CITY OF REED CITY

Downtown Development Authority

Tax Increment Finance and Development Plan

Plan Adopted:

May 19, 2026

CITY OF REED CITY

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CITY OF REED CITY

DOWNTOWN DEVELOPMENT AUTHORITY

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DEVELOPMENT PLAN

Introduction

On June 9, 2025, the City of Reed City approved a newly created Downtown Development Authority (DDA). The DDA was created according to the RECODIFIED TAX INCREMENT FINANCING ACT 57 of 2018 of the State of Michigan, as amended (Act 57). Act 57 was established as a tool to correct and prevent deterioration in business districts; to encourage historic preservation; to authorize the acquisition and disposal of interests in real and personal property; to authorize the creation and implementation of development plans in the districts; to promote the economic growth of the districts; to create a board; to prescribe its powers and duties; to authorize the levy and collection of taxes; to authorize the issuance of bonds and other evidences of indebtedness; and to authorize the use of Tax Increment Financing.

The DDA provides a mechanism to organize, plan, and implement the revitalization of the city. Tax Increment Financing (TIF), the mechanism around which Act 57 is written, provides a way to finance the planning and development needed to stimulate change in the city. The primary intention of the City of Reed City DDA is to encourage economic growth through proper planning and provision of necessary and desirable public improvements.

The following text refers to the entire district over which the authority maintains jurisdiction as most recently established and certified by city ordinance according to Act 57, as amended. The Plan is intended to identify and prioritize public improvement projects, promote economic development and to provide a financing base for proposed projects.

History

- On April 8, 2025, the City of Reed City held a public hearing concerning the establishment of a DDA in Reed City.

- On June 9, 2025, the council created the DDA. The council simultaneously designated the area of operations of the DDA.

- The Reed City Council approved the appointment of the DDA Board of Directors on July

14, 2025.

- ❖ The first meeting of the DDA was held July 28, 2025.

- ❖ The City Council appointed the Citizen's Advisory Committee on January 12, 2026.

- ❖ On April 13, 2026, the City Council held a public hearing on Tax Increment Financing and Development Plan.

- ❖ On May 11, 2026, the Plan was adopted to reflect the development projects and to prioritize proposed projects determined to be necessary and to prioritize proposed projects determined to be necessary to fulfill the Plan objectives.

Boundaries of the Development Area (see Figure 1)

The development area generally encompasses an area centrally located within the City of Reed City. The former railroad rights-of-way (Chesapeake and Ohio & Penn Central) and Chestnut Street form the primary spines of the district. The development area generally extends west to include properties north and south of Upton Avenue to Park Street. The northern boundary extends to the Hersey River (city limits). The southern portion of the development area excludes some properties between Chestnut Street and the former railroad right-of-way but includes most properties on either side of Chestnut south of Catherine Avenue to the city limits. The development area includes the wastewater treatment facility, adjacent industrial areas and that entire portion of the city east of Church Avenue (US-10 business route).

Legal Description of the Development Area (See Figure 1)

The boundary of the downtown development area, City of Reed City Downtown Development Authority, Osceola County, Michigan, is as follows:

> Beginning at the northwest corner of Entire Blocks 39 & 46 J M REED & CO'S Addition to the City of Reed City (AKA the intersection of the City of Reed City boundary and the east right-of-way line of Patterson Street (AKA 220th Avenue),
>
> thence easterly along the said boundary and the north line of Blocks 39 & 46 J M REED & CO'S Addition to the City of Reed City approximately 1,244.7 feet to the

Centerline of the Pere Marquette Trail (AKA the Chesapeake and Ohio Railroad) and the south right-of-way of West North Avenue extended;

thence northerly approximately 61.3 feet to the north right-of-way of West North Avenue;

thence easterly along said right-of-way approximately 475.3 feet to east right-of-way of North Sears Street extended;

thence south approximately 268.9 feet to the north right-of-way of West Stimpson Avenue and the Pere Marquette Trail (AKA the Chesapeake and Ohio Railroad);

thence southeasterly along said north right-of-way approximately 1,722.3 feet to the west right-of-way of an alleyway);

thence northerly along said alleyway extended approximately 765.4 feet to the north right-of-way of West Stimpson Avenue;

thence easterly approximately 15.9 feet to the southwest corner of a parcel;

thence northerly along a property line approximately 296.76 feet to the south right-of-way of an easement;

thence easterly along said easement extended, which is also the City of Reed City boundary approximately 1,434.3 feet to the southwesterly right-of-way of Federal Highway US-10;

thence southeasterly along said southwesterly right-of-way approximately 582.5 feet to the centerline of North Roth Street;

thence southerly along said centerline approximately 1,034.8 feet;

thence easterly approximately 1,438.6 feet to the southwest right-of-way of Federal Highway US-10;

thence southeasterly along said southwest right-of-way approximately 1,986 feet to the northwesterly right-of-way of Church Street (old Business US-10);

thence southwesterly along said northwesterly right-of-way approximately 278.7 feet;

thence easterly approximately 77.2 feet to the east right-of-way of Church Street (old Business US-10) which is also the southwesterly right-of-way of Federal Highway US-10;

thence continued easterly along said southwesterly right-of-way approximately 343.8 feet;

thence southerly 556.25 feet to a point on the north right-of-way of the Pere Marquette Trail (AKA the Chesapeake and Ohio Railroad), 50 feet northerly of and parallel to the Railroad centerline;

thence south approximately 77.4 feet along a property line extended to the south right-of-way of the Pere Marquette Trail (AKA the Chesapeake and Ohio Railroad);

thence northwesterly along said south right-of-way approximately 584 feet to the southeasterly right-of-way of Church Street (old Business US-10);

thence southwesterly along said southeasterly right-of-way (which is 33 feet from centerline) approximately 1,169 feet;

thence westerly along said south right-of-way approximately 702.4 feet to the east right-of-way of East Savidge Street;

thence southerly approximately 673.34 feet along said east right-of-way to the south right-of-way of East Durham Street;

thence westerly approximately 23.7 feet to the west right-of-way along said south right-of-way;

thence north along said south right-of-way approximately 4.8 feet;

thence westerly along said south right-of-way approximately 44.7 feet to the west right-of-way of East Savidge Street;

thence westerly along a property line 649.44 feet;

thence northerly 653.4 feet to the south right-of-way of Church Street (old Business US-10);

thence northerly 80 feet to the north right-of-way of Church Street (old Business US-10);

thence westerly along said north right-of-way approximately 18.4 feet;

thence northerly along property lines 528 feet;

thence westerly approximately 691.1 feet to the west right-of-way of South Roth Street;

thence northerly along said west right-of-way approximately 934.6 feet to the south right-of-way of East Todd Avenue;

thence westerly along said right-of-way approximately 741.3 feet to the east right-of-way of South Morse Street;

thence southerly along said east right-of way approximately 1,446.6 feet to the north right-of-way of Church Street (old Business US-10);

thence easterly along said right-of-way approximately 14.2 feet;

thence southerly approximately 80 feet to the south right-of-way of Church Street (old Business US-10) and the east right-of-way of South Stoney Creek Drive;

thence southerly along the east right-of-way approximately 333.4 feet;

thence westerly approximately 40 feet to the west right-of-way of South Stoney Creek Drive;

thence westerly along a property line extended approximately 175.6 feet to the west right-of-way of the White Pine Trail (AKA PENN CENTRAL Railroad);

thence northerly along said west right-of-way approximately 489.3 feet;

thence westerly along a property line approximately 256.4 feet to the east right-of-way of South Mill Street;

thence northerly along said east right-of-way approximately 67.7 feet;

thence westerly approximately 73 feet to the west right-of-way of South Mill Street;

thence westerly approximately 208.9 feet to the northeast corner of lots 7 & 8 block 7 Subdivision of blocks 1, 6 & 7 OF BITTNER'S 2nd addition to the City of Reed City;

thence southerly along the east line of said lots approximately 134.6 feet to the north right-of-way of Church Street (old Business US-10);

thence easterly along said right-of-way approximately 330.3 feet;

thence southerly approximately 80 feet to the south right-of-way of Church Street (old Business US-10) which is also the east right-of-way of South Mill Street;

thence southerly along said east right-of way approximately 1,607.5 feet to end of right-of-way;

thence easterly approximately 500 feet to the west right-of-way of the White Pine Trail (AKA PENN CENTRAL Railroad);

thence southerly along said west right-of way approximately 666.37 feet;

thence westerly approximately 771.82 feet to the east right-of-way of Chestnut Street (old US-131);

thence southerly along said east right-of way approximately 454.57 feet;

thence northeasterly along a property line approximately 311.7 feet;

thence northwesterly along a property line 16 feet;

thence northeasterly along a property line 141.97 feet;

thence southeasterly along a property line 95.89 feet;

thence northeasterly 216.1 feet to the west right-of-way of the White Pine Trail (AKA PENN CENTRAL Railroad);

thence southeasterly along said west right-of-way 418.9 feet;

thence westerly approximately 186.8 feet;

thence southerly approximately 1,025.2 feet to the centerline of county road (also the south boundary of the City of Reed City)

thence westerly along said centerline approximately 187 feet to the west right-of-way of Chestnut Street (old US-131);

thence northwesterly along said west right-of-way approximately 578.4 feet;

thence westerly along a property line approximately 377.5 feet;

thence northwesterly along a property line 175 feet;

thence easterly along a property line 35 feet;

thence northwesterly along a property line 155 feet;

thence easterly 345 feet to west right-of-way of Chestnut Street (old US-131),

thence northwesterly along said west right-of-way 15 feet;

thence westerly along a property line approximately 455.3 feet;

thence northwesterly along a property line 175 feet;

thence northerly along a property line approximately 308.5 feet;

thence westerly along a property line approximately 16.6 feet;

thence northerly along a property line approximately 95.9 feet;

thence westerly along a property line approximately 4.56 feet;

thence northerly along a property line approximately 206.6 feet;

thence east approximately 228.5 feet to the west right-of-way of Chestnut Street (old US-131);

thence northwesterly along said west right-of-way approximately 732.7 feet;

thence northerly along said west right-of-way 2,205 feet;

thence easterly approximately 80 feet to the east right-of-way of Chestnut Street (old US-131)

thence easterly along a property line approximately 171.3 feet;

thence northerly along a property line approximately 50 feet;

thence easterly along a property line approximately 166.6 feet to the west right-of-way of South Mill Street;

thence easterly 66 feet to the east right-of-way of South Mill Street;

thence northerly along said east right-of-way approximately 2.2 feet;

thence northeasterly along a property line 70 feet,

thence southerly along a property line 22 feet,

thence easterly along a property line approximately 79.1 feet;

thence northerly along a property line approximately 78 feet;

thence northeasterly along a property line approximately 15.8 feet to the west right-of-way of White Pine Trail (AKA PENN CENTRAL Railroad);

thence northwesterly along said west right-of-way approximately 121.9 feet to the south right-of-way of East Lincoln Avenue;

thence westerly along said south right-of-way approximately 38.2 feet to the extended west right-of-way of South Mill Street;

thence northwesterly along said west right-of-way approximately 283.6 feet to the southeast corner of Lot 31 of Block #1 OF BITTNER'S 2nd Addition to the City of Reed City;

thence westerly along the south line of said lot 157.74 feet to the southwest corner of Lot 31;

thence northerly along a property line approximately 25.4 feet;

thence westerly along a property line approximately 107.5 feet;

thence northerly along a property line approximately 167.1 feet to the south right-of-way of East Bittner Street;

thence westerly along said south right-of-way approximately 281.2 feet to the west right-of-way of Chestnut Street (old US-131);

thence northerly along said west right-of-way approximately 217.8 feet to the south right-of-way of West Todd Avenue;

thence westerly along said south right-of-way approximately 114.9 feet;

thence northerly 80 feet to the north right-of-way of West Todd Avenue;

thence northerly along a property line approximately 328.1 feet to the south right-of-way of West Slosson Avenue;

thence westerly along said south right-of-way approximately 422.3 feet;

thence northerly approximately 74 feet to the north right-of-way of West Slosson Avenue;

thence northerly along a property line approximately 69.3 feet;

thence westerly along a property line approximately 17.4 feet;

thence northerly along a property line approximately 41.9 feet;

thence westerly along a property line approximately 33.9 feet;

thence northerly along a property line approximately 57.2 feet to the southwest corner of Lot 3 Block 16 Reed City Original Plat;

thence westerly along a property line approximately 434.4 feet to the east right-of-way of South Park Street;

thence southerly along said east right-of-way approximately 242.6 feet to the south right-of-way of West Slosson Avenue;

thence westerly along said south right-of-way approximately 349.4 feet;

thence northerly approximately 484.9 feet to the north right-of way of West Upton Street;

thence easterly along said north right-of-way approximately 546.7 feet to the southwest corner of Lots 23 & 24 Block 17 Reed City Original Plat;

thence northerly along said lots approximately 168.4 feet to the northwest corner of Lots 23 & 24 Block 17 Reed City Original Plat;

thence easterly approximately 332.1 feet to the west right-of-way of North Higbee Street;

thence northerly along said west right-of-way approximately 317.9 feet to the southwesterly right-of-way of the Pere Marquette Trail (AKA the Chesapeake and Ohio Railroad);

thence northwesterly along said southwesterly right-of-way approximately 920.3 feet to the southeast corner of Lots 2 & 3 Block 27 Reed City Original Plat;

thence westerly along property lines approximately 971.8 feet;

thence southerly along a property line approximately 200 feet to the centerline of West 5th Avenue;

thence westerly 72.9 feet to the west right-of-way of North State Street;

thence southerly along said west right-of-way approximately 194.9 feet;

thence westerly along a property line approximately 1,057.4 feet to the east right-of-way of Patterson Street (AKA 220th Avenue);

thence northerly along said east right-of-way approximately 575.1 feet to the point of beginning.

The above description is based on assessment records, plats, and related information and, as such, is intended to include only complete tax parcels. ***(See Appendix for Figure 1 – DDA District Map)***

Existing streets

The following public streets are within the development area:

East and West Avenues

- North Avenue: West of Sears to the end of street.
- Stimson Avenue:
    1) Between West of Sears to end of Sears.
    2) Between 150 feet west Chestnut to Chestnut.
- Fifth Avenue: Between 150 feet west of Chestnut and the White Pine Trail.
- Upton Avenue: Between 300 feet west of Park and the end of Upton.
- Slosson Avenue:
    1) Between Park and 300 feet west of Park
    2) Between 75 feet west of Higbee and Chestnut
    3) Between Davenport and Decalb.
- Todd Avenue: Between 100 feet west of Chestnut and Roth.
- Bittner Avenue: Between Chestnut and the White Pine Trail.
- Lincoln Avenue:
    1) Between the White Pine Trail and Morse
    2) Between Roth and Savidge.

- Osceola Avenue: Between Chestnut and Mill.
- Church Avenue:
    1) Between Chestnut and Mill
    2) Between the White Pine Trail and Morse
    3) Between 1,000 feet west of Savidge and 500 feet south of US-10
- Catherine Avenue: Between Chestnut and Mill

North and South Streets

- Sears Street: Between North and 300 feet south of Stimson
- Park Street: Between Upton and Stimson
- Higbee Street: Between Slosson and the White Pine Trail
- Chestnut:
    1) Between North and Bittner
    2) Between 200 feet north of Osceola and Three Mile
- Davenport Street: Entire one block
- Morse Street: Between Bittner and Church
- Mill Street: Between 250 feet north of Osceola and south to the end of the street.
- Roth Street: Between the White Pine Trail and 400 feet south of Lincoln
- Savidge Street: Entire Street

An inventory of existing streets within the development area can be found in ***Table 1***.

Table 1 – Street Inventory

Street Name	R.O.W. Width	Surface Width	Length in DDA	Surface Type*	Curbs and Gutters	Sidewalks
Bittner Avenue	66’	26	400’	A	No	No
Catherine Avenue	66	32’	525’	A	Yes	No
Sears Street	66’	26’	1,000’	A	Mixed	Mixed
Park Street	66’	26’	825’	A	Yes	Yes
Chestnut Street	80’	46	7,975’	B	Yes	Yes
Church Avenue	66’	40’	3,650’	A	Mixed	Mixed
Davenport Street	66	30’	340’	A	No	No

Fifth Avenue	66’	26’	825’	A	Yes	Yes
North Avenue	66’	26’	200’	A	Yes	Yes
Higbee Street	80’	40’	1,650’	A	Yes	Yes
Lincoln Avenue	66	24’	375’	A	No	No
Morse Street	66’	26’	1275’	A	No	No
Osceola Avenue	66’	22’	175’	A	Yes	Mixed
Mill Street	66’	11’	2,275’	A	Mixed	Mixed
Roth Street	66’	24’	2,700’	A	No	No
Savidge Street	66’	28’	1,200’	A	No	No
Slosson Avenue	66’	40’	1,650’	A	Yes	Yes
Stimson Avenue	66’	36’	625’	A	Mixed	Mixed
Todd Avenue	66’	40’	1000’	A	Yes	Yes
Upton Avenue	80’	34’	1275’	A	Yes	Yes

*A = Mixed Bituminous Surface (1” or more on Gravel)

*B = Mixed Bituminous Surface (1” or more on Concrete)

Public Properties and Facilities

Water System - Virtually all the DDA is serviced by the city water system. Adequately sized water main is connected to most streets in the DDA district, although a few side streets are serviced by older, smaller distribution mains. Many old valves are buried or cannot be found, and undersized (4 inch and 6 inch) water main exists in some places. In 2024/2025, water main improvements were made on E Church Avenue, South Roth St, E Todd Avenue, W Franklin Avenue, and N Sears Street. Generally, the water system serves the needs of the community. ***(See Appendix for Figure 2 – Water System)***

Sanitary Sewer System - Chestnut and Todd Streets serve as the primary collectors connecting the DDA area to the city sanitary sewer facility. The existing collection system is generally located on major streets. Approximately 4,000 feet of sewer main exists within the DDA. In 2024/025, Wastewater Treatment Plant upgrades occurred including the removal of the south plant on E Lincoln Avenue and the installation of a new pump station. All processing now occurs at the plant located on Commerce Drive including a new Headworks building. The existing collection system is a gravity system and flows to the treatment facility east of downtown ***(see Appendix for Figure 3 – Sanitary Sewer System)***

Storm Sewer System - A drainage divide occurs approximately at Bittner Avenue (within the DDA boundaries) with flows being directed to the northeast or southeast and then east to the Hersey River ***(see Appendix for Figure 4 – Storm Sewer System)***

Public Lands and Buildings - Public lands consist of the city hail, city garage, wastewater treatment plant, parks, and vacant parcels owned by the city ***(see Appendix for Figure 5 – Public Lands and Buildings)***

Public Utilities - The Public Utilities in the DDA are Ameritech Telephone, Consumers Power Company, Spectrum Charter Cable, Point Broadband, and DTE Gas.

Existing and Proposed Land Uses

(See ***Figure 6*** and ***Table 2***) As of 2025, the City tax roll had 221 properties in the development area. **Table 2** summarizes the land use composition within the DDA and provides a complete description of all property included within the development area from the 2025 tax roll. ***(see Appendix for Figure 6 – DDA Property Classes)***

Table 2 – Land Use Inventory

	# of Parcels	Percent	SEV	Percent	Average
Commercial	100	45.25	$9,242,900	40.96	35.24
Industrial	7	3.17	$9,581,500	42.46	18.17
Public/Semipublic	35	15.84	0	0	8.96
Residential	58	26.24	$3,495,100	15.49	16.43
Vacant	21	9.50	$248,800	1.10	21.21
Total	221	100.0	$22,568,300	100.0	

Functional Goals and Policies

The perceived mission of the Reed City DDA is to create a functional, attractive business district to meet the needs of the community. Four primary areas of focus as outlined in the State of

Michigan “Main Street Program” are (1) Public Improvements, (2) Promotion and Marketing, (3) Coordination and Collaboration, and (4) Economic vitality. The functional goals outlined below address specific areas of particular attention to carrying out this mission in the development of the downtown area. The policy recommendations represent methods of implementing the functional goals.

Goal: Focus on specific economic development topics and maintain strong coordination and communication with relevant and similar agencies and organizations

Policy Recommendations:

- Create committees as needed for each of the four areas of focus supporting tourism, business retention and business expansion.
- Strengthen and maintain communication with organizations and entities such as (1) City Council, (2) Planning Commission, (3) Richmond Township and Richmond Twp DDA, (4) Chamber of Commerce, (5) White Pine Trail and Pere Marquette Trail groups, (6) Osceola County, (7) Reed City Schools, (8) Northland Drive Corridor Committee, (9) Middle Michigan Economic Development Corporation, (10) Friends of the White Pine Trail, (11) Pere Marquette Snowmobile Club, (12) Rotary, (13) RCAPS, Biking clubs/Bike tours, Snowmobile clubs, DNR Trust Fund, FSU Welding Program (for Lil' Mac Br), Grant writing, OCCF, Yoplait/Lactalis, USC, Corewell Health, Artworks
- Change focus from Crossroads to Gateway.
- Inventory short term rentals such as Airbnb and VRBO and verify zoning restrictions.
- Coordinate with High School sports activities. Better communication between our schools and the community promotes greater trust and a good working relationship. School-related activities bring families OUT of their homes and INTO the community and businesses.
- Sponsor “business of the month” with advertising and other media.

Goal: Encourage an improved environment for development and redevelopment of commercial buildings and land

Policy Recommendations:

- Focus on business retention and expansion.
- Create a Brownfield Development Authority.
- Develop a cooperative relationship between property owners, businesses, service clubs, and private developers.
- Acquire land within the district and prepare sites for expansion of commercial facilities.
- Discourage incompatible land uses in the district through proper land use controls.
- Coordinate public improvements with planned, private investment.
- Use public improvements in the district as a catalyst for private investment.
- Complete an inventory of business types and conduct a survey to determine attitudes regarding local business as well as to identify spending patterns and residents' needs and market preferences.
- Conduct an economic development study.
- Emphasize and promote the biggest draws in the city such as the Trail and Brewery.

Goal: Improve overall parking and circulation

Policy Recommendations:

- Improve circulation patterns for automobile and pedestrian traffic.
- Consider improved parking and circulation in the rear of commercial buildings downtown to improve the general appearance and access.

Goal: Strive for an improved public infrastructure and utilities within the development district.

Policy Recommendations:

- Study the need for improving and upgrading the utility systems for the district and improve as necessary.

- Provide Street improvements where necessary within the district.
- Expand and improve the existing sidewalks in the district where appropriate.
- Provide for eventually burying utility lines.

Goal: Improve the overall appearance of the downtown area

Policy Recommendations:

- Provide amenities, such as street lighting, landscaping, signs, street and sidewalk improvements, and other amenities, to foster a more pleasing environment.

- Provide better maintenance of streetscape amenities and improve general maintenance of downtown public infrastructure.

- Conduct a design plan, establish a theme, and identify public space needs and beautification standards.

- Eliminate Vagrancy

- Unify streetscape and storefronts with cohesive design aspects and compatible architecture. Regulation of size, location, and appearance of business signs lend order to the downtown environment and enhance the architectural statement of downtown buildings.

Goal: Create an aesthetically pleasing environment

Policy Recommendations:

- Use signage and signalization as coordinated improvements.
- Make better utilization of existing features adjacent to such areas as the Pere Marquette Trail right-of-way for the development of public spaces.
- Consider Trail improvements and related activities such as antique bike shows, bike

races, charging stations for eBikes, water fountains, bike shops, etc.

Goal: Encourage development of additional public spaces in the district, and improve the existing facilities

Policy Recommendations:

- Support, Enhance and Promote the "Social District".
- Utilize Depot for creative purposes.
- Encourage improvements to existing public facilities.
- More directional and business signage along trail and consider special zoning exemptions for signs on private property directly adjacent to the trail.
- Consider adoption of a food trucks strategy.
- Promote the Depot as an information center.
- Support additional amenities, such as public restrooms, farmers market, and an outdoor entertainment facility for concerts, plays, etc.
- Provide sidewalk extensions to coordinate with existing facilities.
- Promote campground regionally with an emphasis on bike riders.
- Encourage street widening or bike routes to better provide for pedestrian and bicycle traffic.

PROPOSED IMPROVEMENTS AND BUDGETS

The City of Reed City (City) Downtown Development Authority (DDA) believes that economic development requires commitment from both the public and private sectors. Timely planning and development of the infrastructure supports new development, renovations of existing structures, and other physical improvements geared toward creating new jobs, attracting new businesses, retaining existing businesses, increasing the City's tax base, and increasing property values.

The recently reformed DDA identifies both short and long-term activities and improvements that fulfill its objectives of revitalizing the community. A long-term commitment is needed to implement the recommendations of the DDA. This document is designed to provide the legal authority for the City of Reed City to utilize Tax Increment Financing for public purposes, which will in turn, halt the deterioration in property values throughout the City. The DDA has become aware of several areas of concern that should be explored to determine their long-term effect on the DDA's area of operation.

APPROACH

Activities that the DDA identifies as requiring improvement, support, attention, or areas of concern and for which the plan amendment outlines financing for the following activities, include, but are not limited to:

1. A planning effort to identify the proper mix of activities and promotions needed to allow the city to take advantage of tourism and business potential of the US-131 expressway.

2. Public open space and streetscape improvement work.

3. Demolition and clearance of selected properties and buildings.

4. Costs to acquire, construct, reconstruct, rehabilitate, restore and preserve, equip, improve, repair, maintain and operate other public facilities and buildings, including public restrooms, information centers, and public parking lots that, in the opinion of the DDA, are appropriate to the execution of the Capital Improvement Plan.

5. Property appraisals, title searches, legal services, purchase negotiations, eminent domain proceedings (if necessary), and payment for real and personal property acquisitions.

6. Planning and promotional costs associated with stimulating business development in the DDA's area of operations.

7. Administrative costs associated with carrying out the Development and Tax Increment Financing Plan.

8. The design and implementation of a marketing plan to attract traffic off US-131 and into the DDA's area of operation.

9. The beautification of the city through a coordinated streetscaping program, especially

along Chestnut Street, and the need to improve the visual attractiveness of the entrances to the city. These improvements could include streetscaping, lighting, seasonal displays, improved City entry signs, etc.

10. The infrastructure needed to stimulate development in the City's eastern industrial area.

The DDA recognizes that the projects listed herein may be beyond the scope of the DDA to complete with its own resources. It is hoped that with the assistance of possible grants from other government entities and private involvement such as property owner assessments and corporate contributions, the implementation of the activities is possible.

The DDA determines the level of urgency and order of priority of projects. Once it is determined how projects are going to be financed, a realistic approach to project completion can be developed. In addition, certain projects must be completed according to schedules (i.e., underground work should be completed before aboveground work).

Projects that are considered crucial may provide significant incentives for increased investment and the development of ongoing projects. The following priorities are included in the DDA's Development and Tax Increment Financing Plan.

Marketing and Advertising

Initiate an extended marketing and advertising campaign for the Downtown District.

Total Estimated Budget:	\$450,000 (\$15,000 Annually)
Estimated DDA Cost:	\$450,000
Estimated Completion:	Ongoing

Sidewalks

Establish a repair and replacement program for all sidewalks within the DDA to provide better pedestrian connections and access to City properties. Sidewalks should consider improvements to ADA and universal access standards. Implementing a 'Sidewalk Program' would focus on installing sidewalks where they do not already exist, or replacing existing sidewalks, based on age and condition, replace misaligned, deteriorated, or damaged sections of sidewalk in the City.

Total Estimated Project Cost:	$125,000
Estimated DDA Cost:	$25,000
Estimated Completion:	Ongoing

Recreation Plan

A community recreation plan meeting the standards established by the Michigan Department of Natural Resources can be a source of financing for recreation projects and should be updated every five years. Park capital investments should also include maintenance of major projects, equipment replacement and upgrades, and large-scale improvements or renovations to enhance efficiency and user experience. Key priorities include maintaining existing facilities, expanding recreational opportunities, and leveraging local assets for community events and tourism.

Total Estimated Budget:	$30,000
Estimated DDA Cost:	$15,000
Estimated Completion:	2031

Pickleball Courts

Pickleball is an exciting and popular sport, but Reed City has no courts. People must drive to other communities to play. Vacant lots in residential areas could be converted to pickleball courts, or tennis courts could be dual-striped to share with tennis and pickleball players. Around 6 to 8 courts are recommended. This could be included in the recreation master plan.

Total Estimated Budget:	$500,000
Estimated DDA Cost:	$250,000
Estimated Completion:	2028

Municipal Water System

Replacing aged infrastructure or extending public utility to all properties within the DDA should be a priority. Water projects primarily consist of water main replacement or extension projects, which often take place in conjunction with sewer main, storm sewer, and/or street reconstruction projects. Combing the scopes of work takes advantage of cost savings, as well as minimizing disruption to affected residents and businesses. Improvements should include installation and/or replacement of water service lines, fire hydrants, valves, curb stops, and other required appurtenances. Low interest loans may be combined with grant opportunity with the USDA Rural Development, Michigan Economic Development Corporation, or the State's Drinking Water State Revolving Fund that could be pursued to offset funding. The cost of this project could be optimized if combined with water main, storm sewer, or if the City's DPW can undertake the project themselves.

Total Estimated Budget:	$1,000,000
Estimated DDA Cost:	$600,000
Estimated Completion:	Ongoing

Municipal Sanitary Sewer System

Replacing aged infrastructure or extending public utility to all properties within the DDA should be a priority. Sanitary sewer projects primarily consist of sewer main replacement or extension projects, which often take place in conjunction with water main, storm sewer, and/or street reconstruction projects. Combing the scopes of work takes advantage of cost savings, as well as minimizing disruption to affected residents and businesses. Improvements should include installation or replacement of sewer main piping, sewer laterals, sanitary structures, cleanouts, and all related work. Other improvements to sewer may include, but are not limited to, trenchless rehabilitation such as lining of pipes and structures to fix infiltration or exfiltration, or upgrades to downstream facilities such as pump stations or gravity pipes. Low interest loans may be combined with grant opportunity with the USDA Rural Development, Michigan Economic Development Corporation, or the State's Clean Water State Revolving Fund that could be pursued to offset funding. The cost of this project could be optimized if combined with water main, storm sewer, or if the City's DPW can undertake the project themselves.

Replacement

Total Estimated Budget Repair:	$900,000
Estimated DDA Cost:	$600,000
Estimated Completion:	Ongoing

Repair (trenchless)

Total Estimated Budget:	$240,000

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

Trail Improvements – White Pine / Pere Marquette

Enhancing trail infrastructure will improve safety, accessibility, and overall user experience while strengthening connections to nearby businesses and community destinations. Key priorities include improved lighting, security features such as emergency call boxes and cameras, and preservation of existing assets on the White Pine Trail. Upgraded signage and new paved trail connectors will make it easier for users to navigate and access local amenities, supporting both recreation and economic activity. Grant opportunities through programs such as the Michigan Department of Natural Resources, MEDC Revitalization and Placemaking (future rounds TBD), Michigan Department of Transportation - Transportation Alternatives (TA) could be pursued to help fund these improvements.

Total Estimated Budget:	$600,000
Estimated DDA Cost:	$200,000
Estimated Completion:	2029

Parking Lots Reconstruction

The downtown parking lots and street parking spaces need maintenance, restriping, and ultimately reconstruction. As the existing parking lots and spaces are reconfigured, the parking lot should be reconstructed through to the pavement subbase. New aggregate base and asphalt surfacing should be placed and grading, stormwater infrastructure, and runoff enhanced as part of the reconstruction. Any other below grade utilities such as power to streetlights and EV charging stations should be installed at that time.

Total Estimated Project Cost:	$400,000
Estimated DDA Cost:	$50,000
Estimated Completion:	2030

Linear Park – Purple Heart Trail

Replace the elevated timber walkway along the Hersey River and above wetland areas. The current walkway needs replacement. As part of the project the signage will be upgraded and trail connectors made universally accessible that will make it easier for users to navigate and access local amenities, supporting both recreation and economic activity. Follow guidelines for universal accessibility as future improvements should emphasize accessibility, environmental sensitivity, and user convenience. Utilize MDNR Trust Fund Grant.

Total Estimated Project Cost:	$1,000,000
Estimated DDA Cost:	$500,000
Estimated Completion:	2031

Downtown Streetscape Maintenance

The original streetscape project completed in 1991 is 35 years old. The streetscapes could use updating, especially the bump-out curbing. Upgrades to the streetlights downtown should reflect that it is a unique area in the city. Exterior lighting could be used to light building exteriors and important features at night. Enhancements including curb repair, sidewalk repair, and enhancing the bump out areas with new trees, shrubs, and perennial flowers. An annual budget for hanging out baskets would also assist with the downtown appeal. Additional signage for wayfinding to businesses and parks would benefit visitors. Consider adding amenities such as tree plantings, benches, and way-finding signage. Funding from MDOT TEA/TAP and MEDC CDBG/RAP could be pursued.

Total Estimated Project Cost:	$1,500,000
Estimated DDA Cost:	$150,000
Estimated Completion:	2032

Parking/alley improvement

With the addition of the new downtown pocket park, the alley located between the 100 blocks of Upton Ave and Slosson Ave could be aesthetically improved. Coordinating with owners to improve the rear entrance to their facility (100 W Upton) along with adding additional parking along the alley. Other alleys within the DDA should also be improved.

Total Estimated Budget:	$500,000
Estimated DDA Cost:	$350,000
Estimated Completion:	2032

Municipal Storm Sewer System Replacement

Replacing aged infrastructure within the DDA should be a priority. Storm sewer projects primarily consist of storm sewer replacement or extension projects, which often take place in conjunction with water main, sanitary sewer, and/or street reconstruction projects. Combining the scopes of work takes advantage of cost savings, as well as minimizing disruption to affected residents and businesses. Improvements should include installation or replacement of storm sewer piping, storm structures, culverts, open channel ditching and all related work. Other improvements to storm may include, but are not limited to, upgrades to downstream gravity pipes or open channel ditching. Low interest loans may be combined with grant opportunity with the Michigan Economic Development Corporation or the State's Clean Water State Revolving Fund that could be pursued to offset funding. The cost of this project could be optimized if combined with water main, sanitary sewer, or if the City's DPW can undertake the project themselves.

Total Estimated Budget Repair:	$300,000
Estimated DDA Cost:	$250,000
Estimated Completion:	Ongoing

Chestnut Street Crossing

Install signalization or physical attributes to allow pedestrians to safely cross Chestnut Street. Rectangular Rapid Flashing Beacons (RRFB) or push button activation pedestrian systems should be investigated as options.

Total Estimated Project Cost:	$75,000
Estimated DDA Cost:	$50,000
Estimated Completion:	2033

Phase I and II Environmental Site Assessments Assistance

Assisting businesses with costly environmental assessments can provide incentives for new development. A Phase I ESA identifies potential contamination through non-intrusive means like historical record review, site inspections, and interviews, while a Phase II ESA confirms the presence and extent of contamination through invasive sampling of soil, water, and vapor. Phase

II ESAs are triggered by findings in a Phase I ESA, also known as a “Recognized Environmental Condition” (REC), to physically test for contaminants and compare lab results to regulatory guidelines. ESA’s may be combined with Hazardous Material Surveys.

Total Estimated Budget:	$50,000
Estimated DDA Cost:	$50,000
Estimated Completion:	Ongoing

River Erosion

Implement a series of improvements to stop the erosion on the banks of the Hersey River. This erosion threatens infrastructure, habitats, and water quality. Improvements might include mitigation and bank stabilization. Work with Muskegon River Watershed Authority to help fund with grants and planning.

Total Estimated Project Cost:	$250,000
Estimated DDA Cost:	$25,000
Estimated Completion:	2030

Public Art

The DDA aims to bring public art—such as murals or sculptures—to Reed City. Public art can boost excitement, unity, and economic growth, while creating an inspiring environment for residents and visitors. It enhances the community's appeal and offers lasting enjoyment. Specifically, an Art/Sculpture walk along Pere Marquette Trail east of the Depot could be created.

Total Estimated Project Cost:	$150,000
Estimated DDA Cost:	$150,000
Estimated Completion:	Ongoing

Farmer’s Market

Create a designated permanent location for a farmers’ market. One of the goals of the farmer’s market would be to improve community image, aesthetics, and cultural opportunities. A structured pavilion with electric, natural gas heaters, side curtains, and a concrete slab on grade or gravel are desired. Additional upgrades to the site include concrete sidewalks and asphalt parking for patrons and vendors. The DDA can assist in the operation of the market and host vendors.

Total Estimated Project Cost:	$1,000,000
Estimated DDA Cost:	$500,000
Estimated Completion:	2045

Economic Development Study

Engage a professional to explore ways to support economic growth such as expansion of tourism, in the DDA. The study should also support and encourage a facility large enough to accommodate larger gatherings of ~250 people (i.e. wedding receptions, award banquets, fund-raising events, etc.). By integrating professional expertise with economic development efforts, the DDA benefits from a single point of contact, streamlined communication, and efficient coordination across projects. This approach enhances accountability, promotes cost-effective decision-making, and supports proactive planning for future infrastructure and community needs.

Total Estimated Project Cost:	$25,000
Estimated DDA Cost:	$25,000
Estimated Completion:	2036

Porteous Depot Building

The Depot needs repair and updating. Ultimately, this project could include expanded utilization of the facility. Additional needs include, but not limited to, a new roof, internal painting, new light fixtures, electrical upgrades, projection system, sound system, keycode locks, bathroom improvements, drinking fountain with bottle filling capability, new flooring, and additional storage. Depot grounds improvements needed included new outdoor benches, enhancing fire pit area, and wayfinding signs. Funding through MDNR Fund Grants and MEDC Revitalization and Placemaking (future rounds TBD) could be considered.

Total Estimated Project Cost:	$1,000,000
Estimated DDA Cost:	$250,000
Estimated Completion:	Ongoing

Increase tables and seating in the 100 and 200 blocks of W Upton

In 2022, the city received a grant for picnic tables and umbrellas from the Osceola County Community Foundation (OCCF). Currently there are five tables. Adding additional tables to the area creates additional space for seating/eating/socializing in the downtown area. Matching fund grant with OCCF could be utilized.

Total Estimated Budget:	$20,000
Estimated DDA Cost:	$10,000
Estimated Completion:	Ongoing

Building facades improvement program

Create a program that provides either matching grant or short-term loan to support downtown businesses with façade improvement including painting, reconstruction, siding, or signage.

Total Estimated Budget:	$300,000
Estimated DDA Cost:	$10,000 (Annually)
Estimated Completion:	Ongoing

Acquiring Space for Seating

Acquiring this property could create a small pocket park for seating/eating/socializing to enhance the Downtown Social District.

Total Estimated Budget:	$25,000
Estimated DDA Cost:	$20,000
Estimated Completion:	Ongoing

Charging Stations

Install charging stations for e-bikes and e-vehicles at strategic locations. As automobile manufacturers expand their portfolios of electric vehicles (EVs) and public adoption continues to grow, consumer expectations are shifting accordingly. Increasingly, drivers and e-bikers may choose to patronize retail locations that provide EV charging infrastructure, enabling them to address both transportation and shopping needs simultaneously. The extended dwell time associated with vehicle charging can also translate into increased retail sales. Businesses that invest in EV charging stations stand to gain a competitive advantage by enhancing customer convenience and aligning with evolving market demands.

Total Estimated Project Cost: $50,000
Estimated DDA Cost: $25,000
Estimated Completion: 2030

Kayak/Tube Launch

Establish locations upstream and downstream for launching and retrieving kayaks or tubes to include picnicking and parking. In alignment with Michigan Department of Natural Resources (DNR) guidelines for universal access and kayak launch design, future improvements should emphasize accessibility, environmental sensitivity, and user convenience. Key priorities include providing safe, reasonable access to the water's edge while minimizing impacts on vegetation and wetlands. Facilities should offer adequate parking, accessible restrooms, and clear signage to guide users. Locating the launch near downtown businesses will strengthen pedestrian connections and enhance the site's recreational and economic value.

Total Estimated Project Cost: $200,000
Estimated DDA Cost: $100,000
Estimated Completion: 2045

Downtown Security

Install cameras downtown as a deterrent to crime and vandalism.

Total Estimated Project Cost: $50,000
Estimated DDA Cost: $30,000
Estimated Completion: 2030

Acquiring Property

Property may be acquired to implement the purposes of the Plan. This will help encourage economic development by preparing parcels for redevelopment.

Total Estimated Project Cost: $300,000

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

Administration and Operations

For the purposes of this plan, administration and operations expenses will include expenses for day-to-day operations, the fees, salaries, and costs related to secretarial and financial assistance, an annual audit, the preparation of reports, etc., and other necessary items for the continuation of the DDA are defined as.

The DDA may want to attract new businesses and maintain existing occupancy in the business district. The development of promotional literature and aiding potential interests will enable the DDA to actively seek additional businesses, such as retail, service, and professional offices.

The success of these types of activities should contribute toward growth with community involvement, support, and enthusiasm. It may be beneficial to appoint a dedicated volunteer or hire a director to coordinate these efforts. The provision of promotional brochures, publications, advertising, banners, and decorations fall within this category as well as tenant search and recruitment.

Civic image and community pride are other key elements that will help contribute to the growth and development in Reed City. Well-organized activities and events sponsored by the DDA are methods by which the community can begin to strengthen its image. The DDA should help sponsor local festivals.

Total Estimated Project Cost: $900,000
Estimated DDA Cost: $30,000 (Annually)
Estimated Completion: Ongoing

Table 3 – Development Activities and Costs

Development Activity	Proposed Method of Financing	Estimated Completion Year	Total Budget	DDA Share
Marketing and Advertising	1,3,7	Ongoing	$450,000	$450,000
Sidewalks	1,3,8	Ongoing	$125,000	$25,000
Recreation Plan	1,3,5	2031	$30,000	$15,000
Pickleball Courts	1,3,4,7	2028	$500,000	$250,000
Municipal Water System	1,2,3,5	Ongoing	$1,000,000	$600,000
Municipal Sanitary Sewer System (replacement)	1,2,3,5	Ongoing	$900,000	$600,000
Municipal Sanitary Sewer System Repair (trenchless)	1,2,3,5	Ongoing	$240,000	$150,000
Trail Improvements – White Pine/Pere Marquette	1,4	2029	$600,000	$200,000
Parking Lots Reconstruction	1,2,3,5,6	2030	$400,000	$50,000
Linear Park – Purple Heart Trail	1,4	2031	$1,000,000	$500,000
Downtown Streetscape Maintenance	1,2,3,5,6,8	2032	$1,500,000	$150,000
Parking/alley improvement	1,2,3,5,6,8	2032	$500,000	$350,000
Municipal Storm Sewer System Replacement	1,2,3,5	Ongoing	$300,000	$250,000
Chestnut Street Crossing	1,3,8	2033	$75,000	$50,000
Phase I and II Environmental Site Assessments Assistance	1,5	Ongoing	$50,000	$50,000
River Erosion	1,3,4	2030	$250,000	$25,000
Public Art	1,3,7	Ongoing	$150,000	$150,000
Farmer's Market	1,3,7	2045	$1,000,000	$500,000
Economic Development Study	1,3,5	2036	$25,000	$25,000
Porteous Depot Building	1,3,5	Ongoing	$1,000,000	$250,000
Increase tables and seating in the 200 block of W Upton	1	Ongoing	$20,000	$10,000
Building facades improvement program	1	Ongoing	$300,000	$10,000 Annually
Acquiring Space for Seating	1	Ongoing	$25,000	$20,000
Charging Stations	1,5,8	2030	$50,000	$25,000
Kayak/Tube Launch	1,3,4,7	2045	$200,000	$100,000
Downtown Security	1,3	2030	$50,000	$30,000
Acquiring Property	1	Ongoing	$300,000	$150,000
Administration and Operations	1	Ongoing	$900,000	$30,000 Annually
		TOTAL	$10,885,000	$6,155,000
1=Tax Increments				
2=Tax Increment Bonds				
3=City Funds				
4=MDNR Grants				
5=Economic Development Grants				
6=Special Assessment Bonds				
7=Private Funds				
8=MDOT Grants				

Stages of Construction

The construction activities proposed above will be accomplished during construction seasons. It is expected that expenditures of significant size would be desirable as soon as a bond issue may be warranted to complete many of the scheduled activities. Basic infrastructure improvements will precede the reconstruction projects including water services, storm sewer improvements and burying overhead utility lines. Some projects identified as occurring at more than one location may not be entirely completed in the estimated completion year. Estimated completion represents initial portions of projects or those types of improvements likely to occur at the time specified as well as in future years. Other identified projects will proceed as revenues become available such as utility extensions along South Chestnut and recreation improvements.

Open Space Uses

Several vacant lots may remain open depending on when and if they are developed. Specific open space use is contemplated in the expansion of Westerburg Park to include walking trails and natural areas. Other open space uses may be incorporated into public areas within and along alleys, parking lots, rights-of-way, etc.

Property Transactions

No specific property transactions are imminent.

Changes in Zoning

The primary means for ensuring implementation of private development objectives complementing the public improvements proposed in the Development Plan is through the city zoning ordinance. This plan serves as a guide in the implementation of public improvements financed by the DDA or associated parties. The zoning ordinance should reflect the development patterns outlined in the DDA design plan. Therefore, reviewing and updating the zoning ordinance as necessary, by the planning commission and City council, is essential. No specific changes have yet been recommended. The zoning ordinance is currently under review.

Changes in Streets and Utilities

Some disruption of pavement, shoulders, gutters, sidewalks, and drainage along roadways will occur within the scope of this plan. The only changes anticipated in local streets, street levels, or intersections involve improvements as described herein, such as resurfacing and upgrading. The proposed street and parking area reconstructions provide for better drainage and as such may necessitate some minor changes in final grades. Improvements in lighting, drainage, water, and sewer are anticipated, along with public utilities, such as electric, telephone, and cable television being put underground. Storm drainage improvements may be necessary based on limited capacity for additional storm water loads at the Chestnut Street and Slosson Street areas.

Development Financing

Table 3 provides a summary of proposed development activities. Projects should be completed within 30 years of the upcoming construction season. The funding sources listed are options the DDA could utilize to finance various projects. Capital improvement projects can be financed through tax increment revenue bonds, general obligation bonds of the city, or special assessment programs. Specific projects may also qualify for a variety of economic development grant funds.

Projects that are constructed partially within the DDA as the result of larger, citywide projects typically would have a percent benefit ratio between the DDA and the City. DDA costs for these projects would reflect the portion or benefit that occur within the DDA. Some projects have also been identified as having a possible combination of funding sources. Projects for which the DDA does not intend to provide for 100 percent of the total project cost, are identified in ***Table 3***.

The costs of projects have been estimated based on 2025 dollars and may need to be increased in the particular year the project is completed. This possible increase in project costs reflects typical economic trends, future rates of inflation, material and labor cost increases, etc. In this manner, project costs would be expected to increase 3 to 5 percent per year.

Ad valorem tax

An authority, with the approval of the city council, may levy an ad valorem tax on the real and tangible personal property, not exempt by law, and as finally equalized in the downtown district. The tax shall not be more than 2 mills. The tax shall be collected by the city. The city shall collect the tax at the same time and in the same manner as it collects its other ad valorem taxes. The tax shall be paid to the treasurer of the authority and credited to the general fund of the authority for purposes of the authority. The DDA does not intend currently to levy this tax.

Conveyance of Property

All public improvements accomplished by the authority and any land, property, or equipment, etc., obtained to complete the plans set forth in this document may be conveyed to the City, at no cost, at the discretion of the DDA board of directors. At the time of the dissolution of the authority, all property then in its control would become the property of the City of Reed City. It is possible that the DDA may also convey property within its control to a private party, but no specific plans of this type exist at this time. Procedures already in place for the City for bidding, leasing, purchasing or conveying of property will apply to the DDA.

Residential Population and the Displacement of Persons

The land use inventory from Table 2 indicates that there are 58 residential parcels in the district. The 2020 census indicates that Reed City has an average of 2.26 persons per household. Applied uniformly over the households, this yields a total population of approximately 131 persons.

Table 4 – Estimated Residential Population

	Number of Units	Number of Persons
Single Family	28	64
Multiple Family (Apartments)	30	67

Development Area Citizens Council

If a proposed development area has 100 or more residents residing within it, a Development Area Citizen's Council shall be established at least 90 days before the public hearing on the development or Tax Increment Financing Plan. The Development Area Citizen's Council shall be residents of the development area established by the city council and consist of not less than nine members. A member of a Development Area Citizen's Council shall be at least 18 years of age. A Development Area Citizen's Council shall be representative of the development area.

A Development Area Citizen's Council established pursuant to this act shall act as an advisory body to the authority and the city council in the adoption of the development or Tax Increment Financing Plans. Periodically a representative of the authority responsible for preparation of a development or Tax Increment Financing Plan within the development area shall consult with and advise the Development Area Citizen's Council regarding the aspects of a Development Plan. The discussions shall include a plan for development of new housing for relocation purposes and provision for the costs of relocating located either inside or outside of the development area. The consultation shall begin before any final decisions by the authority and the city council regarding a development or Tax Increment Financing Plan. The consultation shall continue throughout the preparation and implementation of the development or Tax Increment Financing Plan.

Meetings of the Development Area Citizen's Council shall be open to the public. Notice of the time and place of the meetings shall be given by publication in a newspaper of general circulation not less than 5 days before the dates set for meetings of the Development Area Citizen's Council. A person present at those meetings shall have a reasonable opportunity to be heard. A record of the meetings of a development area citizens council, including information and data presented, shall be maintained by the council. A Development Area Citizen's Council may request and receive from the authority information and technical assistance relevant to the preparation of the Development Plan for the development area. Failure of a Development Area Citizen's Council to organize or to consult with and be advised by the authority, or failure to advise the governing body, shall not preclude the adoption of a Development Plan.

Since the proposed district contains an estimated population of approximately 131 persons, a citizen's council was established on January 12, 2026. (See Appendix).

SECTION 2

TAX INCREMENT FINANCING PLAN

Explanation of the Tax Increment Procedure to Capture Tax Increments

The primary objective of the DDA concept is to create economic expansion and to provide the necessary public improvements with which to support property owners involved in their projects with a favorable climate for development. One of the constraints inherent in plans of this scale is the unavailability of the required amount of money for public improvements. It has been determined that Tax Increment Financing provides an appropriate source of funds within a reasonable period. Tax Increment Financing is considered an equitable method of developing the projects identified herein and providing the DDA with an important financial advantage. A significant portion of the final financing package will consist of cooperative joint funding and the use of Tax Increment Financing. The City's commitment to the DDA is an important and necessary ingredient upon which to accomplish the Development Plan.

The successful financial packaging of the proposed public improvement project's intended 30-year period will serve to fulfill the objectives of the City of Reed City, but the entire range of projects will not be completed without commitment through the Tax Increment Financing and Development Plan. New commercial tenants will be encouraged to locate using the improvements detailed in the Development Plan. Bonds issued as the result of new development create a self-fulfilling situation; in that, the public improvements are made possible through tax increment bonds issued as the result of the private investment. In this way, revenue is generated from captured assessed value (CAV) increases that otherwise would not have occurred. Assessed value means the ***taxable value*** as determined under the general property tax act.

Maximum Amount of Bonded Indebtedness

The authority intends to finance, in whole or in part, the projects identified in the Development Plan potentially through the issuance of bonds. The bonds may be issued by the authority, the City, or by other authorized public entities on behalf of the authority. In any event, the authority intends to use tax increment revenues to pay, directly or indirectly, the debt service on bonds issued to pay the costs of the improvements described in the Development Plan.

Future bond issues may be necessary to implement the proposed projects and activities during the term of the plan. The cost estimates provided in sections of the Development Plan entitled “Proposed Improvements” and “Project Development Summary” do not include the cost of interest should they require bonding to complete. All bonding methods (i.e., revenue, general obligation, and tax increment) that might be employed are subject to the provisions of Act 57. All revenues of the DDA are committed to repaying the principal and interest in all bonds issued, on a priority basis. All DDA projects and activities could benefit from the sale and use of bond proceeds. The maximum amount of bonded indebtedness over the life of the plan is not expected to exceed $5,000,000.

In the event the DDA, either itself or through the City, is obligated to repay all or part of future bond issues, the cumulative maximum indebtedness each year on one or more such issues will not exceed the total principal and interest amounts required to retire bonds in the amount of $5,000,000.

Expenditures and Costs to be Paid from Tax Increment Revenues

(See Development Plan Table 3)

Duration of the Program

The duration of the Tax Increment Financing and Development Plan shall be 30 years from December 31st following the date the municipality adopts this plan and will expire on December 31, 2056, or until the following two conditions have been met:

1) The purposes for which the Development Plan was established have been accomplished.

2) The principal and interest in any outstanding bonds issued have been paid or funds sufficient to make payment have been segregated.

The termination date does not prevent the DDA from receiving all tax increments it is entitled to receive from taxes levied on December 1.

Estimated Impact of Tax Increment Financing

Tax Increment Financing, while being one of the most effective tools for the municipality to fund necessary improvements, is no different from other public development programs; in that, along with the benefits gained, there are certain costs to be incurred. These costs are the temporary reallocation of tax revenues from the CAV in the development district. It is important to note that the impact on the revenues of the taxing jurisdictions occurs on the increase in value and does not affect the current operating budget of the respective jurisdictions. The impact of these revenue reallocations on each taxing jurisdiction will be proportional to the ratio of the millage rate and the total taxable value of the respective jurisdiction. The smaller the percentage of each taxing jurisdiction's total taxable value within the DDA the less of an impact Tax Increment Financing will have, since the tax increment revenue that is produced is a function of the DDA captured assessed value and the millage rate.

To predict the impact of Tax Increment Financing on the respective Jurisdictions, information that is needed is the rate of increase in the taxable value, the total assessed value of the jurisdiction, and the amount of assessed value within the DDA. Varying rates of increase in taxable value have been historically exhibited by taxing jurisdictions. Historically, the trend for the taxing jurisdiction's taxable value was that they were consistently increasing. This may be attributable to a variety of conditions; but most obvious, perhaps, is the trend of property values linked to a relatively stable economic climate.

The average annual increase in taxable value for Reed City in the last ten years has been 3.146 percent. The average annual increase in taxable value for Osceola County in the last ten years has been 5.054 percent. These increases are based on historical data, as portrayed in ***Table 5***.

To make projections as realistic as possible, a proposed annual increase of 3.00 percent has been used for predicting the future growth of values within the DDA. ***Tables 6 and 7*** provides projections of the impact of Tax Increment Financing on each taxing jurisdiction over the life of the Development Plan.

Table 5 – Taxing Jurisdiction SEV Histories (10 years)

Taxing Jurisdictions	2015	2020	2025	Average Annual Increase (Percent)
City of Reed City	$48,192,700	$55,174,100	$81,891,200	3.146
Osceola County	$830,185,620	$987,629,691	$1,642,570,885	5.054

The impact analyses of the taxing jurisdictions (tables 6 and 7) are produced in the following manner:

Column 1 – Current and future years of tax increment financing.

Column 2 - Initial Taxable Value: This entry gives the Initial Taxable Value of each taxing jurisdiction. The county and the city have distinctly different tax bases and respectively different taxable values. Their values are expected to increase throughout the life of the plan at the rate described above.

Column 3 - DDA taxable value: This entry gives the value of the anticipated increases for each year that increase in value occurs in the development area.

Column 4 – Annual growth in DDA taxable values: This entry provides the estimated increase in taxable value within the DDA.

Column 5 – Net growth in taxing jurisdiction taxable value: This entry gives the projected growth of the total taxable value for each taxing jurisdiction.

Column 6 – Percent loss of value: The difference between the figures shown in column 5 and column 4 in percent.

Table 6 – Impact to Osceola County

	Taxable Value Plus 5% annual growth	Anticipated DDA Taxable Value	Annual growth in in DDA value	Net Growth of County's Taxable Value	% loss of value
2025	$1,035,440,294	$22,331,935	---	---	---
2026	$1,087,212,309	$24,501,779	$713,644	$1,086,498,665	0.07%
2027	$1,141,572,924	$25,236,832	$735,053	$1,140,837,871	0.06%
2028	$1,198,651,571	$25,993,937	$757,105	$1,197,894,466	0.06%
2029	$1,258,584,149	$26,773,755	$779,818	$1,257,804,331	0.06%
2030	$1,321,513,357	$27,576,968	$803,213	$1,320,710,144	0.06%
2031	$1,387,589,024	$28,404,277	$827,309	$1,386,761,715	0.06%
2032	$1,456,968,476	$29,256,405	$852,128	$1,456,116,347	0.06%
2033	$1,529,816,900	$30,134,098	$877,692	$1,528,939,207	0.06%
2034	$1,606,307,744	$31,038,121	$904,023	$1,605,403,722	0.06%
2035	$1,686,623,132	$31,969,264	$931,144	$1,685,691,988	0.06%
2036	$1,770,954,288	$32,928,342	$959,078	$1,769,995,210	0.05%
2037	$1,859,502,003	$33,916,192	$987,850	$1,858,514,152	0.05%
2038	$1,952,477,103	$34,933,678	$1,017,486	$1,951,459,617	0.05%
2039	$2,050,100,958	$35,981,689	$1,048,010	$2,049,052,948	0.05%
2040	$2,152,606,006	$37,061,139	$1,079,451	$2,151,526,555	0.05%
2041	$2,260,236,306	$38,172,973	$1,111,834	$2,259,124,472	0.05%
2042	$2,373,248,121	$39,318,163	$1,145,189	$2,372,102,932	0.05%
2043	$2,491,910,528	$40,497,707	$1,179,545	$2,490,730,983	0.05%
2044	$2,616,506,054	$41,712,639	$1,214,931	$2,615,291,123	0.05%
2045	$2,747,331,357	$42,964,018	$1,251,379	$2,746,079,977	0.05%
2046	$2,884,697,924	$44,252,938	$1,288,921	$2,883,409,004	0.04%
2047	$3,028,932,821	$45,580,526	$1,327,588	$3,027,605,233	0.04%
2048	$3,180,379,462	$46,947,942	$1,367,416	$3,179,012,046	0.04%
2049	$3,339,398,435	$48,356,381	$1,408,438	$3,337,989,997	0.04%
2050	$3,506,368,357	$49,807,072	$1,450,691	$3,504,917,665	0.04%
2051	$3,681,686,774	$51,301,284	$1,494,212	$3,680,192,562	0.04%
2052	$3,865,771,113	$52,840,323	$1,539,039	$3,864,232,075	0.04%
2053	$4,059,059,669	$54,425,532	$1,585,210	$4,057,474,459	0.04%
2054	$4,262,012,652	$56,058,298	$1,632,766	$4,260,379,886	0.04%
2055	$4,475,113,285	$57,740,047	$1,681,749	$4,473,431,536	0.04%
2056	$4,698,868,949	$59,472,249	$1,732,201	$4,697,136,748	0.04%

Table 7 – Impact to Reed City

	Taxable Value Plus 3% annual growth	Anticipated DDA Taxable Value	Annual growth in in DDA value	Net Growth of City's Taxable Value	% loss of value
2025	$81,891,200	$22,331,935	---	---	---
2026	$84,347,936	$24,501,779	$713,644	$83,634,292	0.85%
2027	$86,878,374	$25,236,832	$735,053	$86,143,321	0.85%
2028	$89,484,725	$25,993,937	$757,105	$88,727,620	0.85%
2029	$92,169,267	$26,773,755	$779,818	$91,389,449	0.85%
2030	$94,934,345	$27,576,968	$803,213	$94,131,132	0.85%
2031	$97,782,375	$28,404,277	$827,309	$96,955,066	0.85%
2032	$100,715,847	$29,256,405	$852,128	$99,863,718	0.85%
2033	$103,737,322	$30,134,098	$877,692	$102,859,630	0.85%
2034	$106,849,442	$31,038,121	$904,023	$105,945,419	0.85%
2035	$110,054,925	$31,969,264	$931,144	$109,123,781	0.85%
2036	$113,356,573	$32,928,342	$959,078	$112,397,495	0.85%
2037	$116,757,270	$33,916,192	$987,850	$115,769,420	0.85%
2038	$120,259,988	$34,933,678	$1,017,486	$119,242,502	0.85%
2039	$123,867,788	$35,981,689	$1,048,010	$122,819,777	0.85%
2040	$127,583,821	$37,061,139	$1,079,451	$126,504,371	0.85%
2041	$131,411,336	$38,172,973	$1,111,834	$130,299,502	0.85%
2042	$135,353,676	$39,318,163	$1,145,189	$134,208,487	0.85%
2043	$139,414,286	$40,497,707	$1,179,545	$138,234,741	0.85%
2044	$143,596,715	$41,712,639	$1,214,931	$142,381,784	0.85%
2045	$147,904,616	$42,964,018	$1,251,379	$146,653,237	0.85%
2046	$152,341,755	$44,252,938	$1,288,921	$151,052,834	0.85%
2047	$156,912,007	$45,580,526	$1,327,588	$155,584,419	0.85%
2048	$161,619,368	$46,947,942	$1,367,416	$160,251,952	0.85%
2049	$166,467,949	$48,356,381	$1,408,438	$165,059,510	0.85%
2050	$171,461,987	$49,807,072	$1,450,691	$170.011,296	0.85%
2051	$176,605,847	$51,301,284	$1,494,212	$175,111,635	0.85%
2052	$181,904,022	$52,840,323	$1,539,039	$180,364,984	0.85%
2053	$187,361,143	$54,425,532	$1,585,210	$185,775,933	0.85%
2054	$192,981,977	$56,058,298	$1,632,766	$191.349,211	0.85%
2055	$198,771,436	$57,740,047	$1,681,749	$197,089,688	0.85%
2056	$204,734,580	$59,472,249	$1,732,201	$203,002,378	0.85%

This general format is used for all the impact charts in the Tax Increment Financing Plan. It is important to realize that the percentages represent decreases in the amount of future increase only. In other words, a 1.00 percent impact results in an increase for that year of 99 percent instead of 100 percent. The impact to each respective taxing jurisdiction is proportional to the millage/taxable value ratio of that jurisdiction. As this ratio increases, the impact on the taxing jurisdiction decreases.

Osceola County Impact - In the case of the county, the ratio is very high; therefore, the impact on the county is very low (less than 1/10 of 1.00 percent in any given year).

City of Reed City Impact - The City will have a slightly greater percentage of CAV within the DDA compared to its total taxable value and, as such, will have the greatest impact. The reduction in future increases is low and remains constant since the projected growth in the DDA is the same as the projected growth in the city. Therefore, the impact on the city is very low (less than 1.00 percent in any given year).

General Impact - There are certain factors that are constant for all the impact analyses. Real property increases are expected to increase at a steady rate. Another factor that is held constant in these impact statements is the rate of increase in the taxable value of each taxing jurisdiction. An average was established based on the average increases of each jurisdiction over the past 10 years to give these projections. The city has experienced average annual taxable value increases of approximately 3.00 percent. The county has experienced average annual taxable value increases of approximately 5.00 percent. The effect of this projected growth is offset however, by the annual rate of growth of the DDA district, which is also projected at an annual rate averaging 3.00 percent per year.

Use of Captured Assessed Value

The initial assessed value (taxable value) of the development area is $**22,331,935, which includes all real and personal property**. The base year from which this is taken is tax year 2025 or that value attributable to all the real and personal, and tax-abated property located within the district on December 31, 2024. ***Table 8*** provides a listing of all the properties and related assessed valuation within the district. It should be noted that the calculation of assessed value for abated property is done in accordance with the formula spelled out in Act 57. The estimated annual CAV and, subsequently, the tax increment revenues (as projected in ***Table 9***) are assumptions about growth based on historical rates and pending new development projects for which the authority has ample prior knowledge. Altogether, development projects are expected to provide over $11,619,977 in total property increases (captured assessed value). Aside from a few small renovation projects, no new specific private development projects are proposed within the next three years.

Table 8 – 2025 Real Properties and Personal Properties in DDA

Real Properties

Parcel Number	Owner's Name	Taxable	Class	Property Address
52 009 001 01	GENERAL MILLS OPERATIONS LLC	4,437,029	301	128 E SLOSSON AVE
52 009 001 10	CITY OF REED CITY	0	202	
52 009 001 20	CITY OF REED CITY	0	202	
52 009 032 01	BTKJ LLC	111,100	201	223 COATS AVE
52 009 034 10	BTKJ LLC	7,655	201	225 COATS AVE
52 009 035 00	CITY OF REED CITY	0	202	
52 009 037 01	CITY OF REED CITY	0	201	
52 009 040 00	ARLYN REED CITY LLC	3,522	202	
52 009 041 00	HODGES MISTY	30,819	201	336 N CHESTNUT ST
52 009 044 00	FARMER'S PROPERTY GROUP LLC	53,782	201	123 N CHESTNUT ST
52 009 045 00	ARLYN REED CITY LLC	114,417	201	420 N CHESTNUT ST
52 009 046 00	ANCHOR REAL ESTATE & PROP MGMTS LLC	39,178	201	426 N CHESTNUT ST
52 009 048 00	REED CITY SENIOR CENTER	0	202	
52 009 049 00	YOST ANTHONY D & DEBBIE J TRUST	16,006	201	207 E TODD AVE
52 010 001 00	CITY OF REED CITY	0	202	
52 010 002 00	MOZDEN GERALD L & SHELLEY L	47,347	401	202 N ROTH ST
52 010 003 01	CITY OF REED CITY	0	201	700 COMMERCE DR
52 010 003 10	REED CITY MOOSE LODGE #705	98,173	201	200 N ROTH ST
52 010 003 15	REED CITY MOOSE LODGE #705	1,088	402	
52 010 004 00	CONSUMERS ENERGY CO	3,524	301	
52 010 005 00	UPTOWN REED CITY LLC	66,468	401	208 N ROTH ST
52 010 006 03	POWER LINE SUPPLY CO	480,868	301	660 COMMERCE DR
52 010 020 00	LUTZ WILLIAM O & TINA C	79,139	201	600 COMMERCE DR
52 015 001 01	CITY OF REED CITY	0	201	505 E LINCOLN AVE
52 015 001 10	OSCEOLA COUNTY	0	201	502 SAVIDGE ST
52 015 002 00	RCTI ACQUISITION CO LLC	954,010	301	603 E CHURCH AVE
52 015 003 01	UTILITY SUPPLY & CONSTRUCTION CO	1,167,400	301	420 S ROTH ST
52 015 006 00	RECYCLE OF OSCEOLA CO INC	0	201	531 E LINCOLN AVE
52 015 007 00	NEXT GEN DEVELOPMENT LLC	452,938	301	710 E CHURCH AVE
52 015 008 00	REED CITY TOOL LLC	8,865	202	

52 015 008 10	RCTI ACQUISITION CO LLC	67,599	201	548 E CHURCH AVE
52 015 009 00	REED CITY GROUP LLC	22,479	301	591 E CHURCH AVE
52 015 018 00	SANDERS ANDREW	77,727	401	540 E CHURCH AVE
52 015 044 00	POWER LINE SUPPLY CO	16,700	201	665 COMMERCE DR
52 015 046 00	CITY OF REED CITY	0	202	
52 015 052 01	HOLLINGSHEAD MATERIALS LLC	161,802	201	955 E CHURCH AVE
52 016 012 00	REED CITY HOSPITAL CORP	0	201	219 E CHURCH AVE
52 016 013 00	CITY OF REED CITY	0	202	
52 016 049 00	CLOUSE REED CITY PROPERTIES LLC	274,407	201	
52 016 049 10	REED CITY FD LLC	134,100	201	834 S CHESTNUT ST
52 016 049 15	CLOUSE REED CITY PROPERTIES LLC	64,108	201	836 S CHESTNUT ST
52 016 050 00	MIDWEST V LLC	206,500	201	830 S CHESTNUT ST
52 016 051 00	CLOUSE REED CITY PROPERTIES LLC	99,903	201	838 S CHESTNUT ST
52 016 052 00	NORTHLAND AREA FEDERAL CREDIT UNION	183,900	201	840 S CHESTNUT ST
52 016 053 00	MACKINAW FOOD SERVICES #1204	89,854	201	842 S CHESTNUT ST
52 016 053 10	DADLES RONALD G & GARLEN L TRUST	64,941	201	846 S CHESTNUT ST
52 016 055 00	PLETCHER DUANE L & JOYCE	2,273	202	
52 016 055 10	SKY GUYS INVESTMENTS LLC	108,200	201	841 S CHESTNUT ST
52 016 056 00	PLETCHER DUANE L & JOYCE	71,116	401	845 S CHESTNUT ST
52 016 057 00	EICHENBERG JANEL	85,361	201	849 S CHESTNUT ST
52 016 058 04	LUTZ NORMA J	73,947	201	852 S CHESTNUT ST
52 016 058 15	NABESNA MICHIGAN LLC	11,547	202	
52 016 058 50	ADAMS RICHARD A	153,600	201	853 S CHESTNUT ST
52 016 058 60	HALL CHRISTOPHER A	114,956	201	857 S CHESTNUT ST
52 016 260 00	LUTZ WILLIAM O TRUST #1	33,784	201	850 S CHESTNUT ST
52 100 001 03	YOPLAIT USA -	4,654	302	110 E UPTON AVE
52 100 002 00	WILLIAMS JOHN D & DOUGLAS R	22,652	201	104 E UPTON AVE
52 100 003 00	FULLER DARLENE & TALASKE ALEXANDER	54,452	201	102 E UPTON AVE
52 101 001 00	TERRYN HOLDINGS LLC	60,000	201	318 E SLOSSON AVE
52 101 003 00	RUSSELL LORRAINE	17,377	401	302 E SLOSSON AVE
52 103 001 00	WILLIAMS ELI	13,626	401	343 E SLOSSON AVE
52 103 002 00	BRADLEY WILLIAM S	25,238	401	335 E SLOSSON AVE
52 103 004 00	MUND PROPERTIES LLC	45,157	401	315 E SLOSSON AVE
52 103 006 00	WARD VERONICA A	29,962	401	216 DAVENPORT ST
52 103 008 00	WARD VERONICA A	634	402	
52 103 009 00	ROGERS KENNETH	28,871	401	218 DAVENPORT ST
52 103 011 00	NEWMAN SEAN & JENNIFER	38,305	401	220 DAVENPORT ST
52 103 013 00	RIX TINA M & ROBERT H II	27,330	401	226 DAVENPORT ST
52 103 015 00	KELLEY ALEXANDRA	21,429	401	232 DAVENPORT ST
52 103 016 00	CLARK JOHN W	22,924	401	320 E TODD AVE
52 103 018 00	SANDLIN KIMBERLY	27,968	401	328 E TODD AVE

52 103 020 00	SUTTON WILLIE & THERESA	18,481	401	215 S DECALB ST
52 103 020 50	MUND PROPERTIES LLC	43,508	401	342 E TODD AVE
52 104 008 00	RICHARDSON CHRISTOPHER M	24,256	401	412 E TODD AVE
52 104 009 00	RICHARDSON CHRISTOPHER M	3,369	401	420 E TODD AVE
52 104 010 00	RUNIONS SYLVIA	45,400	401	424 E TODD AVE
52 104 011 00	FLINTON CLARENCE	25,856	401	432 E TODD AVE
52 104 013 00	FERRELLGAS INC	40,837	201	220 S DECALB ST
52 106 006 00	BILL AND JILL HOLDINGS LLC	56,533	201	
52 106 009 00	217 E TODD AVE LLC	28,493	201	217 E TODD AVE
52 106 009 01	REED CITY SENIOR CENTER	0	201	219 E TODD AVE
52 107 001 00	BENSON KELLY R & KAREN K	30,803	401	129 E TODD AVE
52 107 001 51	GODBOLD DIANN G	7,886	201	126 E BITTNER AVE
52 107 002 00	BEILFUSS JAMES & MICHELLE	31,831	401	123 E TODD AVE
52 107 002 50	ROBINSON MARILYN A TRUST	25,356	401	124 E BITTNER AVE
52 107 003 00	INGRAHAM SHARI R	18,452	401	117 E TODD AVE
52 107 004 00	ROBERTS KATINA	50,622	401	109 E TODD AVE
52 107 004 50	EMMANUEL APOSTOLIC CHURCH	0	201	310 S CHESTNUT ST
52 107 005 00	BRADLEY WILLIAM S TRUST	41,917	401	306 S CHESTNUT ST
52 108 008 00	222 REED CITY MI LLC	265,148	201	222 S CHESTNUT ST
52 108 013 00	BLOOM MICHAEL G & SARA L	44,474	201	232 S CHESTNUT ST
52 110 001 00	DDA OF CITY OF REED CITY	0	202	
52 110 001 50	CITY OF REED CITY	0	201	119 N CHESTNUT ST
52 110 002 00	CITY OF REED CITY	0	202	
52 110 008 00	PENNINGTON MICHELLE L TRUST	133,300	201	138 W UPTON AVE
52 110 008 50	HANSON-UPTON LLC	44,300	201	142 W UPTON AVE
52 110 010 50	TRUCKS DAVID K	4,203	201	
52 110 011 00	TRUCKS DAVID K	112,000	201	130 W UPTON AVE
52 110 012 00	TRUCKS DAVID K	36,087	201	126 W UPTON AVE
52 110 013 00	DEAN LINDA L TRUST	51,036	201	128 W UPTON AVE
52 110 013 50	KAILING ENTERPRISES LLC	60,883	201	122 W UPTON AVE
52 110 015 00	LOVE INC OF WEXFORD & OSCEOLA CO	0	201	116 W UPTON AVE
52 110 016 01	STEINBACH & STEINBACH LLC	77,279	201	114 W UPTON AVE
52 110 018 00	CLEMENTSHAW LONNIE R	59,100	201	108 W UPTON AVE
52 110 019 01	WALLACE DOUGLAS R & CHRISTY L	101,300	201	102 W UPTON AVE
52 110 019 50	SEVEN SLOT GRILLE LLC	72,266	201	111 N CHESTNUT ST
52 111 002 00	TALASKE ALEXANDER J	75,300	201	123 W UPTON AVE
52 111 003 01	WIRTH TRICIA J	31,429	201	127 W UPTON AVE
52 111 004 50	YOST ANTHONY LLC	39,063	201	133 W UPTON AVE
52 111 005 00	REED CITY SCRUB A DUB LLC	29,043	201	137 W UPTON AVE
52 111 007 00	MURPHY KEVIN & DEANNA L	54,871	201	141 W UPTON AVE
52 111 007 50	BROWN KELSEY	20,500	201	112 S HIGBEE ST

52 111 008 00	MURPHY KEVIN & DEANNA L	51,240	201	120 S HIGBEE ST
52 111 008 50	OLD RUGGED CROSS HISTORICAL SOCIETY	0	201	
52 111 011 00	OLD RUGGED CROSS HISTORICAL SOCIETY	0	201	124 W SLOSSON
52 111 013 00	BROWN CATHERINE W TRUST	43,808	401	
52 111 015 00	CITY OF REED CITY	0	201	125 S CHESTNUT ST
52 111 017 00	CITY OF REED CITY	0	201	129 S CHESTNUT ST
52 111 022 00	CRAFT KEVIN R & PENNY R	64,903	201	103 S CHESTNUT ST
52 111 022 10	BARNHART LORRAINE	16,702	201	111 W UPTON AVE
52 111 022 20	KELLER AMY M LLC	58,495	201	115 W UPTON AVE
52 111 022 30	ANDREW RIEMER LLC	114,200	201	119 W UPTON AVE
52 111 022 40	MORTENSEN REAL ESTATE LLC	49,600	201	111 S CHESTNUT ST
52 111 022 50	CITY OF REED CITY	0	202	
52 111 022 60	MORTENSEN REAL ESTATE LLC	35,425	201	113 S CHESTNUT ST
52 112 018 00	LAKE-OSCEOLA STATE BANK	303,800	201	217 S CHESTNUT ST
52 112 021 00	ROGGOW ROBERT G	1,770	201	211 S CHESTNUT ST
52 112 022 00	ROGGOW ROBERT G	23,125	201	207 S CHESTNUT ST
52 112 022 10	ROGGOW'S HEATING & COOLING INC	6,427	202	101 W SLOSSON
52 112 023 00	WALSH BRENNAN	16,100	201	
52 112 023 50	WALSH BRENNAN	1,600	202	109 W SLOSSON
52 112 024 00	HARELD PROPERTIES LLC	31,500	201	
52 116 001 00	DAVIS MOLLY & MATTHEW	57,200	201	111 S HIGBEE ST
52 116 001 10	HERVEY CORINNA	38,000	201	201 W UPTON AVE
52 116 001 20	HAINES JASON & JENNIFER	31,239	201	203 W UPTON AVE
52 116 003 00	HAINES JASON & JENNIFER	19,073	201	207 W UPTON AVE
52 116 003 50	HAINES JASON & JENNIFER	10,722	201	209 W UPTON AVE
52 116 004 00	HERVEY BRIAN J & CORINNA K	40,700	201	211 W UPTON AVE
52 116 006 00	PRUITT-LIVINGSTON CO	111,667	201	225 W UPTON AVE
52 116 010 00	TETZLAFF NEIL R & LILLIAN L TRUST	73,099	401	237 W UPTON AVE
52 116 015 01	CROSSROADS THEATRE GUILD INC	0	201	249 W UPTON AVE
52 116 015 02	THORNBURGH MORGAN L II	37,290	401	247 W UPTON AVE
52 116 030 50	K & M NIX LLC	44,431	201	119 S HIGBEE ST
52 116 031 00	REED CITY PUBLIC SCHOOLS	0	201	
52 117 023 00	GODBOLD PAUL L II	53,184	201	232 W UPTON AVE
52 117 025 00	HUNTINGTON NATIONAL BANK	204,212	201	214 W UPTON AVE
52 117 029 00	HUNTINGTON NATIONAL BANK	43,006	201	204 W UPTON AVE
52 117 030 00	ALEXANDER LTD PARTNERSHIP LP	83,779	201	202 W UPTON AVE
52 118 001 00	LOVE INC OF WEXFORD & OSCEOLA CO	0	201	105 COATS AVE
52 118 002 00	GUN LAKE LEASING LLC	40,100	201	228 N CHESTNUT ST
52 118 005 00	REGER ANITA K	60,600	401	222 N CHESTNUT ST
52 118 007 00	FRAZIER SCOTT	62,289	401	216 N CHESTNUT ST
52 118 009 01	YOST WILLIAM C & KATHALEEN R	31,541	201	202 N CHESTNUT ST

52 118 012 50	CITY OF REED CITY	0	201	214 N CHESTNUT ST
52 119 010 00	LEBARON RICHARD L TRUST	138,425	201	211 N CHESTNUT ST
52 119 013 00	ACI LAND HOLDING II LLC	51,147	201	219 N CHESTNUT ST
52 119 015 00	ACI LAND HOLDING II LLC	5,516	201	225 N CHESTNUT ST
52 119 016 00	EDSTROM'S NEIGHBORHOOD GARAGE	60,200	201	227 N CHESTNUT ST
52 119 018 00	CITY OF REED CITY	0	202	
52 122 011 00	WAKEMAN DIRK L & SHARON M	6,504	401	301 N CHESTNUT ST
52 122 011 10	WAKEMAN DIRK L & SHARON M	30,359	401	112 W 5TH AVE
52 122 012 00	ALLEN BLAKE	23,651	401	305 N CHESTNUT ST
52 122 013 00	BRADLEY WILLIAM S TRUST	18,937	401	307 N CHESTNUT ST
52 122 014 00	GOODMAN DANIEL G	3,700	202	311 N CHESTNUT ST
52 122 015 00	NORTHEND RC HOLDINGS LLC	157,400	201	315 N CHESTNUT ST
52 122 018 00	NORTHEND RC HOLDINGS LLC	41,082	201	329 N CHESTNUT ST
52 123 001 50	MCMULLEN MARCIA L	38,888	401	330 N CHESTNUT ST
52 123 003 00	MITCHELL SHERYL L	24,032	401	326 N CHESTNUT ST
52 123 004 00	HUSLER MATTHEW P	39,100	401	322 N CHESTNUT ST
52 123 005 00	COOK DYLAN	64,746	401	320 N CHESTNUT ST
52 123 007 00	STARK NOAH	67,551	401	310 N CHESTNUT ST
52 123 010 01	YOUNGS CLIFFORD C & JACQUELINE A	44,232	401	302 N CHESTNUT ST
52 124 003 00	PRIELIPP-BIELECKI PROPERTY MGMT LLC	11,583	202	419 N CHESTNUT ST
52 127 002 00	KRUGLER JOHN & SANDRA	28,238	401	330 N SEARS ST
52 133 100 00	OSCEOLA COUNTY BUILDING AUTHORITY	0	201	301 W UPTON AVE
52 133 102 01	OSCEOLA COUNTY	0	201	
52 137 001 00	LOCKER TIMOTHY W SR & CINDA L	35,255	401	327 N SEARS ST
52 137 004 00	AHLICH DOROTHY A TRUST	4,597	402	
52 138 001 01	YENCER KETHA D	5,521	402	
52 138 005 00	AHLICH DOROTHY A TRUST	5,301	402	418 W STIMSON
52 138 011 00	DAVIS TRUDY P & GREENE MARC G	23,535	401	
52 138 012 00	CHOPONIS JACOB	1,688	402	410 N SEARS ST
52 139 001 00	AHLICH DOROTHY A TRUST	9,634	402	300 N PATTERSON
52 140 001 00	COREWELL HEALTH	0	201	
52 141 003 00	MAHABEER HOWARD A MD	184,925	201	225 N STATE ST
52 145 001 00	OSCEOLA COUNTY	0	201	
52 257 001 00	BILL AND JILL HOLDINGS LLC	168,765	201	415 S MORSE ST
52 258 001 01	CITY OF REED CITY	0	201	227 E LINCOLN AVE
52 258 001 10	240 EAST CHURCH AVE LLC	283,317	201	240 E CHURCH AVE
52 261 001 00	YOST ANTHONY D & DEBBIE J TRUST	59,871	201	135 E BITTNER AVE
52 261 007 00	REED CITY SELF STORAGE LLC	85,807	201	127 E BITTNER AVE
52 266 007 01	Z HUSS DAIRY DEPOT LLC	57,533	201	534 S CHESTNUT ST
52 266 009 00	HUSS ZACHERY	5,900	201	116 E OSCEOLA AVE
52 266 010 00	MACE CHRISTINA J & SUTTON BRADLEY S	52,855	401	132 E OSCEOLA AVE

52 266 012 00	BILL AND JILL HOLDINGS LLC	26,126	201	202 E OSCEOLA AVE
52 267 001 01	BILL AND JILL HOLDINGS LLC	19,044	401	203 E OSCEOLA AVE
52 267 001 02	BILL AND JILL HOLDINGS LLC	4,365	402	E OSCEOLA AVE
52 267 002 00	V F W POST #2964	0	201	129 E OSCEOLA AVE
52 267 004 00	WARD JACK D JR	31,061	401	117 E OSCEOLA AVE
52 267 006 00	LAND MANAGEMENT LC	134,000	201	602 S CHESTNUT ST
52 267 007 00	B & B CAR WASH LLC	119,400	201	626 S CHESTNUT ST
52 275 001 52	MUAB LLC	1,752	202	133 E CHURCH AVE
52 275 001 53	BRINKERT ROBERT L & JANICE L	53,525	401	133 E CHURCH AVE
52 275 002 50	ANGIOUS SAMIR R	52,409	201	702 S CHESTNUT ST
52 275 008 00	UPTOWN REED CITY LLC	104,800	401	715 S MILL ST
52 275 009 00	ROLSTON KEITH D & LOIS J TRUST	27,594	401	723 S MILL ST
52 275 009 50	THOMPSON STEWART II	31,787	401	731 S MILL ST
52 275 016 00	BUTLER ANNETTE	34,645	401	741 S MILL ST
52 275 017 00	UPTOWN REED CITY LLC	36,373	401	743 S MILL ST
52 275 017 50	KEELER COLTON W & BURROWS TRACI A	39,050	401	751 S MILL ST
52 275 023 01	MUAB LLC	53,071	201	716 S CHESTNUT ST
52 275 024 00	SOCIA DAVID JR & VINESSA	24,098	401	761 S MILL ST
52 275 025 00	MUAB LLC	6,478	202	760 S CHESTNUT ST
52 275 025 50	GERULIS PETER E	42,435	401	765 S MILL ST
52 275 031 00	BEEMER BILL, COPEMAN TAYLOR, &	71,976	201	770 S CHESTNUT ST
52 275 033 00	HOLLAND PAMELA	123,465	201	122 CATHERINE AVE
52 275 034 00	BAILEY GARY B SR & GAIL E TRUST	61,500	201	780 S CHESTNUT ST
52 275 034 50	JAGER MARK A	23,929	401	120 CATHERINE AVE
52 275 037 00	KEITH BAKER PROPERTIES LLC	64,696	201	800 S CHESTNUT ST
52 950 001 00	STATE OF MICHIGAN DNR PILT	10,983	102	
52 950 004 00	STATE OF MICHIGAN DNR PILT	878	102	200 N CHESTNUT ST
Count: 221	**Real Property Total**	**$17,437,955**		

Personal Property

Parcel Number	**Owner's Name**	**Taxable**	**Class**	**Property Address**
52 900 549 00	DEERE CREDIT INC	1,009,300	251	420 S ROTH ST
52 900 528 00	EBELS GENERAL STORE	505,000	251	716 S CHESTNUT
52 900 558 00	BMO BANK NA – MI REED	456,680	251	420 ROTH ST
52 900 031 00	HYDAKER-WHEATLAKE CO	281,100	351	420 S ROTH ST
52 900 116 00	SPECTRUM MID-AMERICA LLC	140,400	251	VARIOUS SITES
52 900 548 00	EV CONSTRUCTION CO	133,500	251	300 N PATTERSON
52 900 469 00	POWER LINE SUPPLY CO	103,700	251	600 COMMERCE
52 900 208 00	WESCO INC #50	100,000	251	602 S CHESTNUT
52 900 211 00	SMYRNA READY MIX CONCRETE LLC	55,000	351	955 E CHURCH
52 900 167 00	FERRELL GAS INC	10,700	251	5438 220TH AVE

52 900 058 00	PRUITT-LIVINGSTON CO	7,100	251	225 W UPTON AVE
52 900 569 00	WERFEN USA LLC DBA	6,200	251	300 N PATTERSON
52 900 442 00	SUNNY'S BAR & GRILL	500	251	122 W UPTON AVE
52 900 511 00	REED CITY BREWING CO	500	251	141 W UPTON AVE
52 900 515 00	HOLD FAST TATTOO	500	251	106 W UPTON AVE
52 900 552 20	BELLA SEBASTIAN HAIR	500	251	207 W UPTON AVE
52 900 009 01	CONSUMERS ENERGY CO – DDA	1,614,200	003	DDA
52 900 045 00	DTE GAS CO	161,800	551	DDA
52 900 116 00	SPECTRUM MID-AMERICA LLC	298,700	251	DDA
52 900 581 00	GREAT LAKES ENERGY	8,600	003	DDA
Count: 20	**Personal Property Total**	**$4,893,930**		

Total Base Year Value: $22,331,935

As mentioned previously about being cautious about future growth, a figure starting out at 3.00 percent has been used. This is the actual growth rate for all DDA property over the Past 10 years. A growth factor of 3.00 percent has been used, remaining fixed at that rate for the remainder of the plan. This is an important assumption based on several factors affecting future growth within the DDA, such as:

- Much of the available land within the DDA has already been developed.
- Property values are holding steady or increasing at a slower rate than in the past.
- No known developments other than those already identified are proposed within the DDA.

The Revenue Generation Schedule (see ***Table 9***) reflects a reasonable projection of revenue over the life of this plan based on the growth rate already experienced. However, annual tax increment revenues may increase or decrease over time due to changing conditions, such as:

- Additional investment within the development area is not currently anticipated.
- Effects of inflation, deflation, interest rates, etc., on existing property values and new development projects.
- Tax laws and local response to development incentives, such as tax abatements.

- Local adjustments or changes regarding valuation trends.

It is assumed that there will be offsetting increases and decreases because of the above-mentioned factors. The DDA intends to use all the revenue that is generated because of the increase in captured assessed value to undertake its Development Plan. Tax increments will not be used to provide extra operating revenues for the city.

Table 9 – Revenue Generation

Taxable Value	Year	3% Growth	Millage rate	Annual Revenue
$24,501,779	1	$713,644	0.02628	$18,755
$25,236,832	2	$1,448,697	0.02628	$38,072
$25,993,937	3	$2,205,802	0.02628	$57,968
$26,773,756	4	$2,985,621	0.02628	$78,462
$27,576,968	5	$3,788,833	0.02628	$99,571
$28,404,277	6	$4,616,142	0.02628	$121,312
$29,256,406	7	$5,468,271	0.02628	$143,706
$30,134,098	8	$6,345,963	0.02628	$166,772
$31,038,121	9	$7,249,986	0.02628	$190,530
$31,969,264	10	$8,181,129	0.02628	$215,000
$32,928,342	11	$9,140,207	0.02628	$240,205
$33,916,192	12	$10,128,057	0.02628	$266,165
$34,933,678	13	$11,145,543	0.02628	$292,905
$35,981,689	14	$12,193,554	0.02628	$320,447
$37,061,139	15	$13,273,004	0.02628	$348,815
$38,172,973	16	$14,384,838	0.02628	$378,034
$39,318,163	17	$15,530,028	0.02628	$408,129
$40,497,707	18	$16,709,572	0.02628	$439,128
$41,712,639	19	$17,924,504	0.02628	$471,056
$42,964,018	20	$19,175,883	0.02628	$503,942
$44,252,938	21	$20,464,803	0.02628	$537,815
$45,580,527	22	$21,792,392	0.02628	$572,704
$46,947,942	23	$23,159,807	0.02628	$608,640
$48,356,381	24	$24,568,246	0.02628	$645,653
$49,807,072	25	$26,018,937	0.02628	$683,778
$51,301,284	26	$27,513,149	0.02628	$723,046
$52,840,323	27	$29,052,188	0.02628	$763,491
$54,425,532	28	$30,637,397	0.02628	$805,151

$56,058,298	29	$32,270,163	0.02628	$848,060
$57,740,047	30	$33,951,912	0.02628	$892,256
				$11,879,566

Taxable Properties and Values

There are currently 221 real properties within the development area with a total 2025 taxable value (as of December 31, 2024) of $17,437,955. There are 20 personal properties with a total value of $**4,893,980**. The aggregate 2025 property value of $**22,331,935** represents the total “current assessed taxable value” of all DDA property.

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

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

The multiple-location, single-tax number personal property located entirely within the district is accounted for annually in the same manner. Multi-locational property not 100 percent within the DDA is determined annually by the personal property owner. Each separate location must be identified by the owner so the assessor can determine which are within the DDA.

Linear-locational personal property is determined annually by the personal property owner. The personal property owner is provided with a map of the DDA District and is responsible annually for indicating the extent of their property within the DDA.

Table 10 contains information regarding the current taxing jurisdictions from whose millage; tax increment revenues are produced. The millage is for the entire tax year even if they are collected in the summer or winter tax collection period. The tax increment revenue that is produced is a function of the DDA captured assessed value and the millage rate. However, the less of a percentage of each taxing jurisdiction's total SEV within the DDA the less of an impact Tax Increment Financing will have.

Table 10 – 2025 Millage Rates and Assessed Taxable Values

Taxing Jurisdictions	Millage Rate	2025 Value	% in DDA/CAV
City of Reed City	Operating 14.5541	$81,891,200	21.294
Osceola County	Allocated 6.2667 MOTA 0.4932 MSU 0.2478 Road Patrol 0.9913 EMS 1.3024 SCH OFF 0.9913 COA 1.4749	$1,035,440,294	1.166
Total County	11.7279		
TOTAL CITY & COUNTY	26.2820		

The theory of Tax Increment Financing is that investment in public improvements in an area within the municipality will result in greater tax revenues from that area than would otherwise occur if no special incentives were provided. Therefore, it is important to earmark a portion of the resulting increased tax revenues for paying the cost of providing public improvements in that area. A Tax Increment Financing and Development Plan may earmark all or any portion of the tax increment revenues for use in paying the cost of the Development Plan.

Tax Increment Procedure

The plan must be adopted by the city council following consultation with the taxing units involved and a public hearing as required by statute. The essence of the Tax Increment Financing procedure is as follows:

Implementing Public Improvements - The public makes an investment in public improvements and potentially in facilities to be leased or sold to private owners for the purpose of stimulating private investment in a specific development district. The investment must be made in response to a declining business climate and tax base that the public wishes to protect and develop.

Issuing Bonds - Bonds may be issued to finance the improvements. This is not mandatory, as tax increments received may be used in any manner the authority desires, provided those uses are described in this plan. Should increments be sufficient to warrant the selling of bonds, these bonds are retired in a manner prescribed by the authority.

Captured Assessed Value - The captured assessed value (CAV) is determined at the end of each year of the plan and is equal to the difference between the initial assessed value and the current assessed value. The initial assessed values for DDA properties are from the 2025 tax roll. In future years, the initial assessed value base year may be from a more current year because of a property split, new personal property, etc., but will be added at a zero value. Taxes generated from the subsequent growth in the tax base of the development district are retained and utilized by the authority.

Taxing Jurisdiction Agreements - Tax increment revenues for the DDA result from the application of the general tax rates of the incorporated municipality and all other political subdivisions levying taxes in the development area to the CAV.

Since the plan may provide for the use of part or the entire CAV, the DDA may enter into agreements with each of the taxing units to share a portion of the CAV of the district. At this time, the authority has determined that it will use all the CAV for the purpose of undertaking projects and paying the principal and interest on any outstanding bond issues.

Should the county or city vote extra millage for specific projects (for example, additional fire or police protection), such increased millage will also be included in the CAV.

Release of Captured Assessed Value - When the specified development and Tax Increment Financing Plan is accomplished, the CAV is released and the taxing units receive all the taxes levied on them from that point on.

Justification for Tax Increment Financing - Since only the growth in tax base (the CAV) in the development district is used to finance the Development Plan, the taxing units continue to receive their full tax levy on the initial assessed value of property in the development area. In addition, any taxes generated by the CAV beyond the amount required by the Development Plan are returned to the taxing units each year.

The justification of the Tax Increment Financing procedure is based on the expectation that all or a portion of the CAV that is created, following implementation of a downtown Development Plan, would not have occurred without the stimulation of the public investment involved in the plan implementation; and, therefore, the short-term investment made by the taxing units in foregoing part of the growth in tax revenues is repaid by the long-term benefit of substantially greater taxes realized from a significantly stronger tax base.

Preparation of Tax Increment Work Sheets - Each year, within 30 days of the date that the state finally equalizes SEV (the fourth Monday in May), the City or the DDA shall prepare the 'Tax Increment Work Sheet.' The Tax Increment Work Sheet shall be prepared in a manner similar to Table 5. It shall include a complete listing of all properties within the development area (real, personal, and facilities exemptions). The Tax Increment Work Sheet shall include the following required information:

- Identification of type of property (real, personal, etc.)
- Property code and/or tax identification number
- Lost name of owner of record

- Initial assessed (base year) SEV for each property and totals for all property within the district
- Current year SEV amount totals for assessed values of the district
- Total millage being levied by all taxing jurisdictions
- Total CAV for all property in the district
- Tax revenue from the CAV
- Amount of current taxes due each tax assessing unit and distributed to each based on the total initial assessed values of the district
- Amount of current taxes due to the DDA based on total CAV's
- Data deemed necessary for the accounting and reporting of DDA taxes

The City treasurer shall provide information on the taxes paid on the abated property and the ad valorem millage rate so that the current assessed value can be determined. The initial assessed value of all abated property is being determined accurately by dividing the dollar amount of specific taxes paid by the ad valorem millage rate.

A summary of the Tax Increment Work Sheet called the "Taxing Jurisdiction Report" shall be prepared for the appropriate taxing jurisdictions. It shall list each taxing jurisdiction in which the development area is located, the SEV of all real and personal property in the development area, the current millage rates of each taxing jurisdiction on both real and personal property, the special tax rolls prepared for property for which facilities exemption certificates have been awarded, and the amount of tax revenue derived by each taxing jurisdiction from ad valorem taxes on the property in the development area. The City treasurer shall transmit copies of the Taxing Jurisdiction Report, together with a notice that the report has been prepared in accordance with the Tax Increment Financing Plan contained in the Development Plan pursuant to Act 57, Public Acts of 575, as amended, to the township and county treasurers, the DDA, and each taxing jurisdiction.

Establishment of Project Fund/Approval of Depository - The treasurer of the DDA shall establish a depository that shall be kept in a bank or banks or other financial institution or institutions, approved by the board of directors of the authority, to be designated the "Downtown Development Authority Fund". All monies received by the DDA pursuant to the Development Plan shall be deposited in the fund. All monies in that fund and earnings thereon shall be used only in accordance with the Development Plan, the authority's bylaws, and related municipal ordinances and resolutions.

Payment of Tax Increments to Downtown Development Authority - The tax collecting treasurer will distribute all current tax collections to the tax assessing units until they are paid in full for their levy based on the initial assessed values. Distribution of tax collections from captured values commences to the treasurer of the DDA on the same date or dates and in the same way that taxes are remitted to each of the taxing units. Since each dollar collected from the development area contains the proceeds of the tax on the initial and captured assessed values, the amounts should, therefore, be distributed pro rata (captured assessed value divided by the current assessed value; initial assessed value divided by current assessed value) for each dollar collected.

Provisions of Section 43(3) of the Property Tax Act (MCL 211.43(3)) apply to the distribution of all taxes, including taxes collected within the DDA district. This section specifies that tax collections on hand must be distributed within 10 business days of the 1st and 15th of each month.

Use of Revenue for Bond Payments - The DDA commits and pledges all tax increment revenue to the retirement of debt in cooperation with the municipality or other entity allowed by law to assist the DDA in debt financing. All tax increment revenue is obligated for the purposes identified in this plan. If the DDA finances projects and/or activities with bonds, the payment of principal and interest on those bonds shall be its priority.

Appendix 1 – List of Figures

Appendix 2 – Ordinance No. 001-2025 – DDA Establishment

Appendix 3 – Resolution 2026-04 – Development Area Citizen's Council

Appendix 4 – Resolution No. 2026-17 – DDA Plan Adoption