 through the Ingham Intermediate School District using Michigan Youth Corp personnel under the direct supervision of a Ph.D. urban planning candidate at Michigan State University with support from the Ingham County Department of Development. Using standard acceptable statistic procedures, a random sample of 500 homes in the township was selected. Sixty homes were found to be vacant of the 500 selected. 440 questionnaires were distributed by the surveyors; residents of 97 homes did not complete the questionnaire. The total number of responses to the survey was 343 households, or a 77.95% response rate.

Data collected from the residential opinion survey gives some indication as to why a plan of action should be developed. Some conclusions are listed below:

1. High unemployment rate (18.2%)
2. High underemployment rate (13.34%)
3. Small number employed in the township (16%)
4. Incomes below \$11,200.00 (7%)
5. Additional housing required
6. Additional economic activities needed (67%)
7. Additional public transportation needed (18%)

A total of 830 persons were interviewed through the survey. Employment related questions were summarized initially. There were 124 persons who indicated they were not currently employed, making an unemployment rate of 18.2% when compared to the county unemployment rate of 6.2% for 1986. Also, 111 persons over age 18 years old identified themselves as underemployed. Of 521 persons who specified their places of work, 81 worked in Delhi

Charter Township, 400 within the Tri-County area, and 40 outside the region. Local township employment opportunities should be expanded. Table 16 indicates that 70% of heads of household responding to the survey showed they were married with children living at home. In a related question, 80% of the respondents rated the schools as providing a better than average education.

Table 16

Marital Status of Survey Respondents

<u>Types of Households</u>	<u>Actual Survey Responses</u>	<u>% of Total Surveyed</u>
Single	21	8%
Single, with children (living at residence)	7	3
Married	14	5
Married, with children (living at residence)	188	70
Divorced	7	3
Divorced, with children (living at residence)	17	6
Widowed	12	4
Widowed, with children (living at residence)	<u>4</u>	<u>2</u>
Total	270	100%

Source: Question 22, Survey of Delhi Charter Township, 1986.

Day care services were not part of a direct question on the survey. Several respondents indicated a need for this service.

A total of 305 respondents, or 91%, own their own homes. Over 50% of the respondents have lived in their present homes less than 10 years. Also, 39% of the respondents indicated they have lived in the township for less than 10 years. Over 38%

have lived in the township more than 20 years. The information concerning years of ownership indicates that 61% of the homeowners have lived in the township more than 10 years. This information appears to reflect the township's appeal as a good place to live.

Income data correlates with the Census information with exceptions found at the upper and lower limits. There appears to be some distortion in the data collected by the survey. There were 216 families responding to the survey question concerning income. The 1980 census indicated an 11% poverty level for the township. In 1986, the poverty level as defined by the U.S. Department of Agriculture (based on U.S. Bureau of the Census standards) was \$11,200.00 for a family of four. The survey statistics indicated that 15 families, or 7%, were under poverty level in the township. Even though this figure appears low, there seems to be a need to address the income needs of these families. Still, 19% of the families are making below the median income level of 1979. These statistics indicate a need to create jobs and thereby raise incomes.

An important statistic was the survey question regarding economic growth. It indicated that 67% of the respondents felt that additional economic activities should take place in the township. Business, both commercial and retail, ranked highest, followed by offices and industrial. Tourism ranked last with a 6% response rate. Need for individual commercial services varied among the respondents. Desire for a large department store

ranked highest, with service stations ranking last.

The survey indicated that over 75% of the respondents felt the township was free of major transportation problems. Public transportation is present in the township, but its services are less likely to be used as the primary mode of transportation. Most respondents (70%) use their personal auto for work and pleasure trips, 7% use public transportation and the remainder rely upon rides or other forms of transportation. It was found that 17% of those responding to the survey felt that there was need for improved public transportation. Needs that surfaced during the collection of survey data were concentrated upon development of pedestrian and bicycle facilities and alleviation of truck noise.

The 1986 Business and Industry Survey

Attitudes about development are not confined to residents of an area but must be expanded to include all phases in the life in a community. As the residential survey was being processed, survey forms were being distributed to local businesses in the Township. Seventy-two (72) responses were received. This section will detail significant results tabulated from the data.

The businesses were asked to categorize their operations. Over 30% identified themselves as retailers, 32% as providing services, 10% as manufacturing and the remainder was a mixture of amusement, agriculture, transportation and communication firms. The goods and services produced or provided varied. Three plastic products manufacturing facilities were identified as

primary base industries. A majority of the businesses (60%) have occupied their present sites for less than 10 years. The ratio between owning or renting a facility is close: 54% to 46%.

There were two dominant advantages for doing business in Delhi Charter Township. One, the distance to customers or market and two, the accessibility of roads and highways. There were no major disadvantages. Among those polled, employment figures were varied. Table 17 shows the labor force size and number of firms.

Table 17

Labor Force
Delhi Charter Township Businesses by Firm Size

<u>Number Employed</u>	<u># of Firms*</u>
1 - 5	26
6 - 10	21
11 - 20	9
21 - 30	5
31 - 40	3
41 - 50	0
51 - 60	0
61 - 70	2
71 - 100	0
101 - 150	1
150 or more	<u>2</u>
 Total	 69

* Three firms did not respond.

Source: Question 15, Business Opinion Survey, 1986.

Small businesses are a large majority (66%) of those polled. National statistics indicate that 50% of the new jobs created will come from small businesses.

The survey respondents indicated that economic growth was desired. Fifty-six firms stated they would like to see growth within the next five years. Thirty percent of the respondents

identified industrial growth as important. Business growth was a priority for 45% of the respondents.

Recognition that the township has business and industrial location advantages will be a useful tool for recruitment of businesses. Current business attitudes about growth indicate that business and industrial growth must be encouraged as well as creating the potential for new local jobs.

Infrastructure Survey

Delhi Charter Township is a full-service political unit of government. Public services are provided by the township with the exception of solid-waste pickup, which is a contracted service. Hazardous waste pickup is available on a contractual basis. The township has a seventeen (17) person police force under contract with the Ingham County Sheriff and a fifty (50) person volunteer fire and ambulance service with a full-time chief. Two fire insurance ratings exist in Delhi Charter Township: Class 8 for areas with fire hydrants and Class 9 for areas without hydrants. Water and sewer services, where available, are provided by the township or through agreement with the City of Lansing. The water service is provided by the Lansing Board of Water and Light. (See Figure 3). Capacity is limited only by Lansing's ability to provide the service. Future growth is not restricted by this township/city arrangement.

The Delhi Charter Township sewer system has a capacity of 2 mgd (two million gallons per day). The average daily use at the present time is 1.65 mgd. Commercial and industrial expansions should proceed in those areas served. There are some areas where new growth could be restricted. (See Figure 4).

Street Analysis

As part of the development planning process, streets were analyzed as to their overall relationship to the effect on their

Figure 3

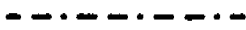
LEGEND



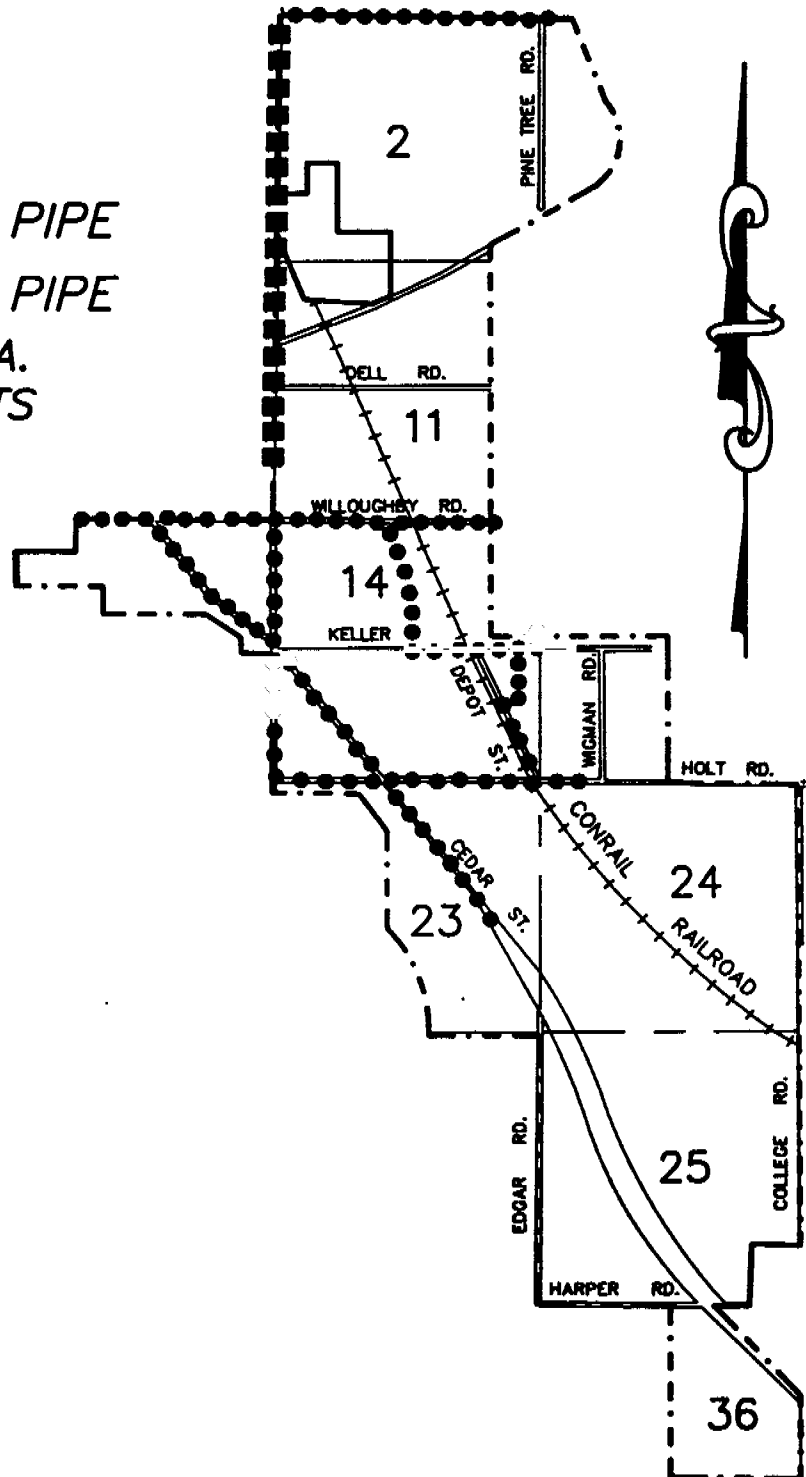
12" PIPE



16" PIPE

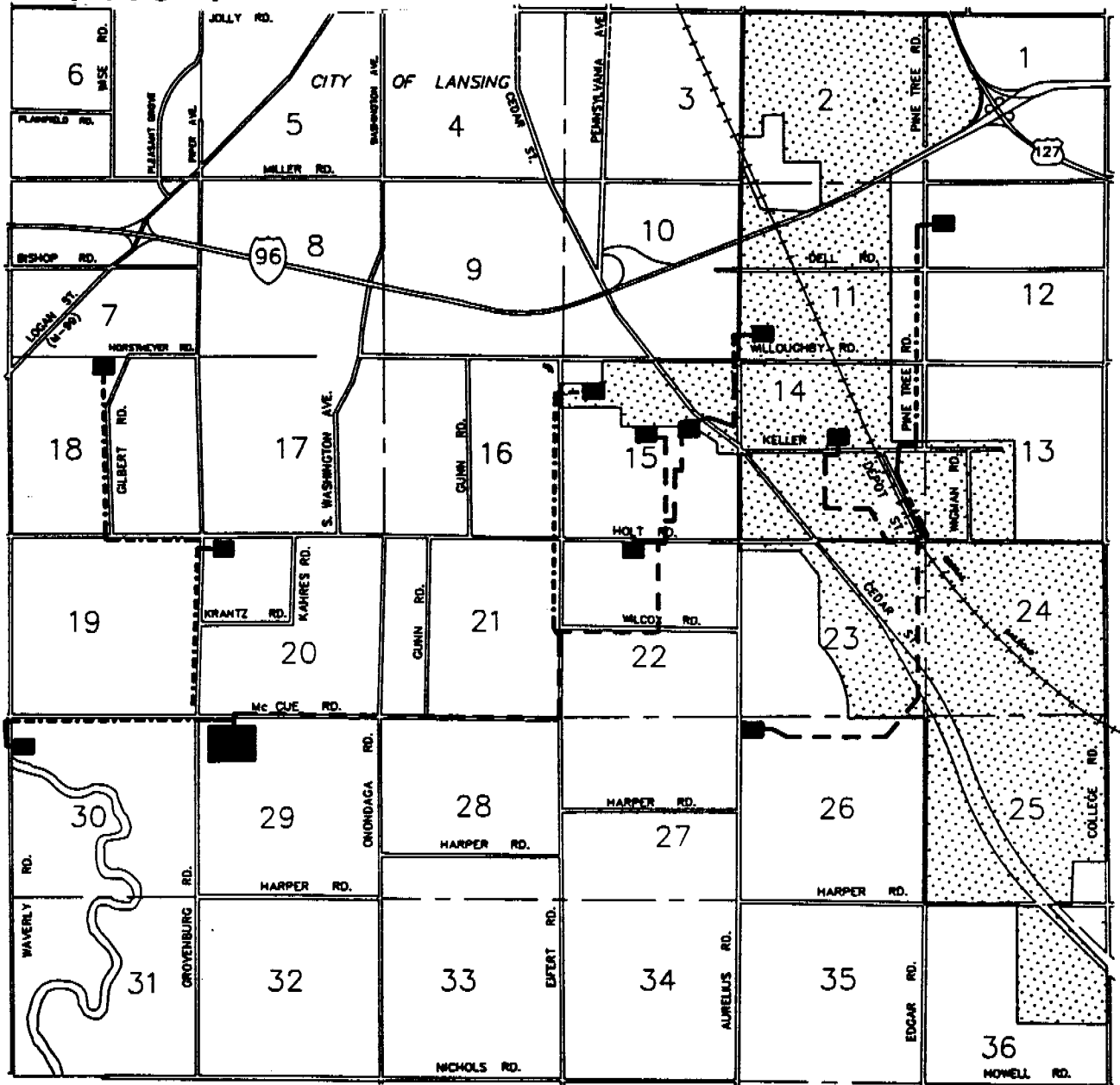


D.D.A.
LIMITS




DELHI DEVELOPMENT
AUTHORITY DISTRICT
MAJOR WATER LINES

Figure 4



**DELHI CHARTER TOWNSHIP
DOWNTOWN DEVELOPMENT AUTHORITY
MAJOR SEWER PLAN**

-  TREATMENT PLANT
-  LIFT STATION
-  D.D.A. LIMITS
-  FORCE MAIN
-  SEWER LINES

economic development of the district. The purpose of the analysis was to determine where repairs and traffic flow problems existed, and the location of new or extended streets. Figure 5 graphically displays road capacities.

The roads of Delhi Charter Township are maintained by the Ingham County Road Commission. The roads, in general, are in excellent condition. Repairs are scheduled periodically so that no road is without repair for a long period of time. Most neighborhood streets appear to be in good condition.

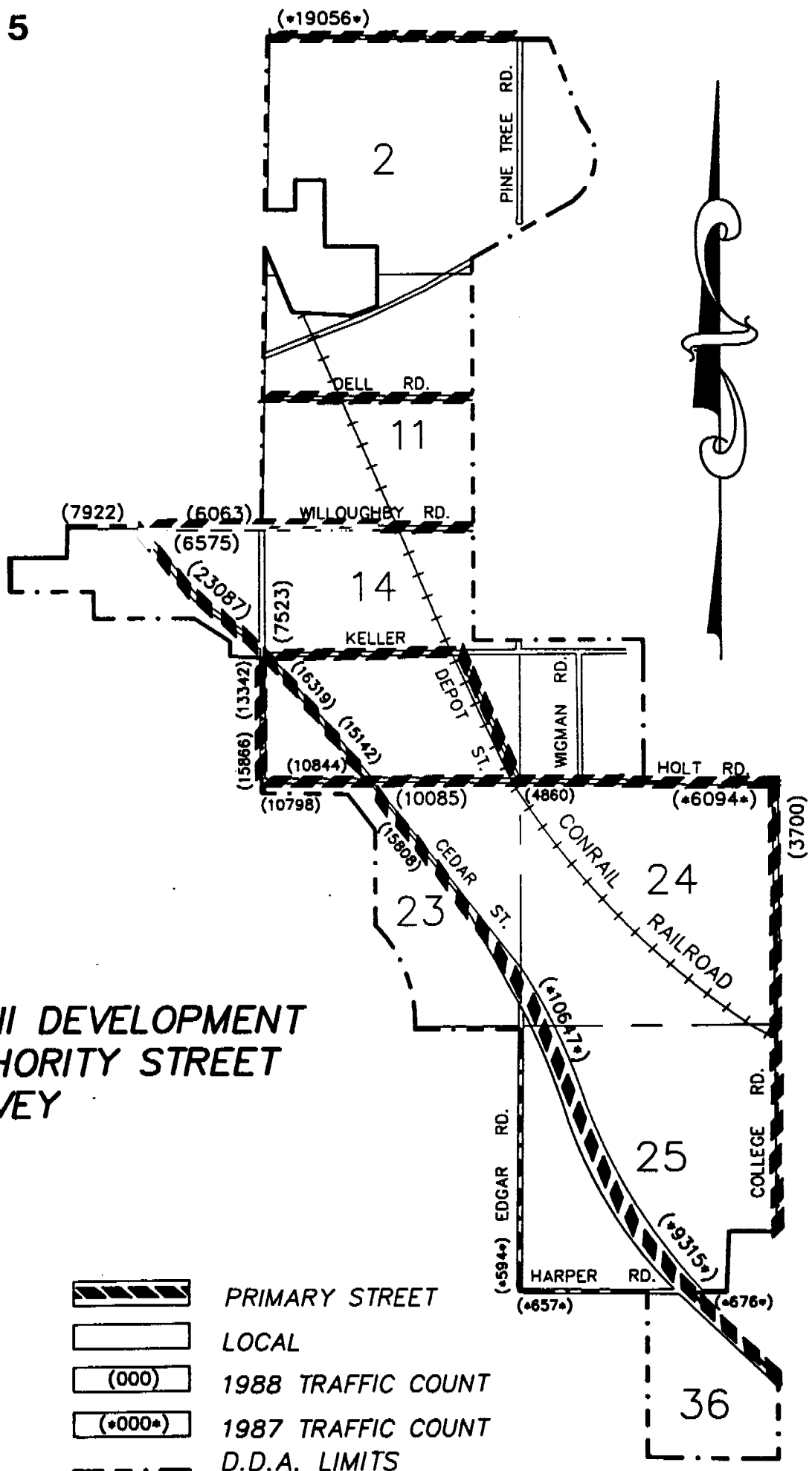
The Cedar Street widening project improved traffic flow along the central north-south corridor. There exists along Cedar Street some unusual intersections, for instance, the Cedar Street and Holt Road intersection. This intersection poses right-turn problems for large vehicles moving in a northerly direction.

The streets within the district should become part of an overall capital improvements program project to be established and implemented by the Township Board of Trustees. Streets represent a vital link to improved economic development.

Zoning

Delhi Charter Township has a zoning ordinance in place and an active Planning Commission. The Planning Commission revised the Township's comprehensive plan in 1990. Figure 6 identifies the current zoning for the district.

















Figure 5



DELHI DEVELOPMENT AUTHORITY CURRENT ZONING MAP

THIS ZONING MAP SHOWS APPROXIMATE
LOCATIONS OF PARCELS. TO DETERMINE
THE ZONING FOR A PARTICULAR PARCEL,
CHECK WITH THE DELHI TOWNSHIP ZONING
ADMINISTRATOR.

ZONING DESCRIPTION

-  R-1A
ONE FAMILY RURAL RESIDENTIAL
-  R-1B
ONE FAMILY LOW DENSITY RESIDENTIAL
-  R-1C
ONE FAMILY MEDIUM DENSITY RESIDENTIAL
-  R-1D
1 & 2 FAMILY MEDIUM DENSITY RESIDENTIAL
-  R-1E
ONE FAMILY MEDIUM DENSITY RESIDENTIAL
-  R-M1
MULTIPLE FAMILY RESIDENTIAL
-  R-M2
MULTIPLE FAMILY RESIDENTIAL
-  C-1
LOCAL BUSINESS
-  C-2
GENERAL BUSINESS
-  C-3
HIGHWAY SERVICE
-  C-4
PLANNED SHOPPING CENTER
-  M-1
LIGHT INDUSTRIAL
-  M-2
HEAVY INDUSTRIAL
-  A-1
AGRICULTURAL
-  T.C.
TOWN CENTER
-  D.D.A. LIMITS

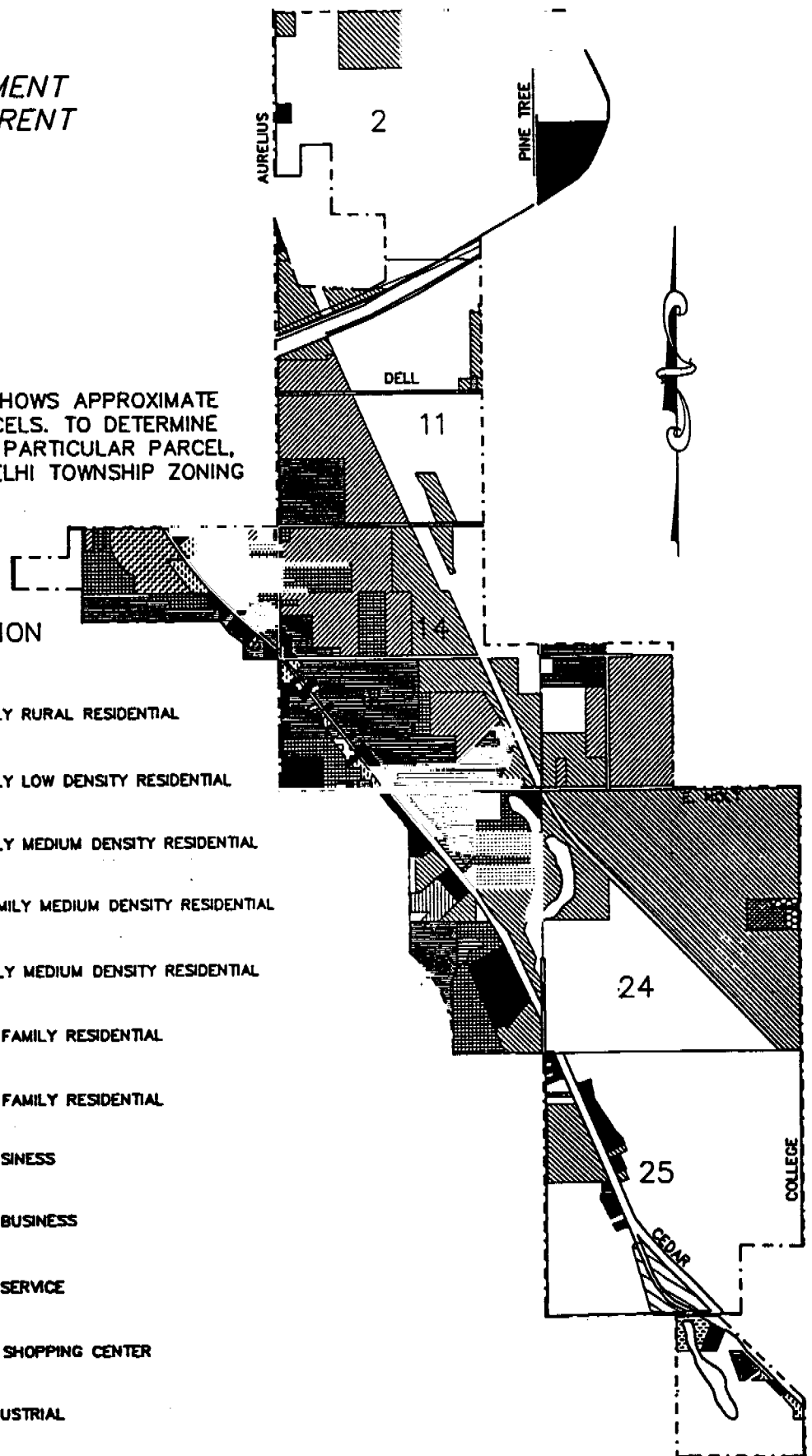


















Figure 6

DELHI DEVELOPMENT AUTHORITY CURRENT ZONING MAP

THIS ZONING MAP SHOWS APPROXIMATE
LOCATIONS OF PARCELS. TO DETERMINE
THE ZONING FOR A PARTICULAR PARCEL,
CHECK WITH THE DELHI TOWNSHIP ZONING
ADMINISTRATOR.

ZONING DESCRIPTION

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-  R-1B
ONE FAMILY LOW DENSITY RESIDENTIAL
-  R-1C
ONE FAMILY MEDIUM DENSITY RESIDENTIAL
-  R-1D
1 & 2 FAMILY MEDIUM DENSITY RESIDENTIAL
-  R-1E
ONE FAMILY MEDIUM DENSITY RESIDENTIAL
-  R-M1
MULTIPLE FAMILY RESIDENTIAL
-  R-M2
MULTIPLE FAMILY RESIDENTIAL
-  C-1
LOCAL BUSINESS
-  C-2
GENERAL BUSINESS
-  C-3
HIGHWAY SERVICE
-  C-4
PLANNED SHOPPING CENTER
-  M-1
LIGHT INDUSTRIAL
-  M-2
HEAVY INDUSTRIAL
-  A-1
AGRICULTURAL
-  T.C.
TOWN CENTER
-  D.D.A. LIMITS

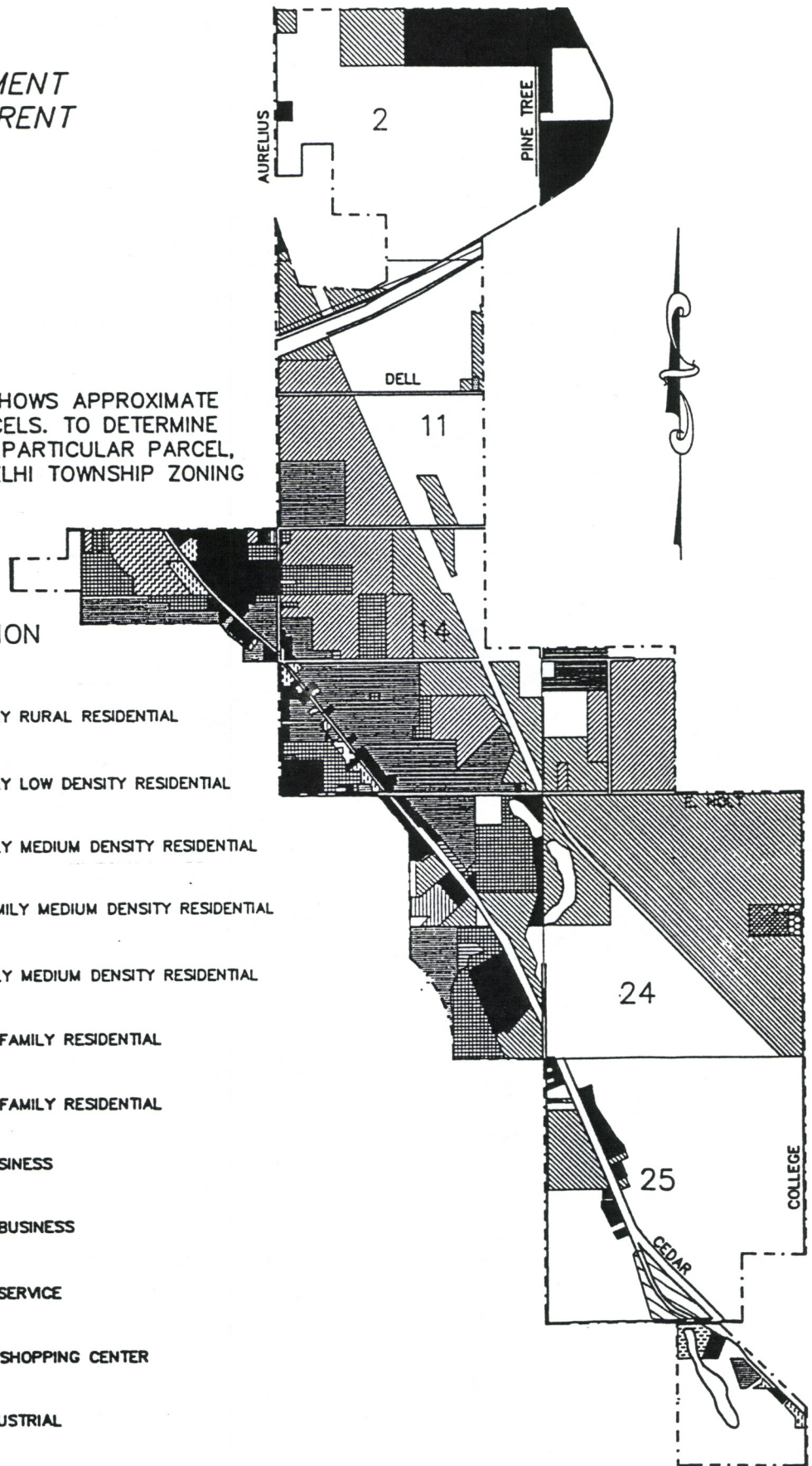


Figure 6

Existing Land Use

After the Development District was established, an existing land use map was developed (see Figure 7). The existing land uses reveal a multi-purpose community with open spaces, a commercial corridor, mixed residential areas and isolated industrial areas. Less than 50% of the district is used for agricultural purposes.

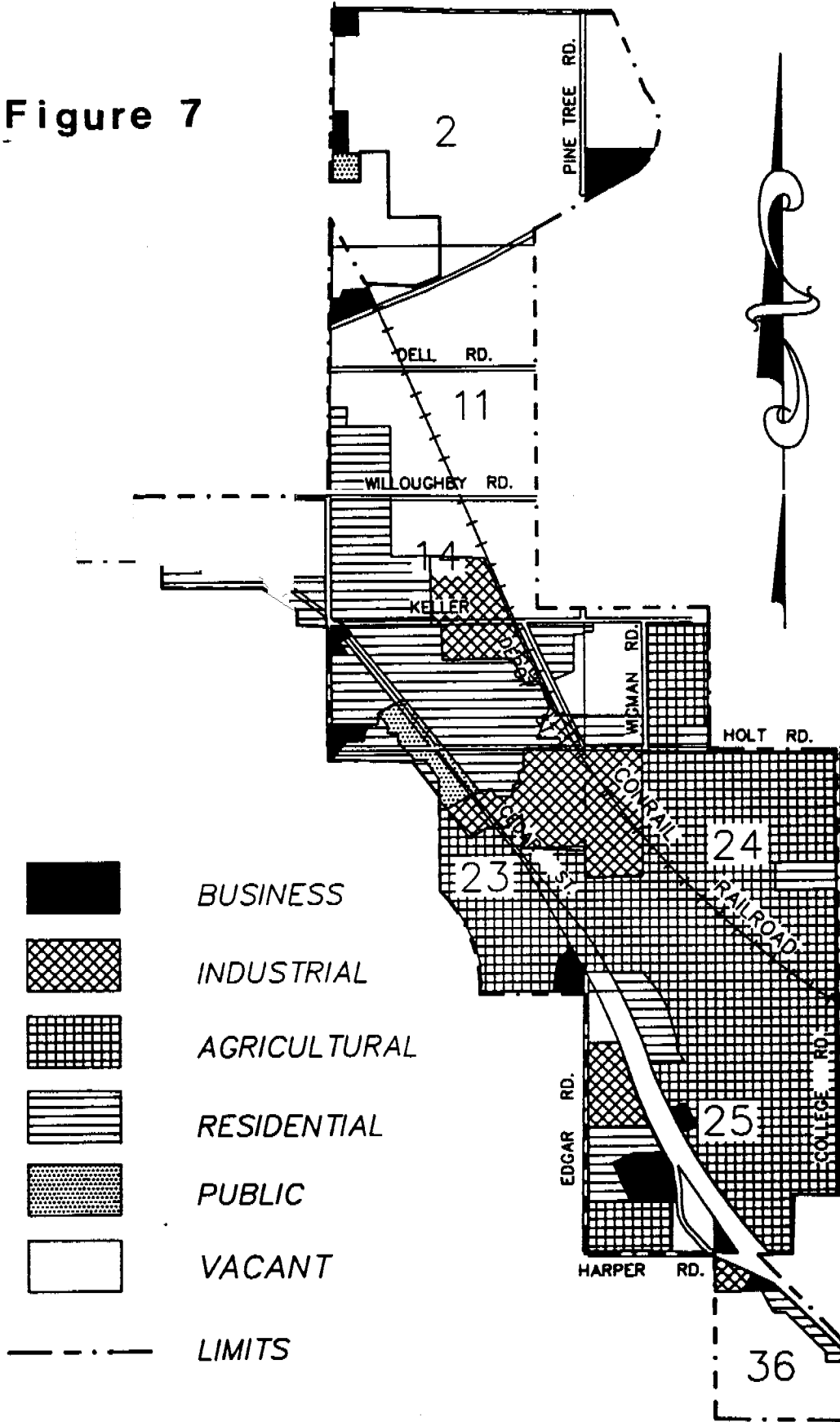
Two physical limitations were identified during the study of the land use: flood zone areas and water recharge areas. These limitations have the potential to limit some developments due to environmental concerns, or make them more costly. The flood zone areas in the district are identified on Figure 8. The water recharge areas in relationship to the District's boundaries are shown on Figure 9.

Generally, the existing land uses in the District conform with the township's existing comprehensive development plan of 1990. The growth since 1980 has accelerated some land uses but does appear to be in balance with the zoning and planning commission's overall growth plan.

As part of the development planning process, the Authority has evaluated the existing land uses and correlated them with the existing zoning. This process has revealed potential areas that should be developed to meet current zoned purposes.

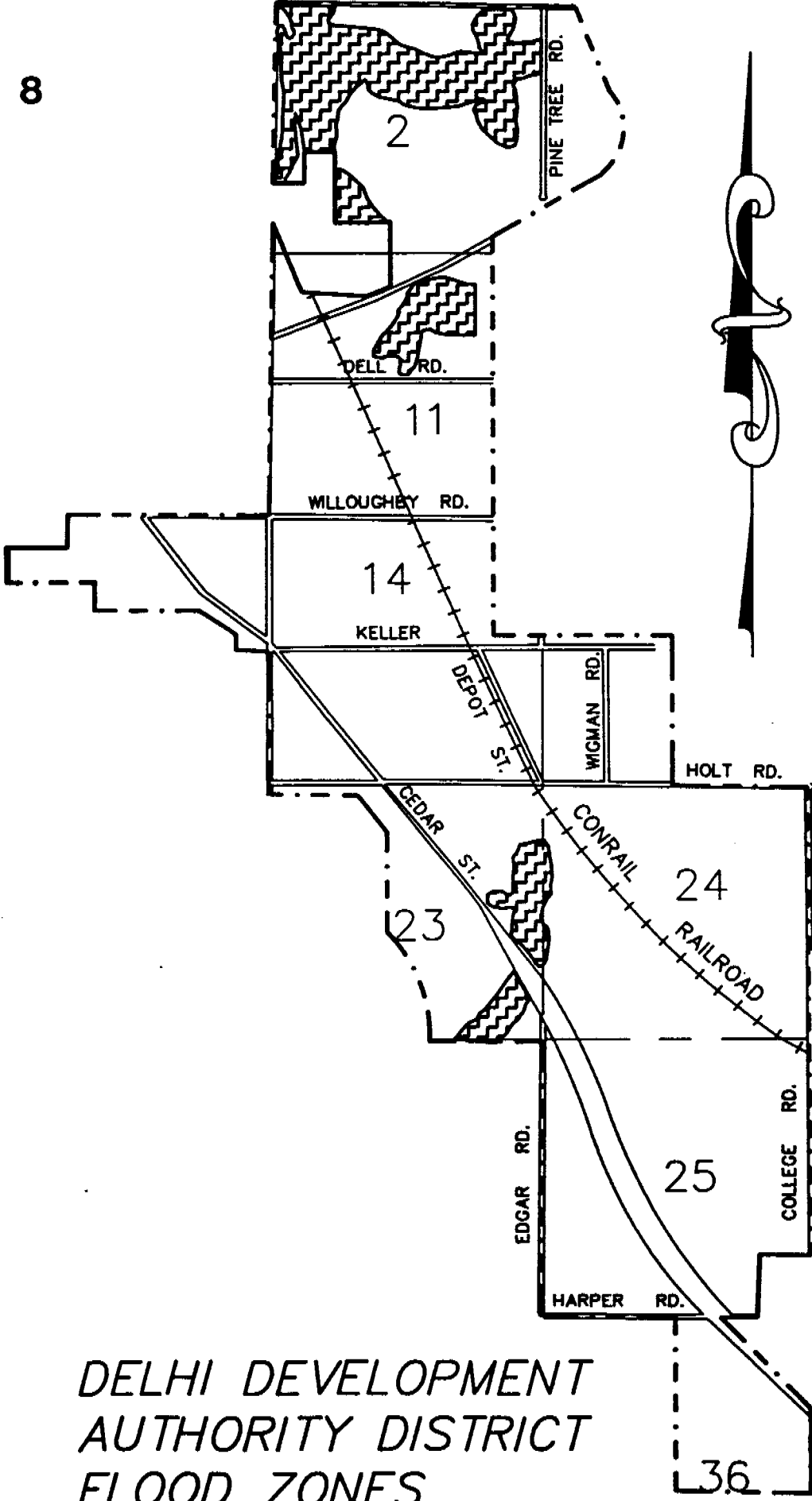
The implementation of an economic development plan should accelerate a planned growth process. The Authority and Planning Commission are assisting each other in this overall planning program.

Figure 7



DELHI DEVELOPMENT
AUTHORITY EXISTING
LAND USE

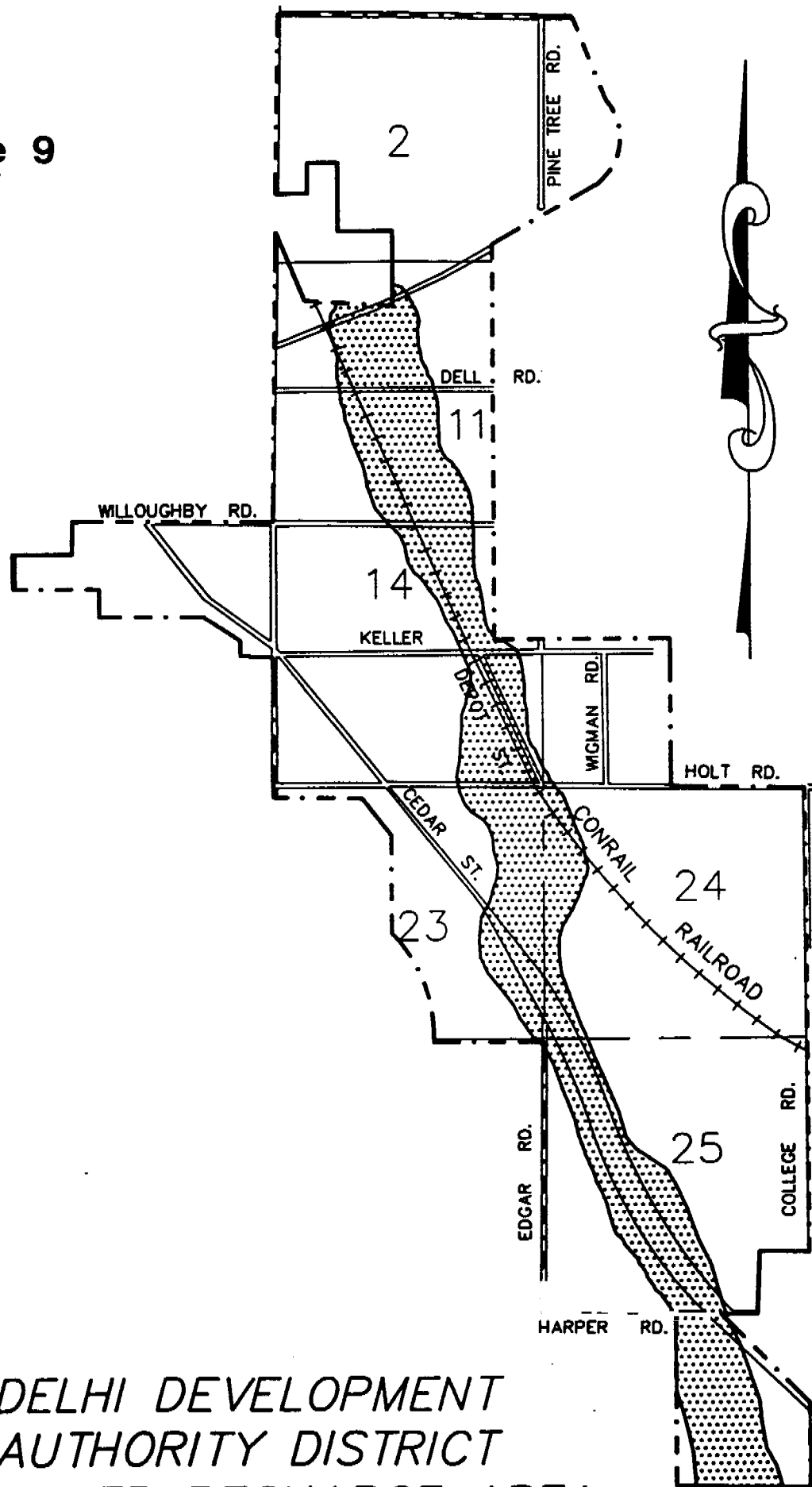
Figure 8



*DELHI DEVELOPMENT
AUTHORITY DISTRICT
FLOOD ZONES*

----- D.D.A. LIMITS

Figure 9



DELHI DEVELOPMENT
AUTHORITY DISTRICT
WATER RECHARGE AREA

----- D.D.A. LIMITS

BACKGROUND

The Downtown Development Authority of the Charter Township of Delhi (The "Authority") was established by the Township Board (Township Board") of the Township of Delhi ("The Township") in July of 1987.

In 1989, the Plan was amended to include the following:

a) The re-drawing of the Development District Boundaries to exclude the M-99 corridor, as improvement objectives had been accomplished.

b) The financing of improvements to the Township Sanitary Sewer System, i.e. the Pump Station D project, to be undertaken by the issuance of bonds in cooperation with Ingham County

In 1990, the Plan was further amended to include the following:

a) The Authority entered into agreement to discontinue the collection of tax increment revenue attributable to millage specifically levied for the debt service obligations of the school districts affected by the Development Area.

b) The boundaries of the Development District were further amended to exclude the areas known as the Holbrook Hills and Berkley Square Subdivisions, located west of Cedar Street in the southeast quarter of Section 23 of Delhi Charter Township.

Therefore, the information contained in the following pages of this Development and Tax Increment Financing Plan reflect the foregoing amendments to the original plan which was adopted in July 1987.

Exhibit C

GOALS AND OBJECTIVES

An economic and development goal represents an effort by local officials to increase the tax base in the community. The objectives are implementation tools formulated to achieve an end result. Objectives must be utilized in a collective manner so as to maximize an end result.

The Downtown Development Authority has adopted an overall goal and established eleven (11) objectives. These objectives were derived from information obtained by discussion, public opinion surveys and present economic conditions.

The focus of the objectives is to promote economic growth through employment, education and infrastructure development.

Goals

The goal is to increase the tax base of Delhi Charter Township Development Authority's District while maintaining those qualities which make Delhi Township a desirable place to live.

Objectives

1. To improve the appearance of the downtown development district bounded by Cedar Street, Holt and Aurelius Roads.
2. To encourage the development of a total utility system including the construction of sewer Pump Station D.
3. To improve employment opportunities for the citizens of the township/district through the promotion of growth and development of adequate commercial space.
4. To provide for the cost of expanding infrastructure to proposed development areas.
5. To encourage development within the District, north of I-96 from Jolly Road, US-127 and Aurelius Road.

6. To encourage the implementation of a capital improvements program for the district.
7. To provide a district plan for the area bounded by Aurelius and Holt Road and Cedar Street with emphasis on parking, sidewalks, lighting and streets.
8. To develop a housing and commercial rehabilitation program for the Triangle Area.
9. To acquire or execute the taking of aerial photos of the district and township.
10. To ensure that the environment is protected in the township when development takes place.
11. To retain the use of rail systems available to business and industry located in the township.

Strategy

The Delhi Downtown Development Authority has established a creative partnership among local public agencies, private enterprise and citizens. The partnership is a result of the township board encouraging all interested individuals in Delhi Charter Township to become involved. Further encouragement was elicited through public opinion surveys. The resulting data collected by the surveys assisted the Authority in formulating the overall goals and objectives previously identified.

The preparation of a development plan is just that unless provisions are made to encourage implementation. Therefore, this section of the plan addresses future land use needs, identifies projects and their costs, and develops time frames for their implementation.

Future Land Use

Land has value and can be divided into living, working and leisure uses. Future land use conceptualizes the relationship of current land uses to the projected requirement of land. The utilization becomes a key factor in determining future land use.

The future land use requirements needed to implement a development plan are outlined in the following (see Figure 10):

- A. Develop an industrial park located at Holt Road, College Road, and the Conrail System. It is recommended that zoning be changed to include heavy industrial. An access road will be constructed and all utilities will be provided. Within 5-7 years of adoption of plan, implementation will be accomplished.

REASON: A developed large industrial zoned area with easy access to major transportation routes does not exist in the District. There is underemployment and unemployment in the Township and should be reduced.

- B. Construction of sanitary sewer pump substation D and collection lines. The main station will be located on the east side of Aurelius Road situated south of Huntley Villa. Implementation to be accomplished within 1-3 years.

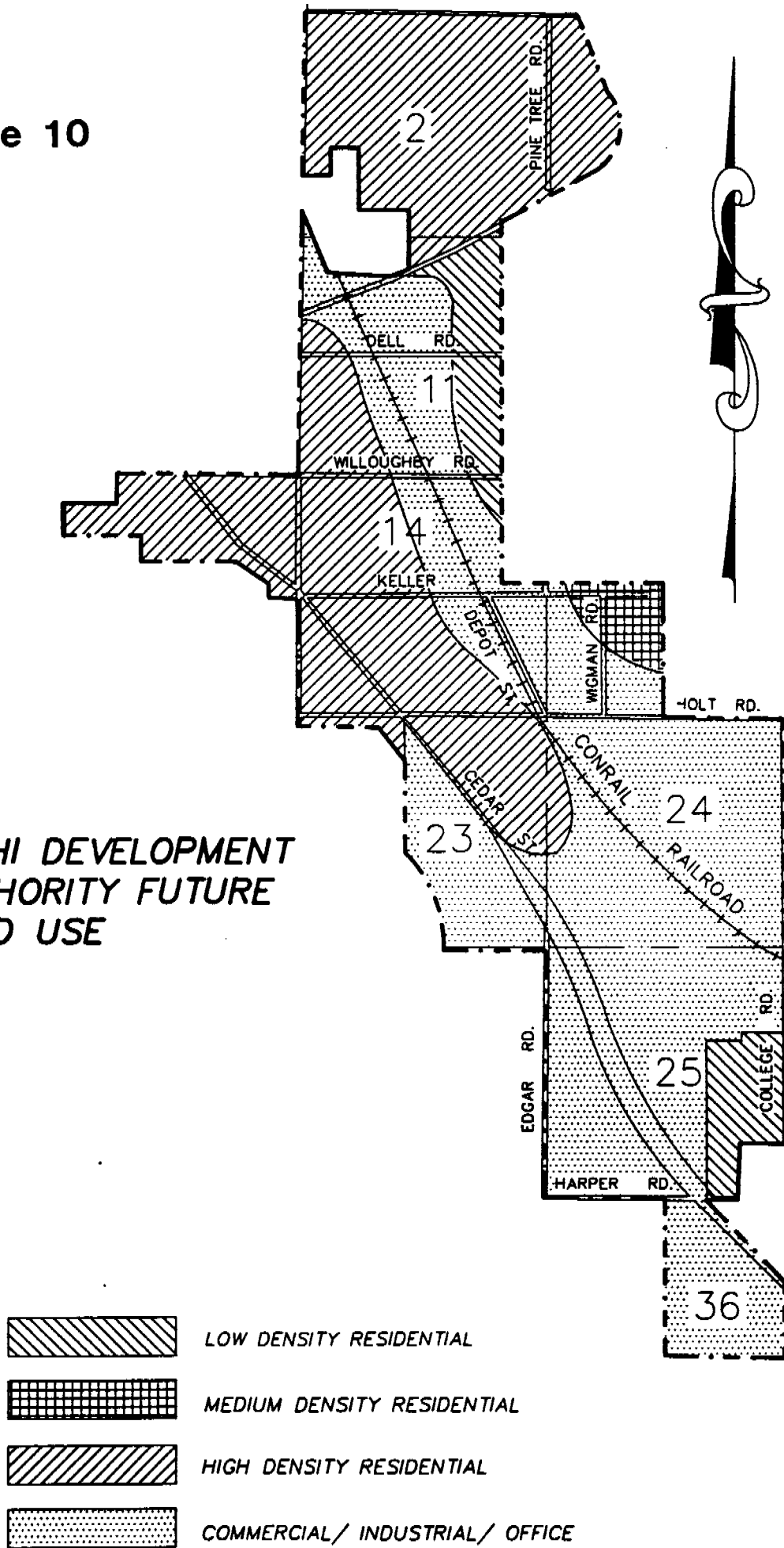
REASON: No sewer service exists in the area because of a lack of a pumping station and collection lines. A lack of sewer decreases development potential.

- C. Extension of water service along Cedar Street (south of Holt). Implementation to be accomplished within 3-5 years.

REASON: Development potential depends upon adequate water service. Adequate service could reduce fire insurance payments for local firms.

Figure 10

**DELHI DEVELOPMENT
AUTHORITY FUTURE
LAND USE**



- D. Development of a multi-purpose office-commercial, light industrial complex in the Cedar Street/Edgar Road area. Rezoning of property between the Conrail System and Cedar Street would be required. Areas near the man-made lakes should be zoned office, along Cedar Street to be zoned commercial, and the area nearest to rail access as light industry. Implementation should be accomplished within 4-8 years after adoption of plan.

REASON: Survey results indicate a lack of a large enclosed commercial complex, a desire to have additional office space, and the need to expand tax base and employment through light industrial employment.

- E. Construct an extension of Jarco Drive from Keller Road to Willoughby Road. Implementation is to be accomplished within 5 years of the adoption of the plan.

REASON: Access into Pinetree Industrial Park is limited. Further development of park area has been limited by a lack of easy access for truck transportation. This will provide service to existing industries.

- F. Rezone Property east of Pine Tree Road and south of Jolly Road to I-96 as office/commercial. Construct proper utilities into area. Implementation to be accomplished within the next 5 years.

REASON: Area is developing as high density but requires limited township services. There is presently access to major interstates.

Implementation Strategy

Objective 1: To improve the appearance of the downtown business district bounded by Cedar Street, Holt and Aurelius Roads.

A. Create a Beautification Committee.

1. Membership

- a. Downtown Development Authority Board members
- b. Service Clubs

2. Promotional Campaign (for beautification)

- a. Scouts
- b. Schools
- c. Churches
- d. Neighborhood groups

B. Recognize at township level groups or individuals for their contribution to the betterment of Delhi Township.

Objective 2: To improve employment opportunities for the citizens of the township/district through the promotion of industrial growth and development of adequate commercial space.

A. Expand existing industries

- 1. Retention program

B. Recruit new industries

- 1. Promotion of Delhi Charter Township

- a. Downtown Development Authority
- b. Chamber of Commerce
- c. Ingham County Department of Development

C. Develop new commercial areas

D. Promote new training programs

- 1. Ingham Intermediate School District
- 2. Lansing Community College

E. Extend infrastructure to adequately serve the proposed industrial park areas

F. Develop access road into properties

- G. Covenants for parks
- H. Promotional campaign for target industries
 - 1. Develop Promotional Materials
 - a. Downtown Development Authority
 - b. Chamber of Commerce
 - c. Ingham County
 - d. Regional Economic Development Team
 - e. State of Michigan
- I. Solicit developers
- J. Extend infrastructure to designated growth areas
- K. Improve access to designated commercial areas
- L. Cooperate and coordinate plans and promotions with the Planning Commission
- M. Establish promotional campaign
 - 1. Downtown Development Authority
 - 2. Chamber of Commerce
 - 3. Ingham County
- N. Promote Development of a Regional Shopping Mall
 - 1. Determine location/s of possible site/s
 - 2. Seek developers
 - 3. Provide infrastructures, where necessary

Objective 3: To encourage development within the district, north of I-96 from Jolly Road, US-127 and Aurelius Road.

- A. Plan area with owners
- B. Provide adequate water, sewer and electric service
 - 1. Establish utility districts
 - 2. Determine possible alternatives to districts

C. Promote mixed uses

1. Multi-family (limit)
2. Commercial
3. Office complex development with a major U.S. company with very high density use.

Objective 4: To encourage development of a total utility system, including the construction of sewer Pump Station D.

A. Construction of sewer Pump Station D

1. Determine timing of construction
2. Sizing of station to accomodate growth
3. Conferences with developers

B. Water on Cedar Street (South of Holt)

C. An analysis of utility needs for the District, including the Alaiedon Township area

Objective 5: To provide a district plan for the area bounded by Aurelius Road, Holt Road and Cedar Street with emphasis on parking, sidewalks, lighting and streets.

A. Establish a Planning District for this area

1. Draft a plan of action (development)
 - a. Contract services

B. Form a central business district of this area

1. Make all necessary improvements
 - a. Parking, sidewalks, lighting and streets

C. Advertise and Promote Central Business District

Objective 6: To develop a housing and commercial rehabilitation program for the District.

A. Establish a pool of funds to be used for rehabilitation of existing housing and commercial buildings.

B. Develop model to be used in the township.

Objective 7: To provide for the cost of expanding infrastructure of proposed development areas.

- A. Determine need and cost of infrastructure for proposed projects
- B. Utilize outside resources, where possible (state and federal)
- C. Use TIP resources to assist expansions, extensions and new infrastructure needs

Objective 8: To encourage the implementation of a Capital Improvements Program by the township.

- A. Assist the Township Board in establishing a Capital Improvements Program.
 - 1. Solicit input from Authority, appropriate township officials
 - 2. Set up schedule (1 year, 5 years and longer)
 - 3. Review projects annually
- B. Prioritize projects

Objective 9: To acquire or execute the taking of aerial photos of the district and township.

- A. Determine if existing photos have been updated.
- B. If not, contract for service
 - 1. Coordinate efforts with Planning Commission, the Township Assessor, Public Works Department, the Building Inspector, County Tax Mapping Department and Tri-County Planning Consortium
- C. Obtain photos at appropriate scale for Authority and Township use.
- D. Develop contour line of 1' intervals for all development areas with designated engineering firm.

Objective 10: To ensure that the environment is protected while development takes place in the township.

- A. Undertake environmental assessment
 - 1. Establish an Authority Environmental Review Committee

B. Undertake business recruitment

Objective 11: To retain the use of rail systems available to business and industry located in the township.

A. Work with Conrail to ensure the volume of business is maintained

- 1. Support from Chamber of Commerce**
- 2. Promotion of existing service**

Development Projects

As a direct result of goal setting and objective strategy formulation, recommendations have been given for a series of development projects. The projects address the needs identified by the Authority that will contribute to the increase in tax base, reduction of unemployment and underemployment, and the enhancement of business opportunities and residential livability conditions with the District. See Figure 11.

(Projects listed are not in a priority order)

PROJECTS

1. THE DEVELOPMENT OF THE DOWNTOWN AREA BOUNDED BY CEDAR STREET, HOLT ROAD AND AURELIUS ROAD

Objectives Addressed:

- a. Provide planned development in central Holt area
- b. Improve appearance along Cedar Street
- c. Develop a commercial rehabilitation program

Land Description:

The site area is located in a triangle shape bounded by Aurelius Road on the west, Holt Road to the south and Cedar Street running northwest to southeast. The area is considered the "Central Business District". Mixed zoning exists in the area.

Costs:

Table 18 outlines the estimated costs including design study, parking improvements, lighting, street repair, sidewalks and establishment of a grant/rebate program.

Table 18 ----- Triangle District Area Development

<u>Activities</u>	<u>Costs</u>
Business Assistance Program	\$500,000.00
Design Study	40,000.00
Lighting	30,000.00
Parking Improvements	30,000.00
Sidewalks	25,000.00
Street Repair	50,000.00
25% contingency, engineering, legal, etc.	<u>33,750.00</u>
Total Cost of Project	\$708,750.00

2. PUMP STATION D PROJECT

Objectives Addressed:

- a. To provide sewer service to the northeast and southeast portions of the Township.

Land Description:

The main station will be located on the east side of of Aurelius Road situated south of Huntley Villa and north of Harper Road.

Costs:

Table 19 describes the estimated resources to implement the project.

Table 19 ----- Pump Station D Project

<u>Activities</u>	<u>Costs</u>
Pine Tree Force Main & Delhi N.E/ Depot Sewer	\$ 717,400.00
Pump Station D	1,359,100.00
Pump Station D Force Main	204,900.00
South East Interceptor	<u>1,881,300.00</u>
Total Cost of Project (including contingency, engineering, legal, etc.)	\$4,162,700.00
 DDA Participation Total	 \$3,000,000.00

3. EXTENSION OF JARCO DRIVE FROM KELLER ROAD TO WILLOUGHBY ROAD

Objectives Addressed:

- a. Improve employment opportunities through industrial growth.

Land Description:

Project will extend Jarco Drive in the Pinetree Industrial Park from Keller Road to Willoughby Road. This will allow easy access to industrial zoned property for development.

Costs:

The estimated construction cost of this project is \$150,000.00 for 1,200 feet @ 150.00 per foot, plus 25% for contingency, engineering, legal, etc. for a total cost of \$187,500.00.

4. EXTENSION OF WATER AND SEWER SERVICES SOUTH ALONG CEDAR STREET

Objectives Addressed:

- a. Provide for the cost of expanding infrastructure
- b. Provide for the development of utilities
- c. Promotion of commercial and industrial growth

Land Description:

Project area is from Edgar Road southeast along Cedar Street. The area is presently mixed zoning. Existing industries require infrastructure.

Costs:

The estimated construction cost for providing 6,000 feet of water and sewer would be \$540,000.00, plus 25% for contingency, engineering, legal, etc. for a total cost of \$675,000.00.

5. RESIDENTIAL STREET REPAIR, SIDEWALKS, LIGHTING AND INFRASTRUCTURE IMPROVEMENTS

Objectives Addressed:

- a. Improve appearance along Cedar Street

Land Description:

Project would include all improvements in and around neighborhoods enhancing community living conditions.

Costs:

Table 20 outlines estimated costs for these projects.

Table 20 ----- Residential Improvement Project

<u>Activities</u>	<u>Costs</u>
Street Repair	\$200,000.00
Sidewalk Repair & Installation	100,000.00
Street Lighting	200,000.00
25% contingency, engineering, legal, etc.	<u>125,000.00</u>
Total Cost of Project	\$625,000.00

6. DEVELOPMENT OF A COMMERCIAL/RESIDENTIAL/LIGHT INDUSTRIAL AREA LOCATED IN THE SOUTHEASTERN PORTION OF THE DEVELOPMENT DISTRICT

Objectives Addressed:

- a. Improve employment opportunities through the promotion of commercial and industrial growth
- b. Provide for development of utilities
- c. Provide for cost of expanding infrastructure

Land Description

Site is located south of Conrail System, east of Cedar Street, west of College Road and north of Harper Road. The area has mixed zoning, but is primarily agricultural.

Costs:

Table 21 describes the estimated costs associated with development of the site.

Table 21 ----- Mixed Use Development Project

<u>Activities</u>	<u>Costs</u>
Land Acquisition	\$3,162,500.00
Plat & Survey	40,000.00
New Road (from Cedar to College 24' wide x 6,000' long @ \$120 foot)	720,000.00
Right-of-way Acquisition 66' wide x 6,000'	50,000.00
Water (4,800' @ \$25 foot)	120,000.00
Sewer (5,000' @ \$65 foot)	325,000.00
Access road from Holt Road (2,800' @ \$120 ft)	336,000.00
25% contingency, engineering, legal, etc.	<u>397,750.00</u>
 Total Cost of Project	 \$5,151,250.00

7. DEVELOPMENT OF MAJOR COMMERCIAL AREA ALONG CEDAR STREET

Objectives Addressed:

- a. Improve employment opportunities through the promotion of commercial growth
- b. Provide for development of utilities
- c. Provide for costs of expanding infrastructure

Land Description:

Site is located north of Edgar Road and west of Cedar Street. A sixty acre area is available for intensive commercial use. Zoning is commercial for part of the area and multi-family for the remainder.

Costs:

The Authority's costs for this project are limited to infrastructure. Table 22 describes the estimated resources to implement the project.

Table 22 ---- Edgar Road/Cedar Street Commercial Project

<u>Activities</u>	<u>Costs</u>
Sewer (800' @ \$65 foot)	\$ 52,000.00
Storm Sewer (1000' @ \$50 foot)	50,000.00
Water (800' @ \$25 foot)	20,000.00
25% contingency, engineering, legal, etc.	<u>30,500.00</u>
 Total Cost of Project	 \$ 152,500.00

8. AERIAL PHOTOS OF DISTRICT AND TOWNSHIP

Objectives Addressed:

- a. Acquire aerial photos of township and district for the purpose of planning.

Description:

Contract with aerial photo firm to provide photos and topography maps of prime development areas in District at one foot contour interval and scale photos of all areas one inch equals 400 feet and one inch equals 100 feet scale. These photos and topographic maps can be used by developers, the Authority and Assessor for the purpose of development and planning.

Costs:

A total estimated cost for this project is \$90,000.00.

9. DEVELOPMENT OF A LIGHT/HEAVY INDUSTRIAL PARK

Objectives Addressed:

- a. Improve employment opportunities through the promotion of industrial growth
- b. Provide for development of utilities
- c. Retain use of rail system

Land Description:

Site is located south of Holt Road in the east central portion of the township. The eastern boundary is College Road and the southerly and westerly boundaries are the Conrail system. The land is zoned light-industrial in the area.

Costs:

Table 23 projects the estimated costs associated with the development of the site.

Table 23 ----- Industrial Park Development

<u>Activities</u>	<u>Costs</u>
Land Acquisition (314 acres @ \$5,500 acre)	\$1,727,000.00
Plat & Survey	25,000.00
Rail Spur (Switch)	200,000.00
Service Road (24' wide x 1900' long @ \$120 ft)	228,000.00
Sewer (5,000' @ \$65 foot)	325,000.00
Water (4,200' @ \$25 foot)	63,000.00
25% contingency, engineering, legal, etc.)	<u>210,250.00</u>
Total cost of project	\$2,778,250.00

PROJECT FINANCING

Following project identification and cost estimating, the Development Authority must determine how to finance the projects. Primary financing will occur through the utilization of Tax Increment Financing (TIF). Joint private/public partnerships are also encouraged to offset high cost items. The outline below discusses possible funding sources.

Local:

- A. General Revenue Fund
- B. Bonding authority of township
- C. Tax Increment Financing (TIF). This type of fiscal inducement requires that major private investment must take place inside a designated TIF district. The assessed value of an expansion is captured and applied to project costs. The revenue would include all taxes collected on the new project. The tax increment can be realized by normal growth in the tax base, or by the construction of a new tax base.
- D. Local developers

State:

The State has the Michigan Strategic Fund with loans or grants available for economic development. The State has community bonding assistance for development of infrastructure.

Development Procedure & Citizen Involvement

This section of the plan establishes a guide for project implementation and citizen involvement. There are development roles which must be recognized and programs developed before any implementation is possible. First, the development and tax increment financing plans must be adopted. Second, citizens affected by development activities must be involved.

The adoption of the plan directs the Authority to proceed with an active program to improve the economic life of the township. Projects have previously been identified. Table 23 identifies development roles and needed support for the project implementation. It must be noted that industrial projects and large commercial and office projects will be reviewed by the Authority and the Beautification Committee. All zoning related projects must follow the current established township regulations for modifications or changes. The Township Board will review and approve all purchases of property or facilities. The Authority will keep the Board informed as to its activities.

Citizen involvement is an essential part as to the success of this planning activity. An open meetings policy will be maintained at all times. Local district citizens will be asked to lend their expertise to assist the Authority. Communication between all parties involved with the development of the District will be maintained.

It is unlikely that a successful program for the growth of Delhi Township can be implemented without the cooperation of

elected officials, the Downtown Development Authority, citizens and other interested parties. During the planning process, joint partnership will be encouraged. The successful implementation of the plan will mean that Delhi Charter Township has controlled its growth and the township has become an even nicer place in which to live.

Table 24

Development Procedures and Components

<u>Activities</u>	<u>Community Organization Responsible</u>	<u>Required Support</u>
1. Construct Sanitary Sewer Substation D	Township, DDA	Ingham County, State of Michigan
A. Interceptor Lines	Township, DDA	Ingham County, State of Michigan
2. Development of Light/ Heavy Industrial Park	DDA, Township	State of Michigan
A. Environmental Issues & Appearance	DDA, Township	Ingham County, State of Michigan
B. Promotion	DDA, Holt-Diamondale School/ Business Alliance	State of Michigan
C. Retention	DDA	State of Michigan
3. Development of Commercial Center	Private	Local Banks
A. Infrastructure	Township, DDA	State of Michigan
4. Development of Residential, Commercial, Light Industrial Park	DDA, Township	State of Michigan
A. Construction of New Roads	DDA, Ingham Co. Road Commission	State of Michigan

B. Environmental Issues & Appearance	DDA, Township Citizens	Ingham County State of Michigan
5. Central Holt Downtown Program	DDA, Township Citizens	Ingham County State of Michigan
A. Development Plan for District	DDA, Consultant, Township citizens	State of Michigan
B. Street, Sidewalk, Lighting, Parking	DDA	Township
C. Promotion	DDA, Consultant, Township citizens	Township
6. Maintain Rail Service	DDA, Township, Local Businesses	State of Michigan
7. Road Extension in Pinetree Industrial Park	DDA, Township	Ingham Co. Road Commission
8. Jolly Road Development	DDA, Township	Ingham County
A. Infrastructure	Township, Lansing Board of Water & Light, Consumers Power	DDA
B. Rezoning of Agricultural to multi-purpose commercial	Township	DDA
9. Neighborhood Revitalization Program (Streets, Lighting, Sidewalks, Home Repairs)	DDA, Township citizens	State of Michigan
10. Cedar Street Corridor Infrastructure Improvements (water & sewer)	DDA, Township	Ingham Co. Road Commission, Drain Commissioner
11. Aerial Photography of Township	DDA, Township	Ingham County

Tax Increment Financing Plan

**DELHI CHARTER TOWNSHIP
TAX INCREMENT FINANCING PLAN
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DELHI CHARTER TOWNSHIP
TAX INCREMENT FINANCING PLAN

INTRODUCTION

The Delhi Charter Township established the Delhi Downtown Development Authority in July 1987, in accordance with Michigan Public Act 197 of 1975, as amended. The purpose for establishing the Authority is to promote economic growth, analyze the impact of metropolitan growth upon the district, as well as prevent deterioration within the Development District. The Township has prepared a development plan, which evaluates existing conditions and projects future development requirements. In addition, background data was collected through business and residential opinion surveys, census data and infrastructure studies. The development plan contains a goal, eleven (11) objectives, and strategies to assist the Township in making present and future development decisions.

The plan's goal is as follows:

To increase the tax base of Delhi Charter Township's Development Authority District, while maintaining those qualities which make Delhi a desirable place to live.

The strategy section of the plan outlines the requirements and time frames for implementation. The plan proposes projects to implement the strategies and objectives.

The purpose of this document is to establish a financing plan for projects identified in the development plan. Pursuant to Act 197 of 1975, this plan must be adopted by the Township Board following a public hearing. The district boundaries for the Tax Increment Financing Plan are included as Figure 1.

This document may be amended from time to time to reflect expanded projects or financing requirements not projected at

this time, which are necessary to implement the goals and objectives contained in the Authority's development plan. Any such amendments must be in accordance with regulations contained in Public Act 197 of 1975, as amended.

I. TAX INCREMENT PROCEDURE

Tax increment revenue to be transmitted to the Authority is generated when the current assessed value of all properties within a development area exceeds the initial assessed value of the properties. The initial assessed value is defined in Act 197, as amended by Act 425, Public Acts of Michigan, 1988, as "the assessed value, as equalized, of all the taxable property within the boundaries of the development area at the time the ordinance establishing the development area is approved, as shown by the most recent assessment roll of the municipality for which equalization has been completed at the time the (ordinance) is adopted." The current assessed value refers to the assessed value of all properties, real and personal, within the development area as established each year subsequent to the adoption of the tax increment financing plan. The amount in any one year by which the current assessed value exceeds the initial assessed value, including real and personal property, is defined as the "captured assessed value." The tax increment revenue transmitted to the Authority results from applying the total tax levy of all taxing units within the Development Area to the captured assessed value.

Following adoption of the ordinance establishing the original Plan, the Township and County Treasurers were required

by law to transmit to the Authority that portion of the tax levy of all taxing units paid each year on the captured assessed value of real and personal property located in the Development Area. The amounts so transmitted, hereinafter referred to as "tax increment revenues", are deposited by the Authority in the "project fund" of the Authority and expended in accordance with the Plan, as amended, and the annual budget of the Authority. Upon approval of these amendments by the Township Board of the Township, the tax increment revenues will be captured from the revised Development Area.

Tax increment revenues transmitted to the Authority can be used as they accrue annually for improvements described in the Plan and amendments thereto, can be held to accumulate amounts necessary to make improvements described in the Plan and amendments thereto, or can be pledged for debt service on tax increment bonds issued by the Authority or general obligation tax increment bonds issued by the Township pursuant to Act 197, or can be pledged for debt service on bonds issued by the Township or the County of Ingham pursuant to other statutes. The tax increment revenues may also be used to pay administrative and similar expenses of the Authority as provided in the Authority's annual budget.

The Authority hereby pledges the tax increment revenues transmitted to it pursuant to the Plan, including these amendments thereto, to the payment of debt service on bonds issued by the Authority, the Township, the County or any combination thereof, to pay all or part of the costs of the projects described in these amendments.

The Authority may use all or a portion of the tax increment revenues for improvements described in the Plan and amendments thereto. Should actual tax increment revenues fall below projections, any previously accumulated tax increment revenue may be devoted to retirement of the bonds to the extent provided in the Plan and amendments thereto. Tax increment revenues not required to pay debt service on bonds may be used in the manner provided in the Plan and amendments thereto. The Authority may expend tax increment revenues only in accordance with the Plan and amendments thereto; surplus revenues are returned proportionally to the respective taxing units.

Bonds issued by the Authority or the Township pledging tax increment revenues may be issued under Act 197 by either the Authority or the Township. Bonds issued by the Township are general obligations of the Township as well. If tax increment revenues are insufficient to pay debt service for any reason, the Township must meet debt service requirements from its general funds and, if necessary, levy additional taxes as necessary to meet the debt service requirements. The ability of the Township to levy additional taxes is, however, limited by constitutional, statutory and charter tax rate limitations.

The Authority may also issue revenue bonds pursuant to Section 13a of Act 197 or Act 94, Public Acts of Michigan, 1933, as amended ("Act 94"). Revenue bonds are generally payable solely from the revenues specified in the ordinance or resolution authorizing the issuance of the revenue bonds, but under Act 197 the Township is authorized to pledge its full faith and credit

to support bond revenue bonds of the Authority issued pursuant to Act 94.

Bonds may be issued by the Township or by the County of Ingham or other authorized issuers on behalf of the Township pursuant to various statutes to pay the costs of improvements described in a development plan. The Authority may provide in a tax increment financing plan for the pledge and use of tax increment revenues to pay indirectly the debt service on these bonds.

It is anticipated that bonds will be issued by Ingham County on behalf of the Township to finance the Pump Station D Project described above. The Authority intends to use tax increment revenues to pay a portion of the Township's debt service obligations to the County. The Township will enter into a contract with the County whereby the Township will agree to pay amounts sufficient to cover the County's debt service payments on the bonds. The Township's obligations will be a limited tax general obligation and will be payable from the general funds of the Township. Under applicable law, the Township is permitted to obtain funds to make its contractual payments to the County from a variety of sources. It is expected that the Township will use tax increment revenues pledged by the Authority to the Township to pay a portion of the contractual obligation and will use the proceeds of special assessments to pay the balance of the debt service obligation. However the Township may use rates and charges collected from users of the Township's wastewater collection and treatment

system to pay a portion of these obligations also. The other projects described in the Plan and the amendments thereto may be financed by the issuance of bonds pledging tax increment revenues as a source of debt service. The Authority has not finalized plans for the financing of any further projects. The Authority may finance these projects on a "pay-as-you-go" basis without further amendment of the Plan. If a project is to be financed by the issuance of bonds pledging tax increment revenues, the Authority will amend the Plan.

A tax increment financing plan may be modified upon approval of the Township Board after notification and hearings as required by Act 197. When the Township Board finds that the purposes for which the tax increment financing plan was established have been accomplished, it may abolish the plan.

II. MAXIMUM INDEBTEDNESS AND DURATION OF PLAN AND AMENDMENTS THERETO

The maximum amount of bonded indebtedness to be incurred under the Plan and amendments thereto is \$4,000,000.00 which is sufficient to pay the estimated costs of all the improvements described in the initial Plan and these amendments, including capitalized interest on the bonds, if any, plus any associated costs of engineers, architects, attorneys, planning, bond printing costs, costs of publication of required notices and all costs associated with the preparation in 1989 of amendments to the Plan. The Plan and amendments thereto will terminate on December 31, 2005.

The Authority expects to finance the Pump Station D Project in 1990 with the proceeds of bonds to be issued by the County of Ingham in the estimated principal amount of \$4,000,000.00. The Authority has pledged in these amendments to the Plan the tax increment revenues from the revised Development Area to pay debt service on these bonds. Of the total principal amount of \$4,000,000.00, the Authority expects to pay to the Township tax increment revenues sufficient to service \$3,000,000.00. Table III shows the estimated annual debt service on \$4,000,000.00 at an interest rate of 8% for a period of approximately fifteen years and the estimated amount of tax increment revenues that will be required to pay the Authority's share of that debt service. (The balance is expected to be paid by the Township from special assessment collections). Also shown in Table III is the projected tax increment revenues for the revised Development

Area. Table II contains estimates. The actual debt service requirements may be more or less than shown in Table II and the Authority has pledged to the Township payments sufficient to cover three-fourths of the debt service on the bonds.

TABLE III

<u>Tax Year (7/1-6/30)</u>	<u>Debt Service on \$4,000,000.</u>	<u>Estimated Debt Service From Authority</u>	<u>Projected Tax Increment Revenue</u>
1990-91	\$446,667	\$323,333	\$378,000
1991-92	512,000	331,667	378,000
1992-93	496,000	323,000	378,000
1993-94	505,000	339,333	378,000
1994-95	487,000	328,917	378,000
1995-96	494,000	343,500	378,000
1996-97	474,000	331,333	378,000
1997-98	479,000	334,167	378,000
1998-99	482,000	355,250	378,000
1999-00	458,000	339,583	378,000
2000-01	459,000	348,917	378,000
2001-02	433,000	331,500	378,000
2002-03	407,000	314,083	378,000
2003-04	406,000	321,667	378,000
2004-05	478,000	302,500	378,000

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

The Downtown Development Authority Tax Increment Financing District is outlined on Figure 1.

IV. LOCATION AND EXTENT OF EXISTING STREETS AND OTHER PUBLIC FACILITIES WITHIN THE DEVELOPMENT AREA AND A LEGAL DESCRIPTION OF THE DEVELOPMENT AREA

A. Location and Extent of Existing Streets within the Development Area (see Figure 5)

The development area contains a portion of interstate I-96. The northeastern corner of the Development District is bisected by I-96. The Ingham County Road Commission maintains other major streets in the District.

B. Public Facilities located in the District

Within the District boundaries, the public facilities operated by the Township include the following:

- Central Township Offices
- Fire Stations #1 and #2
- Several Public Parks
- Senior Citizens Recreation Park
- Two Cemeteries

C. Legal Description of the Development Area (see Item 1 at the end of this book)

V. DESCRIPTION OF IMPROVEMENTS TO BE MADE IN THE DEVELOPMENT AREA

A. Development of a Light/Heavy Industrial Park. Major elements include: 1) determining specifications for the interior roads and utilities; 2) the preparation of an engineering plan for the extension of water and sewer services, including routes and sizing of lines; 3) the determination of regulations for environmental protection

within the park; 4) planning the appropriate standards and codes for development including building codes and provisions for landscaping, lighting, signs, storage and parking; and 5) location of rail spur to serve the park.

B. Development of a Light Industrial, Commercial and Residential Area.

Major elements associated with this activity include: 1) determining specifications of interior roads and utilities; 2) rezoning of portions of property from agriculture to light industrial, commercial and residential; 3) design and location of major road through park area; 4) preparation of an engineering plan for the extension of water, sewer services, including routes and sizing of lines; 5) the determination of appropriate standards and codes for development, which include building codes and provisions for landscaping, lighting, storage, parking and signs and 6) determination of regulations for environmental protection.

C. Development of Major Commercial Area. Major elements associated with this activity include: 1) preparation of engineering plans for the expansion of utilities and 2) construction of water and sewer lines to property.

D. Infrastructure Improvements. These will include: 1) the expansion of water and sewer lines to the southern part of the District, 2) construction of a sewer pumping station to provide service to the eastern portion of the District and 3) construction of all infrastructure improvements into industrial park areas.

E. Improvements to Street Systems. These would include:

1) extension of an existing industrial park road to a major primary road; 2) repair and replace curbing and gutters where necessary in the District; 3) paving of streets in the District; and 4) improvements to major intersections of accessibility from all directions for turns by the trucking industry.

F. Commercial/Business District. Major factors include:

1) a design study of the area to determine appropriate zoning, future uses and access routes; 2) improvements to existing parking area; 3) safety improvements for streets through a lighting program; 4) improvements to sidewalks for handicapped persons; and 5) promotion of area as central business district.

G. Aerial Photos of District. This activity will entail the topography of industrial and commercial development areas that will be promoted by the Authority. This resource can be utilized by other public agencies.

VI. AN ESTIMATE OF TIME REQUIRED FOR COMPLETION OF PROJECTS AND DURATION OF PLAN

This plan will terminate upon completion of the planned objectives. Table 25 is the best estimate at this time for the projects identified; however, other projects may be incorporated as a result of initial project proposals. It is estimated that the Plan will terminate on December 31, 2005.

Table 25

Development Schedule		Year of Completion
<u>Description of Project</u>	<u>Costs</u>	
A. Commercial/Business District		1991
Design Study	\$ 40,000.00	
Parking Improvements	30,000.00	
Lighting	30,000.00	
Street Repair	50,000.00	
Sidewalks	25,000.00	
Business Assistance Program	500,000.00	
25% contingency, engineering, legal, etc.	<u>33,750.00</u>	
Total	\$ 708,750.00	
B. Industrial Park		1997
Land Acquisition (314 acres @ \$5,500 acre)	\$1,727,000.00	
Plat & Survey	25,000.00	
Service Road (24' wide x 1,900' @ \$120 ft.)	228,000.00	
Water (4,200' @ \$25 ft.)	63,000.00	
Sewer (5,000' @ \$65 ft.)	325,000.00	
Rail Spur (Switch)	200,000.00	
25% contingency, engineering, legal, etc.	<u>210,250.00</u>	
Total	\$2,778,250.00	
C. Industrial, Commercial & Residential Development		1999
Land Acquisition (575 acres @ \$5,500 acre)	\$3,162,500.00	
Plat & Survey	40,000.00	
New Road (from Cedar to College) (24' wide x 6,000' @ \$120 ft.)	720,000.00	
Acquisition of right-of-way (66' for 6,000')	50,000.00	
Water (4,800' @ \$25 ft.)	120,000.00	
Sewer (5,000' @ \$65 ft.)	325,000.00	
Access road from Holt Road	336,000.00	
25% contingency, engineering, legal, etc.	<u>397,750.00</u>	
Total	\$5,151,250.00	

<u>Description of Project</u>	<u>Costs</u>	<u>Year of Completion</u>
D. Pump Station D Project		1991
Pinetree Force Main & Delhi N.E./Depot Sewer South East Interceptor Pump Station D Pump Station D Force Main	\$ 717,400.00 1,881,300.00 1,359,100.00 <u>\$ 204,900.00</u>	
Total (includes contingency, engineering, legal, etc.)	\$4,162,700.00	
DDA PARTICIPATION TOTAL	\$3,000,000.00	
E. Infrastructure Improvements - Cedar Street		1994
Water (4,400' @ \$25 ft.) Sewer (2,150' @ \$65 ft.)	\$ 110,000.00 <u>340,000.00</u>	
Total	\$ 450,000.00	
F. Cedar Street Commercial Area		1996
Water (800' @ \$25 ft.) Sewer (800' @ \$65 ft.) Storm Drain (1000' @ \$50 ft.) 25% contingency, engineering, legal, etc.	\$ 20,000.00 52,000.00 50,000.00 <u>30,500.00</u>	
Total	\$ 152,500.00	
G. Improvements to Street System		1992
Repair curbs & gutters, pave streets, improve intersections, extend Jarco Drive		
Total	\$1,250,000.00	
H. Aerial Photos		1991
Total	\$ 90,000.00	

VI. A DESCRIPTION OF ANY PARTS OF THE DEVELOPMENT AREA LEFT AS OPEN SPACE AND THE USE CONTEMPLATED FOR THIS SPACE

Not applicable to this plan.

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

The Authority has no plans for these types of transactions with the Township at this time.

IX. A DESCRIPTION OF DESIRED ZONING CHANGES AND CHANGES IN STREETS, STREET LEVELS AND INTERSECTIONS

A. Changes in Zoning

An area located in the northeast portion of the District is to be rezoned from agriculture to high-density commercial. Another rezoning will occur in an area located in the southeast portion of the eastern District to be changed to light industry from agricultural, high-density commercial and single family residential.

B. Changes in Streets, Street Levels and Intersections

Jarco Drive in an existing industrial park may be extended from Keller Road and Willoughby Road. A new road is proposed to be constructed, near the Edgar Road and Cedar Street intersection, from Cedar Street to College Road. This will extend through the proposed commercial/light industry/residential area. Two industrial access roads are proposed. A modification to the intersection at Holt Road and Cedar Street will be considered. This would improve the accessibility of truck traffic on to Holt Road from northbound Cedar Street.

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

A. An Estimate of the Cost of Development

The total estimated costs of development for proposed projects is not to exceed \$20,000,000.

B. A statement of Proposed Methods of Financing and the Ability of the Authority to Arrange Financing

In the original Plan the Authority stated that it would begin implementation of the Plan with current tax increment revenues, i.e., on a "pay-as-you-go" basis, but in the future some of the projects described in the Plan would be financed through the issuance of bonds using tax increment revenues to make debt service payments. The Authority began collecting tax increment revenues in 1987, and as of November, 1989, the Authority has spent or budgeted the spending of approximately \$850,000.00 for projects and related expenses described in the Plan.

The Authority has reached the point where it is necessary to borrow funds to implement the next phase of the Plan, i.e., construction of the Pump Station D Project. The cost of the Pump Station D Project is estimated to be \$4,162,700.00. The total investment in all of the projects described in the amended Plan is \$13,480,750.00. The costs of borrowing, including interest, will increase these figures.

The Authority expects to finance the Pump Station D Project in cooperation with the Township and Ingham County. The Township is requesting the County to issue its bonds

pursuant to Act 342, Public Acts of Michigan, 1939, as amended ("Act 342") to pay the cost of constructing Pump Station D and the related improvements to the Township's wastewater collection system serving the Development area.

The Township is expected to enter into an agreement with the County whereby the Township will agree to pay the debt service on the County's bonds and the Authority will in turn pledge tax increment revenues from the Development area to the Township to pay a portion of the Township's payments to the County. The Township is expected to obtain additional funds to pay the balance of its contractual payments to the County from special assessment payments received from properties specially benefited by the Pump Station D Project or from rates and charges paid by users of the Township's wastewater collection and treatment system or from both sources.

The Authority intends to use tax increment revenues to pay debt service on the bonds to the extent described below. The Authority will pledge tax increment revenues for the payment of debt service on the bonds issued to pay the costs of the Pump Station D Project. Since the cost of the Project can only be estimated at this time, the amount of tax increment revenues to be pledged and used to pay debt service cannot be precisely determined. The amount of tax increment revenues actually pledged and used will depend in part upon the principal amount of bonds issued, in part upon the repayment schedule for the bonds, and in part upon the interest rates borne by the bonds. Other factors may

also affect the amount of tax increment revenues available to the Authority. Therefore, the figures used in this document are and must necessarily be estimates. The actual amounts of bonds issued and tax increment revenues collected and used may be smaller or greater than described here.

The Authority will not retain more tax increment revenues than necessary to carry out the projects described herein and in the original Plan. The Authority does expect to retain all of the tax increment revenues collected from properties in the Development Area until the projects have been financed or the Authority has announced that it no longer intends to implement such projects.

The Authority expects to finance the improvements described in these amendments with tax increment revenues from the Development Area. The tax increment revenues will be pledged to pay debt service on bonds issued by the Township or Ingham County to pay the improvements costs. Tax increment revenues will also be used to pay the costs of administrative expenses and to pay all or part of the costs of other projects.

Table I indicates the estimated tax increment revenues available to the Authority to pay the costs of development for the years 1990 through 2005, based upon the captured assessed value of real and personal property within the revised Development Area and excluding debt millage.

TABLE 1

<u>Calendar Year</u>	<u>Estimated CAV in Development Area</u>	<u>Estimated Tax Increment Revenues (0% Growth)</u>	<u>Estimated CAV in Development (5% Growth)</u>	<u>Estimated Tax Increment Revenues (5% Growth)</u>
1990	\$8,356,050	\$378,000	\$ 8,773,800	\$374,000
1991	8,356,050	378,000	9,212,490	393,000
1992	8,356,050	378,000	9,673,115	413,000
1993	8,356,050	378,000	10,156,770	433,000
1994	8,356,050	378,000	10,664,609	455,000
1995	8,356,050	378,000	11,197,839	478,000
1996	8,356,050	378,000	11,757,431	502,000
1997	8,356,050	378,000	12,345,618	527,000
1998	8,356,050	378,000	12,962,899	553,000
1999	8,356,050	378,000	13,611,043	581,000
2000	8,356,050	378,000	14,291,596	610,000
2001	8,356,050	378,000	15,006,175	640,000
2002	8,356,050	378,000	15,756,484	672,000
2003	8,356,050	378,000	16,544,308	706,000
2004	8,356,050	378,000	17,371,524	741,000
2005	8,356,050	378,000		

NOTE: Projections are based upon non-debt service millage of 42.67 per year

Act 197 requires each development plan to show the proposed method of financing proposed developments and the ability of the Authority to arrange the financing. Table II sets forth: a) the portion of projected debt service on bonds in the aggregate principal amount of \$4,000,000.00 payable over a fifteen year period (1990-2005) using an assumed interest rate of 8% per annum that is expected to be paid by the Authority from tax increment revenues, b) projected tax increment revenues for the years 1990 through 2005, c) the amount of projected tax increment revenues that may be pledged for debt service on the bonds if issued by the County or the Township pursuant to statutory authority other than Act 197, and d) the amount of projected tax increment revenues that may be pledged for debt service on the bonds if issued by the

Township or the Authority pursuant to Act 197. It should be noted however, that the bonds may be issued in more than one series and that the issuer(s) of the bonds may choose to retire the bonds more rapidly than is shown in Table II. Although the principal amount of the bonds issued pursuant to Section 16 of Act 197 is limited by the amount of debt service that can be covered by 80% of projected tax increment revenues, the Authority is permitted to and it may if necessary, use all of the collected tax increment revenues to pay debt service on bonds issued pursuant to other statutory authority or if actual tax increment revenues fall below projections. If tax increment revenues are insufficient to pay the costs of all of the projects, the Authority will determine which projects to complete and in which order of priority.

TABLE II

<u>Year</u>	<u>(a) Authority's Portion of Projected Debt Service</u>	<u>(b) Total Projected Tax Increment Revenues (2)</u>	<u>(c) Tax Increments Available for Debt Service</u>	<u>(d) 80% of Projected Tax Increments</u>
1990	\$323,333	\$357,000	\$357,000	\$285,600
1991	331,667	357,000	357,000	285,600
1992	323,000	357,000	357,000	285,600
1993	339,333	357,000	357,000	285,600
1994	328,917	357,000	357,000	285,600
1995	343,500	357,000	357,000	285,600
1996	331,333	357,000	357,000	285,600
1997	344,167	357,000	357,000	285,600
1998	355,250	357,000	357,000	285,600
1999	339,583	357,000	357,000	285,600
2000	348,917	357,000	357,000	285,600
2001	331,500	357,000	357,000	285,600
2002	314,083	357,000	357,000	285,600
2003	321,667	357,000	357,000	285,600
2004	302,500	357,000	357,000	285,600

NOTE: (1) Assumes \$4,000,000.00 bonds issued 4/1/90, with principal payable on May 1 and interest at 8% per annum payable on May 1 and November 1. Also assumes Township will pay balance of debt service from special assessments.

(2) Assumes 42.67 mills per year and 0% annual growth.

XI. THE ESTIMATE OF THE NUMBER OF PERSONS RESIDING IN THE DEVELOPMENT AREA AND NUMBER OF FAMILIES AND INDIVIDUALS TO BE DISPLACED

The Development Authority established the TIF district in July 1987. An estimated population for the district is 7,000 persons. Because of this fact, a citizens advisory committee was appointed by the Township, in accordance with regulations contained in PA 197 of 1975, as amended.

A. Estimate of the number of families and individuals to be displaced

At this time, there are expected to be no individuals or families displaced as a result of this plan.

XII. ESTIMATED IMPACT OF TAX INCREMENT FINANCING ON TAXING JURISDICTIONS IN WHICH THIS DISTRICT IS LOCATED

Tax increment revenues are derived from the application of annual millage rates to captured assessed valuation, i.e. the state equalized valuation of property in the Development Area as determined annually (the "current assessed valuation") minus the initial assessed valuation, using the 1987 SEV of the Development Area for the initial assessed valuation. The assessed valuation of the property at the time the initial assessed valuation is calculated is not affected. The taxing jurisdictions continue to collect taxes on the initial assessed valuation.

Moreover, tax increment revenues are derived only from

property to the revised Development Area and exclude those revenues attributable to Public School Debt Service Millage. The Plan and amendments thereto have no direct impact on assessed values outside the development area. The taxing jurisdictions continue to collect taxes annually based upon the state equalized valuation of the real and personal property located outside the revised Development Area without regard to the Plan and amendments thereto. Table IV shows for each taxing jurisdiction the percentage of its state equalized valuation for 1989 that is located in the revised Development Area.

TABLE IV

<u>Taxing Jurisdiction</u>	<u>Total 1989 SEV</u>	<u>SEV in DA 1989</u>	<u>DA %</u>
Lansing School District	\$1,418,578,795	\$ 462,500	.03
Mason School District	204,635,513	2,900,650	1.42
Holt School District	224,155,047	46,591,350	20.78
Intermediate Sch. Dist.	3,241,680,074	8,805,350	.27
Delhi Charter Township	193,735,900	49,591,350	25.78
County of Ingham	3,241,680,074	8,805,350	.27
Lansing Comm. College	4,283,940,091	8,856,050	.21

The impact of the assessed values of property in the revised Development Area can be estimated by identifying the captured assessed valuation required to produce sufficient tax increment revenues to pay (a) debt service on bonds issued to finance the public improvements described in the 1987 Plan and the 1989 amendments to the Plan, (b) "pay-as-you-go" expenditures, if any, for improvements described in the Plan, and (c) administrative expenses for preparation of amendments to the Plan, costs related to amendments to Downtown District boundaries, annual reports and audit, and

annual bond paying agent and similar fees. Under Act 197 and this Plan, tax increment revenues in excess of the amounts required to pay the costs of the development program described in this Plan are returned to the taxing jurisdictions.

The impact of this Plan and amendments thereto on the assessed valuation of each taxing jurisdiction is further seen in Table V. In column A of the table, the initial assessed valuation of the property in the Development Area is shown. Column B shows the captured assessed value using five percent (5%) annual increases. Column C shows the amount of captured assessed valuation required to service the bonded indebtedness described in this Plan and amendments thereto. Column D shows the amount of captured assessed valuation needed to pay the costs of the other improvements described in these amendments.

TABLE V

<u>Calendar Year</u>	<u>(A) IAV of Property in Revised Dev. Area</u>	<u>(B) CAV of Property in Revised Dev. Area</u>	<u>(C) CAV Needed for Bonds</u>	<u>(D) CAV for Admin. & Other Projects</u>
1987	\$43,551,150			
1990-91		\$ 8,773,800	\$7,577,525	\$ 1,196,275
1991-92		9,212,490	7,772,838	1,439,652
1992-93		9,673,115	7,569,721	2,103,394
1993-94		10,156,770	7,952,496	2,204,274
1994-95		10,664,609	7,708,390	2,956,219
1995-96		11,197,839	8,050,152	3,147,687
1996-97		11,757,731	7,765,011	3,992,720
1997-98		12,345,618	8,065,784	4,279,834
1998-99		12,962,899	8,325,521	4,637,378
1999-00		13,611,043	7,958,355	5,652,688
2000-01		14,291,596	8,177,103	6,114,493
2001-02		15,006,175	7,768,924	7,237,251
2002-03		15,756,484	7,360,745	8,395,739
2003-04		16,544,300	7,538,481	9,005,827
2004-05		17,371,524	7,089,290	10,282,234

The justification of the tax increment financing procedure is based on the expectation that all or a portion of the captured assessed value which is created would not have occurred without the stimulation of public improvements involved in the plan's implementation. Thus, the short-term investment made by the taxing units in foregoing part of the initial growth in tax revenues is repaid by the long-term growth in the area's commercial and industrial tax base.

Item 1.

DELHI CHARTER TOWNSHIP DEVELOPMENT DISTRICT
MAY 31, 1990

LEGAL DESCRIPTION

Parts of Sections 1, 2, 11, 13, 14, 15, 23, 24, 25 & 36, T3N-R2W, Delhi Charter Township, Ingham County, Michigan.

Beginning at NE Corner of said Section 24, thence Southerly along the East line of said Section 24 to the NE Corner of said Section 25,

Southerly along the East line of said Section 25 to the North line of Wentland College Pointe No. 1 & 2 Subdivisions, Liber 17, Page 39 and Liber 23, Page 2.

Westerly along the extension of said North line of Wentland College Pointe No. 1 & 2 Subdivisions to the N-S 1/8 line, SE 1/4 of said Section 25,

Southerly along said N-S 1/8 line, SE 1/4, Section 25 to the South line of said Section 25,

Westerly along said South line of Section 25, to the NE'ly R.O.W. line of Cedar Street.

- SE'ly along said NE'ly R.O.W. line of Cedar Street to the East line of Section 36,

- S'ly along said East line of Section 36 to the East 1/4 Corner, said Sec. 36,

- W'ly along the E-W 1/4 line, said Sec. 36 to the N-S 1/4 line, said Sec. 36,

- N'ly along said N-S 1/4 line of Sec. 36 to said South line, Sec. 25,

- W'ly along said South line of Sec. 25 to the SW Corner said Sec. 25,

Northerly along said West line of Section 25 to the NW Corner, said Section 25, also being the SE Corner of said Section 23,

West along the South line of said Section 23 to the South 1/4 Corner of Section 23,

N 88 deg. 23' 50" E 299.97 feet,

N 76 deg. 13' 29" E 211.00 feet,

N 54 deg. 02' 19" W 174.00 feet,

N 34 deg. 00' 42" E 174.00 feet,

N 15 deg. 22' 39" E 163.93 feet,

N 03 deg. 14' 49" E 154.00 feet,

N 07 deg. 27' 49" W 154.00 feet,

N 17 deg. 03' 33" W 122.00 feet,

N 21 deg. 17' 58" W 30.01 feet to the Southeast corner of Lot 50 of the plat of Holbrook Hills No. 2 as recorded in Liber 45 of Plats, pages 27 and 28, Ingham County Records.

Northerly along Holbrook Hills No. 2 and Holbrook Hills, as recorded in Liber 42 of Plats, pages 14, 15, 16, Ingham County Records, the following courses:

N 21 deg. 17' 58" W 232.00 feet,

N 00 deg. 15' 05" W 156.72 feet,

N 20 deg. 50' 22" E 484.29 feet,

N 00 deg. 01' 35" W 512.96 feet,

S 21 deg. 00' 00" W 80.13 feet,

S 57 deg. 21' 48" W 257.18 feet,

S 89 deg. 54' 05" W 377.79 feet to the Northeast corner of Lot 1, Plat of Berkley Square as recorded in Liber 37 of Plats, Pages 7 and 8, Ingham County Records.

S 89 deg. 54' 05" W 202.14 feet,

S 89 deg. 34' 35" W 650.07 feet to the East line of Huntley Square as recorded in Liber 28 of Plats, pages 43 and 44, Ingham County Records.

Northerly along East line of Huntley Square to the Northeast corner of Lot 36 of Huntley Square,

Easterly 186 feet,

Northerly 150 feet to the South line of Edgewood Subdivision as recorded in Liber 18 of Plats, page 45, Ingham County Records.

Easterly 464 feet to the SE Corner of Piney Hill No. 2 Subdivision, Liber 34, Page 1,

Northerly along the East line of said Piney Hill Subdivision No. 2, Piney Hill Subdivision, Liber 31, Pages 39 and 40, and Holt Farms Subdivision No. 2, Liber 7, Page 25 to the South Corner of Lot 223, said Holt Farms Subdivision No. 2,

- NW'ly along the SW'ly line of said Lot 223, Holt Farms Subdivision No. 2, and continuing NW'ly from said South Corner, Lot 223 to the SW'ly Corner, Lot 214, of said Holt Farms Subdivision No. 2,

- NW'ly to the South Corner, Lot 188, said Holt Farms Subdivision No. 2,

Northerly to the NW Corner of said Lot 188, Holt Farms Subdivision, No. 2,

Westerly to the NW Corner of Lot 185, said Holt Farms Subdivision No. 2,

Northerly to the NE Corner, Lot 153, said Holt Farms Subdivision No. 2,

Westerly to the NW Corner of Lot 111, said Holt Farms Subdivision No. 2,

Westerly along the North lines of Lots 77, 76, 43, 42 and 12, of Holt Farms Subdivision No. 1, Liber 7, Page 13 to the West line of said Section 23,

Northerly to the NW Corner of said Section 23,

Northerly along the West line of said Section 14, to the West 1/4 Corner of said Section 14,

Westerly along the E-W 1/4 line of said Section 15, to the SE Corner of Sterling Farms Subdivision, Liber 6, Page 46,

Northerly to the NE Corner, Lot 44, of said Sterling Farms Subdivision,

Westerly along the North line of said Lot 44, Sterling Farms Subdivision to the SW Corner of Lot 1, said Sterling Farms Subdivision,

- NW'ly along the SW'ly lines of Lots 1 through 5, said Sterling Farms Subdivision, to the East R.O.W. line of Fay Street,

- NW'ly in a projection of said SW'ly lines of Lots 1 through 5, Sterling Farms Subdivision, to the North line of Krental Avenue,

Westerly along said North line of Krental Avenue to the South Corner of Lot 8, said Sterling Farms Subdivision,

Northerly 116.6 feet along the West line of said Lot 8, Sterling Farms Subdivision,

Westerly 15.0 feet,

Northerly 116.6 feet to the North line of said Sterling Farms Subdivision,

Westerly along the North line of said Sterling Farms Plat to the East line of Sterling Farms Plat No. 2, Liber 8, Page 16,

Northerly along said East line of Sterling Farms Plat No. 2 to the NE Corner of said Sterling Farms Plat No. 2,

Westerly along the North line of said Sterling Farms Plat No. 2 to the NW Corner of said Sterling Farms Plat No. 2 being the occupied N-S 1/8 line, NW 1/4 of said Section 15,

Northerly along said occupied N-S 1/8 line, NW 1/4 of Section 15, to a point 396.00 feet South of the North line of said Section 15,

Easterly to the West line of Cedar Park Drive,

Northerly 396.00 feet along said West line of Cedar Park Drive to the North line of said Section 15,

Easterly along said North line of Section 15, to the NE Corner of said Section 15,

Northerly along the West line of said Section 11 to the NW Corner of said Section 11,

Northerly along the West line of said Section 2 to the Easterly R.O.W. line of the Conrail (formerly Penn Central) Railroad, being also the Corporate limits of the City of Lansing (C.L.C.L.),

- SSE'ly along said Easterly R.O.W. line of Conrail Railroad to the South line of said Section 2,

- SSE'ly along said Easterly R.O.W. line of Conrail Railroad to an angle point in the C.L.C.L., which is 1,075.54 feet along said Easterly R.O.W. line of Conrail Railroad, from the North R.O.W. line of I-96,

- ESE'ly 1,377.89 feet along said C.L.C.L.,

Easterly 348.22 feet along said C.L.C.L. to the North R.O.W. line of I-96,

- ENE'ly along said North R.O.W. line of I-96 to the N-S 1/4 line of said Section 11,

Northerly along said N-S 1/4 line of Section 11, to the North 1/4 Corner of said Section 11,

Northerly along the N-S 1/4 line of said Section 2, 990.0 feet to an angle point in the C.L.C.L.,

Northerly 330.0 feet along said C.L.C.L. to an angle point in said C.L.C.L.,

Westerly 1,320.0 feet along said C.L.C.L. to an angle point in said C.L.C.L.,

Northerly 1,320.0 feet along said C.L.C.L. to an angle point in said C.L.C.L.,

Westerly 660.0 feet along said C.L.C.L. to an angle point in said C.L.C.L.,

Southerly 660.0 feet along said C.L.C.L. to an angle point in said C.L.C.L.,

Westerly along said C.L.C.L. to the West line of said Section 2,

Northerly along said West line of Section 2, to the NW Corner of said Section 2,

Easterly along the North line of said Section 2 to the NE Corner of said Section 2,

Easterly 554.41 feet along the North line of said Section 1 to the Westerly R.O.W. line of I-496/U.S. 127,

S 25 deg. 20' 51" E 1,498.14 feet along said Westerly R.O.W. line of I-496 (W.R. 496),

S 24 deg. 01' 45" E 349.88 feet along said W.R. 496,

S 19 deg. 23' 04" E 172.63 feet along said W.R. 496,

S 10 deg. 05' 41" E 172.63 feet along said W.R. 496,

S 00 deg. 48' 18" W 172.63 feet along said W.R. 496,

S 08 deg. 29' 05" W 172.63 feet along said W.R. 496,

S 17 deg. 46' 28" W 172.63 feet along said W.R. 496,

S 22 deg. 25' 09" W 578.97 feet along said W.R. 496,

S 26 deg. 27' 30" W 188.87 feet along said W.R. 496,

S 36 deg. 02' 12" W 188.87 feet along said W.R. 496,

S 45 deg. 06' 54" W 188.87 feet along said W.R. 496,

S 54 deg. 11' 36" W 188.87 feet along said W.R. 496,

S 58 deg. 43' 57" W 499.13 feet along said W.R. 496,

S 59 deg. 59' 33" W 213.56 feet along said W.R. 496, also being the North line of I-96 to the West line of said Section 1,

S 59 deg. 59' 33" W along said North line of I-96 to the N-S 1/8 line, SE 1/4 of said Section 2,

Southerly along said N-S 1/8 line of SE 1/4 of Section 2, to the South line of said Section 2,

Southerly along the N-S 1/8 line, NE 1/4 of said Section 11 to the E-W 1/4 line of said Section 11,

Southerly along the N-S 1/8 line, SE 1/4 of said Section 11 to the South line of said Section 11,

Southerly along the N-S 1/8 line, NE 1/4 of said Section 14, to the Easterly line of the Conrail Railroad R.O.W.,

SSE'ly along said Easterly R.O.W. line of Conrail to the E-W 1/4 line of said Section 14,

Easterly along said E-W 1/4 line of said Section 14, to the East 1/4 Corner of said Section 15,

Easterly along the E-W 1/4 line of said Section 13, to the Center of said Section 13,

Southerly along the N-S 1/4 line of said Section 13, to the South 1/4 Corner of said Section 13,

Easterly along the South line of said Section 13, to the SE Corner of said Section 13, being the p.o.b.

1997 Amendment

CHARTER TOWNSHIP OF DELHI

AMENDMENTS TO THE
DOWNTOWN DEVELOPMENT AUTHORITY
DEVELOPMENT PLAN

APPROVED: MAY 20, 1997

**DELHI CHARTER TOWNSHIP
TAX INCREMENT FINANCING PLAN
AS AMENDED MAY 20, 1997**

X-B.	PROVISION FOR THE COST OF RELOCATING PERSONS DISPLACED BY THE DEVELOPMENT AND FINANCIAL ASSISTANCE AND REIMBURSEMENT OF EXPENSES, ETC.	8
X-C.	A PLAN FOR COMPLIANCE WITH ACT NO. 227 OF THE PUBLIC ACTS OF 1972.	8
XI.	ESTIMATED IMPACT OF TAX INCREMENT FINANCING ON TAXING JURISDICTIONS IN WHICH THIS DISTRICT IS LOCATED.	9
Exhibit 1997-2	Estimated Cost Summary	1
Exhibit 1997-3	Estimated Principal and Interest Payment Schedule for Bonded Indebtedness for 1997 Improvements	1
RESOLUTION 97-013	Approving Amendment of the Delhi Downtown Development Authority Plan	

INTRODUCTION

The following amendments to the existing Development Plan are additions and details for those portions of the Plan relating to the development of an Industrial Park at Holt Road, College Road, and the Conrail System. (See Future Land Use - A, page 32; Project No. 9, page 43; and Activity-2, page 46, of the existing Development Plan.)

These amendments, pursuant to the requirements of Section 17 of the Downtown Development Authority Act, Act 197, Michigan Public Acts, 1975, as amended (the "Act"), which identifies the components of a Development Plan, pertain only to the Development Plan aspects and parts of the existing combined Development Plan/Tax Increment Financing Plan of the Authority, as follows:

PART I (Section 14(1) of the Act)

EXPLANATION OF THE TAX INCREMENT FINANCING PROCEDURE.

Unchanged: See existing Development Plan/Tax Increment Financing Plan.

PART II (Section 17(2)(b) of the Act)

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

Unchanged: See existing Development Plan/Tax Increment Financing Plan.

PART III (Section 17(2)(c) of the Act)

LOCATION AND EXTENT OF EXISTING STREETS AND OTHER PUBLIC FACILITIES WITHIN THE DEVELOPMENT AREA AND A LEGAL DESCRIPTION OF THE DEVELOPMENT AREA.

Unchanged: See existing Development Plan/Tax Increment Financing Plan.

PART IV (Section 17(2)(d) of the Act)

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.

The Authority will acquire an approximately 130 acre parcel of real property generally situated alongside the Conrail Railroad track in the region bounded by Holt Road, the Conrail Railroad track and College Road, and connected with Holt Road by an 80 foot wide strip running from Holt Road to the basic parcel, all as more particularly identified on attached Exhibit 1997-1 (the "1997 Improvements Area"). The 1997 Improvements Area shall be cleared, excavated, graded, and otherwise improved to enable drainage, soil erosion control, and wetland mitigation, and may possibly include two or more wells and a pump station. There shall be constructed along the north/east perimeter of the 1997 Improvements Area a public road approximately one mile in length, two to four lanes wide (the "Interior Road"), which shall traverse from Holt Road to College Road. Storm sewer, water, electricity and gas utility lines shall be extended along the Interior Road from Holt Road to the 1997 Improvements Area. Sanitary sewer lines shall also be extended (and easements therefor acquired) from Cedar Street to the 1997 Improvements Area and the Interior Road. There shall be constructed alongside the Conrail Railroad track a 3,500 foot railroad siding and two railroad spurs. In the 1997 Improvements Area, wetlands utilized for the location of the facilities will be mitigated through replacement of the wetlands in other areas of the 1997

Improvements Area. The foregoing public facilities and improvements shall accommodate the construction and operation of a steel warehouse/stamping facility which shall be constructed, owned and operated by RSDC of Michigan, LLC, a Michigan limited liability corporation, and other businesses and industries now located or to be located in the 1997 Improvements Area and on adjacent properties. In addition, Holt Road shall be widened with passing and/or acceleration and de-acceleration lanes to enable safe access to the 1997 Improvements Area and to businesses and industries on adjacent properties.

It is estimated that construction of the public facilities and improvements will begin in August, 1997, with completion estimated in May, 1998.

PART V (Section 17(2)(e) of the Act)

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

- Site clearance, excavation, grading, and improvements, for drainage, erosion control and wetlands mitigation. 4 months, ending May 1, 1998
- * * * * *
- Interior Road. 10 months, ending May 1, 1998.
- Water lines and wells. 10 months, ending May 1, 1998.
- Sanitary sewer lines. 10 months, ending May 1, 1998
- Storm-water drains, detention and settling ponds. 10 months, ending May 1, 1998
- Railroad siding/spurs 10 months, ending May 1, 1998
- Electricity and gas lines. 10 months, ending May 1, 1998
- * * * * *
- Holt Road widening. 6 months, from May 1, 1998 to November 1, 1998.

PART VI (Section 17(2)(f) of the Act)

A DESCRIPTION OF ANY PARTS OF THE DEVELOPMENT AREA TO BE LEFT AS OPEN SPACE.

Wetlands will be mitigated by replacement in the 1997 Improvements Area. These wetland replacements, together with detention and settling pond areas, 200 foot isolation areas around public well sites, and the 50 foot buffer area adjacent to residential properties are the parts of the 1997 Improvements Area expected to be left as open space.

PART VII (Section 17(2)(g) of the Act)

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 Interior Road will be donated to the Ingham County Road Commission on behalf of the Charter Township of Delhi as a public right-of-way. The Charter Township of Delhi or other appropriate public body or utility will be granted a utilities easement up to 25 feet on each side of the Interior Road. The Charter Township of Delhi or other appropriate public body may be granted access and use easements to the railroad siding to secure its availability for other businesses and industries in the 1997 Improvements Area and adjacent areas.

PART VIII (Section 17(2)(h) of the Act)

A DESCRIPTION OF DESIRED ZONING CHANGES AND CHANGES IN STREET, STREET LEVELS, INTERSECTIONS AND UTILITIES.

- There will be no zoning changes in the 1997 Improvements Area.

- The street pattern will be changed as follows: the Interior Road shall run southeast from Holt Road (from a point approximately 3,500 feet west of College Road) and shall run approximately one mile to reach College Road at a point approximately 3,500 feet south of Holt Road (See Exhibit 1997-1).
- Storm sewer, water, gas and electricity lines shall be extended south from Holt Road along the Interior Road to reach the 1997 Improvements Area. Sanitary sewer lines will also be extended from Cedar Street to the 1997 Improvements Area.

PART IX (Section 17(2)(i) of the Act)

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.

- See Exhibit 1997-2 for a chart estimating the cost items of the 1997 Improvements totalling an estimated \$88,540,000 of which the public and public utility costs are in the range of \$8,115,000.
- The State of Michigan through its Michigan Jobs Commission (i.e. its Community Development Block Grant process) is expected to grant approximately \$1,995,000 for a major part of the public costs of the 1997 Improvements as indicated in Exhibit 1997-2. The Michigan Department of Transportation, the Ingham County Road Commission, Conrail, and the providers of utility services are expected to construct and finance public facilities and utilities in amounts ranging up to \$3,170,000 as indicated in Exhibit 1997-2.

- The Authority plans to request the Charter Township of Delhi to issue its limited tax general obligation bonds in one or more series in the approximate total amount of \$3,000,000 to pay a share of the cost of the 1997 Improvements.

- See Exhibit 1997-3 for a chart showing an estimated principal and interest payment schedule for \$3,000,000 of bonds bearing a maximum interest rate of 7%.

- It is expected that captured assessments within the Development Area available for payment of the bonds will generate a minimum of \$400,000 in annual tax increment property taxes.

- The Authority's financial advisor, ACI Finance, Inc., advises that \$3,000,000 tax exempt bonds for the 1997 Improvements, payable from such tax increments and secured by the limited tax general obligation of the Charter Township of Delhi, can be sold at an interest rate not to exceed 7%, and accordingly the Authority has the ability to arrange the financing.

PART IX-A (Section 17(2)(j) of the Act)

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.

The 1997 Improvements Area is for the economic, employment and skills development benefit of the citizens of the Charter Township of Delhi, Ingham County, and the greater Lansing region. The public facilities and improvements to be acquired and constructed are designed to serve the public generally, and RSDC of Michigan, LLC and the other industries now located or to be located in the 1997 Improvements Area.

It is expected that in consideration of \$675,000, that portion of the 1997 Improvements Area not occupied by the Interior Road, the railroad siding, or any other public facilities and improvements will be sold or otherwise conveyed to RSDC of Michigan, LLC. RSDC of Michigan, LLC will be constructing an estimated 625,000 square foot state-of-the-art steel warehouse/stamping facility which will maximize operational and logistical efficiencies, and is expected to employ approximately 222 persons, for the receiving and storage of master steel coils, first operation blanking, slitting of master coils to required width, and storage of finished goods in either skidded or coil form for just-in-time delivery of steel products to General Motors Corporation. The Authority plans to assist RSDC of Michigan, LLC through the site conveyance and improvements, and enabling the construction of the public improvements and facilities identified and described in the foregoing Parts IV through IX.

For ease of conveyance and title purposes, portions of the 1997 Improvements Area containing the Interior Road, railroad siding and other public facilities and improvements may be included in the conveyance to RSDC of Michigan, LLC, but shall be reconveyed to the Authority the Charter Township of Delhi, or other appropriate public body or utility. No public facilities or improvements shall become the property of RSDC of Michigan, LLC.

PART IX-B (Section 17(2)(k) of the Act)

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.

Not applicable.

PART X (Section 17(2)(l) of the Act

ESTIMATES OF THE NUMBER OF PERSONS RESIDING IN THE DEVELOPMENT AREA AND THE NUMBER OF FAMILIES AND INDIVIDUALS TO BE DISPLACED.

No families or individuals reside in the 1997 Improvement Area, and accordingly, no families or individuals will be displaced by the 1997 Improvements.

PART X-A (Section 17(2)(m) of the Act)

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

Not Applicable.

PART X-B (Section 17(2)(n) of the Act)

PROVISION FOR THE COST OF RELOCATING PERSONS DISPLACED BY THE DEVELOPMENT AND FINANCIAL ASSISTANCE AND REIMBURSEMENT OF EXPENSES, ETC.

Not Applicable.

PART X-C (Section 17(2)(o) of the Act)

A PLAN FOR COMPLIANCE WITH ACT NO. 227 OF THE PUBLIC ACTS OF 1972.

Not Applicable.

PART XI (Section 14(2) of the Act)

ESTIMATED IMPACT OF TAX INCREMENT FINANCING ON TAXING JURISDICTIONS IN WHICH THIS DISTRICT IS LOCATED.

Unchanged.

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Exhibit 1997-1

**Charter Township of Delhi
Downtown Development Authority
1997 Improvements Area**

Exhibit 1997-2

Charter Township of Delhi
Downtown Development Authority
1997 Improvements

Estimated Cost Summary

Development Item	Michigan Jobs Commission CDBG Grant	Authority Bonds	RSDC of Michigan, LLC.	Other	Total
Land Acquisition		\$625,000	\$675,000		\$1,300,000
Site Improvements and Excavation		\$770,000			\$770,000
Drainage System, Including, Retention and Settling Ponds and Storm Water Drains	\$100,000	\$10,000			\$110,000
Wetlands Mitigation		\$375,000			\$375,000
Parking Drives/ Lighting			\$750,000		\$750,000
Building			\$33,000,000		\$33,000,000
Machinery and Equipment			\$46,000,000		\$46,000,000
Rail Siding/ Spurs		\$400,000		\$1,000,000	\$1,400,000
Traffic Signs				\$100,000	\$100,000
Holt Road Improvements		\$320,000		\$1,280,000	\$1,600,000
Interior Road	\$1,420,000	\$280,000			\$1,700,000
Water Mains and Wells		\$160,000		\$540,000	\$700,000
Sanitary Sewer Lines, Including Possible Pump Station	\$475,000	\$10,000			\$485,000
Gas and Electric Lines				\$250,000	\$250,000
TOTAL PROJECT COSTS	\$1,995,000	\$2,950,000	\$80,425,000	\$3,170,000	\$88,540,000

Charter Township of Delhi
Downtown Development Authority

Estimated
Principal and Interest
Payment Schedule
for Bonded Indebtedness
for 1997 Improvements

CHARTER TOWNSHIP OF DELHI
PROPOSED ODA BOND, SERIES 1997
\$3,000,000

DEBT SERVICE SCHEDULE

DELIVERY DATE: 8/ 1/97

DATE	PRINCIPAL	COUPON	INTEREST	PERIOD TOTAL	FISCAL TOTAL
5/ 1/98			157,500.00	157,500.00	
11/ 1/98			105,000.00	105,000.00	262,500.00
5/ 1/99			105,000.00	105,000.00	
11/ 1/99	165,000.00	7.000000	105,000.00	270,000.00	375,000.00
5/ 1/ 0			99,225.00	99,225.00	
11/ 1/ 0	180,000.00	7.000000	99,225.00	279,225.00	378,450.00
5/ 1/ 1			92,925.00	92,925.00	
11/ 1/ 1	190,000.00	7.000000	92,925.00	282,925.00	375,850.00
5/ 1/ 2			86,275.00	86,275.00	
11/ 1/ 2	205,000.00	7.000000	86,275.00	291,275.00	377,550.00
5/ 1/ 3			79,100.00	79,100.00	
11/ 1/ 3	220,000.00	7.000000	79,100.00	299,100.00	378,200.00
5/ 1/ 4			71,400.00	71,400.00	
11/ 1/ 4	235,000.00	7.000000	71,400.00	306,400.00	377,800.00
5/ 1/ 5			63,175.00	63,175.00	
11/ 1/ 5	250,000.00	7.000000	63,175.00	313,175.00	376,350.00
5/ 1/ 6			54,425.00	54,425.00	
11/ 1/ 6	270,000.00	7.000000	54,425.00	324,425.00	378,850.00
5/ 1/ 7			44,975.00	44,975.00	
11/ 1/ 7	290,000.00	7.000000	44,975.00	334,975.00	379,950.00
5/ 1/ 8			34,825.00	34,825.00	
11/ 1/ 8	310,000.00	7.000000	34,825.00	344,825.00	379,650.00
5/ 1/ 9			23,975.00	23,975.00	
11/ 1/ 9	330,000.00	7.000000	23,975.00	353,975.00	377,950.00
5/ 1/10			12,425.00	12,425.00	
11/ 1/10	355,000.00	7.000000	12,425.00	367,425.00	379,850.00
	3,000,000.00		1,797,950.00	4,797,950.00	
ACCRUED	3,000,000.00		1,797,950.00	4,797,950.00	

DATED 8/ 1/97 WITH DELIVERY OF 8/ 1/97
 BOND YEARS 25,685.000
 AVERAGE COUPON 7.000
 AVERAGE LIFE 8.562
 N I C % 7.000000 % USING 100.0000000
 T I C % 6.992941 % USING 100.0000000

Prepared by Thomas Traciak

RUNDATE: 05-15-1997

RUNTIME: 00:47:34

2003 Amendment

CHARTER TOWNSHIP OF DELHI

2003 AMENDMENTS TO THE DELHI CHARTER TOWNSHIP
DOWNTOWN DEVELOPMENT AUTHORITY DEVELOPMENT PLAN
AND TAX INCREMENT FINANCING PLAN

APPROVED: 10/21/2003

INTRODUCTION

The following amendments to the existing Development Plan and Tax Increment Financing Plan (the "Plans") provide additions and details for those portions of the Plans relating to certain projects proposed to be undertaken by the Charter Township of Delhi Downtown Development Authority (the "Authority").

Pursuant to requirements of Sections 14 and 17 of the Downtown Development Authority Act, Act 197 of the Public Acts of 1975, as amended (the "Act"), the following amendments (the "Plan Amendments") modify certain components of the Development Plan and Tax Increment Financing Plan of the Authority, as follows:

PART I (Section 14 (1) of the Act)

EXPLANATION OF THE TAX INCREMENT FINANCING PROCEDURE.

Unchanged: See existing Plans.

PART II (Section 17 (2) (b) of the Act)

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

Unchanged: See existing Plans.

PART III (Section 17 (2) (c) of the Act)

LOCATION AND EXTENT OF EXISTING STREETS AND OTHER PUBLIC FACILITIES WITHIN THE DEVELOPMENT AREA AND A LEGAL DESCRIPTION OF THE DEVELOPMENT AREA.

Unchanged: See existing Plans.

PART IV (Section 17 (2) (d) of the Act)

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.

In addition to the projects listed the existing Plans, the Authority proposes to undertake the following projects:

1. Development and Renovation of Office for Ingham County Sheriff

The Authority will acquire the former Eagles Club property at 2035 and 2045 Cedar Street at a cost of \$278,000, which includes legal and title expenses, prorated taxes, and existing special assessments. Interim expenses, including utilities and property maintenance costs, until the building renovation is complete and a certificate of occupancy is issued are estimated at \$12,000. The cost of preliminary architectural analysis, design development, drafting plans and specifications, obtaining competitive construction bids, construction administration, and structural and mechanical engineering services is estimated to be \$65,000.

As part of this project, the residential structure at 2045 Cedar Street will be demolished, and parking for approximately 40 cars will be provided, including 15 parking spaces within carports. Site drainage and vehicular access will be revised, fencing and landscaping will be installed as a buffer to adjacent parcels, and within the site, exterior lighting will be improved, and the Cedar Street frontage of the building will be improved with pavers and landscape elements. The cost of this demolition and site work is estimated at \$128,000.

The existing Eagles Club building will be partially demolished, and a 3,100

square foot addition will be erected, creating approximately 5,100 square feet of office space for the Ingham County Sheriff Delhi Division Offices. Approximately 1,600 square feet will either be left unfinished or may be finished as office space for use by the Downtown Development Authority. Renovation of office space for the Ingham County Sheriff will include the addition of private offices, conference rooms, evidence room, locker rooms, reception areas, and group offices for patrol officers and detectives. The exterior of the building will be refaced and new entrance ways constructed. The building will be furnished with desks, tables, chairs, partitions, cabinets, and counters as part of the project. The cost of the building renovation is estimated to be \$629,000, and an additional amount for contingencies is estimated at \$51,000.

Estimated time for completion:	2004
Estimated cost:	\$1,163,000

2. Site Redevelopment Program (see Existing Plan, pp. 36-37)

The Authority will acquire parcels throughout the development area for the following purposes:

- a. Assembling sites for development.
- b. Redeveloping sites that are currently occupied by obsolete, dilapidated, or inappropriately used buildings and/or improvements.
- c. Facilitating remediation of Brownfield sites.
- d. Mitigation of flood hazards.
- e. Developing sites for public facilities and carrying out the other purposes of the Act.

Activities to be undertaken as part of this program include appraisal of real

estate; surveying and environmental assessment; acquisition of fee simple or via installment purchase contracts of real and personal property; demolition and site clearance, rehabilitation of buildings and other improvements; construction of buildings for lease or sale; and development of public facilities on property conveyed to the authority as part of this redevelopment program activity.

Estimated time for completion: 2003 through duration of Plans

Estimated cost: \$5 million

3. Drainage Projects (see Existing Plan, p. 37)

The Authority will participate in the financing of storm water management projects within the development area that have been identified by the Township Engineer as necessary in order to facilitate economic development projects and other investment within the development area. The purpose of these storm water management projects is to reduce the size of the 100-year flood zones and minimize the impact of flooding on property within the development area. These storm water management projects will consist of construction of culverts, ditching, storm sewers and appurtenances; preliminary and construction engineering; and acquisition of easements and/or rights of way for drainage improvements. Specific projects to be undertaken include the following projects designated by the Township Engineer:

- a. Enclosure of Hancock drain.
- b. Payment of Authority's proportionate share of Phase II storm water expenses.
- c. Improvements to the Fay-Tolland drain within the development area.

Estimated time for completion: 2003 through duration of Plans
Estimated cost: \$2 million

4. **Sanitary Sewer Improvements (see existing Plan, pp. 27-32, 36)**

During the life of these Plans, it is anticipated that the Authority will participate in the financing of various improvements to the Township's sanitary sewer system. These improvements will be constructed in locations designated by the Township Engineer, and will consist of construction of sanitary sewers, lift stations, pumps, and appurtenances; engineering, surveying and other non-construction costs related to the installation of sanitary sewer improvements; and acquisition of easements or rights of way to permit construction of sanitary sewers and related appurtenances. The objective of these improvements will be to extend sanitary sewer service to parcels that are not presently served by sanitary sewers in an adequate fashion; or increase the capacity of the existing sanitary sewer system in order to improve the level of service afforded to existing sewer users and permit more intense development of parcels within the development area; or replace or rehabilitate existing sanitary sewer infrastructure so that the useful life of this infrastructure is extended or the facilities are made to operate with greater efficiency. Specific projects to be undertaken include:

- a. Replacement of pump station on Delhi Commerce Drive.
- b. Create a computer model of sewer capacity within the development area.
- c. Remove abandoned pump station at the south end of Pine Tree immediately north of I-96.
- d. Construction of a sanitary sewer extension along the west side of the Hancock drain from Canvasback south to Harper Road in order

to serve the area between Edgar Road and the Hancock drain.

- e. Fund a portion of the cost of rebuilding the Pine Tree Pump Station.

Estimated time for completion: 2003 through duration of Plans

Estimated cost: \$3 million

5. Water Line Improvements (see existing Plan, p. 32)

The Authority may construct and/or reconstruct water mains, pumping stations, and appurtenances for the purpose of providing water service to portions of the development area not presently served by the water system or upgrading the water system currently available to these portions of the development area. The Township Engineer will determine specific locations for the construction of these improvements, including:

- a. Construction of the College-Harper water main.
- b. Completion of the water main loop from Trinity Church to Oakwood Park.
- c. Upsizing the water main from College to Cedar north of Wetland Drive.
- d. Completion of water loop between Edgar and Cedar.

Estimated time for completion: 2003 through duration of Plans

Estimated cost: \$800,000

6. Reconstruction and Replacement of Cedar Street (see existing Plan, p. 28)

The Authority will reconstruct approximately three miles of Cedar Street from Holt

Road south to the Township boundary at Harper Road. This project includes pavement, signalization, landscaping, and storm drainage improvements. Roundabouts will be constructed at the present intersections of Cedar and Holbrook and Cedar and Edgar Road.

Estimated time for completion: 2004-2010

Estimated cost: \$10 million

7. Other Road Projects (see existing Plan, p. 33)

The Authority will undertake or assist in the financing of other road improvements within the development area as identified by the Township Engineer. All road construction projects will include clearing and grubbing, grading, drainage, hard surfaces, curbs and gutters, signage, landscaping improvements, and wetland mitigation as required. Specific projects will include:

- a. Completion of the access road from Trinity Church to Oakwood Executive Park.
- b. Construction of access roads from Cedar Street east to serve parcels in the area between Cedar, Holt Road and College Road.

Estimated time for completion: 2003 through duration of Plans

Estimated cost: \$3 million

8. Parks and Pathway Improvements

The Authority will make improvements to CSC Park and other Township-owned park and recreation spaces within the development area as designated by the Authority and appropriate Township officials. These improvements will include the installation of

landscaping, park equipment such as slides, swings, and play structures, swimming pools, pavilions, fountains, and other decorative features, walkways, lighting, parking, and tennis and basketball courts. Specific improvements may include:

- a. Development of a hiking/biking trail from the north end of the Development Area adjacent to the Woodland Lakes property to the south of the Development Area near Harper Road. The trail will include hard surface pathway, lighting, pedestrian crossings or major thoroughfares, benches, waste containers and appurtenances.
- b. Development of the park and open space area between the CSC facility and Cedar Street, including walkways, lighting, amphitheater, fountain and landscaping.

Estimated time for completion: 2003 through duration of Plans.

Estimated cost: \$1.5 million

PART V (Section 17 (2) (e) of the Act)

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

See Part IV above.

PART VI (Section 17 (2) (f) of the Act)

A DESCRIPTION OF ANY PARTS OF THE DEVELOPMENT AREA TO BE LEFT AS OPEN SPACE.

See existing Plans and Part IV above.

PART VII (Section 17 (2) (g) of the Act)

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.

Not applicable.

PART VIII (Section 17 (2) (h) of the Act)

A DESCRIPTION OF DESIRED ZONING CHANGES AND CHANGES IN STREET, STREET LEVELS, INTERSECTIONS AND UTILITIES.

There are no zoning changes contemplated. For street and utility changes, see Part IV above.

PART IX (Section 17 (2) (i) of the Act)

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.

See Part IV above. The Township or the Authority may issue bonds as authorized by the Act to finance all or a portion of the identified projects. The Authority may also use installment purchase contracts, where eligible, to finance certain of the projects. The Authority may use proceeds from the sale of property, leases, licenses, or other miscellaneous revenue to finance all or a portion of the above-described projects. The Authority may use revenues captured by the Tax Increment Financing Plan to pay for all or a portion of the above-described projects.

PART IX-A (Section 17 (2) (j) of the Act)

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.

See Part IV above.

PART IX-B (Section 17 (2) (k) of the Act)

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 PERSON, NATURAL OR CORPORATE, THAT ALL OR A PORTION OF THE DEVELOPMENT WILL BE LEASED, SOLD OR CONVEYED IN ANY MANNER TO THOSE PERSONS.

Not applicable.

PART X (Section 17 (2) (l) of the Act)

ESTIMATES OF THE NUMBER OF PERSONS RESIDING IN THE DEVELOPMENT AREA AND THE NUMBER OF FAMILIES AND INDIVIDUALS TO BE DISPLACED.

No families or individuals reside in or are proposed to be displaced by the proposed projects.

PART X-A (Section 17 (2) (m) of the Act)

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

Not applicable.

PART X-B (Section 17 (2) (n) of the Act)

PROVISION FOR THE COST OF RELOCATING PERSONS DISPLACED BY THE DEVELOPMENT AND FINANCIAL ASSISTANCE AND REIMBURSEMENT OF EXPENSES, ETC.

Not applicable.

PART X-C (Section 17 (2) (o) of the Act)

A PLAN FOR COMPLIANCE WITH ACT NO. 227 OF THE PUBLIC ACT OF 1972.

Not applicable.

PART XI (Section 14 (1) of the Act)

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

Please refer to Exhibit 1.

PART XII (Section 14 (1) of the Act)

ESTIMATED DURATION OF THE PLANS.

It is estimated that the Plans and these Amendments thereto will terminate on December 31, 2024.

Exhibit 1

IMPACT ON OTHER TAXING JURISDICTIONS - 3% GROWTH (EXCEPTING LOCAL AND INTERMEDIATE SCHOOL MILLAGE DEDICATED TO PROTECTED OBLIGATIONS)

<u>YEAR</u>	<u>CAPTURED VALUATION</u>	<u>DELHI 4.4456</u>	<u>INGHAM 8.2144</u>	<u>LCC 3.8733</u>	<u>LIBRARY 1.2640</u>	<u>CATA 2.2031</u>
2004	108,032,136	480,267	887,419	418,441	136,552	238,005
2005	112,733,009	400,932	740,827	349,319	142,494	198,689
2006	117,574,908	418,152	772,645	364,322	148,614	207,223
2007	122,562,063	435,889	805,419	379,775	154,918	216,013
2008	127,698,834	454,158	839,175	395,692	161,411	225,066
2009	132,989,708	472,975	873,944	412,087	134,479	234,391
2010	138,439,308	492,356	909,756	428,973	139,989	243,996
2011	209,102,608	557,751	1,030,591	485,950	158,583	276,404
2012	216,835,595	578,378	1,068,704	503,921	164,448	286,626
2013	224,800,571	599,624	1,107,961	522,432	170,488	297,154
2014	233,004,497	621,506	1,148,395	541,497	176,710	307,999
2015	241,454,541	644,046	1,190,042	561,135	183,119	319,169
2016	250,158,086	444,841	821,959	387,574	126,479	220,449
2017	259,122,737	460,782	851,415	401,464	131,012	228,349
2018	266,896,419	474,605	876,957	413,507	134,942	235,199
2019	274,903,311	488,844	903,266	425,913	138,991	242,255
2020	283,150,411	503,509	930,364	438,690	143,160	249,523
2021	291,644,923	324,134	598,922	282,407	73,727	160,630
2022	300,394,271	333,858	616,889	290,879	75,940	165,449
2023	309,406,099	343,873	635,396	299,605	78,218	170,413
2024	318,688,282	354,190	654,458	308,593	80,564	175,525
TOTALS		9,884,670	18,264,504	8,612,176	2,673,917	4,898,527

TOTAL DDA CAPTURE, YEARS 2004-2024: \$44,333,794

OTHER JURISDICTION CAPTURE PERCENTAGES

0% Capture, Year 2004

20% Capture, Years 2005 – 2010

40% Capture, Years 2011 - 2015

60% Capture, Years 2016 – 2020

75% Capture, Years 2021 – 2024

**TAX SHARING AGREEMENT BETWEEN THE DELHI CHARTER TOWNSHIP
DOWNTOWN DEVELOPMENT AUTHORITY AND DELHI CHARTER TOWNSHIP**

THIS AGREEMENT made as of the 1st day of December, 2015, by and between the DELHI CHARTER TOWNSHIP DOWNTOWN DEVELOPMENT AUTHORITY, whose address is 4415 W. Holt Road, Holt, Michigan 48842 (the “DDA”) and THE CHARTER TOWNSHIP OF DELHI, whose address is 2074 Aurelius Road, Holt, Michigan 48842 (the “Township”).

WITNESSETH:

WHEREAS, the DDA is a downtown development authority incorporated in 1987 pursuant to PA 1975 No. 197 (MCL 125.1651 *et seq*) (the “Act”); and

WHEREAS, the DDA is permitted by the Act to capture certain tax revenue from various taxing jurisdictions which are authorized to levy taxes on the property within the downtown district (“Development Area”); and

WHEREAS, the Township is a taxing jurisdiction whose tax revenue has been partially captured by the DDA as provided by the Act; and

WHEREAS, the DDA is specifically authorized, pursuant to Section 14 of the Act (MCL 125.1664(4)), “...to enter into agreements with the taxing jurisdiction and the governing body of a municipality in which the Development Area is located to share a portion of the captured assessed value of the district”; and

WHEREAS, in accordance with Section 14 of the Act, the parties desire to enter into this Tax Sharing Agreement;

NOW, THEREFORE, IT IS MUTUALLY AGREED AS FOLLOWS:

1. **Downtown Development and Tax Increment Financing Plan.** The DDA Development Plan and Tax Increment Financing Plan, as amended (Exhibit A), is acknowledged and agreed by the Township to be the Plan and the downtown district to which the Agreement pertains, and that the activities and projects described therein are eligible for funding in whole or in part by taxes and revenues resulting from the assessed valuation and tax revenue captured by the DDA.

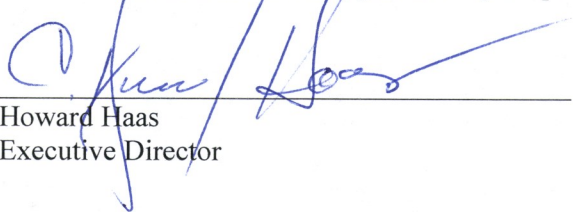
2. **Tax Sharing and Reduction of Captured Assessed Valuation.** Pursuant to Section 14(4) of the Act, it is agreed that for the period commencing in 2016 through 2035, the DDA will retain forty percent (40%) of the assessed/taxable valuation which would have been captured but for this Agreement and the Township will retain sixty percent (60%), i.e., the DDA will continue to retain 40% of the captured tax revenue and the remaining 60% shall be paid to the Township.

Distribution of revenue resulting from the reduced capture described above will be made by the DDA on July 1, 2016 (actually in advance of the 2016 tax collection) and shall continue annually on the 1st day of July in each year thereafter until all distributions required by this paragraph 2 have been made.

3. **Plan Amendments.** The parties acknowledge and agree that the DDA and the Delhi Charter Township Board of Trustees (the governing body of the municipality) may from time to time amend the Plan as they deem appropriate pursuant to the Act; provided, however, no such amendment shall have the effect of modifying the provisions of paragraph 2 relating to tax sharing without the consent of the Township.

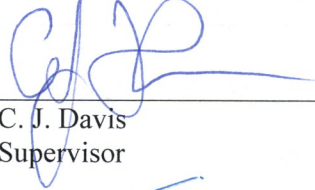
IN WITNESS WHEREOF, the parties have set their hands and seals as of the date above first written.

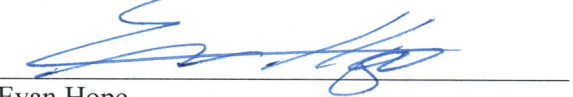
DELHI CHARTER TOWNSHIP DOWNTOWN
DEVELOPMENT AUTHORITY, a public body corporate

By: 
Howard Haas
Its: Executive Director

AND:

DELI CHARTER TOWNSHIP, Ingham County, MI

By: 
C. J. Davis
Its: Supervisor


And: Evan Hope
Its: Clerk

*Instrument prepared by:
Gordon W. VanWieren, Jr.
THRUN LAW FIRM, P.C.
2900 West Road, Ste. 400
East Lansing, MI 48823-6368
517-484-8000*

Exhibit A:

DDA Development Plan and Tax Increment Financing Plan, as amended

2015 Amendment

CHARTER TOWNSHIP OF DELHI

ORDINANCE NO. 80.5

AMENDMENTS TO THE
DELHI CHARTER TOWNSHIP
DOWNTOWN DEVELOPMENT AUTHORITY
DEVELOPMENT PLAN
AND
TAX INCREMENT FINANCING PLAN

Original Adoption – July 21, 1987

1st Amendment Adoption – December 1, 1987

2nd Amendment Adoption – February 6, 1990

3rd Amendment Adoption – May 20, 1997

4th Amendment Adoption – October 21, 2003

5TH AMENDMENT

APPROVED & ADOPTED BY TOWNSHIP BOARD

ON DECEMBER 1, 2015

**CHARTER TOWNSHIP OF DELHI
INGHAM COUNTY, MICHIGAN
ORDINANCE NO. 80.5**

PREAMBLE

The following amendments to the existing Development Plan and Tax Increment Financing Plan are additions and details for those portions of the Plan relating to certain projects proposed to be undertaken by the Charter Township of Delhi Downtown Development Authority (the "Authority"). Pursuant to the requirements of Sections 14 and 17 of the Downtown Development Authority Act, as amended (being 1975 PA 197; referred to as the "Act") (MCL 125.1664 and MCL 125.1667), the following amendments (the "Plan Amendments") modify certain components of the Development Plan and Tax Increment Financing Plan, and shall be as follows.

PART I [Section 14(1) of the Act; MCL 125.1664(1)]

EXPLANATION OF THE TAX INCREMENT FINANCING PROCEDURE.

Unchanged: See existing Development Plans & Tax Increment Financing Plans

PART II [Section 17(2)(a) of the Act; MCL 125.1667(2)(a)]

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

Unchanged: See existing Development Plans & Tax Increment Financing Plans

PART III [Section 17(2)(b) of the Act; MCL 125.1667(2)(b)]

THE LOCATION AND EXTENT OF EXISTING STREETS AND OTHER PUBLIC FACILITIES WITHIN THE DEVELOPMENT AREA, SHALL DESIGNATE 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 SHALL INCLUDE A LEGAL DESCRIPTION OF THE DEVELOPMENT AREA.

Unchanged: See existing Development Plans & Tax Increment Financing Plans

PART IV [Sections 17(2)(c) and (d) of the Act; MCL 125.1667(c) and (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; AND 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.

In addition to the projects listed in the existing Development Plans & Tax Increment Financing Plans, the Authority proposes to undertake the following projects.

1. Street and Corridor Improvements.

The Authority will undertake or assist in the financing of various public improvements within the development area, including, but not necessarily limited to public road improvements, access management improvements, and other modifications to enhance traffic circulation and pedestrian safety by creating a more walkable community, better access to businesses, enhanced aesthetics, and a sense of place; relocation of utilities underground.

Estimated time for completion:	2016 through duration of Plans
Estimated cost:	\$12.5 million

2. LED Message Display Board.

The Authority will acquire and install a LED message display board within the Development Area to be used for purposes that include, but are not limited to, marketing initiatives that benefit the downtown district.

Estimated time for completion:	2016 through duration of Plans
Estimated cost:	\$25,000.00

3. Acquisition of Properties.

The Authority will acquire key properties to facilitate strategic redevelopment in a manner consistent with the Township's place-making goals to benefit the downtown district.

Estimated time for completion:	2016 through duration of Plans
Estimated cost:	\$1 million

4. Decorative Street Lighting.

The Authority will install and replace decorative street lighting throughout the Development Area to benefit the downtown district.

Estimated time for completion:	2016 through duration of Plans
Estimated cost:	\$1.475 million

PART V [Section 17(2)(e) of the Act; MCL 125.1667(e)]

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

See existing Development Plans & Tax Increment Financing Plans, and Part IV above. In addition, the duration of the Development Plan & Tax Increment Financing Plan and amendments thereto shall be extended until December 31, 2035.

PART VI [Section 17(2)(f) of the Act; MCL 125.1667(f)]

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

See existing Development Plans & Tax Increment Financing Plans, and Part IV above.

PART VII [Section 17(2)(g) of the Act; MCL 125.1667(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.

Not applicable.

PART VIII [Section 17(2)(h) of the Act; MCL 125.1667(h)]

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

There are no zoning changes contemplated by these amendments. For changes in any streets, intersections, and utilities, see Part IV above.

PART IX [Section 17(2)(i) of the Act; MCL 125.1667(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.

See existing Development Plans & Tax Increment Financing Plans, and Part IV above. The Township or the Authority may issue bonds as authorized by the Act to finance all or a portion of the identified projects, as set forth in the existing plans. The Authority may also use installment purchase contracts, where eligible, to finance certain projects. The Authority may use proceeds from the sale of property, leases, licenses, or other miscellaneous revenue to finance all or a portion of the above-described projects. The Authority may use revenues capture by the Tax Increment Financing Plan to pay for all or a portion of the above-described projects.

PART IX-A [Section 17(2)(j) of the Act; MCL 125.1667(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.

See existing Development Plans & Tax Increment Financing Plans, and Part IV above.

PART IX-B [Section 17(2)(k) of the Act; MCL 125.1667(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.

Not applicable.

PART X [Section 17(2)(l) of the Act; MCL 125.1667(l)]

ESTIMATES OF THE NUMBER OF PERSONS RESIDING IN THE DEVELOPMENT AREA AND THE NUMBER OF FAMILIES AND INDIVIDUALS TO BE DISPLACED.

No families or individuals are proposed to be displaced by the proposed project.

PART X-A [Section 17(2)(m) of the Act; MCL 125.1667(m)]

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

Not applicable.

PART X-B [Section 17(2)(n) of the Act; MCL 125.1667(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 FEDERAL UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT OF 1970 [42 U.S.C. SECTIONS 4601, ET SEQ].

Not applicable.

PART X-C [Section 17(2)(o) of the Act; MCL 125.1667(o)]

A PLAN FOR COMPLIANCE WITH ACT NO. 227 OF THE PUBLIC ACTS OF 1972, BEING SECTIONS 213.321 TO 213.332 OF THE MICHIGAN COMPILED LAWS.

Not applicable.

PART XI [Section 14(1) of the Act; MCL 125.1664(1)]

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

Unchanged: See existing Development Plans & Tax Increment Financing Plans


EFFECTIVE DATE.

This ordinance shall become effective immediately upon its final adoption and publication as required by law.

Ayes: Sweet, Warfield, Davis, Harmon, Hayhoe
Nays: None
Absent: Hope, Ketchum

Adopted by the Delhi Charter Township Board of Trustees at a regular meeting held on the 1st of December, 2015.

First Reading: November 17, 2015
First Publication: November 22, 2015
Second Reading: December 01, 2015
Section Publication: December 06, 2015


C.J. Davis, Supervisor


Evan Hope, Clerk

I, Evan Hope, Clerk of the Charter Township of Delhi, hereby certify that the foregoing constitutes a true and complete copy of Ordinance No. 80.5, duly adopted by the Board of Trustees of the Charter Township of Delhi, Ingham County, Michigan, on the 1st day of December, 2015.


Evan Hope, Clerk