NOTICE

City of Southgate
TAX INCREMENT FINANCING AUTHORITY MEETING

Scheduled for Monday, June 16, 2025 @ 5:30 P.M.

Southgate City Hall
14400 Dix-Toledo Highway
Southgate, MI 48195

(734) 258-3022

In the Caucus Room

Agenda

A. Roll Call:

1. Anderson, DiCarlo, Gasso, Guentner, Heggie, Lajeunesse, Moran, Oben, Reyna

B. Minutes:

1. TIFA Board Meeting Minutes, March 19, 2025

C. Persons and/or Petitioners:

D. New Business:

1. Approval of TIFA Plan Document # 10 – Presentation by Carlisle Wortman and Associates
2. Approval of TIFA Revenue Sharing Agreement

E. Reports:

F. Old Business:

G. Adjournment:

City of Southgate

Tax Increment Finance Authority Meeting Minutes

March 19, 2025

A Meeting of the Tax Increment Finance Authority was held on March 19, 2025.

Present:	Patricia Anderson, Tom Gasso, Peter Heggie, Ron Moran, Jeremy Reyna
Excused:	Tony DiCarlo, Patrick Guentner, Tony Lajeunesse, Walt Oben
Also Present:	Mayor Joseph Kuspa, City Council Liaison Priscilla Ayres-Reiss, City Administrator Dan Marsh, and City Finance Director Douglas Drysdale

The Meeting was called to order at 5:51 pm by Chairperson Moran.

Minutes:

1. **Meeting Minutes, April 15, 2024**
   It was moved by Heggie, supported by Reyna, to approve the Meeting Minutes of April 15, 2024. Motion carried unanimously.

Persons and/or Petitioners:

None

New Business:

1. CWA Proposal
   City Administrator Marsh presented a proposal from Carlisle/Wortman Associates to amend the existing TIFA plan that expires in 2025. The proposal would prepare Document #10 for the TIFA which includes the Development Plan, Tax Increment Finance Plan, and mapping. The proposed cost would be a not-to-exceed amount of $15,000.

   Motion by Anderson, supported by Gasso, to approve the proposal in a not-to-exceed amount of $15,000. Motion carried unanimously.

2. Northline Road Median Maintenance
   City Administrator Marsh presented a letter from First Class Lawn Care, Inc. proposing to extend their contract for maintenance of the Northline Road medians at the same pricing for another season, with the exception of an increase of $5.00/application of fertilizer (overall increase of $20.00 for four applications).

   Motion by Heggie, supported by Anderson, to approve the one-year extension with First Class Lawn Care, Inc., and the additional cost of $5.00/application for fertilizer. Motion carried unanimously.

3. Proposed 2025-26 TIFA Budget
   Finance Director Drysdale presented the proposed 2025-26 TIFA budget report to the board.

   Motion by Heggie, supported by Anderson, to approve the proposed 2025-26 TIFA budget. Motion carried unanimously.

Reports:

None

Old Business:

None

Adjournment:

It was moved by Heggie, supported by Gasso, to adjourn this meeting of the Tax Increment Financing Authority at 6:26 pm. Motion carried unanimously.

Respectfully submitted March 19, 2025
Douglas Drysdale, Finance Director

Development Plan and Tax Increment Financing Plan for the Southgate Tax Increment Finance Authority

Draft – June 11, 2025

Southgate

Tax Increment Finance Authority

_______________2025

Recommended by TIFA on:________________________

Adopted by City Council on: ________________________

ACKNOWLEDGEMENTS

Mayor
Joseph G. Kuspa

City Council
Zoey Kuspa (Council President)
Christian Graziani
Karen George
Phillip Rauch
Priscilla Ayres-Reiss
Ed Gawlik Jr.
Victoria Araj

Tax Increment Finance Authority Board
Patricia Anderson
Tony Dicarlo
Tom Gasso
Patrick Guentner
Peter Heggie
Tony Lajeunesse
Ron Moran
Jeremy Reyna
Walt Oben

City Staff
Daniel Marsh, City Administrator
Douglas Drysdale, Assistant City Administrator/Finance Director
Janice M. Ferencz, City Clerk

Assisted by: Carlisle/Wortman Associates, Inc.
Ann Arbor, MI

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Section 1

Introduction

The City of Southgate, Tax Increment Financing Authority (TIFA) District, is home the Downriver Family YMCA, Sam's Club, Frito-Lay manufacturing company, and multiple hotels, offices, commercial, and industrial buildings surrounded by suburban neighborhoods with easy access to I-75 and surrounding communities. The TIFA District is in the northwest portion of the City. The boundaries of the district are shown in Figure 1 in Section 2 of this Development Plan.

The Southgate Tax Increment Finance Authority (TIFA) plan was created to increase property values, eliminate the causes of the declining property values, and promote growth within the target area. The TIFA plan was developed in 1985, when property values within the target area were diminished due to lack of development. Vacant land was not developed due to lack of physical infrastructure. The TIF Development District continues to be relevant to generating revenue, stabilizing property value, and improving access and safety. Since 1985, public improvements have been made, including new paved streets, water lines, sewers, and other public utility extensions. This has resulted in a number of new office buildings and other commercial facilities within the district.

PURPOSE OF THE TIFA ACT

The Tax Increment Finance Act, codified as Part 3 under PA 57 of 2018, was created to provide for a tax increment finance authority; and in the best interests of the public to halt a decline in property values, increase property tax valuation, eliminate the causes of the decline in property values, and promote growth within the area of the municipality. It provides the legal mechanism for City officials to address the needs and encourage economic development within Southgate by providing the necessary legal, monetary, and organizational tools to the TIF district, either through public-initiated projects or with private development projects.

ACTIONS OF THE CITY TO DATE

On December 18, 1985, the City Council adopted the Tax Increment Finance Plan and Finance Program, as recommended by the Tax Increment Finance Authority. Adoption of the plan and program by the City Council established a Tax Increment Finance District as set forth in the plan document. The intent of the plan is to capture assessed value revenue from all private and personal property within the district to be used to make specific improvements to public areas within the district. The boundaries of this TIFA District are identified as Figure 1 in Section 2 of the Development Plan, and the legal description located in Appendix 1.

It was recognized in the original plan that basic revenue and development projects would require periodic refining. The existing Development Plan and Tax Increment Finance Program report is identified as Document No. 8 and approved by the City Council in 2005.

In the twenty (20) years since Document No. 8 was adopted, a significant number of legislative and physical changes have taken place. Importantly, PA 450 of 1980 that Document No. 8 was adopted under has been changed to Public Act 57 of 2018, Part 3. Comparison of the two Public Acts shows that legislative requirements remain generally similar. The current Development Plan was amended and adopted as Document No. 9 in 2013.

This amendment is identified as Document No. 10 is intended to serve as an amended development plan and tax increment finance plan meeting the requirements of Public Act 57. Subsequent documents will be assigned sequential numbers and should also be saved because they can serve as a record of the progress of development and revenue capture and revenue expenditure throughout the life of the Tax Increment Finance District.

The following provides a summary sheet of the Forty (40) year history of the Tax Increment Finance Authority and its attendant Documents #l through #9.

Document #1	12/18/85	• Original Development and Tax Increment Finance Plans adopted.
Document #2	9/14/88	• Revised project priorities, deleting three street projects – Frontage Road along Northline, new N-S Road between Northline and West Frontage, Reek Road at Northline intersection realignment. • Provided for bonding of projects. • Reduced the program by seven years, ECD 1997.
Document #3	4/24/91	• Added Northline Road sidewalks. • Added landscaping Heritage Drive at East Frontage.
Document #4	6/17/92	• Eliminated to capture for FY 1992 (request of City). • No substantial changes in revised income in Table 1 functioned as report.
Document #5	6/15/93	• Added Reeck Road storm sewer. • Added underground utilities West of Reeck Road.
Document #6	1/12/94	• Eliminated capture for FY 1993 (request of School District Board of Education). • Extended program by one year, ECD 1998. • Eliminated capture of school operating millage revenues in future years.

Document #7	7/30/96	• Extended the plan to 2005.
		• Added landscaping of I75.
		• Added landscaping of Presidential Drive.
		• Added the following road improvements.
		  o Walnut Avenue.
		  o Industrial Road from Allen to Reeck Road.

Document #8	1/30/2001	• Continued Document 7 I-75 landscaping and road improvements • Added new industrial street north and south from Noecker Way. • Construct Northline Road boulevard from I-75 to Allen Road. • Improving Grams Drain. • Constructing sportsplex. • Reconstruct Reeck Road. • Construct an access road adjacent to 15800 Northline Road. • Install sidewalks • Northline Road waterline extension.
Document #9	11/22/2010	• Continued Document #8 projects new industrial roads north and south from Noecker Way, constructing Northline Road boulevard from I-75 to Allen Road, improving Grams Drain, reconstructing Reeck Road, constructing an access road adjacent to 15800 Northline Road, improving landscaping, installing sidewalks, and extending the Northline Road waterline. • Localized repair of Prechter Boulevard. • Reconstruct portions of West Road frontage between Northline and Allen Roads. • Reconstruct portions of Reeck Road, and clean roadside ditches between Northline and Goddard Roads.

CONTENT OF THE PLAN

The TIF Plan consists of two components required by Part 3 of Act 57, as amended: the Development Plan and the Tax Increment Financing Plan. The Development Plan includes specific programs, projects, and strategies that the TIFA intends to pursue to encourage new investment in the district, improve visual appearance, and improve public safety. The Tax Increment Financing (TIF) Plan provides the legal foundation for funding these improvements within the district.

The original TIF plan was established in 1985 with the goal of increasing property tax valuation, eliminating causes of declining property values, and promoting growth within the target area. At the time vacant land was not developed due to the lack of infrastructure, and property values were declining. The TIFA plan was developed to reverse those trends. The TIFA continues to invest in additions and improvements to the infrastructure and promote new growth. The TIF plan aligns with the current Master Plan goal "Maintain the existing commercial base and encourage commercial development that satisfies local market needs and provides a positive contribution to the local tax base."

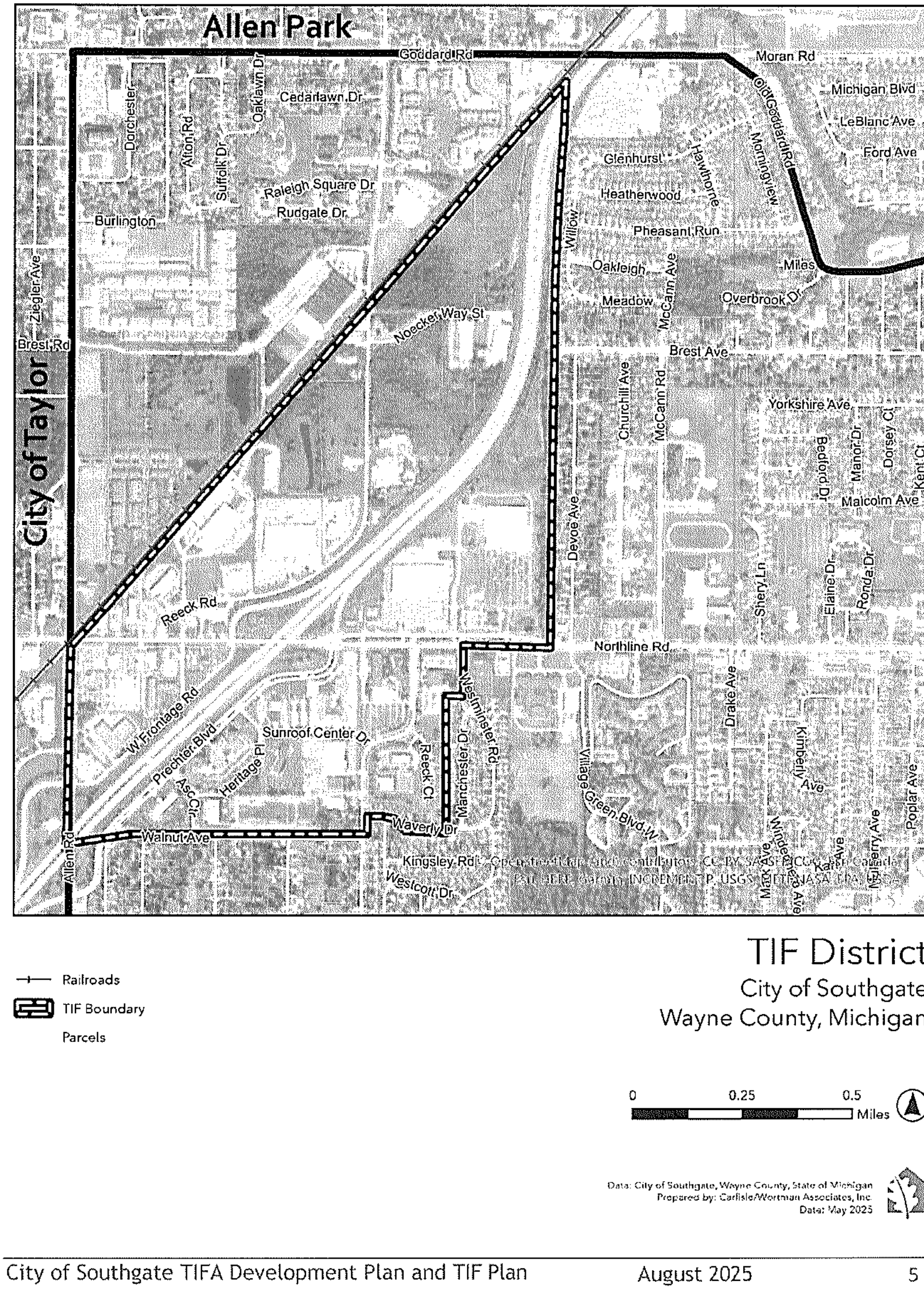
Section 2
Development Plan

DESCRIPTION OF THE DEVELOPMENT AREA

Designation of Boundaries of the Development Area in Relation to Highway, Streets, Streams, or Otherwise

The Southgate TIFA has been given authority by the City Council to operate within the TIF District as identified in Figure 1. In general, the TIF District boundaries include the Pennsylvania Railroad to the north/northwest, the area behind the homes west of Devoe Street, Northline Road south to Waverly Street, west of the homes on Manchester Road and north of the homes on Waverly Street, south to Walnut Street over to the east of Allen Road back up to Northline Road. The district is split in half by Interstate 75 and includes Waverly Park to the south. There is a large amount of undeveloped land in the district around Reeck Road and Noecker Way, which is intended to be developed. There are no significant natural features within the boundaries of the district. The Development and TIF boundaries are coterminous as shown on page 6.

FIGURE 1. TIF Development Area and Authority Boundary



Existing Streets and Public Facilities

The two (2) dominant roadways within the TIFA Development Area include Northline and Allen Roads. Secondary roads include Walnut Street and Reeck Road. The frontages of both Northline and Allen Roads are largely commercial. Both roadways experience a significant amount of traffic. The traffic volumes on Northline and Allen Roads average 30,711 (ADT). The northern part of the district is office and industrial with lower traffic volumes along Reeck Road and Noecker Way. The southern part of the district has commercial buildings, and homes bordering the district. The district also includes Waverly Park along Reeck Road and Walnut Street.

TABLE 1: Major Road Data

Road	Segment	Traffic Volumes (ADT)
Northline	West of Dix Toledo Highway (Parts of segment out of district)	31,891
	East of Allen Road	33,514
Allen Road	Northline Road	30,790
	Eureka Road (Parts of segment out of district)	26,647

Source: SEMCOG Road Segment Report 2013 - 2019

The only public land in the district is Waverly Park, and it is located at the southern edge of the district. There are vacant parcels located in the northern portion of the district with the intent of having these developed as tax-generating properties.

Existing Land Uses

Most of the TIFA Development District is developed as office, retail, hotels, and commercial as shown in Figure 2. The predominant retailers are the hotels on Northline, east of I-75, the Downriver Family YMCA, and Sams Club. There is a hotel overlay district that was established in 2008. The overlay covers most of the TIFA district and is intended to develop medium density hotels within proximity of I-75.

There are multiple vacant parcels which present development opportunities, especially along Reeck Road. One parcel includes a vacant retail store off Northline Road which is proposed to be demolished and redeveloped. Another development opportunity is a vacant auto body shop at the corner of Northline and Allen Roads. Other opportunities include the expansion of parking areas serving the Development Area, and redevelopment of other underperforming buildings.

The development area covered by this plan is composed of industrial, office, hotel and retail uses. Land uses include large retail stores, office buildings, drive through restaurants, hotels, industrial buildings, auto body services, and serval small retail strip malls. Some businesses have been in place for decades demonstrating a strong commitment to the economic health of the area.

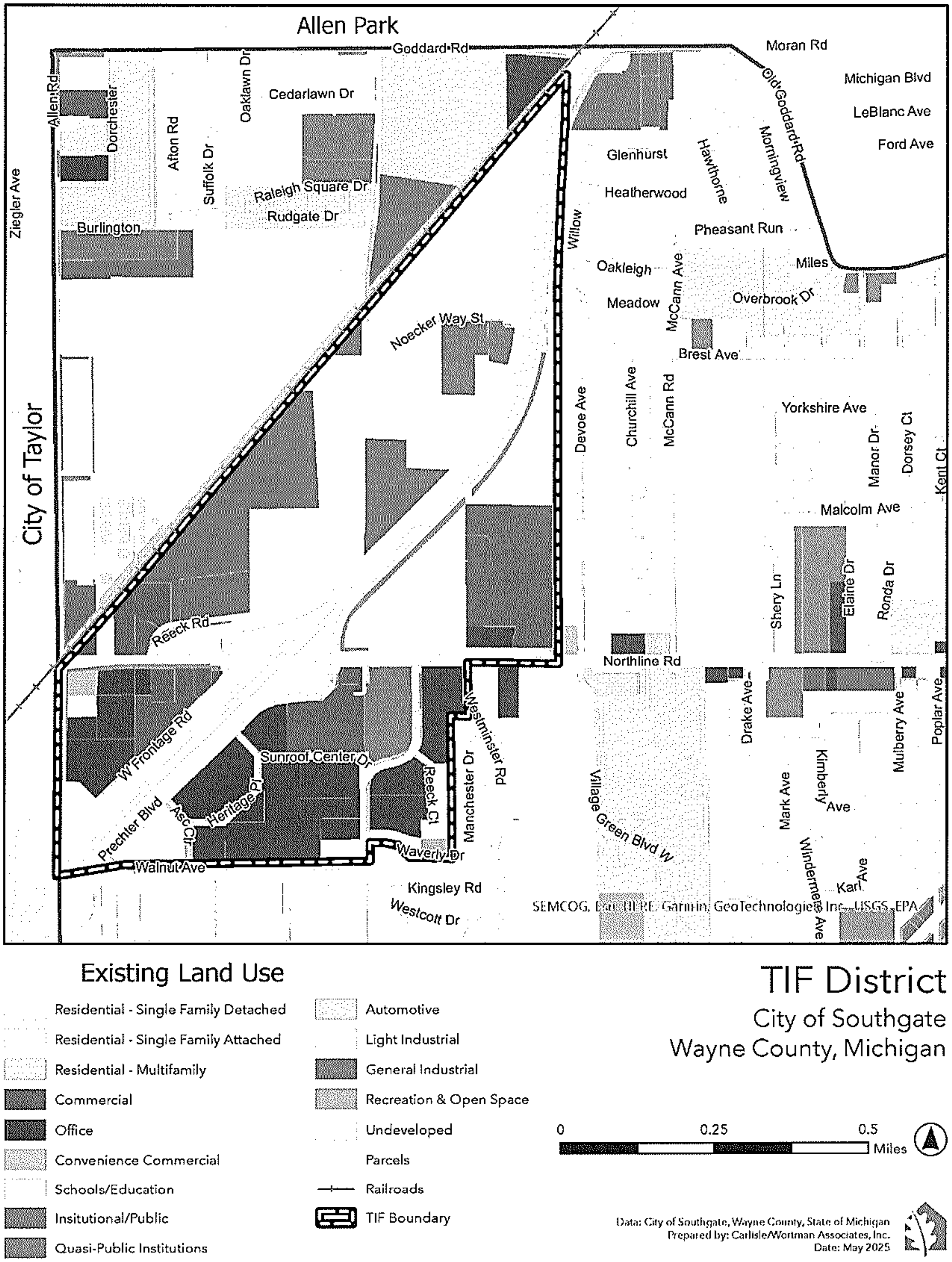
The district is surrounded by several neighborhoods, consisting of single-family homes, and other commercial districts in the neighboring City of Tayor. The land use structure hasn't been altered much since the establishment of the TIFA district. However, there has been some new development with the addition of a few gas stations, carwashes, drive through restaurants, and hotels. There has been new landscaping and some road improvements in the district as well.

There is one public park located at the southern end of the district, Waverly Park. The park is surrounded by single-family homes that are not part of the TIFA district, and a commercial/office building which is a part of the district. The Asmey Drain is located within the district at the southern end of the district along Walnut Street between Prechter Boulevard and Reeck Court. The Grams Drain is located within the district in the undeveloped land south of Noecker Way west of I-75 and north of Sam's Club east of I-75

Buildings in the district are single-use structures surrounded by parking lots. The building character ranges by use. The office buildings in the area are generally two (2) to four (4) stories tall and tend to be older. Hotels are two (2) to five (5) stories tall and tend to be newer structures. The industrial buildings are one (1) story and occupy a large area of land. The rest of the buildings are one (1) to two (2) stories tall, and contain drive throughs, fuel pumps and garages for auto body shops.

The 2025 Master Plan update notes that most of the undeveloped land is in the northwest portion of the City along Northline Road. This area is known as an Action Site that provides opportunities for the City in terms of increased tax base and new amenities for City residents. The Future Land Use Map (see Figure 3) divides the TIFA Development District into five (5) land use categories including, mixed office and commercial, office, public/semipublic, general commercial, and technology and research park.

FIGURE 2. Existing Land Uses



Future Land Use

The City's Master Plan envisions a mix of new development within the northwest corner of the City. Most of these undeveloped parcels are within the TIFA Development District along Northline and Reeck Roads as well as Noecker Way. There are five categories that make up the TIFA Development District in the Future Land Use Map that includes mixed office and commercial, office, public/semipublic, general commercial, and technology and research park as illustrated in Figure 3. These land classifications mean the following:

Mixed Office and Commercial: This land use category is characterized by a combination of land use types that complement each other. This category is only for office and commercial along Northline Road and the I-75 interchange.

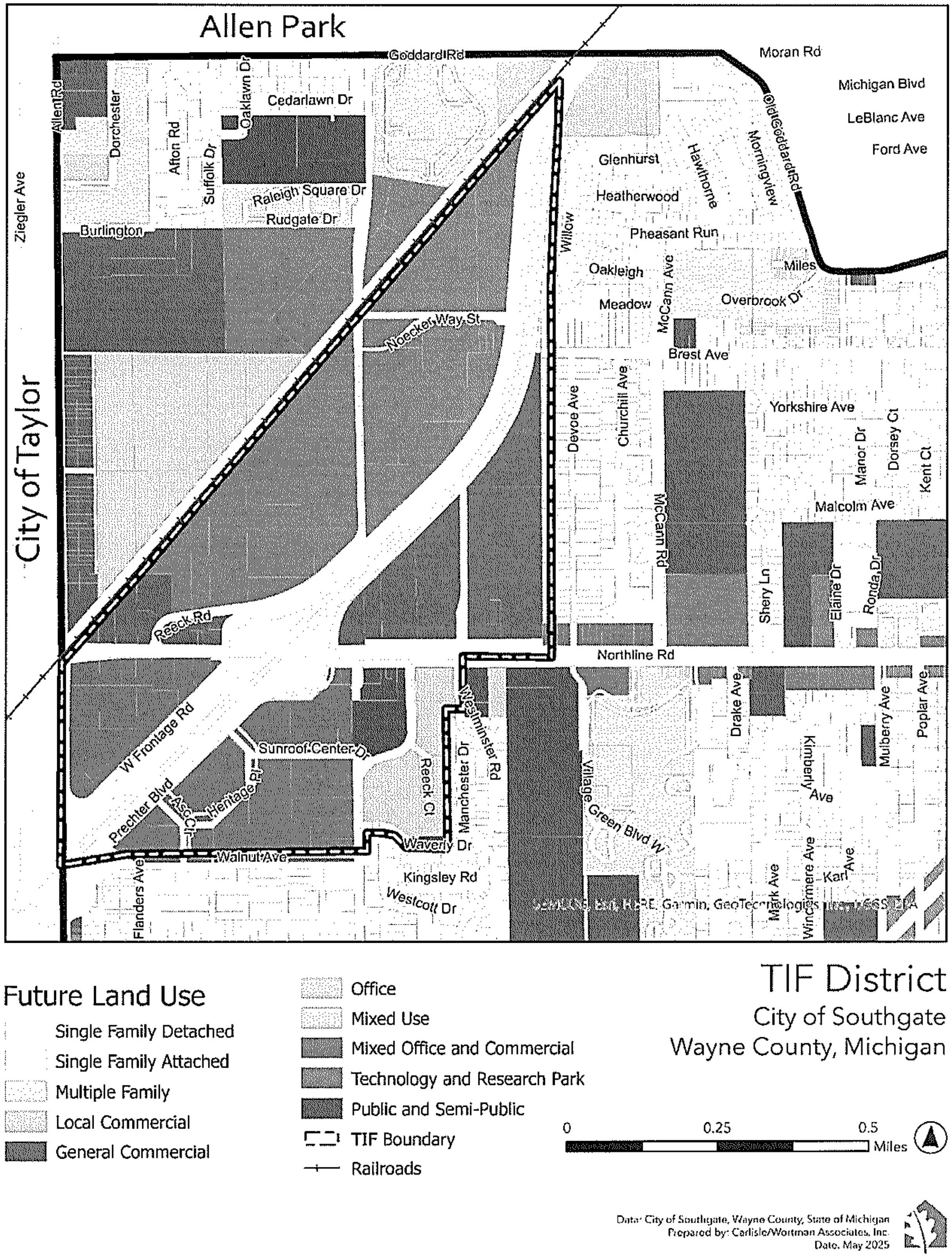
Office: Includes financial institutions, medical, and professional service establishments. This category may include buildings occupied by a single professional business or a larger multi-tenant office building.

Public/semi-public: This land use category was established to embrace all developed or undeveloped lands owned by various governmental, public, and semi-public agencies and institutions including schools, municipal services, religious uses, and park and recreation properties.

General Commercial: Includes retail and service facilities that accommodate general shopping needs, as opposed to day-to-day convenience needs. Multi-Tennant shopping centers and strip malls are included in this category. General Commercial establishments are prominent along Northline Road withing the TIFA district that includes grocery stores, restaurants, specialty stores in strip malls, and large, big box retailers.

Technology and Research Park: This use type is characterized by a campus-style environment that enables the development of high tech uses and functions, including light manufacturing, telecommunications, medical diagnostics and treatment facilities, and office roles. Most of the areas dedicated to technology and research parks are located within the TIFA district.

FIGURE 3. Future Land Use



Zoning

Six (6) zoning districts comprise the Development Area, as illustrated in Figure 4. Majority of the district, excluding south of Northline Road and east of Centre, has a hotel overlay district. The Zoning districts are comprised of:

The M-1 Light Industrial/Research zoning district allows offices, research and product testing laboratories, warehousing, light manufacturing and assembling of products, regional service centers for warehousing, technical skills training centers, radio and television studios, essential service facilities, commercial uses, and general motor vehicle repair.

The C-2 General Business District allows for any retail business or service establishment including auto washes, bus passenger stations, motor vehicle salesroom, any service establishment (electrical, plumbing, painter, etc.).

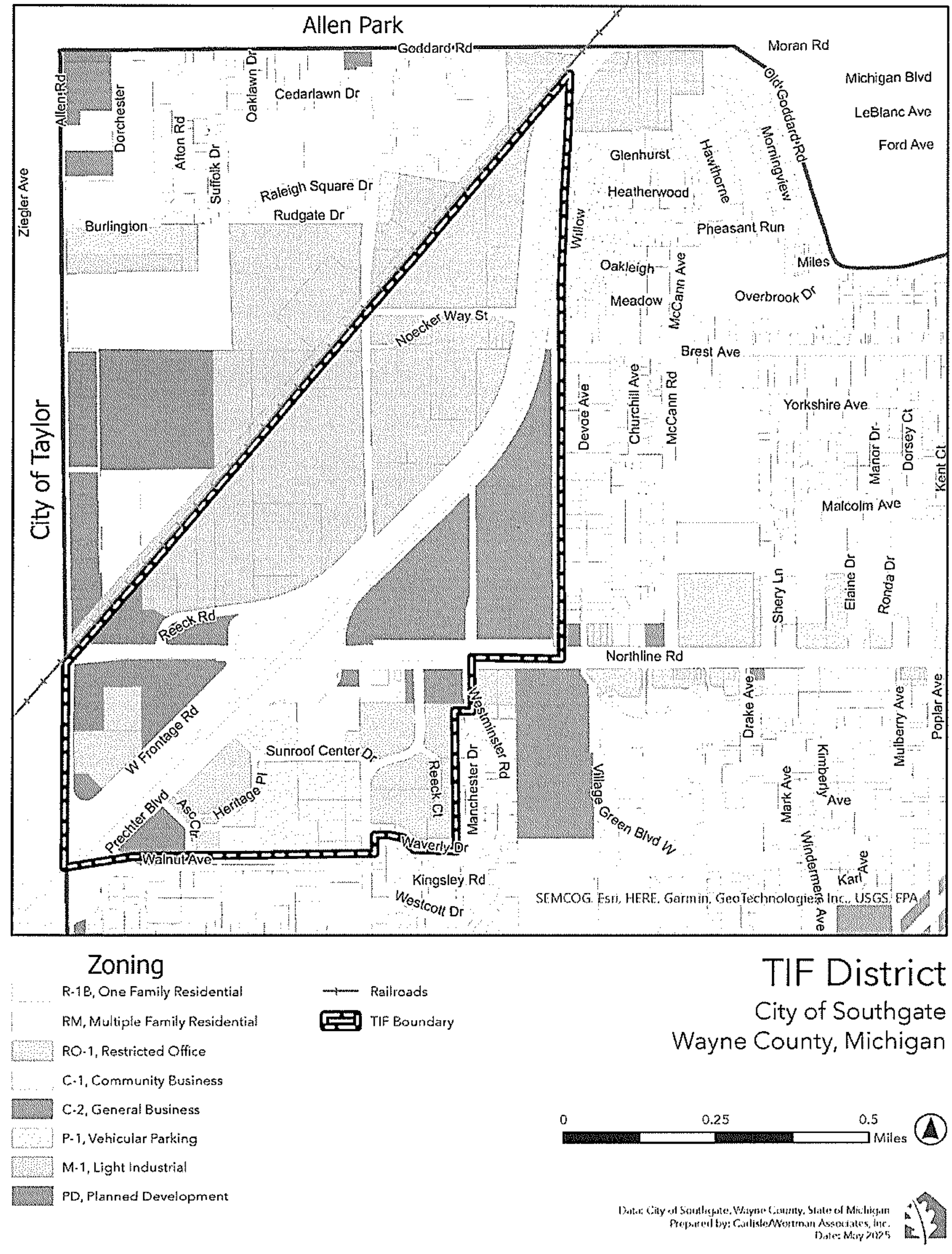
The RO-1 Restricted Office District allows for office buildings, medical offices, facilities for human care, banks, personal service establishments, and off-street parking lots.

The C-1 Community Business District allows for generally recognized retail businesses, service establishments, business establishments, professional services, business schools, private clubs, off-street parking lots, and planned commercial centers.

The RM Multiple Family Residential includes all uses permitted in the R-2 Two-Family Residential District, multi-family dwellings, and accessory buildings.

The P-1 Vehicular Parking District allows for only off-street parking areas.

FIGURE 4. Zoning



Vision

The Vision for the long-term viability of the district is embodied in the following principles for development, design, branding and infrastructure.

1. Realize the full economic potential of the area through consistent development that protects, supports, and enhances the vision and goals of the district.
2. Promote job creation through the support of existing businesses and attraction of new businesses.
3. Provide for improved emergency circulation, traffic circulation and for an efficient and hazard-free relationship between vehicular and pedestrian circulation systems.
4. Promote coordination of public and private efforts in the planning, finance, and development of needed infrastructure improvements in concert with evolving uses.
5. Utilize procedures and powers permitted by the Recodified Tax Increment Financing Act (Public Act 57 of 2018) to meet these ends.
6. Prevent long-term vacancy, decay, blight, and abandonment.
7. Incorporate green infrastructure to the extent possible in the design of improvements within the District.

Goals and Priorities

The overall goal of the Southgate Tax Increment Finance Authority is to improve and encourage the long-term economic viability of the TIF District. The projects and improvements outlined in the Development Plan are designed to a nurture the necessary physical and economic environment that will enable Southgate to protect existing investment, attract new development, and stimulate the revitalization of properties within the district.

Physical Environment

- Support infrastructure improvements necessary to ensure that new businesses continue to develop and remain in the district.
- Promote streetscape improvements to enhance visual appeal, promote wayfinding, and secure safety.
- Ensure regular maintenance of infrastructure, and public buildings, and properties.

Economic Environment

- Undertake projects and programs which will assist and focus on the economic enhancement and marketing programs undertaken by the City and its departments.
- Support financing of projects by leveraging TIF dollars with Federal and state grants, State tax incentives, private investment, millages, or other tools, if necessary.
- Retain economically viable businesses which presently exist and encourage their expansion.
- Provide economic development support to businesses and potential developers.

DESCRIPTION OF IMPROVEMENTS

The projects and programs listed below will support the vision, goals, and priorities of the plan extension. The Plan has been divided into two (2) major improvement components, projects and programs. The following projects directly impact on the physical environment as a means to increase investment within the TIFA District to stabilize property values and expand and improve the infrastructure. The programs are intended to create a stable economic and social environment for sustained investment in the district.

Projects and programs

- Centre Drive Reconstruction
- Walnut Road Reconstruction
- Northline Road Signage Improvements
- Northline Road Median Maintenance
- Prechter Median Maintenance
- Reeck Road Island Maintenance
- District Road Street Sectioning Road Repairs
- Property Acquisition and Development

Projects will be undertaken based on the ability to finance them. It is recognized by the Tax Increment Financing Authority that the projects listed may be beyond the scope of the authority to complete with its own limited resources. Public- private partnerships as well as State and Federal grant assistance may be necessary to implement all the above-mentioned items.

LOCATION, EXTENT, CHARACTER, ESTIMATED COST, AND TIMELINE OF THE IMPROVEMENTS

The TIFA is positioned to fund projects related to improving the condition of the roads, expanding utilities to undeveloped sites, and landscaping improvements. The following projects represent the scope of potential projects that will accomplish the objectives of the Tax Increment Financing Authority. A description of each project is provided below as well as the estimated cost and year of completion.

Centre Drive Reconstruction	2026	$330,000
This improvement involves the reconstruction of Centre Drive.		

Walnut Road Reconstruction with Sidewalk Improvements	2026	$1,100,000
Full reconstruction of Walnut from north of Flanders to Reeck Road, and the installation of sidewalks in missing sections on the south right-of-way.		

Northline Road Signage Improvements	2027	$100,000
Remove the old Southgate sign to add a new rebranded Southgate welcome signage on the Northline Median.		

Northline Road Median Maintenance	Ongoing	$30,000 Annually
Maintaining the medians on Northline Road.		

Prechter Boulevard Median Maintenance	Ongoing	$30,000 Annually
Maintaining the medians on Prechter Boulevard.		

Reeck Road Island Maintenance	Ongoing	$10,000 Annually
Maintaining the islands on Reeck Road.		

District Road Sectioning Road Repairs	Ongoing	$100,000 Annually
Road repairs to the District Road.		

Property Acquisition and Development	Ongoing	TBD
To establish a reserve to acquire and/or develop land within the district.		

STATEMENT OF THE CONSTRUCTION

Construction of the projects proposed above will be accomplished during construction seasons.

TABLE 2: Timeline for Development Activities

Proposed Project	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Centre Drive Reconstruction											
Walnut Road Reconstruction with Sidewalk Improvements											
Northline Road Signage Improvements											
Northline Road Median Maintenance											
Prechter Median Maintenance											
Reeck Road Island Maintenance											
District Road Sectioning Road Repairs											
Property Acquisition and Development (TBD)											

STREETSCAPE AND OPEN SPACE IMPROVEMENTS

Northline Road will continue to be maintained with annual plantings of flowers, tree trimming, turf maintenance, and mulch bed maintenance. The islands in the medians of Reeck Road near Northline and along Prechter will also receive annual plantings and maintenance to the turf or rock beds. While the district has vacant parcels/open space, it is intended for those parcels to be redeveloped. Waverly Park has no plans for improvement at this time.

DEVELOPMENT AREA OWNERSHIP AND TENURE

The TIFA district does not have any specific plan to sell, donate, exchange, or lease any land or structure to or from the City of Southgate at this time. If the TIFA district acquires land for roads or improvements, the necessary rights-of-way will be dedicated to the City.

ZONING CHANGES AND CHANGES IN STREETS, STREET LEVELS, INTERSECTIONS, AND UTILITIES

Most of the land within the TIFA Development District is zoned as M-1, light industrial followed by C-2 General Business, RO-1 Restricted Office, C-1 Community Business, RM multiple family residential, and p-1 vehicular parking. Majority of the district, excluding south of Northline Road and east of Centre, has a hotel overlay district. The City's Master Plan does not intend on changing the zoning of the area much, except for the removal of the RM – multiple family residential. It is intended that the area will stay a mixed office and commercial, office, public/semipublic, general commercial, and technology and research park.

It is anticipated that road and infrastructure improvements will be needed to attract future development within the TIFA district. There are plans to repave/reconstruct Centre Drive. Infrastructure improvements include landscaping, extension of water and sewer lines to the undeveloped parcels, and various road improvements. The district hopes to attract new businesses and develop the vacant parcels by Reeck Road and Noecker Way in the northern portion of the district.

ESTIMATED COST OF DEVELOPMENT, PROPOSED METHOD OF FINANCING THE DEVELOPMENT, ABILITY OF THE AUTHORITY TO ARRANGE THE FINANCING

The improvements will occur when plans are finalized, and financing is secured. The estimated cost of the specific projects anticipated in this Development Plan is approximately $1,700,000 as summarized in Table 3.

Pursuant to Part 3 of Act 57, as amended, the authority shall expend the tax increment revenues received for the development program only in accordance with the tax increment financing plan. Surplus funds may be retained by the authority for the payment of the principal of an interest on outstanding tax increment bonds or for other purposes that, by resolution of the board, are determined to further the development program. These revenues shall not be used to circumvent existing property tax laws or a local charter that provides a maximum authorized rate for levy of property taxes. The governing body may abolish the tax increment financing plan when it finds that the purposes for which the plan was established are accomplished. However, the tax increment finance plan shall not be abolished, allowed to expire, or otherwise terminate until the principal of, and interest on, bonds issued pursuant to section 315 have been paid or funds sufficient to make the payment have been segregated.

Tables 4 and 5 in the Tax Increment Financing Plan indicates the sources of income available to the TIFA Development District to pay the costs of the improvements and the estimated amounts of each source for the ten (10) year extension, based on captured assessed value of property within the district.

It is unlikely that all projects can be financed from revenues received by the TIFA funds. Therefore, the TIF and millage funds should be used to leverage funding from other sources. The various available methods of financing the TIFA districts may seek to use are described in the following text.

TABLE 3: Summary of Proposed Development Activities

Proposed Project	Project Cost	Funding Source	Year
Centre Drive Reconstruction	$330,000	TIF Revenue	2026
Walnut Road Reconstruction with Sidewalk Improvements	$1,100,000	TIF Revenue	2026
Northline Road Signage Improvements	$100,000	TIF Revenue	2027
Northline Road Median Maintenance	$30,000 Annually	TIF Revenue	Ongoing
Prechter Median Maintenance	$30,000 Annually	TIF Revenue	Ongoing
Reeck Road Island Maintenance	$10,000 Annually	TIF Revenue	Ongoing
District Road Sectioning Road Repairs	$100,000 Annually	TIF Revenue	Ongoing
Property Acquisition and Development	TBD	TIF Revenue	Ongoing
Project Totals	$1,700,000		

City of Southgate Bonds Issued Pursuant to Public Act 57 of 2018 Part 3, as amended

Two types of revenue generating bonds may be sold under Public Act 57. These include:

- General Obligation Bonds, issued by the City and secured by the full faith and credit of the City and by tax increment revenues.
- Tax Increment Bonds, issued directly by the Authority with no full faith and credit pledge by either the City or the Authority and which are secured solely by tax increment revenues.

The City may issue special assessment bonds along or in combination with general obligation bonds to finance projects as listed in the development plan. The size of such bond issues would depend on the project included and the portion of each such project to be financed from special assessments and the portion, if any, to be financed from general funds. Payment of such special assessment bonds would be from the proceeds of the special assessment rolls consisting of the lands specially benefitted by the project. Payment of the general obligation bonds would be from general funds of the City derived from the proceeds of taxes levied upon all property within the City.

While the Act permits the City to issue revenue bonds, Southgate TIFA has no outstanding bonds.

The sale of limited tax development bonds generated the necessary funds to finance one project-relocation of Reeck Road (Project Priority III). Debt service on the bonds was concluded in the Spring of 1994, ending a five (5) year project payment schedule at an average annual rate of six and a half percent (6.5%). At the current time, financing activity through bonded indebtedness is expected related to the Sportsplex Project.

State and Federal Grant Programs

The City of Southgate will also assist the TIFA in pursuing relevant state and federal transportation, environmental, economic development, and community enhancement grants that either are or may become available. Supplemental sources of funding will be necessary to fully achieve all the projects outlined in this plan.

Private Contributions

The TIFA may accept grants and donations of property, labor, or other things of value from a public or private source.

DESIGNATION OF PERSON OR PERSONS, NATURAL, OR CORPORATE, TO WHOM ALL OR A PORTION OF THE DEVELOPMENT IS TO BE LEASED, SOLD, OR CONVEYED

All public improvement projects undertaken as part of this Plan will remain in public ownership for the public benefit. It is anticipated that certain lands may be acquired and later sold to commercial developers who are willing to build a project acceptable to the Authority. There are no known direct beneficiaries at this time. To the extent that certain projects will benefit a set of businesses, efforts will be made to capture such benefit through special assessments and development agreements.

RESIDENTIAL POPULATION AND THE DISPLACEMENT OF PERSONS

There are currently no residential uses of property in the District. Thus, there is no anticipated displacement or relocation required for this Plan.

However, if there is the need for relocation of any individuals, the Southgate TIFA, when required, will provide for the cost of relocation and reimbursement of expenses in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

The relocation of any families, individuals, or businesses shall also be carried out in accordance with the statutory requirements and provisions of State of Michigan Act No. 227 of the Public Acts of 1972, being sections 213.321 to 213.332 of the Michigan Compiled Laws.

DEVELOPMENT AREA CITIZENS' ADVISORY COUNCIL

If a Development Area has 100 or more residents residing within it, a Development Area Citizens' Advisory Council must be appointed at least 90 days before the public hearing on the Plan. Inasmuch as there are no residents in the District, there is no legal need for a Citizens' Advisory Council.

Section 3
Tax Increment Financing Plan

INTRODUCTION

This Tax Increment Financing Plan is established to make possible the financing of the public improvements necessary or desirable for the City of Southgate TIF District in accordance with the Development Plan for that area. The Finance Program, as defined in Public Act 57, is the program for implementing the improvement projects set forth in the Development Plan and graphically portrayed on previous Development Plan Maps. It further indicates how projects were, and are to be, financed. Estimated revenues are projected for all tax generating land within the development district. The Tax Increment Finance Program also provides for dispersal of revenues on an annual basis throughout the term of the development program.

Various public improvement projects and other known financial obligations have been prioritized; their estimated costs were assessed against the known and projected captured assessed value (CAV) revenues set forth in Tables 4 and 5, as contained in the appendix sections of this report. In the preceding section, a list of improvement projects, their completion status and anticipated start up time and estimated costs are provided.

Since the inception of the Tax Increment Finance Program in 1985, substantial change to the CAV revenue projections occurred in calendar year 1994. On March 15, 1994, the electors of the State approved an amendment to the Michigan Constitution permitting the Legislature to authorize ad valorem taxes on a non-uniform basis. The legislation implementing this constitutional amendment added a new measure of property value known as "Taxable Value". Beginning in 1995, taxable property had two valuations - State equalized valuation ("SEV") and Taxable Value. Property taxes will be levied on Taxable Value. In Addition, subsequent legislation prohibited the capture of revenues from school operating millage. The elimination reduced annual revenue capture by approximately fifty percent (50%), as evidenced in Table 2.

DURATION OF TAX INCREMENT FINANCING PROGRAM

The TIF program set forth in Document No. 10 establishes a ten (10) year program extension which would be concluded in the year 2035.

IMPACT OF FINANCE PROGRAM ON TAXING JURISDICTIONS

The financing program set forth herein, as before, proposed that the taxes levied by all taxing units on the CAV of real property and personal property within the TIF District, be used by the Authority for the purposes of implementing the plan.

DETAILED EXPLANATION OF THE TAX PROCEDURES

The Tax Increment Finance Authority enabling legislation, Part 3 of PA 57 of the Public Acts of 2018 enables a Tax Increment Finance Authority (TIFA) to undertake a broad range of improvement activities which will contribute to the economic growth and the halting of deterioration of property values in a designated district. These improvement activities include, but are not limited to, as summarized:

- Prepare an analysis of economic changes.
- Study and analyze the impact of growth.
- Plan and propose the construction, renovation, repair, remodeling, rehabilitation, restoration, preservation, or reconstruction of a public facility, an existing building, or a multiple family dwelling unit.
- Plan, propose, and implement an improvement to a public facility within the development area to comply with the barrier-free design requirements.
- Develop long-range plans.
- Implement any plan of development in a development area.
- Make and enter into contracts.
- Acquire by purchase or otherwise, own, convey, demolish, relocate, rehabilitate, or otherwise dispose of, or lease as lessor or lessee, land and other property, real or personal to achieve the purposes of this part.
- Improve land and prepare sites for buildings.
- Fix, charge, and collect fees, rents, and charges.
- Lease any building or property or part of a building or property under its control.
- Accept grants and donations of property, labor, or other things of value from a public or private source.
- Acquire and construct public facilities.
- Incur costs in connection with the performance of its authorized functions, including, but not limited to, administrative costs, and architects, engineers, legal, and accounting fees.

In order to provide the Authority with the means of financing the planning and implementation of development proposals, the statute affords the opportunity to undertake tax increment financing or development programs. These programs must be identified in a Tax Increment Financing Plan which has been approved by the governing body of a municipality.

Simply stated, tax increment financing permits the Authority to capture tax revenues attributable to increase in value of real and personal property located within an approved development area. The increases in property value may be attributable to new construction, rehabilitation, remodeling, alterations, additions, or to such other factors as the assessor may deem appropriate.

In 1985, when the Ordinance establishing the Tax Increment Financing Plan was approved, the sum of the most recently assessed values, i.e., the values as finally equalized by the State Board of Equalization, of those taxable properties located within the development area, is established as the "Initial Assessed Value." provided the base valuation for which tax increments are calculated. Property exempt from taxation at the time of determination of the Initial Assessed Value were shown as zero on the date of adoption of this Plan. The local taxing jurisdictions consist of City of Southgate (Operating, Rubbish, Police/Fire Pension, Library, Streets), Wayne County Operating, Wayne County Jails, Huron Clinton Metropark Authority, Wayne County Community College, Wayne County Transit Authority, and Wayne County Parks. As a result of Proposal A passed in March 1994, local school districts, intermediate school districts, and the State of Michigan are no longer included as part of the capture. The TIFA will also not capture revenues from the City of Southgate (Parks & Recreation, Act 359 Advertising), City of Southgate School District, State Education, Detroit Zoo Authority, Wayne County RESA, and DIA Authority.

In each subsequent year, the total assessed value of real and personal property within the district is termed the "Current Assessed Value." The difference between anyone (1) year period between the Current Assessed Value and the Initial Assessed Value is the "Captured Assessed Value." During that period which the Development Area is in place, local taxing jurisdictions continue to receive ad valorem taxes based on the Initial Assessed Value. Taxes paid on the Captured Assessed Value in years subsequent to the establishment of the Development Area, however, are payable to the TIFA for the purposes established in the Tax Increment Financing Plan.

For the Southgate TIFA Tax Increment Financing Plan, the initial assessed value will be the assessed value of all real and personal property in the Development Area as of December 31, 1985, and equalized by the State in May of 1986. The initial taxable value of the Development District is $8,807,506.

The tax levy of all taxing jurisdictions in 2025 is 38.0672 mills. Under the Tax Increment Financing Plan, the tax levy on the entire capture assessed valuation is to be utilized by the TIFA in the manner as hereinafter set forth.

PROJECTION OF CAPTURED ASSESSED VALUES AND REVENUES

The Tax Increment Financing Plan is based on the desired projects within the TIF District as provided and described in the Development Plan.

As noted in the Development Plan, the majority of projects will focus on improving public infrastructure via road and sidewalk improvements, streetscape and landscape improvements and signage. In addition, the TIFA will remain flexible in providing planning and economic development activities as allowed in PA 57 to meet its vision and goals.

The Southgate TIFA has no outstanding bond expenses incurred. One final payment owed to the City of Southgate Building Authority in the amount of $666,900 will be transferred in April 2026.

TABLE 4: Millages

Millage Name	Ad Val Rate
City – Operating	9.8864
City – Rubbish	2.3723
City – Police/Fire Pension	10.8940
City – Library	0.8800
City – Streets	1.8856
County – Operating*	6.5708
County – Jails*	0.9327
County – Parks*	0.2433
Huron Clinton Metro Park Authority*	0.2062
Wayne County Community College*	3.2043
Wayne County Transit Authority*	0.9916
Total	**38.0672**

* Based on 2024 approved millages

Based on the projected growth outlined in the Development Plan and the existing tax rate of 38.0672 mills to be captured, the anticipated revenues are summarized in Table 4. Detailed estimates of the impact on tax capture for each taxing jurisdiction are provided in Appendix 2.

This projection is based on several assumptions:

1. The tax rate will remain unchanged. If other taxing districts that have a tax base in the TIF District raise their millage, more revenues will be raised for the TIF and Development Plan.

2. Annual inflation growth rates have been projected for each year and are also reflected in Table 5.

Proposal A, adopted in March 1994, limits the annual assessment increase for each property parcel in the State of Michigan to 5% or inflation rate, whichever is less. When property is sold or transferred, the tax assessment is adjusted to current values.

TABLE 5: Estimated TIF Capture 2026 - 2035

Year	Capture
2026	$1,720,284
2027	$1,754,690
2028	$1,789,784
2029	$1,825,580
2030	$1,862,091
2031	$1,899,333
2032	$1,937,320
2033	$1,976,066
2034	$2,015,587
2035	$2,055,899
Total Est.	**$18,836,635**

USE OF TAX INCREMENT REVENUES

The tax increment revenues generated within the TIF District, pursuant to the Development Plan as it now exists or is hereafter amended, shall be used according to the budget of the Authority as approved by the City Council in accordance with the following:

- First, to pay the administrative, auditing, and operating expenses of the TIFA and the City for the District, including planning and maintenance, to the extent provided in the annual budget of the Authority, as approved by the City Council.

- Second, to pay for projects and ongoing programs identified in the Development Plan including state reporting requirements, infrastructure and streetscape improvements, consultation, streetscape and project maintenance, signage improvements, and website development and updating.

- Third, any tax increment receipts in excess of those needed under the preceding paragraphs would be used for future development activities within the TIF District, as defined in the Development Plan, or as expanded to include all or parts of the TIF District pursuant to amendment or modification of the Development

- Plan and this Tax Increment Financing Plan pursuant to applicable provisions of Act 57 and other laws.

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

The primary overall impact of the Plan is anticipated increased economic activity within the TIF District. This increase in activity will, in turn, generate additional tax revenue to local taxing jurisdictions through increases in assessed valuation of real and personal property, improved infrastructure and safety, and from increased in personal income from new employment within the District.

To the extent the current assessed value equals the initial assessed value, the taxing jurisdictions would always receive the tax revenues they would have received prior to the adoption of this Plan. The local taxing jurisdictions shall, therefore, suffer no loss of current tax revenues.

The debt retirement millages for any local taxing jurisdiction within the District will also remain with those taxing jurisdictions.

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

The TIFA proposed that all of the eligible taxes, minus those presently collected for debt service retirement, subject to any agreements with the various taxing units, levied on the captured assessment value within the district, be used by the Authority to the extent needed from year-to-year to accomplish the purpose of this Plan.

JUSTIFICATION OF THE TAX INCREMENT FINANCING PLAN

The basic premise of this Plan is that private development would not take place without public investment. Therefore, the short-term investment made by the taxing units in foregoing initial growth in tax revenues is repaid by the long-term benefit of substantially greater taxes, improved public infrastructure, and increased employment realized from a significantly stronger commercial tax base.

This Tax Increment Financing Plan, as based upon the premise, is that the anticipated increase in development would not occur without the public improvements projected in the Development Plan.

Appendix

Appendix 1	Legal Description of the TIFA Development District
Appendix 2	Estimates of TIF Capture
Appendix 3	Adoption Resolution
Appendix 4	Public Hearing Notice

Appendix 1: Legal Description of the TIFA Development District

Commencing at a point in the N. E. ¼ of Section 26 T. 3 S. – R. 10 E., in the City of Southgate, Wayne County, Michigan, being the intersecting point of the south right-of-way line of Walnut Street and the east right-of-way line of Reeck Road; thence north along the east right-of-way line of Reeck Road to the north lot line of lot 188 of Waverly Subdivision No. 2; thence east along the north lot line of lots 188 through 194 of Waverly subdivision NO. 2 to the northeast corner of lot 194; thence south along the east line of lot 194 to the north right-of-way line of Waverly Drive; thence east along the north right-of-way line of Waverly Drive to the west lot line of lot 28 of Waverly subdivision No.1; thence north along west lot lines of lots 28 through 45of Waverly Subdivision No. 1, to the north lot line of said lot 45; thence east along the north line of said lot 45 to the west right-of-way line of Westminster Road; thence north along the west right-of-way line of Westminster Road to the south right-of-way line of Northline Road; thence east along the south right-of-way line of Northline Road to a point 221 feet to the west of the west right-of-way line of Devoe Street in the S. E. fractional section 23 T. 3 S. – R. 10 E.; thence north along the west line of lot 46b and lots 46a through 87 and lot 94 of Schlangers Little Farms Subdivision to a point in a part of P. C.'s 169, 121, 179, and 112 and Fractional Section 23 – T. 3 S. – R. 20 E.; where said north, south line intersects the south right-of-way line of the Penn Central Railroad; thence southwest along the south right-of-way line of said railroad to a point in the N.W. ¼ of Section 26 T. 3 S. – R. 10 E. where said railroad right-of-way line intersects the centerline of Allen Road; thence south along the centerline of Allen Road to a point where the centerline of Allen Road would intersect the south right-of-way line of an extended Walnut Street; thence east along the south right-of-way line of Walnut Street to the point beginning.

Appendix 2: Estimates of TIF Capture

Year	Estimated Total SEV	Estimated Capture Taxable Valuation	Estimated Annual Receipts from Captured Taxable Valuation	Estimated Annual Receipts Less Voted Debt Service	Estimated Cumulative Collection
1985	8,807,506	Base Year			
1986	9,850,477	1,042,971	71,892	70,484	70,484
1987	10,425,100	1,617,594	111,501	109,317	179,801
1988	13,734,541	4,927,035	339,620	332,969	512,770
1989	20,130,501	11,322,995	780,494	765,208	1,277,978
1990	23,880,575	15,073,069	1,038,987	1,018,638	2,296,616
1991	24,358,186	15,550,680	1,071,908	1,046,192	3,342,808
1992	24,845,350	16,037,844	1,105,489	-	3,342,808
1993	31,218,070	22,410,564	1,372,423	-	3,342,808
1994	33,311,720	24,504,214	651,795	651,795	3,994,603
1995	33,286,720	24,479,214	707,758	707,758	4,702,361
1996	34,618,873	25,811,367	777,363	777,363	5,479,724
1997	36,426,656	27,619,150	875,781	875,781	6,355,505
1998	37,723,274	28,865,768	844,968	844,968	7,200,473
1999	38,498,247	29,640,741	852,811	852,811	8,053,284
2000	38,113,276	29,202,110	779,732	779,732	8,833,016
2001	39,203,612	30,334,956	833,804	833,804	9,666,820
2002	39,860,975	30,992,319	850,742	850,742	10,517,562
2003	47,564,219	38,745,563	1,064,196	1,064,196	11,581,758
2004	46,769,409	38,877,253	1,095,801	1,095,801	12,677,559
2005	46,199,095	37,380,439	1,108,960	1,108,960	13,786,519
2006	43,261,636	34,392,980	1,026,071	1,026,071	14,812,590
2007	45,115,079	36,246,423	1,071,237	1,071,237	15,883,827
2008	45,486,644	36,617,988	1,048,351	1,048,351	16,932,178
2009	45,117,271	36,248,615	1,056,389	1,056,389	17,988,567
2010	40,196,523	31,327,867	937,209	937,209	18,925,776
2011	36,561,422	27,692,766	844,783	844,783	19,770,559
2012	34,594,646	25,725,990	841,292	841,292	20,611,851
2013	31,835,284	22,966,628	781,699	781,699	21,393,550
2014	32,938,079	24,069,423	839,267	839,267	22,232,817
2015	31,467,636	22,598,980	786,986	786,986	23,019,803
2016	32,163,005	23,294,349	828,629	828,629	23,848,432
2017	35,046,167	26,213,661	1,001,785	1,001,785	24,850,217
2018	36,808,215	27,975,709	1,049,241	1,049,241	25,899,458
2019	35,780,080	26,947,574	1,002,044	1,002,044	26,901,502

Year	Estimated Total SEV	Estimated Capture Taxable Valuation	Estimated Annual Receipts from Captured Taxable Valuation	Estimated Annual Receipts Less Voted Debt Service	Estimated Cumulative Collection
2020	36,448,827	27,616,321	1,026,118	1,026,118	27,927,620
2021	36,029,570	27,197,064	1,056,402	1,056,402	28,984,022
2022	38,676,003	29,843,497	1,124,751	1,124,751	30,108,773
2023	41,066,566	32,234,060	1,221,345	1,221,345	31,330,118
2024	42,555,279	33,722,773	1,270,138	1,270,138	32,600,256
2025	43,831,937	34,734,456	1,308,242	1,308,242	33,908,498
2026	45,146,895	35,776,490	1,347,489	1,347,489	35,255,987
2027	46,501,302	36,849,785	1,387,914	1,387,914	36,643,901
2028	47,896,341	37,955,279	1,429,551	1,429,551	38,073,452
2029	49,333,231	39,093,937	1,472,438	1,472,438	39,545,890
2030	50,813,228	40,266,755	1,516,611	1,516,611	41,062,501
2031	52,337,625	41,474,758	1,562,109	1,562,109	42,624,610
2032	53,907,754	42,719,001	1,608,972	1,608,972	44,233,582
2033	55,524,987	44,000,571	1,657,241	1,657,241	45,890,823
2034	57,190,737	45,320,588	1,706,958	1,706,958	47,597,781
2035	58,906,459	46,680,206	1,758,167	1,758,167	49,355,948

Appendix 3: Public Hearing Notice

[To be inserted.]

Appendix 4: Resolution

[To be inserted.]

Revenue Sharing Agreement
between the City of Southgate and the
Southgate Tax Increment Financing Authority

This Agreement ("Agreement") is entered into by and between the City of Southgate, a Michigan Municipal Corporation ("City), and the Southgate Tax Increment Financing Authority ("Authority").

Whereas, The City of Southgate has been faced with unprecedented revenue loss since 2009 Based on substantially decreased property values and increasing costs; and

Whereas, the operational revenues of the Authority remain adequate to perpetuate the current projects and the fund balance of the Authority will remain unencumbered to this agreement; and

Whereas, The Parties acknowledge that by entering into this agreement certain projects will need to be delayed in due course to assist the City' current financial conditions, and

Whereas, Pursuant Public Act 57 of 2018, which permits the Authority to enter into revenue sharing agreements

NOW THEREFORE, the Board of Directors of the Southgate TIFA do hereby agree to the following:

I. Beginning on July 1, 2025 and continuing on for a period of not less than three (3) years the Authority hereby agrees to return the value of the City's incremental tax revenue. The value of this agreement is approximately $432,000 in the first year of this agreement. This agreement shall cover the following budget years:

    1. 2025-2026
    2. 2026-2027
    3. 2027-2028

CITY OF SOUTHGATE	SOUTHGATE TIFA
____________________	____________________
Joseph G. Kuspa Its: Mayor Date:	
____________________	____________________
Janice Ferencz Its: Clerk Date:	