

PLYMOUTH ROAD DEVELOPMENT AUTHORITY

City of Livonia

**DEVELOPMENT
PLAN**

and

TAX INCREMENT FINANCE PLAN

Approved by the Board of the Plymouth Road Development Authority on February 6, 1995, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on May 3, 1995, subsequent to a public hearing held on April 12, 1995.

Revised and approved by City Council February 25, 1998
and March 27, 2013

PLYMOUTH ROAD DEVELOPMENT AUTHORITY

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DEVELOPMENT

PLAN

This Development Plan contains the information required by Section 17(2) of Act 197. Additional information is available from the Planning Director, City of Livonia.

INTRODUCTION

The Plymouth Road corridor in Livonia represents a strong commercial and industrial community. Much of the Plymouth Road frontage and the area from Plymouth Road north to the Jeffrey (I-96) Freeway includes the City's primary industrial corridor and a substantial amount of its commercial facilities. For example, the area contains one of the three regional shopping centers located in Livonia and four community size shopping centers as well as six manufacturing facilities owned by the Ford Motor Company and the General Motors Corporation.

Therefore, in order to prevent potential deterioration of the Plymouth Road area and to encourage additional economic activity and growth in the Plymouth Road business district, the City established the Plymouth Road Development Authority (the "PRDA") pursuant to Act 197 of 1975 ("Act 197") and ordinance No. 2165 adopted by the City Council on April 7, 1993. The PRDA has identified specific sources of funding to finance the implementation of a plan for physical improvements to that portion of the PRDA District identified in this Plan as the Development Area.

The purpose of this Development Plan and Tax Increment Finance Plan is to provide for the acquisition, construction and financing of the necessary street, street lighting, sidewalk, parking improvements, landscaping street furniture and other esthetic improvements, land acquisition, code enforcement, security, maintenance, marketing and promotion activities, and other facilities and programs for the Development Area to carry out the objectives of the PRDA so as to prevent future deterioration of the Development Area while preserving its unique character and promoting economic growth for the benefit of all businesses and taxing units located within and benefited by the Development Area. However, in order for the Development Plan to be successful, it will require the cooperation and participation of the affected business property owners within the PRDA district.

DEVELOPMENT PLAN

Section 17(2)(a)

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

The boundaries of the Development Area shall be coterminous with the boundaries of the PRDA district established by Ordinance No. 2165 of the City, as amended by Ordinance No. 2187, and as further amended by Ordinance No. 2931, and as the same may be amended in the future and from time to time. (See PRDA district map, Exhibit A, Page 1 a).

General Description of the Development Area: The boundaries may be described generally as follows: The Development Area is bounded on the north by the CSX Railway, on the west by Eckles Road, on the south by the Zoning boundary separating residential and commercial properties adjacent to Plymouth Road, and on the east by Inkster Road.

Section 17(2)(b)

LOCATION AND EXTENT OF EXISTING STREETS AND OTHER PUBLIC FACILITIES WITHIN THE DEVELOPMENT AREA, LOCATION, CHARACTER AND EXTENT OF CATEGORIES OF PUBLIC AND PRIVATE LAND USES EXISTING AND PROPOSED FOR THE DEVELOPMENT AREA, INCLUDING LEGAL DESCRIPTION OF THE DEVELOPMENT AREA.

Existing Streets and Public Facilities:

The Development Area flanks Plymouth Road (a State highway) from Inkster Road on the east to Eckles Road on the west. Plymouth Road intersects with five north/south major thoroughfares, Inkster Road, Middlebelt Road, Merriman Road, Farmington Road and Newburgh Road, and four secondary thoroughfares, Levan Road, Wayne Road, Stark Road and Hubbard Road. These major and secondary thoroughfares provide vehicular north/south access to and from the Development Area. There are on and off ramps to the I-96 (Jefferies) Freeway from each of the five major thoroughfares. Merriman Road provides direct access to the Detroit Metropolitan Airport located approximately 10 miles to the south.

In addition to major and secondary thoroughfares, there are many local streets serving the industrial uses located north of Plymouth Road and south of the CSX Railroad within the City's primary industrial area. The CSX Railroad right-of-way exists one-half mile north of Plymouth Road and forms the northern boundary of the Development Area. Also, there are several local residential streets which intersect with Plymouth Road. These streets provide access to residents in the adjacent neighborhoods to Plymouth Road and also provide access to Plymouth Road frontage commercial facilities including adjacent parking areas. There also are public alleys located between residential and commercial uses in two areas which primarily serve the commercial facilities located along Plymouth Road. The boundary line between the residential areas and the Development Area is along the center line of those alleys.

Public facilities located within the Development Area include:

- Fire Station No. 4 located on the east side of Middlebelt Road, north of Plymouth Road.
- City owned park located on the southwest corner of Plymouth and Inkster Roads (Sesquicentennial Park).
- Three City parking lots located on the south side of Plymouth Road between Merriman Road and Hubbard Road.

- Alfred Noble Branch of the Public Library located on the south side of Plymouth Road, east of Farmington Road.
- City park site, Sheldon Park and municipal swimming pool located adjacent to the Noble Library south of Plymouth Road, east of Farmington Road.

Other public facilities which, while not located within the Development Area, are either adjacent or in close proximity to it include:

- Wayne County Norton Yard, located west of Inkster Road adjacent to the CSX Railroad.
- City owned park, Elm Park, located south of the CSX Railroad, north of Plymouth Road and west of Inkster Road.
- Sheldon Park Senior Citizen Center located on the east side of Farmington Road, south of Plymouth Road.
- Fire Station No. 6 located on the north side of Plymouth Road, west of Newburgh Road.
- Newburgh Village (City owned and operated public housing for the elderly) located on the west side of Newburgh Road, north of Plymouth Road.

Land Uses:

(see attached land use maps, Exhibit B, pages 2a to 13)

Legal Description:

(see attached Exhibit C, pages 14a to 16a)

Section 17(2)(c)

DESCRIPTION OF EXISTING IMPROVEMENTS TO BE DEMOLISHED, REPAIRED OR ALTERED, INCLUDING DESCRIPTION OF REPAIRS AND ALTERATIONS, AND ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.

The PRDA plans to acquire and demolish or have demolished some or all of the following existing buildings over the life of the Plan either because they are in disrepair or because they are non-conforming with little prospect of being used for a use which is compatible with surrounding properties:

- Raynor Overhead Door located at 11615 Inkster Road. Commercial use on property zoned R-1.

- Vacant Old Wendy's Restaurant located at 28701 Plymouth Road.

- Vacant Old Secretary of State Office - Converted to offices some time ago, in very poor condition, located at 31250 Plymouth Road.

- Vacant Former Livonia Tire -located at 31600 Plymouth Road.

- Vacant Former Sunoco Station and 2 adjacent vacant structures located on the southeast corner of Plymouth Road and Laurel Avenue. (Tax reverted property.)

- Raze the Old Hi-Fy Gas Station - located at 34010 Plymouth Road (vacant since September 1992).

- Cockrums Produce Building - 35841 Plymouth Road.

Demolition Costs: Demo costs for commercial type buildings average \$2.50 - \$3.00 per square foot of building area. This price range would cover the cost of removing and disposing of the building(s) but would not include such items as asbestos removal, hazardous waste remediation, sand backfill, or the removal of a large amount of asphalt from an old parking lot. The cost could go as high as \$5.00 per square foot depending on what might be encountered.

Estimated time to complete this project: 4 years.

Section 17(2)(d)

LOCATION, EXTENT, CHARACTER AND ESTIMATED COST OF IMPROVEMENTS AND ESTIMATED TIME FOR COMPLETION.

The PRDA plans to accomplish some or all of the following capital improvements over the life of the Plan:

Capital Improvements

A. Landscaping: Develop and implement a landscape design plan, which plan may include live landscape material, ground cover, specialized pavers, walls, other decorative landscape features, street furniture and patterned lighting. The plan to be carried out within the Development Plan Area particularly as it relates to the Plymouth Road Frontage. In order to accomplish this, a landscape design consultant will be hired to develop the plan and supervise construction. The total estimated cost is \$300,000.

Estimated time for completion is 8 months. This work will be done in the following phases:

Phase I: Prepare a landscape feasibility study to determine areas to be landscaped and develop design criteria to insure long term survival of the selected materials - 2 months. Estimated cost: \$10,000.

Phase II: Prepare a landscape design plan and detailed working drawings and contract documents - 4 months. Estimated cost: \$20,000.

Phase III: Construction - 3 months. Estimated cost: \$270,000.

Phase IV: PRDA to develop a maintenance plan - 1 month.

Along with the preparation and implementation of the landscape design plan as determined by the Plymouth Road Development Authority, an effort will be made to seek voluntary improvements of site landscaping, screening and fencing on the part of private property owners in the district.

B. Street Improvements:

1) Construct a right turn lane at the northwest corner of Middlebelt and Plymouth Roads. Requires right-of-way acquisition (7,500 sq. ft.) and traffic signal work plus construction at an estimated cost of \$100,000. Estimated time for completion: 6 months.

2) Widen Plymouth Road from four to five lanes from the intersection of Ann Arbor Road and Plymouth Road west to Eckles Road. Includes storm sewer work from Newburgh Road west. Estimated cost: \$1,000,000. Estimated time for completion: 9 months.

3) Pave the existing gravel public alley at the rear of the businesses on the north side of Plymouth Road from Arcola Avenue to Cardwell Avenue (542 lin. ft.) Estimated cost: \$16,300. Estimated time for completion: 2 months.

C. Sidewalk Construction: Construct sidewalks along Plymouth Road where needed. (15,000 lin. ft.) Estimated cost: \$150,000. Estimated time for completion: 2 years.

D. Street Lighting Improvements Along Plymouth Road: Includes removing and replacing existing street lights and the cost of operation thereof. Estimated cost: \$640,000 plus annual operation costs of \$186,450. Estimated time for completion: 1 year.

E. Additional Public Parking: Includes creating new parking (may include land acquisition) as well as upgrading, renovation or otherwise improving existing public parking. This will require a complete evaluation of existing off-street parking needs in the area. Estimated cost: \$300,000. Estimated time for completion: 3 years.

F. Move/eliminate Transmission Wires: This would include working with Detroit Edison to minimize the number of transmission wires along Plymouth Road or otherwise minimize the unsightly appearance of such overhead wires. Estimated cost: \$10,000,000. Estimated time for completion: 3 years.

Other Improvements:

A. Acquisition and Demolition - Vacant and Non-conforming Buildings: Estimated cost: \$2,000,000. Estimated time for completion: 3 years.

B. Road Right-of-way Acquisition - Plymouth Road: Additional right-of-way is needed so as to provide a full 120 feet along Plymouth Road. Estimated cost: \$500,000. Estimated time for completion: 3 years.

C. Code Enforcement: The Code of Ordinances, the Zoning Ordinance and the Property Maintenance Code of the City of Livonia provide the legislative foundation for the maintenance of buildings and property in the City. A Code Enforcement Program dealing with exterior property maintenance would deal with items such as:

1) Maintenance of the exterior of buildings.

- repair of cracks in walls
- peeling paint
- broken windows and door glass
- gutters and downspouts in poor repair
- repair or elimination of damaged signs
- elimination of graffiti

2) Maintenance of the grounds.

- elimination of litter
- elimination of illegal parking/storage/uses
- trash containment/maintenance of dumpsters
- mowing of high weeds
- maintenance of landscaping
- weed and feed lawn areas
- remove and replace dead or dying landscape material
- functioning underground sprinklers if existing or required

3) Approaches, driveways and parking lots.

- elimination of chuckholes
- repaving damaged surfaces
- proper striping of parking spaces
- H/C parking and required signs
- elimination of standing water/provide proper drainage
- maintenance of bumper blocks if used

4) Signs.

Signage is regulated by the sign regulations contained in the Zoning Ordinance. The regulations were adopted in 1992. One of the major problems on Plymouth Road is the multiplicity of signs. For example, there are signs dating back to the incorporation of the City which have been continued over the years by many successive businesses. The sign ordinance greatly reduces the number and type of signs previously permitted. The most important provision of the ordinance is that it addresses nonconforming signs. When the occupancy of a building changes, the ordinance now requires all nonconforming signs to be removed and if desired replaced with conforming signs. The following types of signs are prohibited everywhere in the City:

- Projecting signs
- Roof signs
- Portable signs
- Signs painted directly on exterior building walls
- Signs on the side walls of buildings
- Pole signs

Hundreds of these types of signs have been eliminated or removed from the City. There are scores more remaining on Plymouth Road which will be eliminated over time as occupancy or tenancy of a building changes.

The above described code enforcement program will be accomplished in two parts:

Part 1 - Basic problem identification. Estimated time: 2 to 3 months

Part 2 - Problem solving (obtaining compliance). Estimated time: 1 year or more

Estimated Cost: \$200,000. Estimated time for completion: 18 months.

D. Conversion of the George Burns Theater to a possible Non-profit Performing Arts Center or Community Theater: This project involves the donation of the existing (unused) George Burns Theater and its adjacent parking lots by its current owner to a possible non-profit community-based organization or to a joint venture with a private entity to operate as a performing arts center or community theater and for various other functions for the benefit of the City of Livonia, or support for alternative proposals which result in the operation of the theater as a performing arts center or community theater, including providing operating assistance or acquiring or constructing capital improvements. The project may involve the rezoning of the balance of the land area so as to provide for its development for a compatible land use. Estimated time for completion: 1 year.

E. Security: In addition to normal police patrol units assigned to the project area, the Livonia Police Department will provide one police officer with a fully marked police vehicle to exclusively devote his or her time to provide the following police services:

- Develop relationships with business owners to determine what police services are needed and the most effective means of delivery of those services.
- Respond to calls for police services in the project area.

- Provide preventive patrol services to the project area.
- Provide information to business owners in crime prevention methods.
- Provide liaison between business owners and other bureaus of the Police Department.
- Identify situations requiring specialized police services and facilitate the delivery of the services.
- Provide information to business owners on other available city services.
- Be vigilant to recognize problems in the project area and assist business and other City Departments in developing solutions.
- Work to promote a public awareness of the commitment by the City of Livonia and its Police Department to provide a safe, convenient environment for the public and businesses.

Estimated cost: \$90,000 per year.

F. Promotional Fund: This activity will include public relations efforts such as advertising, promotion of special events, special newsletters and other publications, banners and flags, etc.

Estimated cost: \$100,000. Estimated time for completion: This will be an on-going project and on-going expense.

G. Business Loan Program: This project will involve providing loan assistance to businesses within the authority district. The PRDA does not intend to make direct loans itself; rather, it will support and enhance the existing business relationships between district businesses and their respective lending institutions. Support may take the form of providing a "down payment" guarantee to enable the lender to offer 100% financing, covering closing or environmental assessment costs, offering a "revolving loan" program, providing assistance in qualifying for U.S. SBA loans, or taking other measures which enable district businesses to more easily access capital.

Estimated cost: \$100,000 per year.

Estimated time for completion: This will be an on-going project.

Section 17(2)(e)

STAGES OF CONSTRUCTION AND ESTIMATED TIME OF EACH STAGE

The PRDA will seek to accomplish the capital improvement and other goals of the Plan in phases. Phase I will include projects to be completed in 1997 and 1998. Phase II will include projects to be completed in 1998 through 2000. Phase III will include projects to be completed after 2000.

Anticipated phasing of projects is as follows:

Phase I:

- Promotional activities
- Business loan assistance
- Street lighting
- Street improvements
- Landscaping
- Derelict and non-conforming building acquisition and demolition
- Code enforcement

Phase II:

- Promotional activities
- Business loan assistance
- Road right-of-way acquisition
- Sidewalk construction
- Derelict and non-conforming building acquisition and demolition
- Security

Phase III:

- Promotional activities
- Business loan assistance
- Additional public parking
- Move/eliminate transmission wires

Section 17(2)(f)

**PARTS OF DEVELOPMENT AREA TO BE LEFT AS OPEN SPACE
AND USE CONTEMPLATED FOR SUCH SPACE.**

Major areas of open space include Sesquicentennial Park and Shelden Park. It is expected that such areas will remain as open space dedicated to public park use.

The PRDA may designate additional property which it may acquire within the Development Area from time to time as open space.

Section 17(2)(g)

PORTIONS OF THE DEVELOPMENT AREA WHICH THE PRDA DESIRES TO SELL, DONATE, EXCHANGE OR LEASE TO OR FROM THE CITY AND PROPOSED TERMS.

The PRDA may sell, donate, exchange or lease property to the City in furtherance of its public purposes set forth herein. Such conveyances shall be structured so that the PRDA receives value for such conveyance which is proportional to the value which the PRDA has invested in such property.

The City may sell, donate, exchange or lease property to the PRDA on such terms as the City shall deem appropriate.

Section 17(2)(h)

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

A zoning change may be required to enable the PRDA to accomplish the conversion of the George Burns Theater to a performing arts center or community theater as previously described in this Plan. Areas identified as potential parking development may require rezoning. No other zoning changes are expected to be required in order to accomplish the other activities described.

Utility changes will include the moving or replacing of electric transmission wires to the extent feasible.

Streets and street levels are not anticipated to be changed, with the exception of the relocation of the intersection of Plymouth Road and Milburn Avenue.

The intersection of Plymouth Road and Middlebelt Road on the northwest corner is planned to be altered so as to provide a new right turn lane.

Section 17(2)(i)

ESTIMATE OF COST OF DEVELOPMENT, STATEMENT OF PROPOSED METHOD OF FINANCING THE DEVELOPMENT AND THE ABILITY OF THE PRDA TO ARRANGE THE FINANCING.

The total cost of the economic development programs and projects set forth in this Development Plan, the administrative costs associated with design of the development and financing costs is estimated to not exceed in the aggregate \$30,000,000.

Pursuant to Act 197, the costs of development may be financed by donations received by the PRDA, proceeds of a tax imposed pursuant to Section 12 of Act 197, revenue bonds issued pursuant to Act 94 of 1933, as amended, general obligation bonds issued by the City and other revenues available for payment of debt service on such bonds, tax increment bonds issued by the PRDA pledging solely the tax increments and other revenues of the PRDA, proceeds of a special assessment district created as provided by law and from money obtained from other sources approved by the governing body. Exhibit D indicates the sources of income available to the PRDA to pay the costs of the development and the estimated amounts available to the PRDA to pay the costs of the development and the estimated amounts of each source for the next 30 years, based on taxable value and captured assessed value of real and personal property within the Development Area, assuming annual growth in the Development Area at a rate as set forth in Exhibit D.

The non-capital costs of regulatory changes, financial assistance, marketing and promotion, security enhancement and other programs may be financed solely from non-TIF revenues received by the PRDA. Capital projects may be financed from revenues received by the PRDA or from the proceeds of various types of bond issues either separately or in combination and either immediately or in phases, depending on the type of financing vehicle used. Below are described the various available methods of financing the PRDA may seek to use.

Limited Tax General Obligation Bonds of the City: Section 16(1) of the Act 197 permits the City to issue general obligation bonds supported by the estimated tax increment revenues.

Special Assessment/General Obligation Bonds of the City: The City may also issue special assessment bonds alone or in combination with general obligation bonds to finance all or part of the street and alley improvements, the sidewalks, lighting and the parking improvements. The size of such bond issues would depend on the projects included within such bond issues and the portion of each such project to be financed from special assessments and the portion, if any, to be financed from general funds. Payments of such special assessment bonds would be from the proceeds of the special assessment rolls consisting of the lands specially benefited by the project. Payment of the general obligation bonds would be from general funds of the City derived from the proceeds of taxes levied upon all property within the City.

Michigan Transportation Fund Bonds: For purposes of paying the costs of major and local street improvements, including paving, widening and lighting, the City may also borrow an amount not to exceed an amount which 45% of the City's receipts from the Michigan Transportation Fund for the State fiscal year immediately preceding such a bond issue would support in annual debt service, or such other percentage as permitted by law.

Section 17(2)(j)

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

Property within the Development area may be leased, sold or otherwise conveyed to a person or persons, natural or corporate, from time to time in furtherance of the economic development objectives of this Plan.

Section 17(2)(k)

PROCEDURES FOR BIDDING FOR THE LEASING, PURCHASING OR CONVEYING ALL OR ANY PORTION OF THE DEVELOPMENT.

The PRDA shall abide by the applicable laws, ordinances and rules which regulate leasing, purchasing or conveying of property and equipment that would otherwise apply to the City.

Section 17(2)(1)

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

Approximately 54 people reside in the development area. No families or individuals will be displaced by the programs contained within this Plan.

Section 17(2)(m)

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

Not applicable.

Section 17(2)(n)

PROVISION FOR THE COSTS OF RELOCATION DISPLACED BY THE DEVELOPMENT AND FINANCIAL ASSISTANCE AND REIMBURSEMENT OF EXPENSES, INCLUDING LITIGATION EXPENSES AND EXPENSES INCIDENT TO THE TRANSFER OF TITLE, IN ACCORDANCE WITH THE STANDARDS AND PROVISIONS OF THE FEDERAL UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT OF 1970, BEING PUBLIC LAW 91-646, 42 U.S.C. SECTIONS 4601, ET SEQ.

Not applicable.

Section 17(2)(o)

PLAN FOR COMPLIANCE WITH ACT 227 OF 1972, BEING SECTIONS 213.321- 213.332 OF MICHIGAN COMPILED LAWS.

Not applicable.

TAX INCREMENT

FINANCE PLAN

This Tax Increment Finance Plan contains the information required by Section 14(2) of Act 197. Additional information is available from the Planning Director, City of Livonia.

Section 14(2)

TAX INCREMENT PROCEDURE

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

Increases in assessed values within a development area which result in the generation of tax increment revenues can result from any of the following:

- a. Construction of new developments occurring after the date establishing the "initial assessed value."
- b. Construction of new rehabilitation, remodeling alterations, or additions accruing after the date establishing the "initial assessed value."
- c. Expiration of industrial and commercial property tax abatements and return of abated property to the ad valorem roll.
- d. Increases in property values which occur for any other reason including increases from the benefits which accrue to the district as a result of this plan.

Tax increment revenues transmitted to the PRDA can be used as they accrue annually, can be held to accumulate amounts necessary to make improvements described in the Plan, or can be pledged for debt service on general obligation tax increment bonds issued by the municipality or tax increment revenues bonds issued by the PRDA.

If bonds are sold, and should actual tax increment revenues fall below projections, any previously accumulated revenue would be devoted to retirement of the bonds. Any tax increment revenues collected in excess of estimates will be used to pay current debt service on any bonds issued under the Plan and to pay or provide for payment by deposit into an improvement fund of development costs described in the Development Plan. Bonds issued pursuant to Act 197 are subject to the Michigan Municipal Finance Act and may not mature in more than thirty (30) years. If tax increment revenues are insufficient for any reason, the Michigan Municipal Finance Act provides that if the bond issue has been approved by the electors of the municipality, the municipality must meet debt service requirements from its general fund and, if necessary, levy whatever additional taxes are required, subject to existing constitutional, statutory and charter tax limitations. If the bond issue has not been approved by the electors, meeting debt service requirements becomes a first budget obligation of the general fund.

PRDA may expend tax increment revenues only in accordance with the tax increment finance plan; surplus revenues revert proportionally to the respective taxing jurisdictions. The tax increment finance plan may be modified upon approval of the governing body after notification and hearings as required by Act 197. When the City Council finds that the purposes for which the plan was established have been accomplished, the Council may abolish the plan.

Pursuant to Section 14(4) of Act 197, the PRDA may from time to time enter into agreements with the taxing jurisdictions levying taxes subject to capture and with the City of Livonia to share all or a portion of the captured assessed value of the PRDA district.

MAXIMUM INDEBTEDNESS AND DURATION OF THE PLAN

The maximum amount of bonded indebtedness to be incurred under this Plan is \$30,000,000. The Plan shall terminate at the end of the PRDA's fiscal year on November 30, 2027.

ESTIMATED IMPACT ON ALL TAXING JURISDICTIONS

Adoption of this Tax Increment Finance Plan will initially result in the use of all revenues derived from increases in assessed value of the real and personal property of the Development Area for purposes of the Development Plan. As soon as adequate increments have been generated to pay for remaining development projects and to pay debt service on bonds (if any), excess tax increment will be returned to the taxing jurisdictions. Exhibit D demonstrates the current millage levied by each jurisdiction (exclusive of educational millage exempted from capture), the anticipated growth in SEV and the resulting tax increment revenues to be derived from the Development Plan.

The PRDA proposes to strengthen the Development area and to prevent stagnation and deterioration in property values. This is to be accomplished by using the additional tax revenues generated in the Development Area to make public improvements and induce private investment and redevelopment and to induce greater retail and commercial sales activity by consumers.

As provided by Act 197, tax revenues generated from within the Development area prior to the adoption of this tax increment finance plan will continue to be distributed to all taxing jurisdictions during the duration of this plan. Upon completion of this tax increment finance plan, all additional tax revenues having been captured by the PRDA will be distributed proportionately to the taxing jurisdictions.

It is anticipated that the public improvements proposed for the Development Area and the private investment and improvements they induce will provide long term stability and growth in the Development Area. This will greatly benefit all taxing jurisdictions which to a significant degree are dependent upon the economic wellbeing of the Development Area for stability and growth. This benefit will result from increases in property valuations surrounding the Development Area; increases in property valuations in the Development Area at the time the tax increment finance plan is completed; and increases in property valuation throughout the entire community.

1
2
3
4

LAND USE LEGEND



COMMERCIAL



PARKING



OFFICE/PERSONAL SERVICES



PARK



INDUSTRIAL



PUBLIC/QUASIPUBLIC



VACANT PROPERTY



RESIDENTIAL



BOUNDARY OF DISTRICT

990003-007

2.53 Ac.

990003-008

11,111

(D2b2,0Jo)

(D2b1)

(Dib,02o)

02002

&S...

2.97 Ac.

3.40 Ac.

990002001

SCHOOLCRAFT MANOR

SUBDN. C

11702

VALUED

RIGHT OF WAY

SECTION 20 CITY OF LIVONIA

BECHLES ROAD

AMRHEIN RD.

N. 3.08 Ac.

R. 0.64 Ac.

T. 3.12 Ac.

990011

BECHLES ROAD

PLYMOUTH RD.

(12b2C1, K2111)

HOOKIODJ

ro
II-ou...

(L2d2a)

99001001

0.27 Ac.

(L2d2b)

99001002

71.10 Ac.

(R)

990029

R. 0.63 Ac.
S. 0.14 Ac.
T. 1.00 Ac.

(S)

.0050

(T1)

990031

H. 2.27 Ac.
R. 0.14 Ac.
T. 2.41 Ac.

(T2)

990032

H. 1.69 Ac.
R. 0.71 Ac.
T. 2.40 Ac.

(L2a)

990033

H. 0.63 Ac.
R. 0.11 Ac.
T. 0.74 Ac.

(L1 L2c2)

990011

H. 0.81 Ac.
R. 0.11 Ac.
T. 0.92 Ac.

(L2b1, L2cte)

cit

M

A1b2b
B1a2
300008002
1.45 Ac.

A1b1
C2a1
D4a1

A1a2a
B1a1

990002

RICHFIELD COURT CORT. WIDE

990002
NEWBORGH
SECTION 20

NEWBORGH INDUSTRIAL SUB

A1a2a
A1a1a
A1a2a
A1a2a

12a1
A1b1
A1b2
110008000
0.1571 Ac.
0.1478 Ac.
7.13 28 Ac.

NEWBORGH ESTATES SUBDIVISION
59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42
36 37 38 39 40 41 42

GRANTLAND AVE. 60 FT. W.D.
25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1

HUNTERS POINT SUB'D
CHASE CT. 60 FT. W.D. R.O.W.
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PLYMOUTH PARK SUBDIVISION
ALDIS AVE. 60' W.D.
JARVIS AVE. 60' W.D.
SOUTH DRIVE 60' W.D.
24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

EDWARD N MINES DRIVE
LIVONIA
LAT

99007007
2.89 ac

WEA 3 15 A.

99007002

4.035 ac
4.037 ac
7.072 ac

J/c 1a
99007001

NET 0.79 ac
GROSS 0.24 ac
TOTAL 0.19 ac

990000 (jgf)

CURRIE COURT
INDUSTRIAL SUB'N

RAILROAD

RIGHT OF WAY

CURRIE CT. 60' WD

AMHURST ROAD

BROADMOOR ACRES
SUBDIVISION

99-0000-004
99-0000-005

COMMERCE ST. 60 FT. WD.

ROAD

60 FT. WD.
GLOBE RD.

60 FT. WD.
LEVAN RD.

WODLANDS

INDUSTRIAL SUBDIVISION

INDUSTRIAL SUBDIVISION

MARKET ST. 60 FT. WD.

INDUSTRIAL SUB'N

PLYMOUTH ROAD

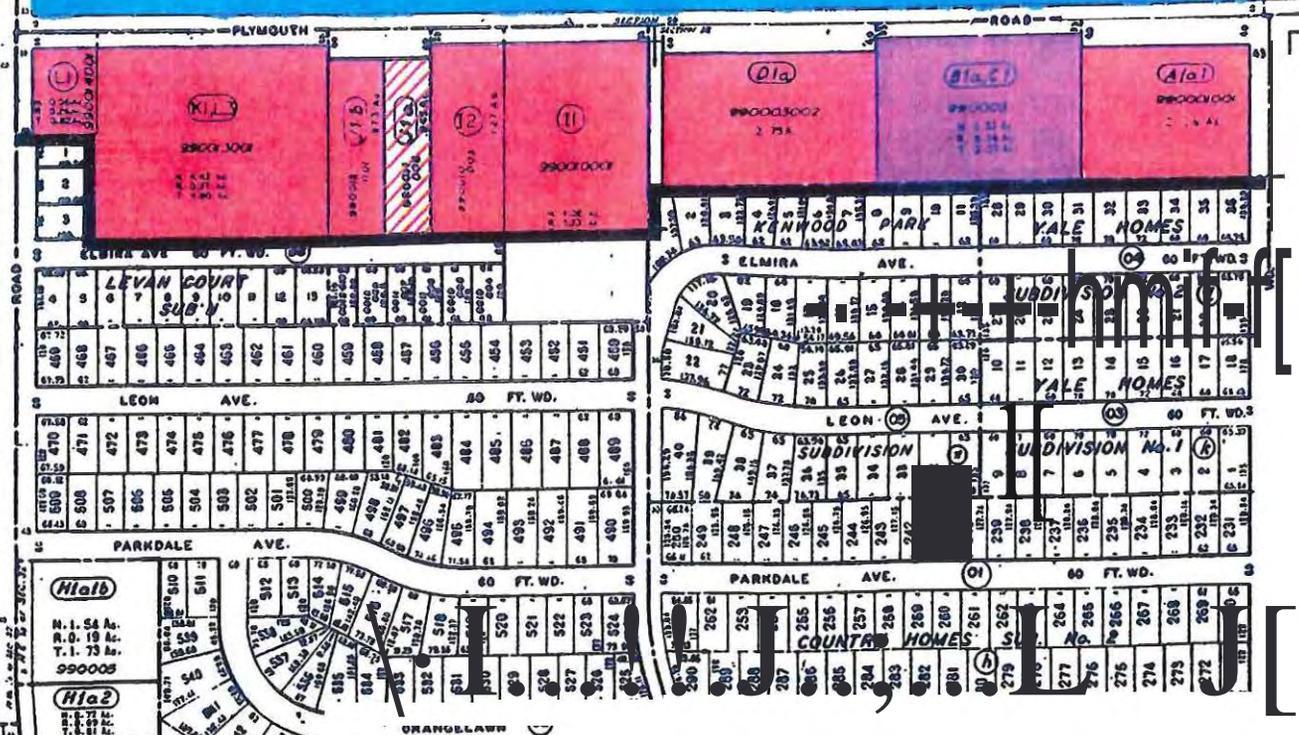
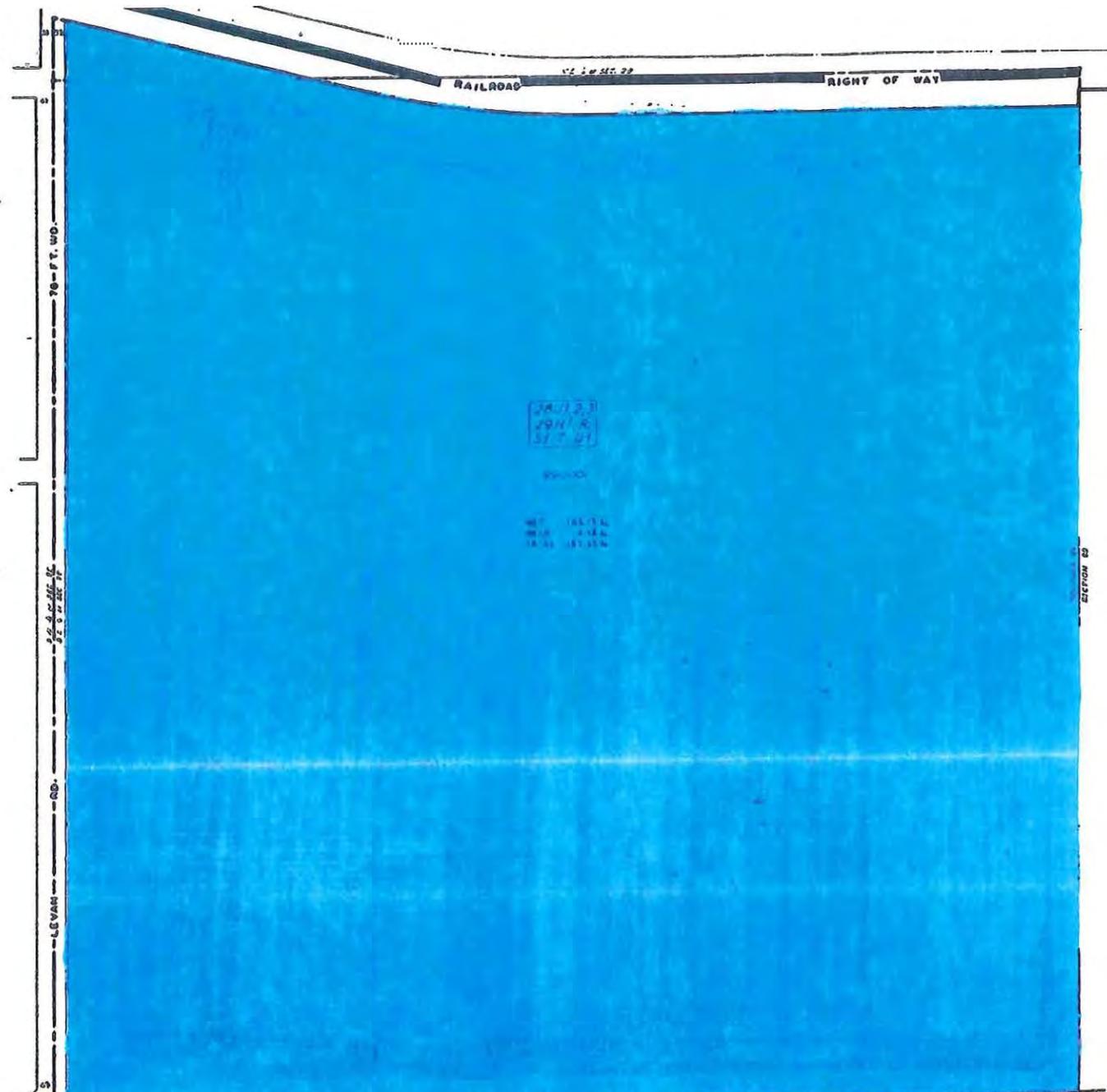
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SWAN COURT AVE.



70-FT. WD.
LEVAN

RAILROAD
RIGHT OF WAY

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18.8
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SECTION 22

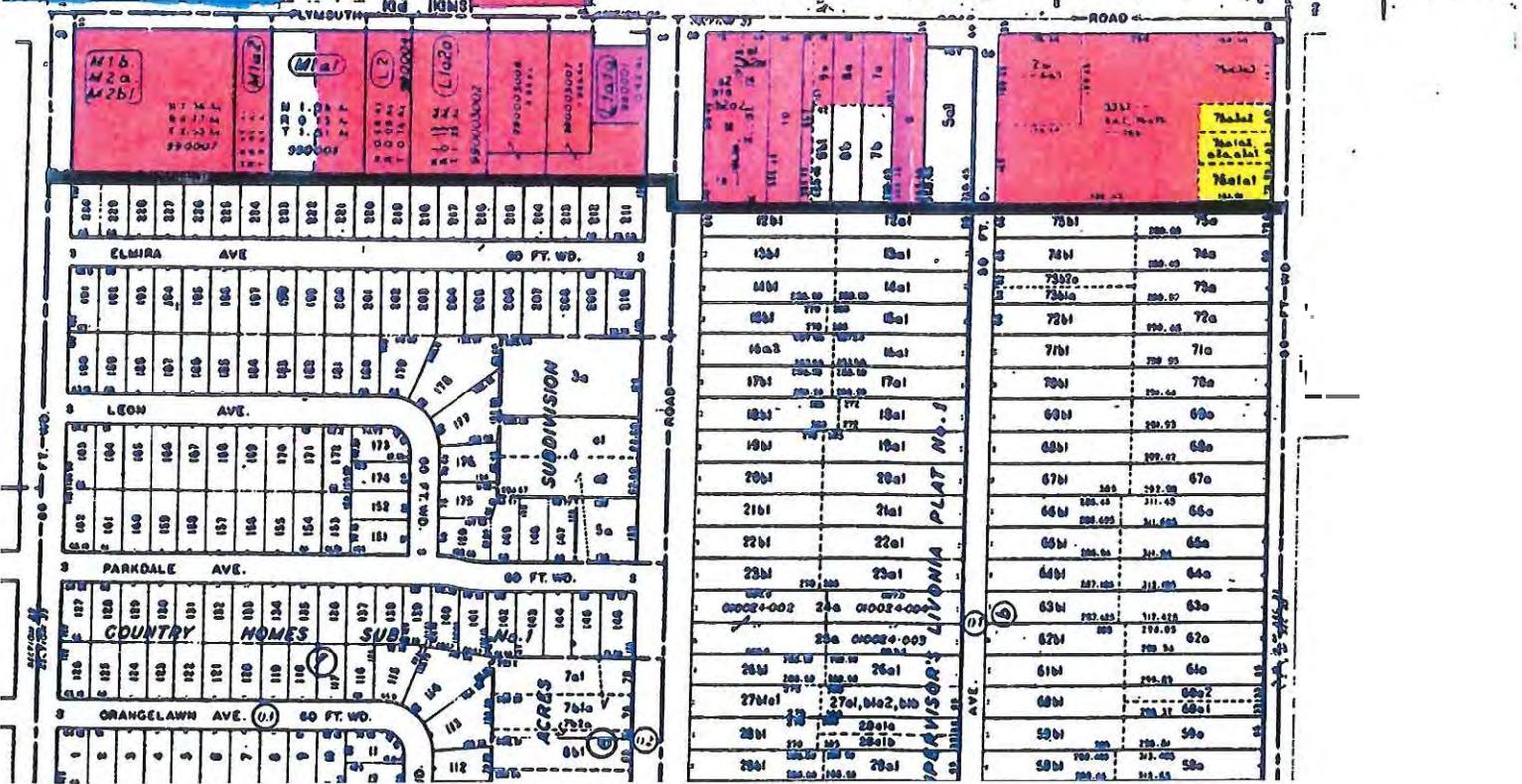
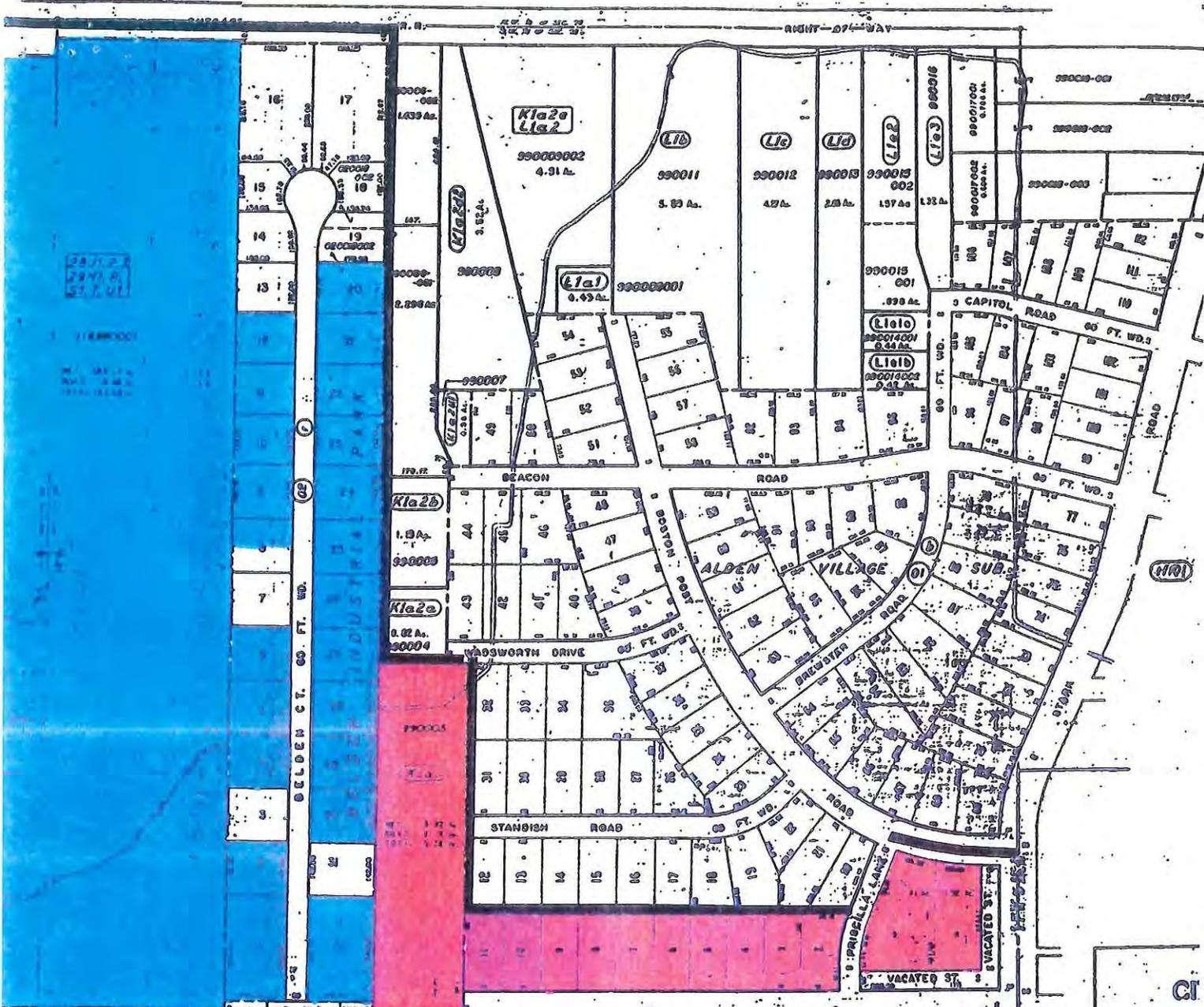
PLYMOUTH ROAD

ELMIRA AVE. 60 FT. WD.
LEON AVE. 60 FT. WD.
PARKDALE AVE. 60 FT. WD.

LEVAN COURT SUBD.
KENWOOD PARK
YALE HOMES
COUNTRY HOMES
YALE HOMES
PARKDALE AVE. 60 FT. WD.

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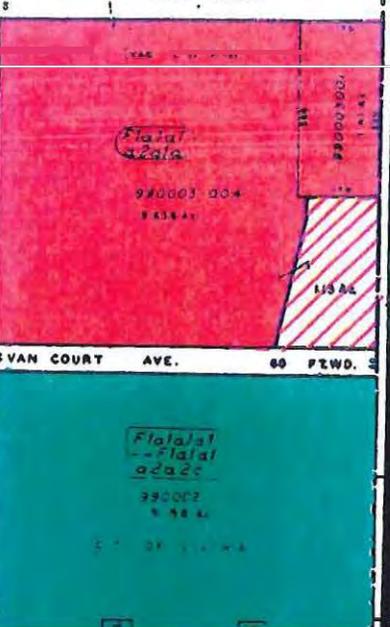
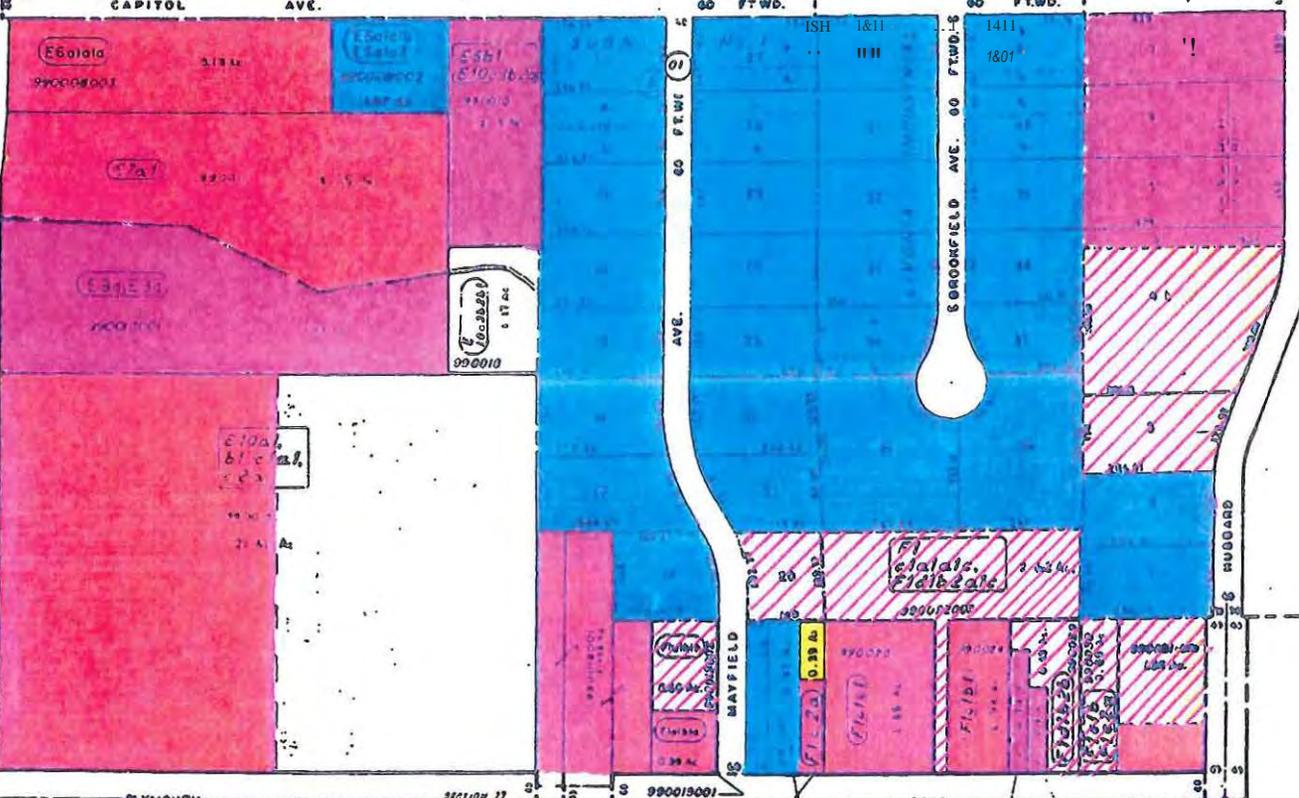
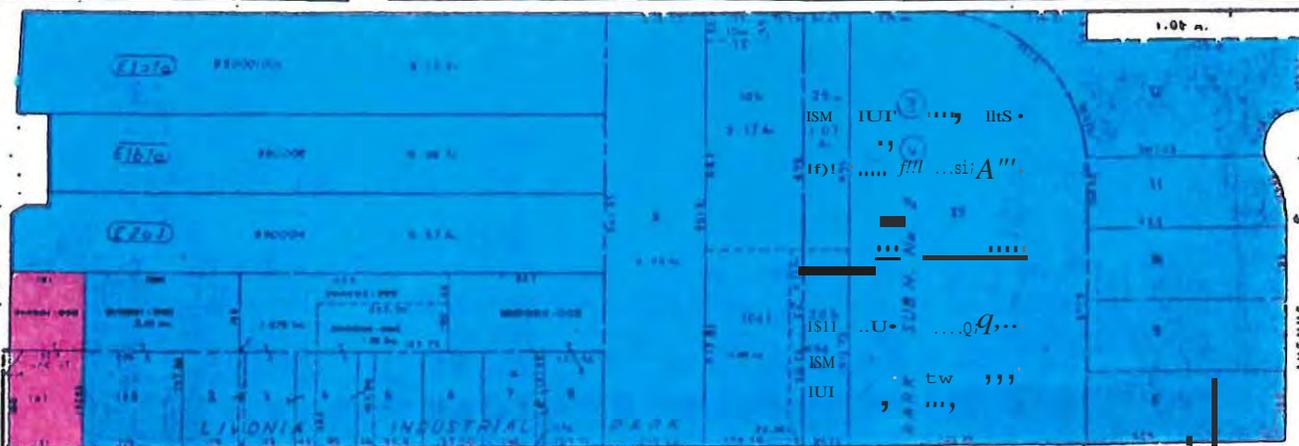
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FARMINGTON - PLYMOUTH INDUSTRIAL COMPLEX



STREET 19		STREET 20		STREET 21		STREET 22		STREET 23		STREET 24		STREET 25		STREET 26		STREET 27		STREET 28		STREET 29		STREET 30	
1713	1727	1723	1840	1639	1552	1851	1485	2144	1578														
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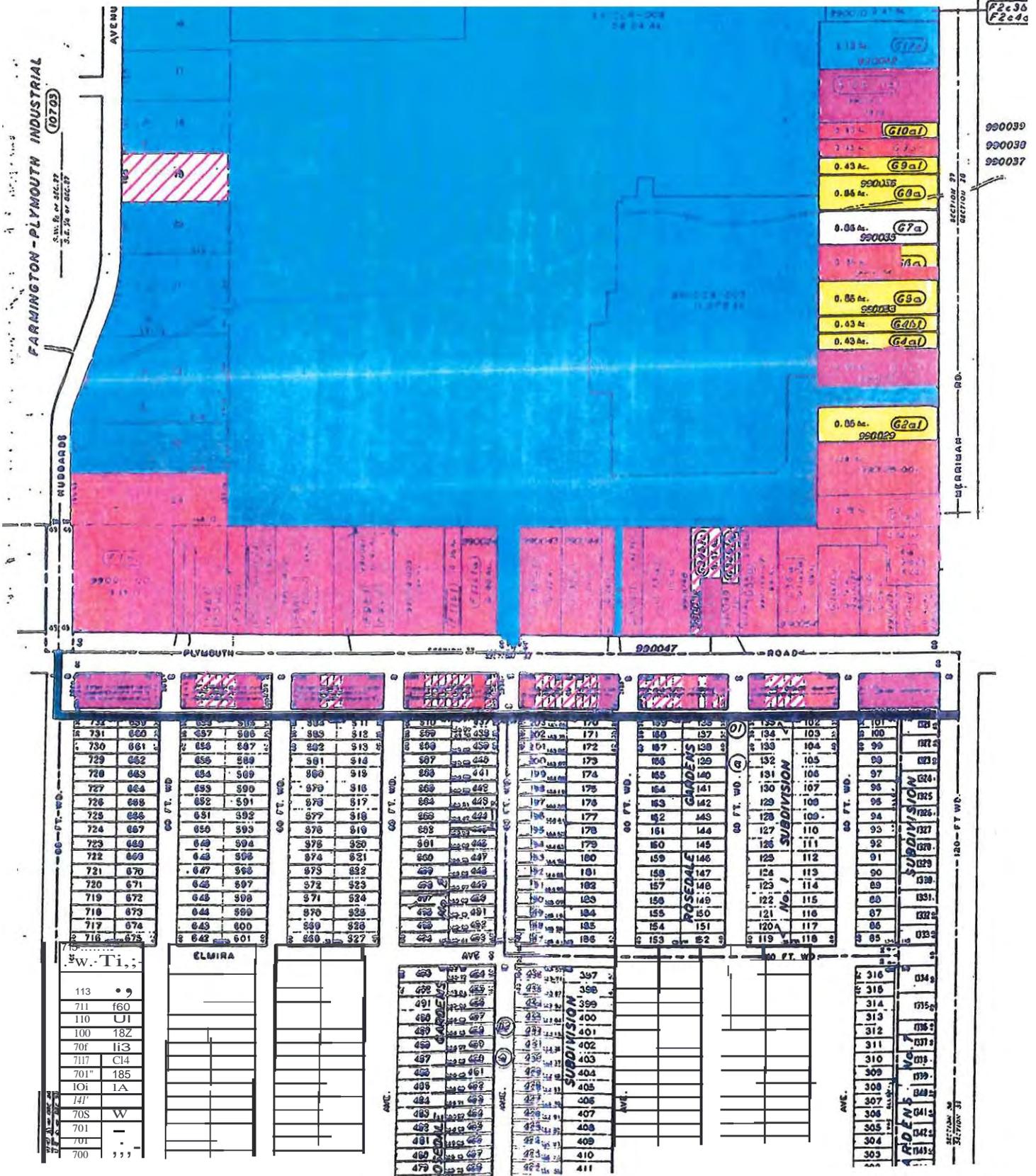
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SECTION 27
SECTION 28
SECTION 29

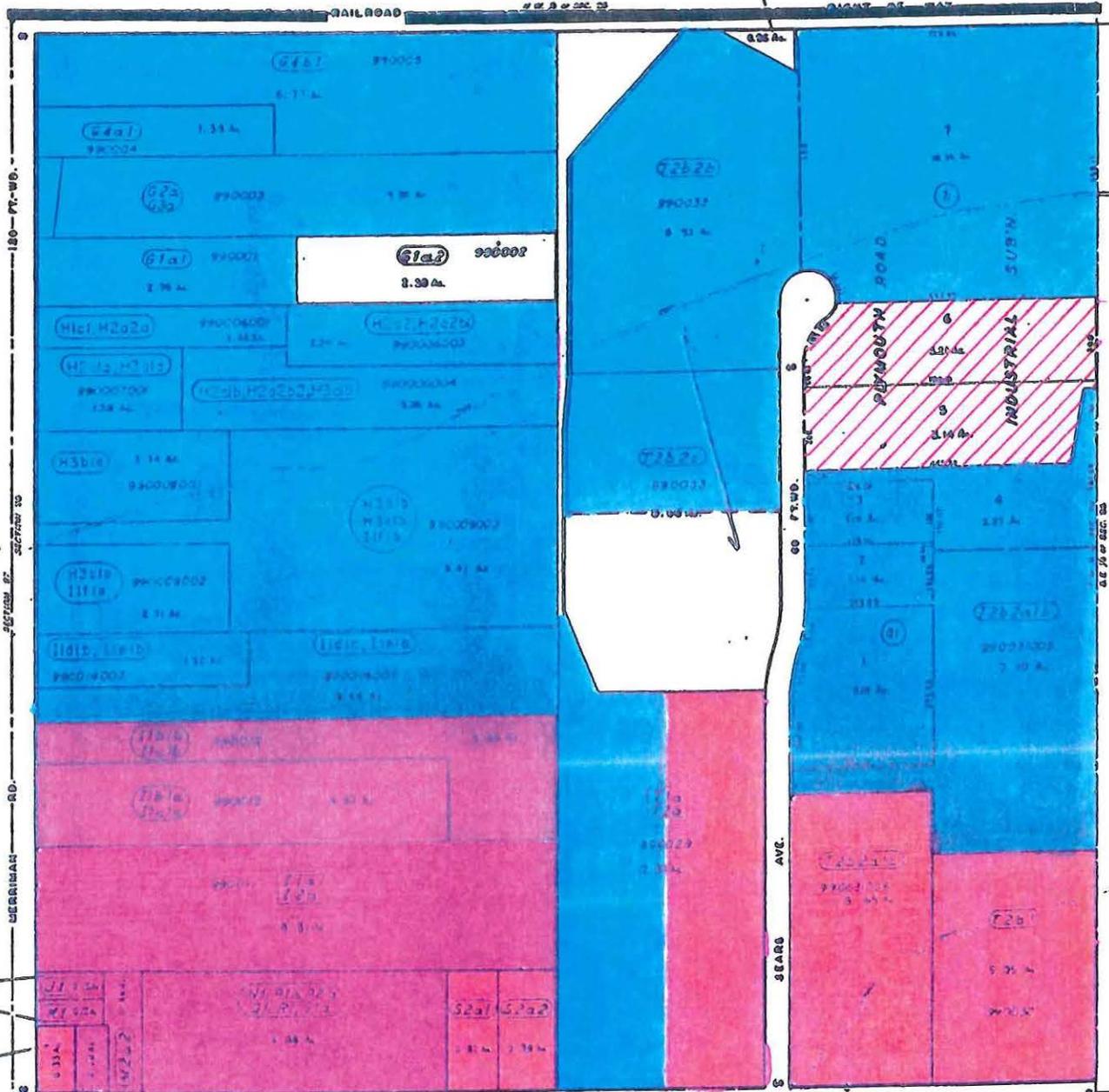
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729	662	656	508	301	514	307	440	200	173	156	132	105	98
728	663	654	509	300	515	306	441	199	174	155	131	106	97
727	664	653	509	299	516	305	442	198	175	154	130	107	96
726	668	652	501	298	517	304	443	197	176	153	129	108	95
725	666	651	502	297	518	303	444	196	177	152	128	109	94
724	667	650	503	296	519	302	445	195	178	151	127	110	93
723	669	649	504	295	520	301	446	194	179	150	126	111	92
722	669	648	505	294	521	300	447	193	180	149	125	112	91
721	670	647	506	293	522	299	448	192	181	148	124	113	90
720	671	646	507	292	523	298	449	191	182	147	123	114	89
719	672	645	508	291	524	297	450	190	183	146	122	115	88
718	673	644	509	290	525	296	451	189	184	145	121	116	87
717	674	643	500	289	526	295	452	188	185	144	120	117	86
716	675	642	501	288	527	294	453	187	186	143	119	118	85

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70f	113
711f	C14
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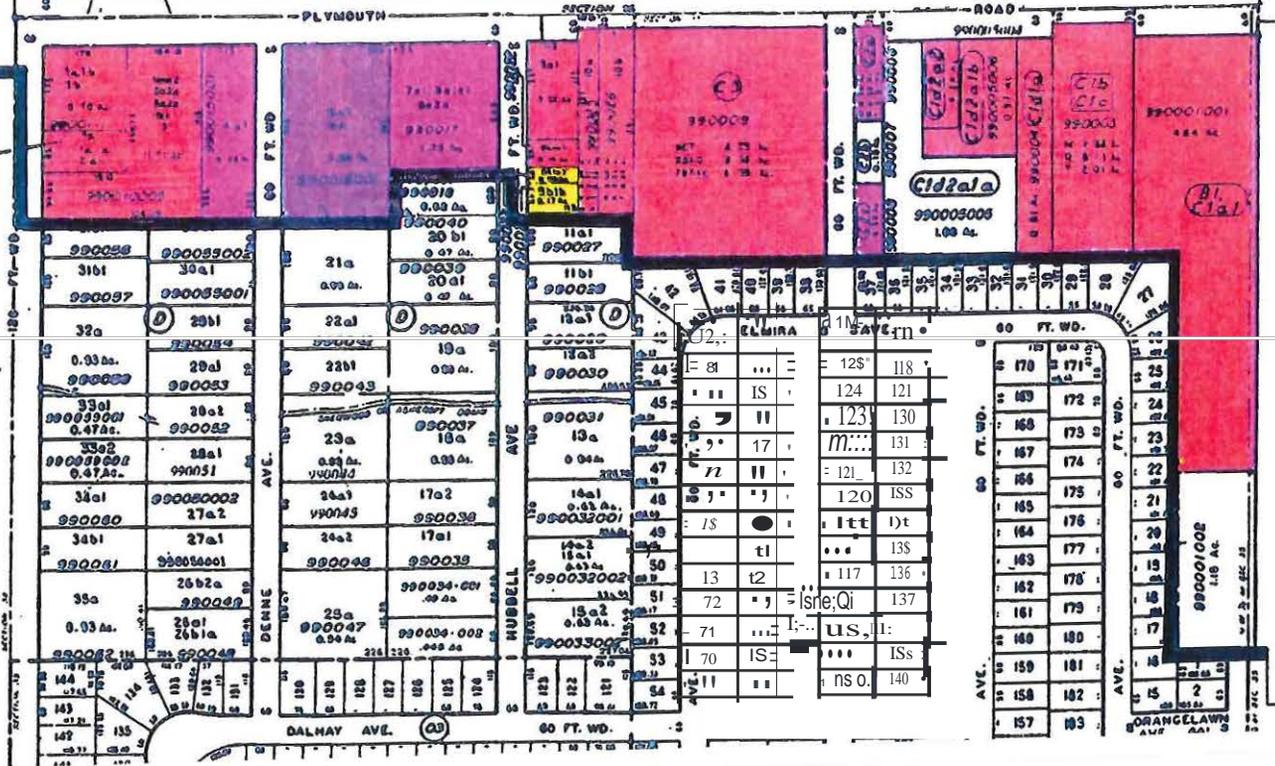
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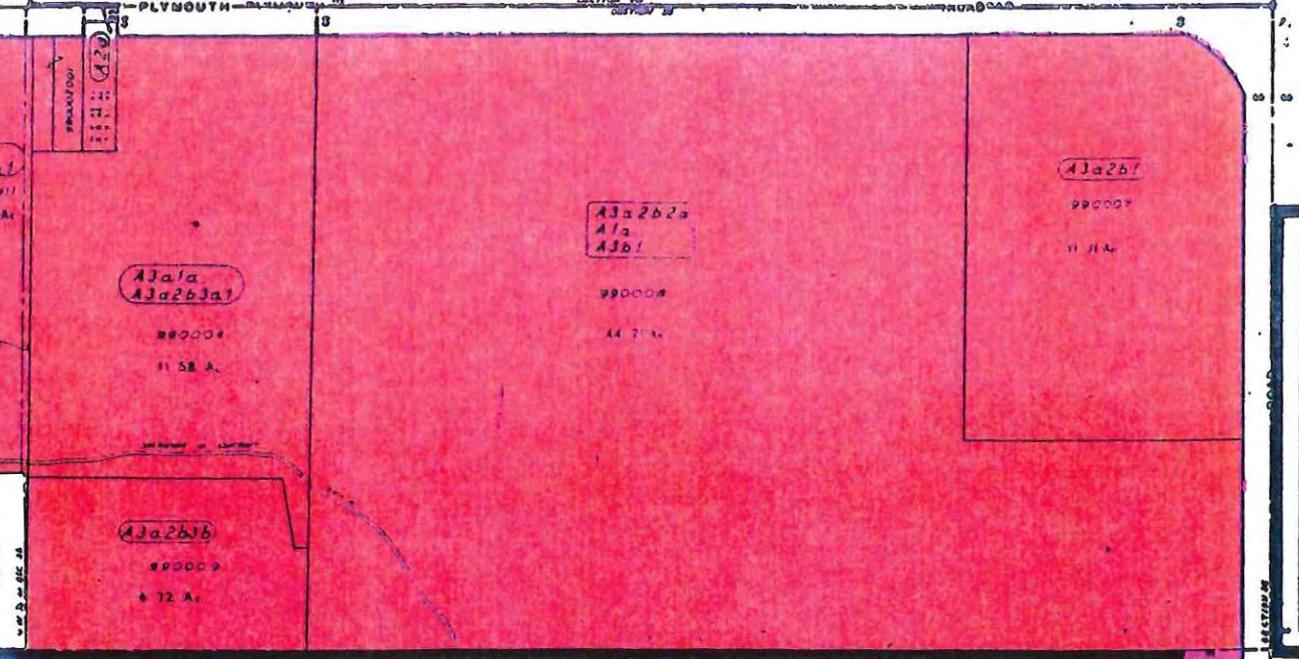
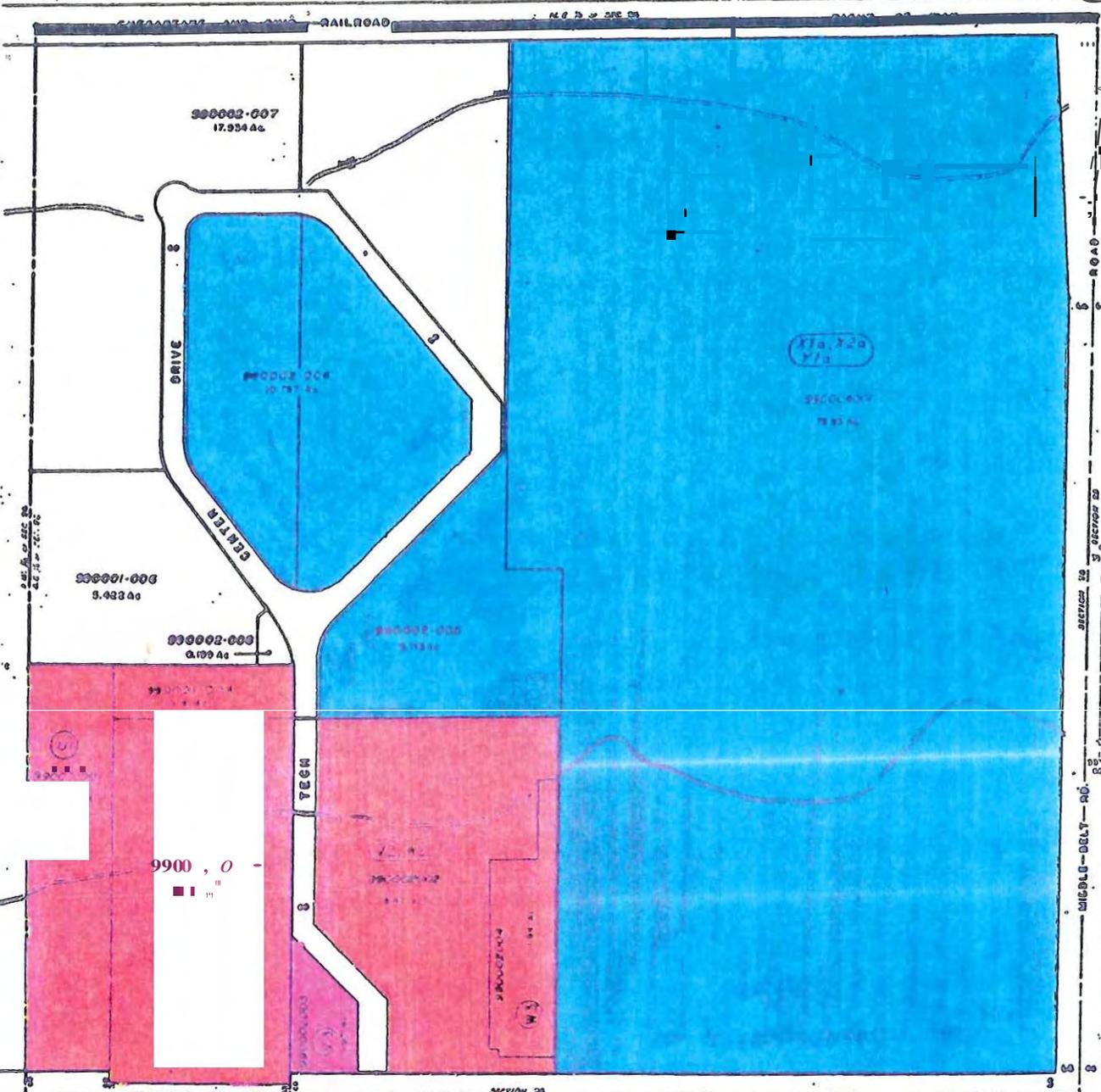
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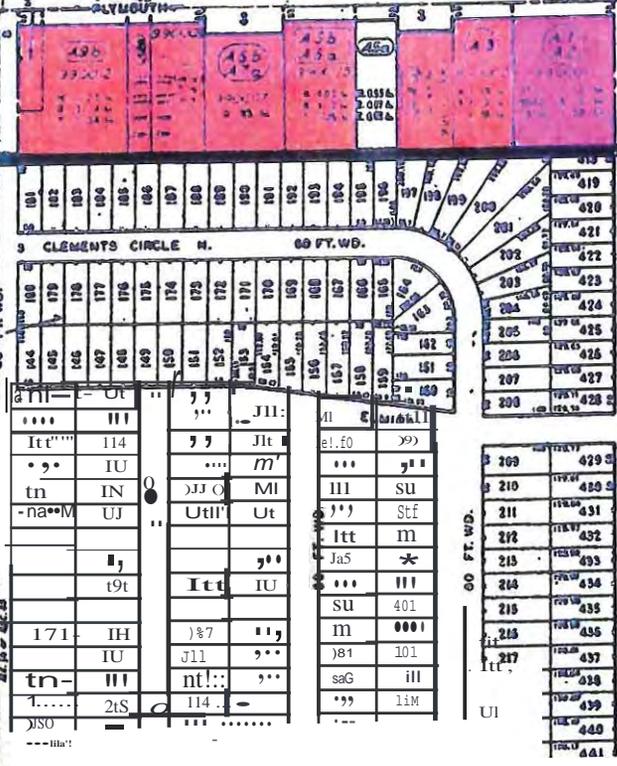
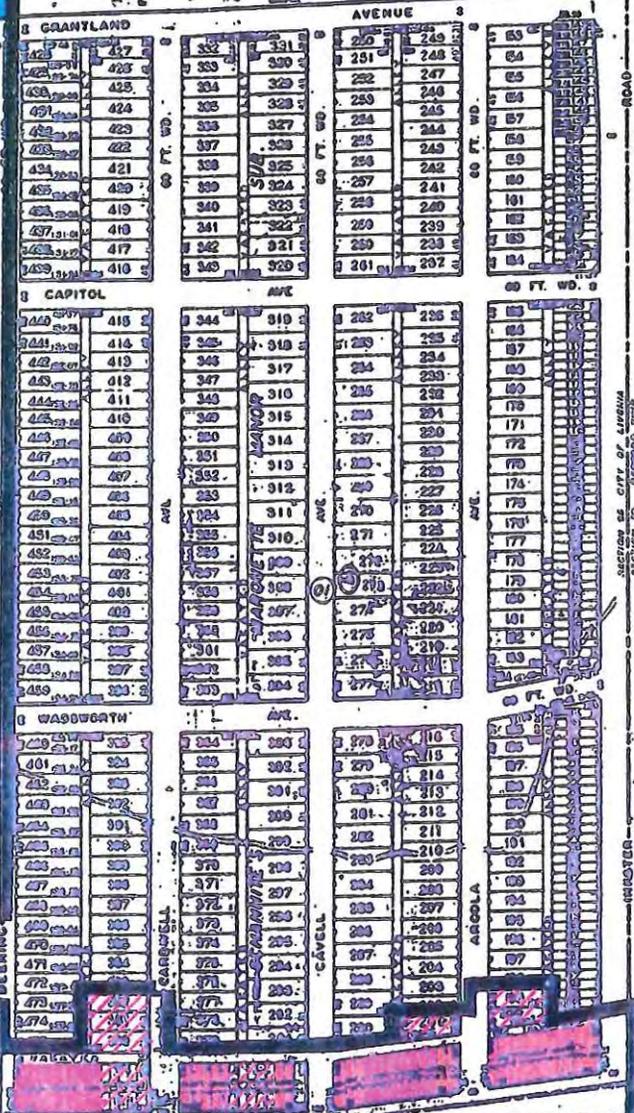
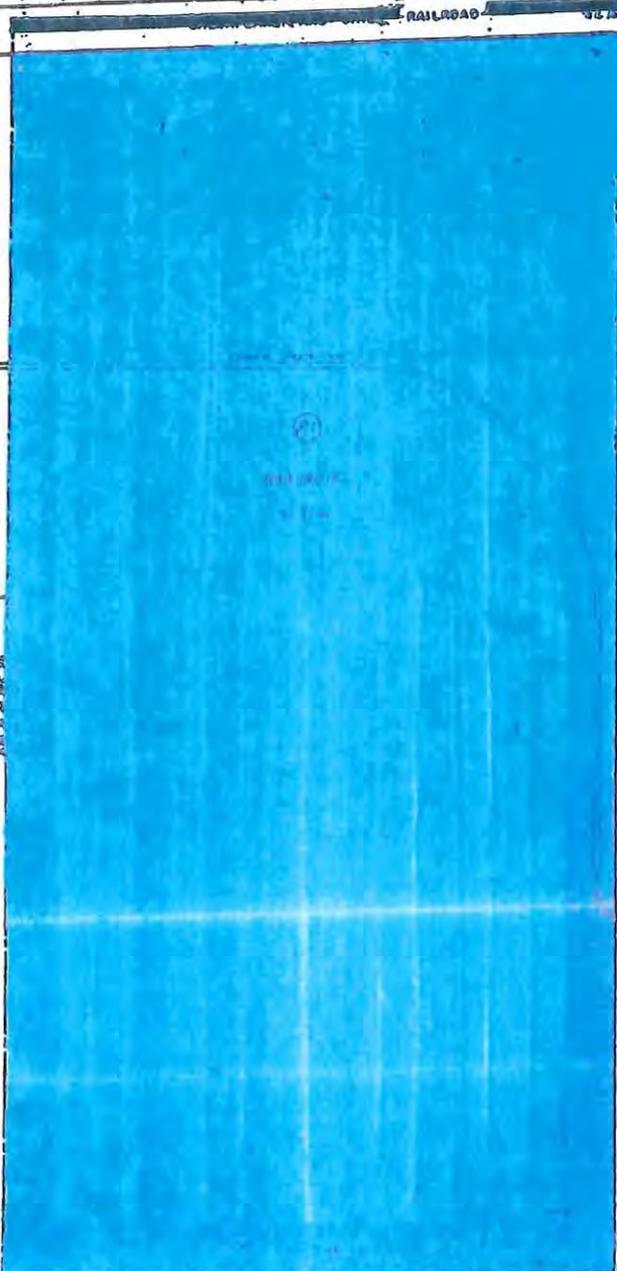
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123	122	121	120	119	118	117	116	115	114	113	112	111	110	109	108	107	106	105	104	103	102	101	100	99	98	97	96	95



THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY DISTRICT

Parts of Sections 25 through Section 30; also Sections 32 through Section 36, T. 1 S., R. 9 E., City of Livonia, Wayne County, Michigan.

A parcel of land described as commencing at the S.E. 1/4 corner of Section 25; proceeding thence North, 250 feet along the centerline of Inkster Road; thence West within the Schanhite's Marquette Manor Subdivision (L. 61, P. 63, W.C.R.) to the S.E. corner of Lot 200 and North to the N.E. corner of Lot 199 and West to the N.W. corner of Lot 199 and South to the S.W. corner of Lot 199 and West to N.E. 1/4 of Lot 201 and West to N.W. corner of Lot 20 and South to S.W. corner of Lot 201 and West to S.E. corner of Lot 380 and North to N.E. carrier of Lot 382 and West to the N.W. corner of Lot 382 and South to S.W. corner of Lot 380 and West to S.W. corner of Lot 475, all of said lots being located within said Schanhite's Marquette Manor Subdivision; thence West to the centerline of Deering Avenue; thence North along said centerline to centerline of the Chesapeake and Ohio Railroad right-of-way; thence West to a point 1320 feet West of the centerline of Farmington Road; thence South, 2250 feet; thence West, 130 feet; thence North, 300 feet; thence West along the Newman Wadsworth Farms Subdivision (L. 71, P. 56 W.C.R.) 640 feet; thence South, 270 feet; thence West, 240 feet to the East line of Walter Dann Subdivision (L. 67, P. 79, W.C.R.); thence south, 100 feet; thence West to the centerline of Stark Road; thence North along said centerline to the centerline extension of Boston Post Road; thence westerly along the centerline of Boston Post Road to the centerline extension of Priscilla Lane; thence southerly along the center line of Priscilla Lane 250 feet; thence West along the south lot lines of Lots 2 to 11, both inclusive Alden Village Subdivision (L. 66, P. 78 W.C.R.); thence North along the west lot lines of Lots 12, 31 and 32 of said Alden Village Subdivision; thence West, 250 feet to a point on the East subdivision line of Belden Industrial Park, (L. 101, P. 99-100 W.C.R.); thence North along said East subdivision line to a point on the centerline of the Chesapeake and Ohio Railroad; thence westerly along said centerline to the west section line of Section 30, also known as the centerline of Eckles Road; thence South along the centerline of Eckles Road, as extended to a point 600 feet south of the centerline of Plymouth Road; thence southeasterly 300 feet; thence northerly 300 feet; thence East, 170 feet; thence North to the centerline of Plymouth Road; thence southeasterly along the centerline of Plymouth Road to the centerline extension of Alois Avenue; thence South along said Alois Avenue 150 feet; thence easterly to the S.W. corner of Lot 53 and extending easterly along a vacated alley to the S.E. corner of Lot 1, said lots being a part of Chaney and Bakewell's Plymouth Park, (L. 55, P. 77, W.C.R.) thence North along the west subdivision lines of Hunter's Pointe Subdivision (L. 107, P. 24-27, W.C.R.) and Newburgh Estates Subdivision (L. 68, P. 45, W.C.R.) to the centerline of Amrhein Road; thence East to the centerline of Newburgh Road; thence South, 1220 feet to the north lot line as extended of Lot 18, Woodlands Village Subdivision (L. 69; P. 3, W.C.R.); thence East to the N.E. corner of said Lot 18; and southerly along the East subdivision line of said Woodlands Village Subdivision, to the S.E. corner of Lot 27 of said

THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY DISTRICT (Cont'd)

subdivision; thence West to the centerline of Newburgh Road; thence South to the centerline of Plymouth Road; thence westerly along the centerline of Plymouth Road 950 feet; thence South along the west lot line of Lot 547, Supervisor's Livonia Plat No. 9 (L. 66, P. 60 W.C.R.) to the south section line of Section 30; thence East along said section line and the centerline of Edward N. Hines Drive to the centerline of Ann Arbor Road; thence northerly along centerline of Ann Arbor Road 150 feet; thence easterly along the North property line of Edward Hines Parkway to the S.E. corner of Lot 25 Shaffmaster's Parkside Estates Subdivision (L. 68, P. 90, W.C.R.); thence northerly along the East lot line of said lot 25 to the centerline of Parkdale Avenue; thence easterly along said centerline to the East lot line, as extended, of Lot 13, Shaffmaster's Plymouth Riverside Estates Subdivision (L. 66, P. 69, W.C.R.); thence North along the East lot line of said Lot 13, 20 feet; thence East to the West lot line of Lot 18 of said Shaffmaster's Plymouth Riverside Estates Subdivision; thence North to the N.W. corner of said Lot 18; thence East along the south lot lines of Lots 1 to 5, both inclusive, of said subdivision to the centerline of Levan Road; thence continuing East along the North lot line of Lot 1, Levan Court Subdivision (L. 104, P. 26, 27, W.C.R.) to the N.E. corner of said Lot 1; thence South to the S.E. corner of Lot 3 of said subdivision; thence East, 1157 feet along the North line of Elmira Avenue as extended to the west subdivision line of the Kenwood Park Subdivision (L. 91, P. 75, 76, W.C.R.); thence North along said west subdivision line to the north subdivision line of said Kenwood Park Subdivision; thence East along the north subdivision lines of said Kenwood Park Subdivision, Yale Homes Subdivision (L. 84, P. 7, 8, W.C.R.) and Country Homes Subdivision No. 1 (L. 76, P. 70, 71, W.C.R.) to the centerline of Wayne Road; thence South, 50 feet; thence East along the North lot lines of Lots 12 and 75, Supervisor's Livonia Plat No. 1 (L. 65, P. 52, W.C.R.) to the centerline of Stark Road; thence easterly on three (3) headings along the north subdivision line of the Wellington Woods Subdivision (L. 99, P. 27 and 28, W.C.R.) to the N.E. corner of Lot 27 of said subdivision; thence North, 110 feet; thence East, 220 feet; thence South, 240 feet; thence East, 190 feet; thence North, 240 feet; thence East, 320 feet; thence North, 150 feet; thence East, 80 feet; thence North, 150 feet; thence East, 80 feet; thence South, 300 feet; thence East to the centerline of Farmington Road; thence South, 50 feet; thence West, 280 feet; thence South, 400 feet; thence East, to the centerline of Farmington Road; thence South, 350 feet; thence East along the north subdivision line of Rosedale Gardens No. 11 (L. 74, P. 67, W.C.R.) to the centerline of Woodring Avenue; thence North to the centerline of Plymouth Road, thence East to the centerline of Hubbard Road; thence South, 180 feet to the south line of a 20 foot wide alley, Rosedale Gardens No. 1 Subdivision (L. 56, P. 59, W.C.R.); thence East along said south line to the centerline of Merriman Road; thence South to a point 415 feet south of the centerline of Plymouth Road; thence East, 800 feet; thence North, 100 feet; thence East 250 feet to the centerline of Hubbell Avenue; thence South, 100 feet; thence East, 250 feet; thence South to N.W. corner of Lot 42, Devonshire Park Subdivision (L. 76, P. 59, 60, W.C.R.) thence East to the N.E. corner of Lot 27 and South to N.W. corner of Lot 1 of said Devonshire Park Subdivision; thence East along the north subdivision line of the Bel-Aire Gardens Subdivision (L. 75, P. 48, W.C.R.)

THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY DISTRICT (Cont'd)

to a point 183 feet west of the centerline of Middlebelt Road; thence South, 146 feet to the centerline of Orangelawn Avenue; thence East, 183 feet to the centerline of Middlebelt Road; thence south along said centerline, 80 feet; thence East, 280 feet; thence North, 230 feet to the centerline of Orangelawn Avenue; thence West, 280 feet to the centerline of Middlebelt Road; thence North along said centerline to West extension of the centerline of Elmira Avenue; thence East along the centerline of Elmira Avenue to the west lot line of Lot 1, as extended, of the Greenette Subdivision (L. 74, P. 65, 66, W.C.R.); thence North along said west lot line to the north line of said Greenette Subdivision; thence East along the North subdivision line of said Greenette Subdivision, as platted, to the N.E. corner of Lot 16 of said subdivision; thence South to the N.W. corner of Lot 121, Thomas Elliot Subdivision (L. 72, P. 19, W.C.R.); thence East along the North subdivision line of said subdivision to the centerline of Deering Avenue; thence North, 150 feet; thence easterly along the centerline of a twenty (20) foot wide alley lying south of and adjacent to Lots 924 to 949, both inclusive, New Detroit Subdivision No. 1, (L. 62, P. 85, W.C.R.) to the centerline of Cavell Avenue; thence continuing easterly along the centerline of a twenty (20) foot wide alley lying south of and adjacent to Lots 1 to 13, both inclusive; and also Lots 135 to 146, both inclusive, New Detroit Subdivision (L. 61, P. 85, W.C.R.) to the centerline of Inkster Road; thence North, 100 feet to the S.E. 1/4 corner of Section 25 and the Point of Beginning, EXCEPT the following parcel of land: That part of the S.W. 1/4 of Section 25 described as beginning at a point distant East along the centerline of the Chesapeake and Ohio Railroad right-of-way 1970 feet and South along the centerline of Hartel Avenue, as extended, 650 feet from the West 1/4 corner of said Section 25; proceeding thence West, 220 feet; thence North, 360 feet; thence West, 440 feet; thence South, 1030 feet; thence West, 660 feet; thence South, 960 feet; thence East, 440 feet; thence North, 540 feet; thence northeasterly 240 feet; thence South, 610 feet; thence East, 660 feet to the centerline of Hartel Avenue; thence North along said centerline, 1640 feet to the point of beginning.

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
 CITY OF LIVONIA, MICHIGAN
 SCHEDULE OF ESTIMATED TAX INCREMENT REVENUES - 1997 TO 2026

TAX YEAR	IN (000'S)			LIVONIA CITY LEVY <u>10.0685</u>	WAYNE COUNTY LEVY <u>8.27</u>	S'CRAFT COLLEGE LEVY <u>1.86</u>	HCMA LEVY <u>0.23</u>	TOTAL TIF REVENUE
	BASE YEAR ASSESSED VALUE(1994)	TAXABLE VALUE(1)	CAPTURED TAXABLE VALUE					
1994	\$567,207							
1997	567,207	\$623,002	\$55,795	\$561,772	\$461,425	\$103,779	\$12,833	\$1,139,808
1998	567,207	629,232	62,025	624,499	512,947	115,367	14,266	1,267,078
1999	567,207	635,524	68,317	687,853	564,984	127,070	15,713	1,395,621
2000	567,207	641,880	74,673	751,841	617,542	138,891	17,175	1,525,449
2001	567,207	648,298	81,091	816,469	670,626	150,830	18,651	1,656,575
2002	567,207	654,781	87,574	881,742	724,240	162,888	20,142	1,789,013
2003	567,207	661,329	94,122	947,669	778,390	175,067	21,648	1,922,775
2004	567,207	667,942	100,735	1,014,255	833,082	187,368	23,169	2,057,875
2005	567,207	674,622	107,415	1,081,507	888,321	199,792	24,705	2,194,325
2006	567,207	681,368	114,161	1,149,431	944,112	212,340	26,257	2,332,140
2007	567,207	688,182	120,975	1,218,035	1,000,462	225,013	27,824	2,471,334
2008	567,207	695,064	127,857	1,287,324	1,057,374	237,813	29,407	2,611,919
2009	567,207	702,014	134,807	1,357,307	1,114,856	250,741	31,006	2,753,910
2010	567,207	709,034	141,827	1,427,989	1,172,913	263,799	32,620	2,897,321
2011	567,207	716,125	148,918	1,499,378	1,231,550	276,987	34,25	3,042,166
2012	567,207	723,286	156,079	1,571,481	1,290,773	290,307	35,898	3,188,459
2013	567,207	730,519	163,312	1,644,305	1,350,589	303,760	37,562	3,336,216
2014	567,207	737,824	170,617	1,717,858	1,411,003	317,348	39,242	3,485,450
2015	567,207	745,202	177,995	1,792,145	1,472,021	331,071	40,939	3,636,176
2016	567,207	752,654	185,447	1,867,176	1,533,649	344,932	42,653	3,788,410
2017	567,207	760,181	192,974	1,942,957	1,595,894	358,931	44,384	3,942,166
2018	567,207	767,783	200,576	2,019,496	1,658,761	373,071	46,132	4,097,460
2019	567,207	775,460	208,253	2,096,800	1,722,256	387,351	47,898	4,254,306
2020	567,207	783,215	216,008	2,174,877	1,786,387	401,775	49,682	4,412,721
2021	567,207	791,047	223,840	2,253,735	1,851,159	416,343	51,483	4,572,720
2022	567,207	798,958	231,751	2,333,382	1,916,578	431,056	53,303	4,734,319
2023	567,207	806,947	239,740	2,413,825	1,982,652	445,917	55,140	4,897,534
2024	567,207	815,017	247,810	2,495,072	2,049,387	460,926	56,996	5,062,381
2025	567,207	823,167	255,960	2,577,132	2,116,788	476,085	58,871	5,228,877
2026	567,207	831,399	264,192	2,660,013	2,184,864	491,396	60,764	5,397,038

(1) -Assumes 1.0% annual growth in taxable values.

Original

NO. 2165

AN ORDINANCE ADDING CHAPTER 16 (PLYMOUTH ROAD DEVELOPMENT AUTHORITY) TO TITLE 3 OF THE LIVONIA CODE OF ORDINANCES, AS AMENDED.

THE CITY OF LIVONIA ORDAINS:

Section 1. Chapter 16 is hereby added to Title 3 of the Livonia Code of ordinances, as amended, which chapter shall read as follows:

CHAPTER 3.16

PLYMOUTH ROAD DEVELOPMENT AUTHORITY

Sections:

- 3.16.010 Title.
- 3.16.020 Determination of Necessity; Purpose.
- 3.16.030 Definitions.
- 3.16.040 Creation of Authority.
- 3.16.050 Description of Downtown District.
- 3.16.060 Board of Directors.
- 3.16.070 Powers of Authority.
- 3.16.080 Fiscal Year; Adoption of Budget.
- 3.16.090 Termination.
- 3.16.100 Section Headings; Severability; Repealer.
- 3.16.110 Publication, Recording and Filing.
- 3.16.120 Effective Date.

3.16.010 Title. This ordinance shall be known as the "Plymouth Road Development Authority Ordinance" of the City of Livonia.

3.16.020 Determination of Necessity; Purpose. The City Council hereby determines that it is necessary for the best interests of the public to create a public body corporate which shall operate to halt property value deterioration, eliminate the causes of that deterioration, increase property tax valuation where possible in the business district of the City, and promote economic growth, pursuant to Act 197 of the Public Acts of Michigan, 1975, as amended.

3.16.030 Definitions. The terms used in this ordinance shall have the same meaning as given to them in Act 197 or as hereinafter in this section provided unless the context clearly indicates to the contrary. As used in this ordinance:

Ord. 2165 - p 2

A. "Authority" means the Plymouth Road Development Authority created by this ordinance.

B. "Act 197" means Act No. 197 of the Public Acts of Michigan of 1975, as amended.

C. "Board" or "Board of Directors" means the Board of Directors of the Authority, the governing body of the Authority.

D. "Chief Executive Officer" means the Mayor of the City.

E. "City" means the City of Livonia, Michigan.

F. "Council" or "City Council" means the City Council of the City.

G. "Downtown District" or "District" means the business district designated by this ordinance, as now existing or hereafter amended, and within which the Authority shall exercise its powers.

3.16.040 Creation of Authority. There is hereby created pursuant to Act 197 a downtown development authority for the City. The Authority shall be a public body corporate and shall be known and exercise its powers under title of the "Plymouth Road Development Authority." The Authority may adopt a seal, may sue and be sued in any court of this State and shall possess all of the powers necessary to carry out the purposes of its incorporation as provided by this ordinance and Act 197. The enumeration of a power in this ordinance or in Act 197 shall not be construed as a limitation upon the general powers of the Authority.

3.16.050 Description of Downtown District. The District shall consist of the territory in the City described in Exhibit A, attached hereto and made a part hereof, subject to such changes as may hereinafter be made pursuant to this ordinance and Act 197. The Council hereby finds that the District is comprised of the principal business district within the City.

3.16.060 Board of Directors. The Authority shall be under the supervision and control of the Board. The Board shall consist of the Chief Executive Officer and twelve (12) members. Members shall be appointed by the Chief Executive Officer, subject to approval by the Council. Not less than a majority of the members shall be persons having an interest in property located in the District. Not less than one (1) of the members shall be the representative of the Livonia Public Schools. Not less than one (1) of the members shall be the representative of other local units of government which levy property taxes against property

Ord. 2165 - p 3

located within the District. If the District has one hundred (100) or more persons residing within it, not less than one (1) of the members shall be a resident of the District. Members shall be appointed to serve a term of four years, except that of the members first appointed, three (3) shall be appointed for terms of one year, three (3) shall be appointed for terms of two years, three (3) shall be appointed for terms of three years, and three (3) shall be appointed for terms of four years. A member shall hold office until the member's successor is appointed and qualified. Before assuming the duties of office, a member shall qualify by taking and subscribing to the constitutional oath of office. An appointment to fill a vacancy shall be made by the Chief Executive Officer for the unexpired term only. Members of the Board shall serve without compensation, but may be reimbursed for actual and necessary expenses. The chairperson of the Board shall be elected by the Board. The Board shall adopt Bylaws governing its procedures subject to the approval of the Council. In the event that the Board determines to employ a Director of the authority, such Director shall furnish a bond in the penal sum of Fifty Thousand Dollars (\$50,000) payable to the Authority for use and benefit of the Authority, approved by the Board, and shall file the same with the City Clerk of the City.

3.16.070 Powers of Authority. Except as specifically otherwise provided in this ordinance, the Authority shall have all powers provided by law subject to the limitations imposed by law and herein.

3.16.080 Fiscal year; Adoption of Budget.

A. The fiscal year of the Authority shall begin on December 1 of each year and end on November 31 of the following year, or such other fiscal year as may hereafter be adopted by the Council.

B. The Board shall prepare annually a budget and shall submit it to the Council for approval in the manner and at the time, and which budget shall contain the information, required of municipal departments. The Board shall not finally adopt a budget for any fiscal year until the budget has been approved by the Council. The Board may, however, temporarily adopt a budget in connection with the operation of any improvements which have been financed by revenue bonds where required to do so by the ordinance authorizing the revenue bonds.

C. The Authority shall submit finance reports to the Council at the same time and on the same basis as departments of the City are required to submit reports. the Authority shall be audited annually by the same independent

Ord. 2165 - p 4

auditors auditing the City and copies of the audit report shall be filed with the Council.

D. All expense items of the Authority shall be publicized monthly and the financial records shall always be open to the public in accordance with Act 197.

3.16.090 Termination. Upon completion of its purposes, the Authority may be dissolved by the Council. The property and assets of the Authority, after dissolution and satisfaction of the obligations of the Authority, shall revert to the City.

3.16.100 Section Headings; Severability; Repealer. Section headings are provided for convenience only and are not intended to be part of this ordinance. If any portion of this ordinance shall be held to be unlawful, the remaining portions shall remain in full force and effect. All ordinances and parts of ordinances in conflict herewith are hereby repealed.

3.16.110 Publication, Recording and Filing. This ordinance shall be published once after its adoption in full in the Livonia Observer, a newspaper of general circulation in the City, and the City Clerk shall file a certified copy of the ordinance with the Michigan Secretary of State promptly after its adoption.

3.16.120 Effective Date. This ordinance shall take effect immediately upon its publication.

Section 2. All ordinances or parts of ordinances in conflict herewith are hereby repealed only to the extent necessary to give this ordinance full force and effect.

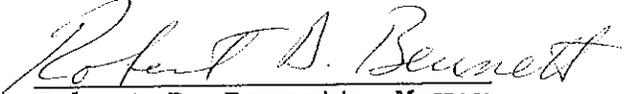
Section 3. Should any portion of this ordinance be held invalid for any reason, such holding shall not be construed as affecting the validity of any of the remaining portions of this ordinance.

The above ordinance was passed at the regular meeting of the Council of the City of Livonia held Wednesday, April 7, 1993, at 8:00 p.m.


Joan McCotter, City Clerk

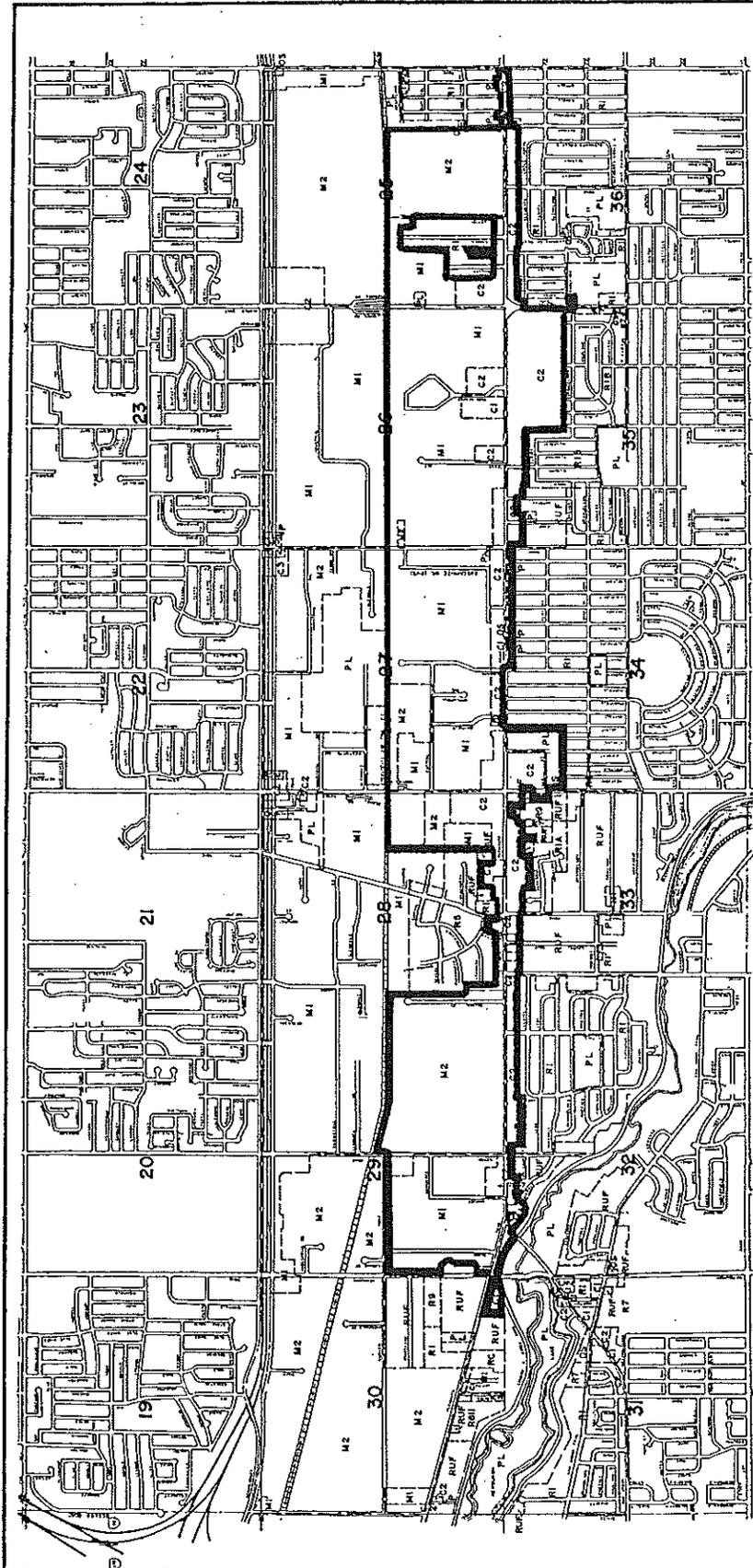
Ord. 2165 - p 5

The foregoing ordinance was authenticated by me this 20th
day of April, 1993.


Robert D. Bennett, Mayor

Approved as to form:


Harry C. Tatigian, City Attorney
Dated: April 19, 1993



CITY OF LIVONIA
PLYMOUTH RD. DEVELOPMENT AUTHORITY
DISTRICT MAP

TOWN 1 SOUTH, RANGE 9 EAST
 WAYNE COUNTY, MICHIGAN

PREPARED BY THE CITY OF LIVONIA PLANNING DEPT.

 NORTH  SCALE 1" = 3000'

THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY DISTRICT
 The District shall consist of the properties within the established boundary as indicated on the above map. The District is comprised of the principal business region within the City and is for the purpose of promoting economic development, attracting and preventing deterioration and making long-term improvements along Plymouth Road.

————— DENOTES BOUNDARY ESTABLISHED

AMENDMENTS
 THIS IS TO CERTIFY THAT THIS MAP SHOWS ALL CORRECTIONS AND AMENDMENTS.
 Done at Livonia, Michigan, this _____ day of _____, 20____.
 The following amendments to the Plymouth Road Development Authority District were adopted by the City of Livonia pursuant to the provisions of Act 197 of the Public Acts of 1966, I.C.L.A.S. 202.1222(2) (b) (i) and (j).
 C.E. BROWN, CITY CLERK

EXHIBIT A

UNDERSIGNED CERTIFIES FOREGOING

ORDINANCE WAS INTRODUCED December 21, 1992.

PASSED BY LIVONIA CITY COUNCIL ON

April 7, 1993 BY VOTE 5:1

AND PUBLISHED IN Livonia Observer

ON April 26, 1993.

Joan McCotter
JOAN McCOTTER, CITY CLERK

NO. 2187

AN ORDINANCE AMENDING SECTIONS 020
AND 050 OF TITLE 3, CHAPTER 16
(PLYMOUTH ROAD DEVELOPMENT AUTHORITY)
OF THE LIVONIA CODE OF ORDINANCES, AS
AMENDED.

THE CITY OF LIVONIA ORDAINS:

Section 1. Sections 020 and 050 of Title 3, Chapter 16 of the Livonia Code of Ordinances, as amended, is hereby amended to read as follows:

3.16.020 Determination of Necessity; Purpose. The City Council hereby determines that it is necessary for the best interests of the public to create a public body corporate and to amend and to extend the boundaries of the District so as to enable the Plymouth Road Development Authority to operate to halt property value deterioration eliminate the causes of that deterioration, increase property tax valuation where possible in the District, as extended, of the City, and promote economic growth, pursuant to Act 197 of the Public Acts of Michigan, 1975, as amended.

3.16.050 Description of District. The District shall consist of the territory in the City described in Exhibit A, as amended, attached hereto and made a part hereof, subject to such changes as may hereinafter be made pursuant to this ordinance and Act 197.

Section 2. All ordinances or parts of ordinances in conflict herewith are hereby repealed only to the extent necessary to give this ordinance full force and effect.

Section 3. Should any portion of this ordinance be held invalid for any reason, such holding shall not be construed as affecting the validity of the remaining portions of this ordinance.

Ord 2187 - p 2

The above ordinance was passed at the regular meeting of the Council of the City of Livonia held Wednesday, July 7, 1993 at 8:00 p.m.

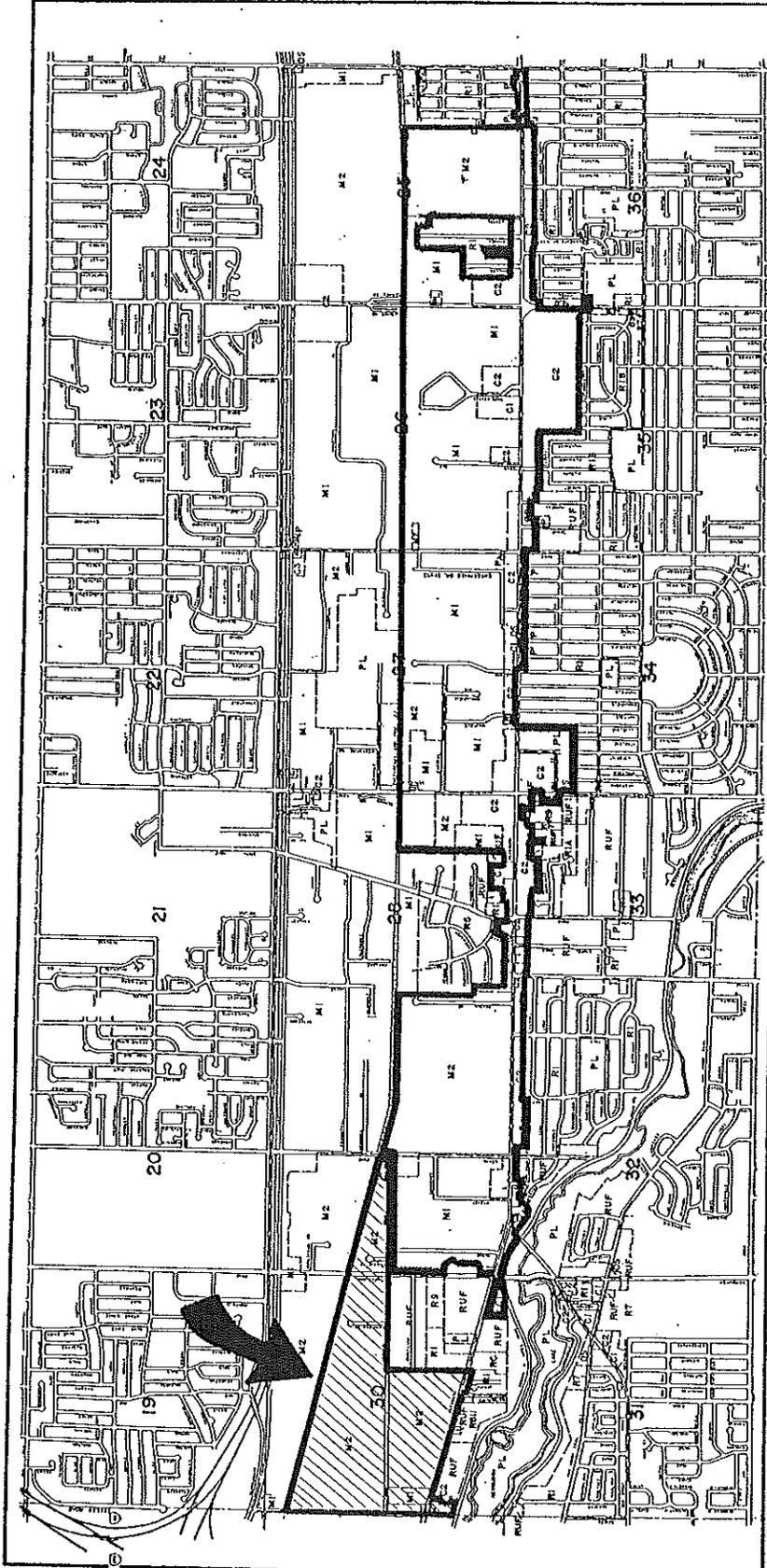

Joan McCotter, City Clerk

The foregoing ordinance was authenticated by me this 21st day of July, 1993.


Robert D. Bennett, Mayor

Approved as to form:


Harry C. Tatigian, City Attorney
Dated: July 19, 1993



CITY OF LIVONIA

PLYMOUTH RD. DEVELOPMENT AUTHORITY DISTRICT MAP

TOWN 1 SOUTH, RANGE 9 EAST
 WAYNE COUNTY, MICHIGAN

PREPARED BY THE CITY OF LIVONIA, PLANNING DEPT.



SCALE 1" = 3000'

THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY DISTRICT
 The District shall consist of the properties within the established boundary as indicated on the above map. The District is comprised of the principal business region within the City and is for the purpose of promoting economic development, remedying and preventing deterioration and making long-term improvements along Plymouth Road.

————— DENOTES BOUNDARY ESTABLISHED

AMENDMENTS

THIS IS TO CERTIFY THAT THIS MAP INCLUDES ALL CORRECTIONS AND AMENDMENTS.
 J. Robert Neely, Planning Director
 The City of Livonia, Michigan
 Approved by the Board of City Commissioners on the 14th day of July 1978 for the Public Use of the City of Livonia, Michigan.
 COUNCILOR: BARRY L. BROWN, CHAIRMAN, BURT J. JACOBSON

UNDERSIGNED CERTIFIES FOREGOING

ORDINANCE WAS INTRODUCED June 23, 1993

PASSED BY LIVONIA CITY COUNCIL ON

July 7, 1993 BY VOTE 6:1

AND PUBLISHED IN Livonia Observer

ON July 26, 1993

Joan McCotter

JOAN McCOTTER, CITY CLERK

NO. 2931

12523

2nd Amended District

③

AN ORDINANCE AMENDING SECTION 020 OF TITLE 3, CHAPTER 16 (PLYMOUTH ROAD DEVELOPMENT AUTHORITY) OF THE LIVONIA CODE OF ORDINANCES, AS AMENDED.

THE CITY OF LIVONIA ORDAINS:

Section 1. Section 020 of Title 3 Chapter 16 of the Livonia Code of Ordinances, as amended, is hereby amended to read as follows:

3.16.020 Determination of Necessity; Purpose. The City Council hereby determines that it is necessary for the best interests of the public to create a public body corporate and to amend and to extend the boundaries of the District so as to enable the Plymouth Road Development Authority to operate to halt property value deterioration eliminate the causes of that deterioration, increase property tax valuation where possible in the District, as extended, of the City, and promote economic growth, pursuant to Act 197 of the Public Acts of Michigan, 1975, as amended.

Section 2. The attached map designated "Plymouth Road Development Authority – Proposed Authority District" is hereby approved, established and appended as Exhibit A to Code of Ordinances Section 3.16.050, in replacement of the map previously appended to that section.

Section 3. All ordinances or parts of ordinances in conflict herewith are hereby repealed only to the extent necessary to give this ordinance full force and effect.

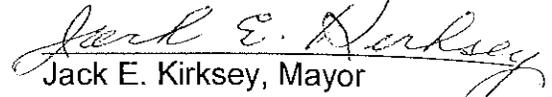
Section 4. Should any portion of this ordinance be held invalid for any reason, such holding shall not be construed as affecting the validity of any of the remaining portions of this ordinance.

The above ordinance was passed at the regular meeting of the Council of the City of Livonia held Wednesday, March 27, 2013, at 8:00 p.m.

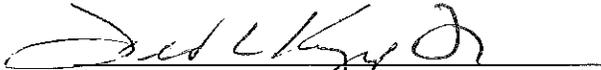
Terry A. Marecki
Terry Marecki, City Clerk

Ord. 2934
Ord. 2942
Ord. 2935
Ord. 2943
Ord. 2936
2944
Ord. 2931
Ord. 2932
2945
Ord. 2930
Ord. 2931

The foregoing ordinance was authenticated by me on this 10th day of April 2013.

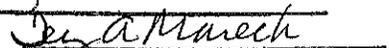

Jack E. Kirksey, Mayor

Approved as to form:


Donald L. Knapp, Jr., City Attorney
Dated: April 10, 2013

P:\Brenda\Ordinances\Code\Title 03 - Finance\PRDA District.docx

UNDERSIGNED CERTIFIES FOREGOING
ORDINANCE WAS INTRODUCED March 11, 2013
PASSED BY LIVONIA CITY COUNCIL ON
March 27, 2013 BY VOTE 5-0
AND PUBLISHED IN Livonia Observer
ON April 25, 2013


TERRY A. MARECKI
CITY CLERK

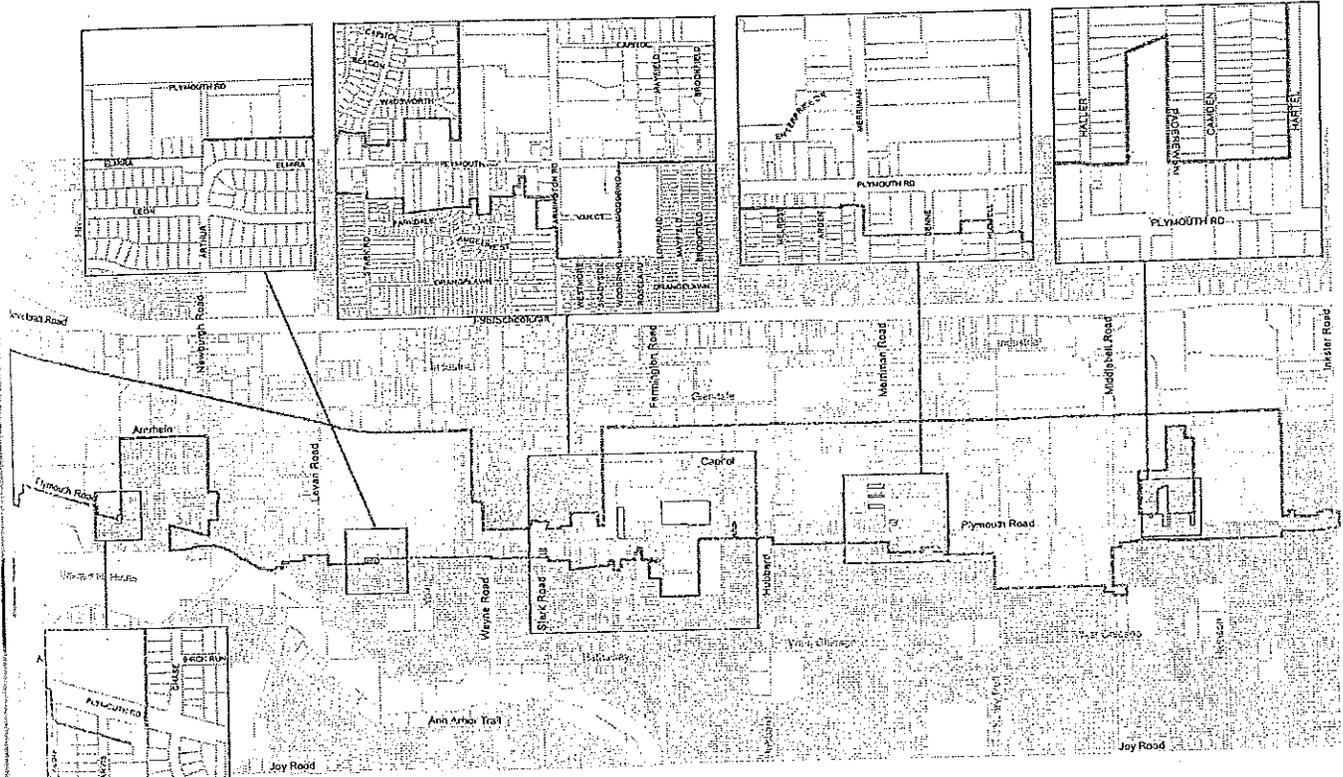
AN ORDINANCE AMENDING SECTION 020 OF TITLE 3, CHAPTER 16 (PLYMOUTH ROAD DEVELOPMENT AUTHORITY) OF THE LIVONIA CODE OF ORDINANCES, AS AMENDED.

313

CITY OF LIVONIA ORDAINS:

Section 020 of Title 3 Chapter 16 of the Livonia Code of Ordinances, as amended, is hereby amended to read as follows:

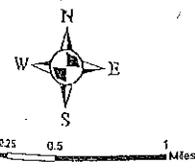
3.16.020 Determination of Necessity; Purpose. The City Council hereby determines that it is necessary for the best interests of the public to create a public body corporate and to amend and to extend the boundaries of the District so as to enable the Plymouth Road Development Authority to operate to halt property value deterioration eliminate the causes of that deterioration, increase property tax valuation where possible in the District, as extended, of the City, and promote economic growth, pursuant to Act 197 of the Public Acts of Michigan, 1975, as amended.



PLYMOUTH ROAD DEVELOPMENT AUTHORITY PROPOSED AUTHORITY DISTRICT



PREPARED BY THE CITY OF LIVONIA PLANNING DEPARTMENT November 14, 2012



- Legend: Existing Residential Parcels to be Removed from District, Existing PRDA District, Proposed Adjustments and Carve-Outs to PRDA District

- 2. The attached map designated "Plymouth Road Development Authority -- Proposed Authority District" is hereby approved, established and...
3. All ordinances or parts of ordinances in conflict herewith are hereby repealed only to the extent necessary to give this ordinance full force and...
4. Should any portion of this ordinance be held invalid for any reason, such holding shall not be construed as affecting the validity of any of the... portions of this ordinance.

The above ordinance was passed at the regular meeting of the Council of the City of Livonia held Wednesday, March 27, 2013, at 8:00 p.m. Terry Marecki, City Clerk

The foregoing ordinance was authenticated by me on this 10th day of April 2013. Jack E. Kirksey, Mayor

as to form: L. Knapp, Jr., City Attorney April 10, 2013 April 21, 2013

NOTICE OF PUBLIC HEARING

CITY OF LIVONIA
COUNTY OF WAYNE, MICHIGAN

ON AMENDING THE BOUNDARIES OF THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY

Properties to be removed from the Plymouth Road Development Authority District

TAX I.D.	ADDRESS	CITY	STATE	ZIP
099990024000	<u>11600 HALLER</u>	LIVONIA	MI	48150
099990040000	<u>28910 PLYMOUTH</u>	LIVONIA	MI	48150
099990041000	<u>28910 PLYMOUTH</u>	LIVONIA	MI	48150
099990048000	<u>28722 PLYMOUTH</u>	LIVONIA	MI	48150
103990016000	<u>11700 MERRIMAN</u>	LIVONIA	MI	48150
103990017000	<u>11680 MERRIMAN</u>	LIVONIA	MI	48150
107990026000	<u>32590 PLYMOUTH</u>	LIVONIA	MI	48150
108990029000	<u>11735 MERRIMAN</u>	LIVONIA	MI	48150
108990031000	<u>11885 MERRIMAN</u>	LIVONIA	MI	48150
108990034000	<u>11975 MERRIMAN</u>	LIVONIA	MI	48150
112990028000	<u>33720 PLYMOUTH</u>	LIVONIA	MI	48150
120010001000	<u>38105 PLYMOUTH</u>	LIVONIA	MI	48150
125070001000	<u>35862 ELMIRA</u>	LIVONIA	MI	48150
125070002000	<u>35850 ELMIRA</u>	LIVONIA	MI	48150
125070003000	<u>35838 ELMIRA</u>	LIVONIA	MI	48150
125070004000	<u>35824 ELMIRA</u>	LIVONIA	MI	48150
125070005000	<u>35810 ELMIRA</u>	LIVONIA	MI	48150
130010076001	<u>11263 STARK</u>	LIVONIA	MI	48150
130010076002	<u>11295 STARK</u>	LIVONIA	MI	48150
130010076003	<u>11315 STARK</u>	LIVONIA	MI	48150
138990023000	<u>11422 HUBBELL</u>	LIVONIA	MI	48150
138990024000	<u>11420 HUBBELL</u>	LIVONIA	MI	48150
10704CONDOS	<u>FOUNTAIN PARK CONDOMINIUMS</u>	LIVONIA	MI	48150