

**DEVELOPMENT PLAN
and
TAX INCREMENT FINANCING PLAN
FOR THE RIVER ROUGE DOWNTOWN
DEVELOPMENT AREA #1**

**CITY OF RIVER ROUGE
DOWNTOWN DEVELOPMENT AUTHORITY**

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DEVELOPMENT PLAN
and
TAX INCREMENT FINANCING PLAN
FOR THE RIVER ROUGE DOWNTOWN
DEVELOPMENT AREA #1

Adopted

City Council

Downtown Development Authority

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INTRODUCTION

Purpose of the Downtown Development Authority Act

Act No. 197 of Public Acts of 1975 of the State of Michigan, as amended (Act 197), commonly referred to as the Downtown Development Authority Act, was created, in part, to correct and prevent deterioration of business districts; to promote economic growth and revitalization; to encourage historic preservation; to authorize the acquisition and disposal of interest in real and personal property; to authorize the creation of an authority; to authorize the levy and collection of taxes, the issuance of bonds and the use of tax increment financing in the accomplishment of specific downtown development activities contained in locally-adopted development plans.

The Downtown Development Authority Act provides the legal mechanism for City officials to address the needs and encourage economic development within the City of River Rouge (City) business district. This Act seeks to attack problems of urban decline, strengthen existing areas, and encourage new private developments in the downtown districts. It seeks to accomplish this goal by providing communities with the necessary legal, monetary and organizational tools to revitalize downtown districts, either through public-initiated project undertakings or in concert with privately motivated development projects.

The manner in which Downtown Development Authorities choose to make use of these tools does, of course, depend on the problems and opportunities facing each particular city and the development priorities sought by the city in the revitalization of its business district.

This Development Plan contains the information required by Section 17(2) of Act 197. Additional information is available from the Assistant City Manager.

The River Rouge Downtown Development Authority (DDA) was established by Ordinance #99-423 on December 28, 1999. The geographic area within which the River Rouge DDA has the powers and duties provided by the Act has been designated as the Downtown District. The boundaries of this Downtown District are shown on Map 1 which follows, and the legal description is located in the Appendix.

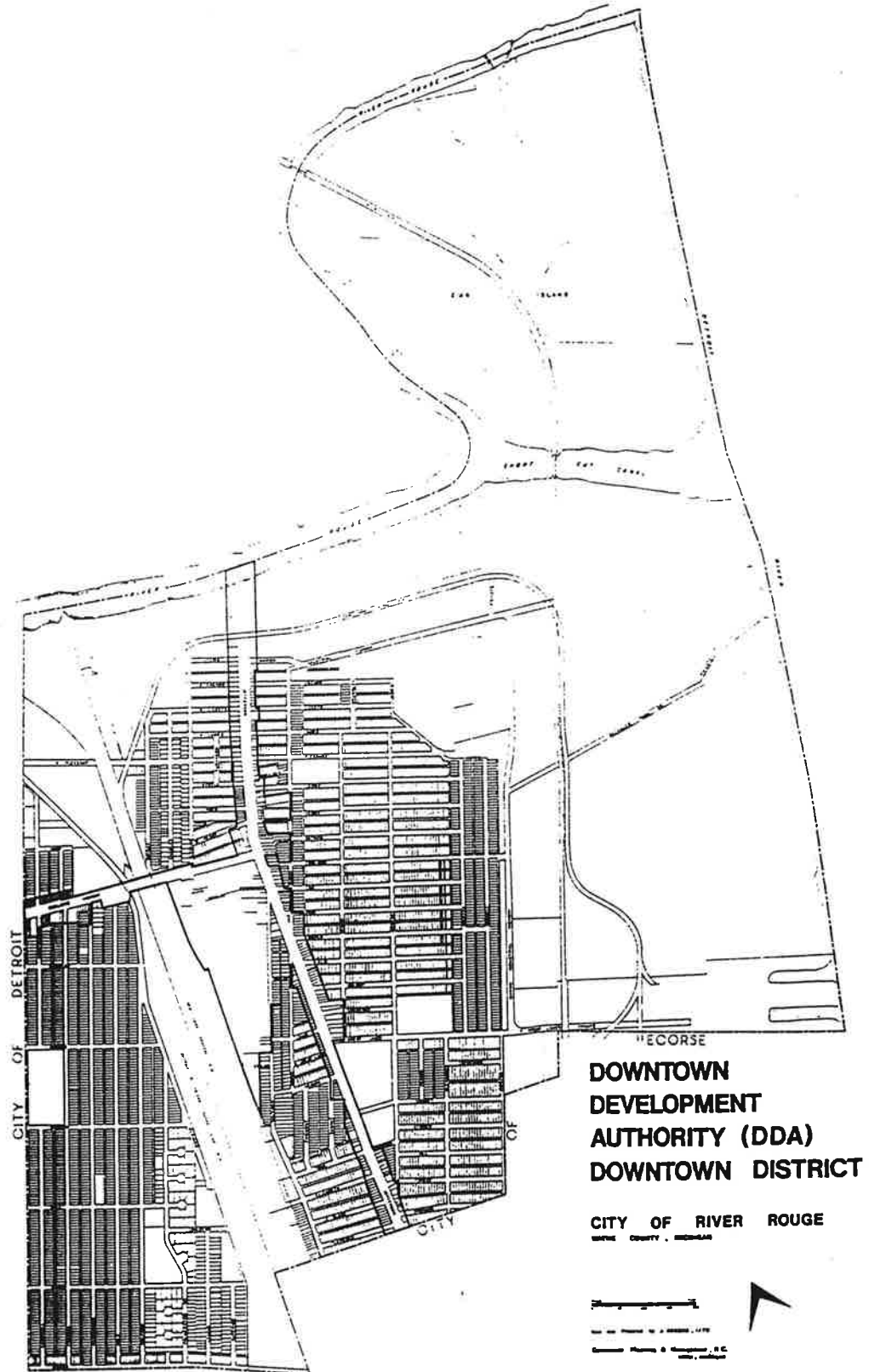
Policies, Goals and Objectives

The overall goal of the River Rouge Downtown Development Authority is to improve and encourage the long-term economic viability of the Coolidge Highway and Jefferson Avenue corridors. Other goals and objectives which have guided the development of this Plan and are adopted to guide the actions of the River Rouge DDA are as follows:

- The DDA will undertake projects and programs which will assist and focus on the economic enhancement and marketing programs undertaken by the City.
- The market determines the types of uses which will succeed in this area. The DDA will work to encourage this type of development.

- The DDA will seek to provide the infrastructure, land assembly or parking area necessary to assure that new business continues to develop in the City.
- Every business, regardless of size, is important to the vitality of the DDA.
- The DDA must promote its image and perception, as well as the reality of the market.
- Small improvements provide large dividends. Good design, architectural compatibility, color coordination and landscaping will assist in creating a vital commercial center.
- Aesthetics, streetscape improvements, pedestrian walkways and people comforts are needed to encourage the neighborhood residents to walk or bike to the commercial facilities.
- Code enforcement and maintenance is necessary to maintain economic viability. This is true for the public as well as the private sector.
- The River Rouge market is strongly influenced by the steel and transportation industries. Commercial development along both corridors needs to take advantage of this market and encourage transportation enterprises, technological training centers and computer, electronic or communication businesses.
- The DDA shall seek funding from all potential sources, including special assessments, Federal and State grants, ISETEA, private investment or DDA millage, if necessary.
- The DDA needs to work and coordinate its efforts with the Economic Development Corporation, citizen groups and the City of River Rouge.
- The DDA shall seek to retain the economically viable businesses which presently exist and encourage their expansion.

River Rouge Downtown Development Authority
Downtown District Boundary Map
Map 1



DEVELOPMENT PLAN
for
RIVER ROUGE DDA DEVELOPMENT AREA #1

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

As noted, the map on the preceding page shows the downtown district within which the DDA has been given the authority by City Council to operate. Development Area #1 is the area within this downtown district where the DDA has prepared a Development Plan and intends to implement that Plan through the use of tax increment financing.

In general, Development Area #1 (See Map 2) includes the commercial and industrial zoned and/or developed frontage along both sides of Coolidge Avenue, from the western boundary of the City to Jefferson Avenue. It also includes the area south of the intersection of Haltiner Avenue and Jefferson Avenue to an area near the intersection of Burke Avenue and Jefferson Avenue, the property west of Haltiner Avenue to the New York Central Railroad and the area at the southwest corner of Jefferson Avenue and West Henry Street.

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

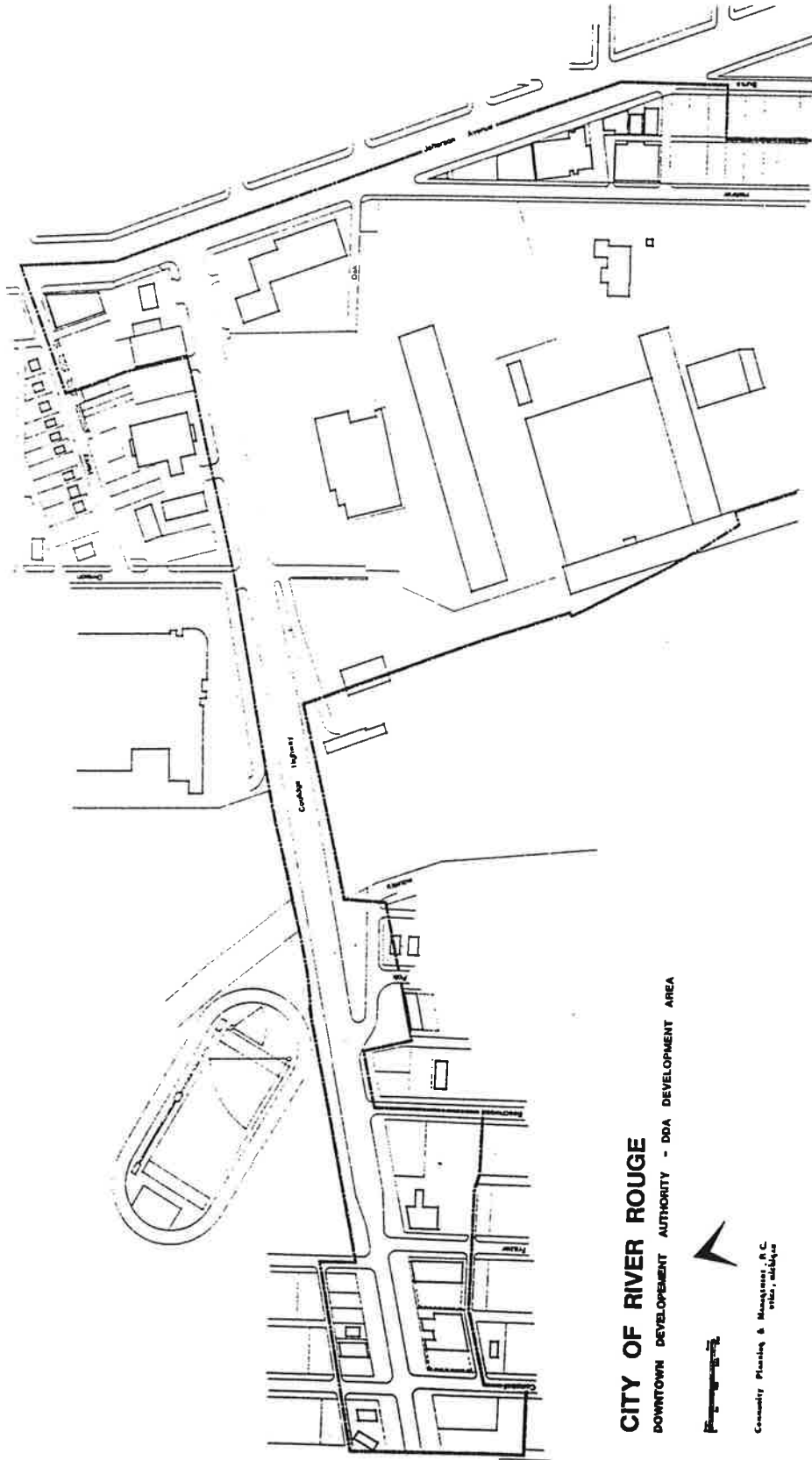
The Existing Land Use shown on Map 3 illustrates the dominance of commercial development along Coolidge Highway, as well as Jefferson Avenue. The Coolidge and Jefferson Corridors can be characterized as having commercial along the frontage, with parking areas to the rear or sides of most stores. Coolidge Highway is the major east-west entrance into the City of River Rouge. For the most part, it has four (4) lanes for moving traffic. The eastbound lanes become turn lanes at the Jefferson Avenue intersection. There is one lane for on-street parking on both the north and south sides of Coolidge Highway. The traffic volumes for an average 24-hour period exceed 15,900 vehicles. Jefferson Avenue is the major north-south traffic artery for the City of River Rouge. For the most part, it has four (4) lanes for moving traffic and a center land for left-hand turns. There is one lane for on-street parking on both the east and west sides of Jefferson Avenue. The traffic volumes for an average 24-hour period exceed 14,600 vehicles.

The primary public land acreage is that area reserved and used as roads and street rights-of-way. Coolidge Highway has an average right-of-way of about 100 feet. Jefferson Avenue has an average right-of-way of about 120 feet. The side streets generally have 50 feet of right-of-way. Behind most of the commercial frontages, there are alleys which average 16 feet of right-of-way.

There is a City-owned parking lot located on the south side of West Henry Street, west of Jefferson Avenue. Public parking also exists at the High School located on the north side of Coolidge Highway, east of Frazier Avenue, the gymnasium located on the south side of Coolidge Highway, west of Jefferson Avenue, property on the southwest corner of Coolidge Highway and Beechwood Avenue and behind the City Hall building. There are also numerous vacant City-owned lots located in the Development Area.

The City Hall, which is located on the southwest corner of Coolidge Avenue and Jefferson Avenue, is within the boundaries of the Development Area. The City Library is located east of Jefferson Avenue, just outside of the Development Area.

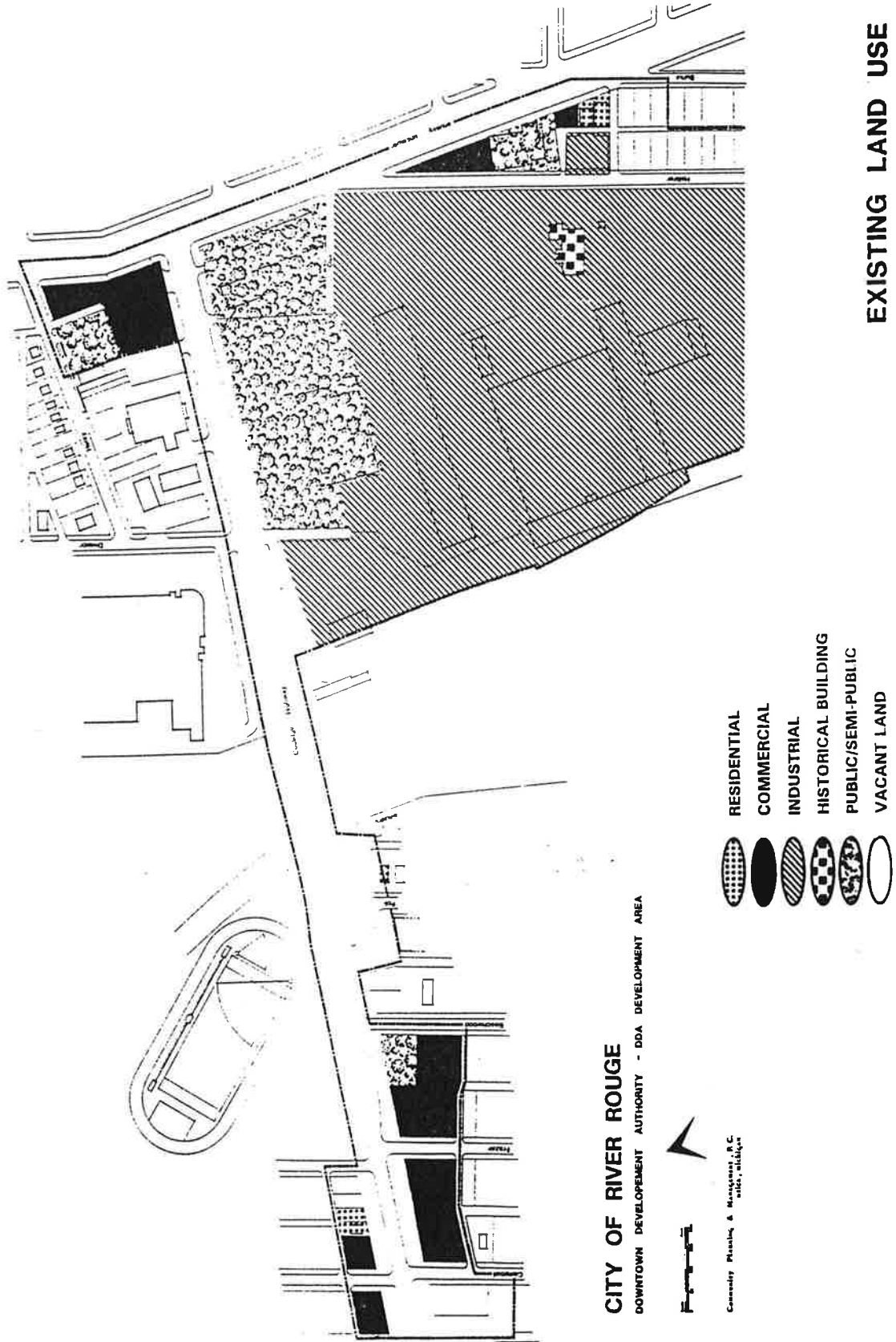
River Rouge Downtown Development Authority
Development Area #1 Boundary
Map 2



CITY OF RIVER ROUGE
DOWNTOWN DEVELOPMENT AUTHORITY - DDA DEVELOPMENT AREA

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www.riverrouge.com

River Rouge Downtown Development Authority
 Development Area #1 Existing Land Use
 Map 3



Existing Land Uses

Entering the City from the western boundary line, vacant property exists along the south side of Coolidge Highway to Campbell Street. An auto-related commercial facility and an industrial building occupy the block from Campbell Street to Frazier Street. Shore Bank and the bank parking lot, as well as a parking area for the high school stadium (across Coolidge Highway) run from Frazier Street to Beechwood Street. A storage building exists between Polk and Kleinow Streets. Coolidge Highway, with elevated sidewalks along both sides, passes below the railroad overpass. To the east of this overpass lies an industrial road servicing the industrial sites to the south. This land includes Shelby Steel, a processing plant for sheet and rolled steel. To the south of this, between Haltiner Street and the railroad tracks, is Renaissance Precast Industries, which is a major producer of pre-formed concrete products. There are numerous buildings and storage space in this area, which is approximately 31 acres. A 1925 Historical office building located in the northeast portion of this site is a part of this operation. Immediately to the east of this industrial road, along Coolidge Highway, is the High School gymnasium owned by the River Rouge Board of Education. City Hall and the Fire Department are located directly east, on the southwest corner of Jefferson Avenue and Coolidge Highway.

A triangular building exists directly south of City Hall, at the intersection of Jefferson Avenue and Haltiner Street. To the south of this property, along Jefferson Avenue, is a convenience food and liquor store. The City of River Rouge Historical Museum and a potential office area extend further south. A small restaurant and a retail store, as well as two single-family residences make up the property to the alley. The remaining property in this area, within the development area boundaries, consists of vacant City-owned property.

At the northwest corner of Jefferson Avenue and Coolidge Highway is an abandoned gas station and an existing food market. The corner to the north contains a series of small retail stores, a dry-cleaner, and a City-owned parking lot. To the west of this property, along Coolidge Highway, is the Our Lady of Lourdes Church facilities, which extend to Division Street. The new River Rouge High School extends from Division Street to the railroad tracks. The River Rouge Sports Stadium is located west of the railroad tracks. An outdoor putting green, a single-family home, a convenience store, and a gas station make up the remaining land uses on the north side of Coolidge Highway, from the Stadium to the west City limits.

LEGAL DESCRIPTION

A legal description of Development Area #1 is attached in the Appendix of this Development Plan. A complete list of existing land uses located within Development Area #1, including tax assessments, can also be found in the Appendix.

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 existing drive servicing the Shelby Steel and Renaissance Precast Industries sites will be redeveloped as a boulevard, extending south through the entire industrial site. The improved drive will be aligned with Division Street to the north, and a street light will be added to this intersection. Another boulevard road, Renaissance Boulevard, will be constructed from Jefferson Avenue to the existing Historical Building. This boulevard will be the terminus of Haltiner Street, as it will be closed to the north of Renaissance Boulevard in order to facilitate parking and development expansion as well as to direct the flow of automobile traffic to Jefferson Avenue. In addition, the possibility of closing Oak Street, located west of Jefferson Avenue, may be examined within the Aggressive Development Concept, explained further in the Plan, to allow for the expansion of development on the corner of Jefferson Avenue and Coolidge Highway.

The existing water tower, located to the west of the Historical Building, will be repainted and will include the name of the City at the top of the tower. The removal of approximately twenty (20) feet of the Industrial Cement Mixing building, also located to the west of the Historical Building, will be examined within the Aggressive Development Concept.

Water, sewer, and storm drainage within the area will be altered, repaired, or improved as development takes place. Generally speaking, all utility lines within the area are fifty (50) years old or greater. Many may require replacement, depending upon the scope of the development. All improvements will occur throughout the life of the plan as deemed necessary through the design and implementation of individual projects.

LOCATION, EXTENT, CHARACTER, ESTIMATED COST AND TIME TO COMPLETE PROPOSED NEW IMPROVEMENTS

Proposed Land Uses

Proposed development and all public improvements within the DDA will be completed within a thirty (30) year period. Future development of the DDA area is based on the promotion of new office/research development, revitalization of existing industrial development, new industrial development, and new retail/commercial development in the vicinity of Jefferson Avenue and Coolidge Highway. One development concept, referred to as the Limited Development Concept, concentrates on the retail or office development of the old high school site, the northwest corner of Jefferson Avenue and Coolidge Highway, and the Jefferson-Haltiner area to the Renaissance Boulevard area. (See Map 4).

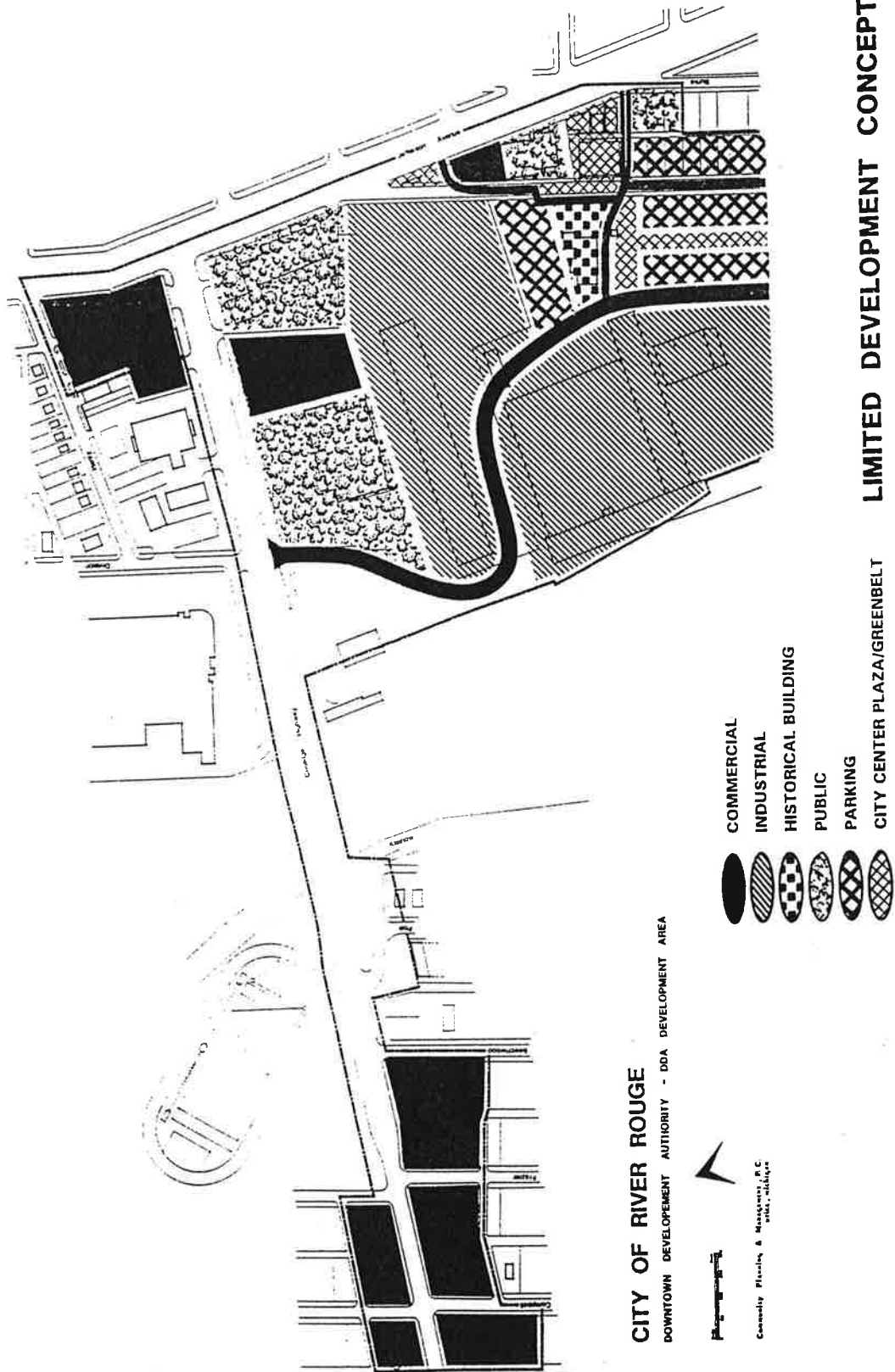
City Hall will remain in the same location at the southwest corner of Coolidge Highway and Jefferson Avenue. The old high school site to the west of the City Hall will be redeveloped with retail/commercial development. The gymnasium and parking lot will remain as is. To the south of this development, the Shelby Steel and Renaissance Precast Industries sites will remain as industrial developments. The major truck access for Renaissance Precast Industries will be through the redeveloped entrance at Coolidge Highway and Division Street.

The Historical office building, which once was the national headquarters for Whitehead and Kales, will be renovated to its original grandeur. A boulevard road will be constructed from this office building to Jefferson Avenue, and the boulevard will be the terminus of Haltiner Street. Renaissance Precast Industries offices will be centralized to occupy one floor, or 12,000 sq.ft., of the building and future office/research development will occupy the remaining two floors. A total of 36,000 sq.ft. of the building will be occupied by office/research development. The Historical building will be surrounded by parking areas. As noted, Haltiner Street will be closed to the north of Renaissance Boulevard in order to facilitate this parking expansion as well as to direct the flow of automobile traffic to Jefferson Avenue.

The area northeast of Haltiner Street and Renaissance Boulevard will be developed as part of the Civic Center plaza area. Directly north of this will be office/research development. The buildings which remain on the site and will be available for office development are presently owned by the City of River Rouge. The two interconnected buildings were last used by National Steel as offices. There are approximately 17,000 to 20,000 sq.ft. available. The buildings could be expanded to the south another 1,000 to 2,000 sq.ft. Parking will be available on the west side back to the Renaissance Precast Industries office and north to Shelby Steel. The area southeast of Haltiner Street and Renaissance Boulevard will be developed with a small office or commercial development, with parking areas on both the east and west sides of Haltiner Street. The Civic Center plaza will be located at the focal point of these areas. The detail and potential design of this plaza is shown as Map 5.

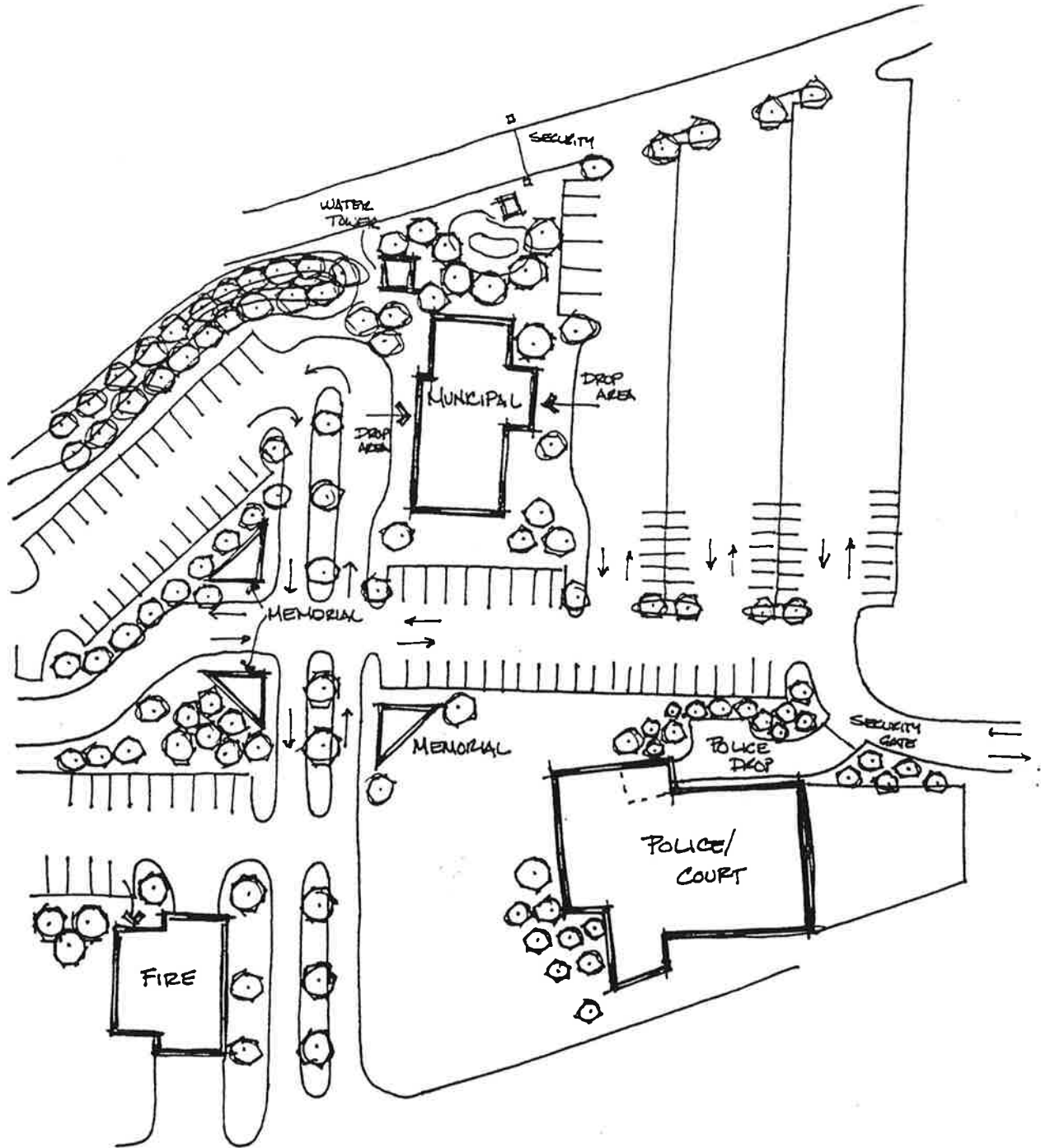
The entrance into the Civic Center Plaza starts with the intersection of Jefferson Avenue and the proposed Renaissance Boulevard. Renaissance Boulevard will terminate at the Historical office building. The center of the plaza will be highlighted with three large flag poles and a pedestrian oriented passive recreation area. Shade trees, tables, seating, and play structures will be located in this area. This will be the major view from Jefferson Avenue, with the Historical building as the backdrop.

River Rouge Downtown Development Authority
 Limited Development Concept
 Map 4



LIMITED DEVELOPMENT CONCEPT

River Rouge Downtown Development Authority
Civic Center Plaza Design
Map 5



The Aggressive Development Concept, as shown in Map 6, suggests the relocation of the City Hall and Fire Department. Under this development concept the two small retail buildings, the two residences on Jefferson, and the industrial building on Haltiner Street at the alley would be purchased and demolished to facilitate building renovations and additions to the south and west of the existing museum and Whitehead and Kales buildings. The development of the Civic Center Plaza and Renaissance Boulevard would occupy the remainder of the area. The Civic Center Plaza would be approximately one hundred (100) feet wide and would extend from Jefferson Avenue to the Historical building owned by Renaissance Precast Industries. Landscaping, memorial plaques, flag poles, and seating areas would be located within this area. The view from Jefferson Avenue would be framed by the corridor between the renovated museum and Whitehead and Kales buildings and the new fire station. The focal points would be the water tower and the renovated Historical building, which would contain the international offices of Renaissance Precast Industries and possibly the River Rouge City Administrative offices. The water tower would be repainted and would include the name of the City at the top of the tower. The new Renaissance Boulevard would be landscaped and extend from Jefferson Avenue to the Historical building. Haltiner Street would be re-routed to intersect with this boulevard.

In one scenario, the Police Department and Court facilities would share the building on Jefferson Avenue with the museum. The first floor would contain the museum, which would remain in its current location, while the Police and Court entrance/reception area would be located in the new building addition to the southwest. The remaining first floor area would contain the Administrative offices of the Police Department. Court Administrative offices would occupy the southern portion of the second floor, while the court rooms would be located in the northern portion. A small area on the west side of this floor would contain the Police secure facilities. Generalized layouts of the building may be found in Illustration 1. While the main entrance for the Police and Fire Departments would exist through the plaza area off from Renaissance Boulevard, the museum's main entrance would remain off Jefferson Avenue in order to facilitate weekend and evening hours. The entire area around the buildings would be landscaped. A handicapped and police parking strip would be located just west of this development. A service drive would provide access from this parking area out to Jefferson Avenue.

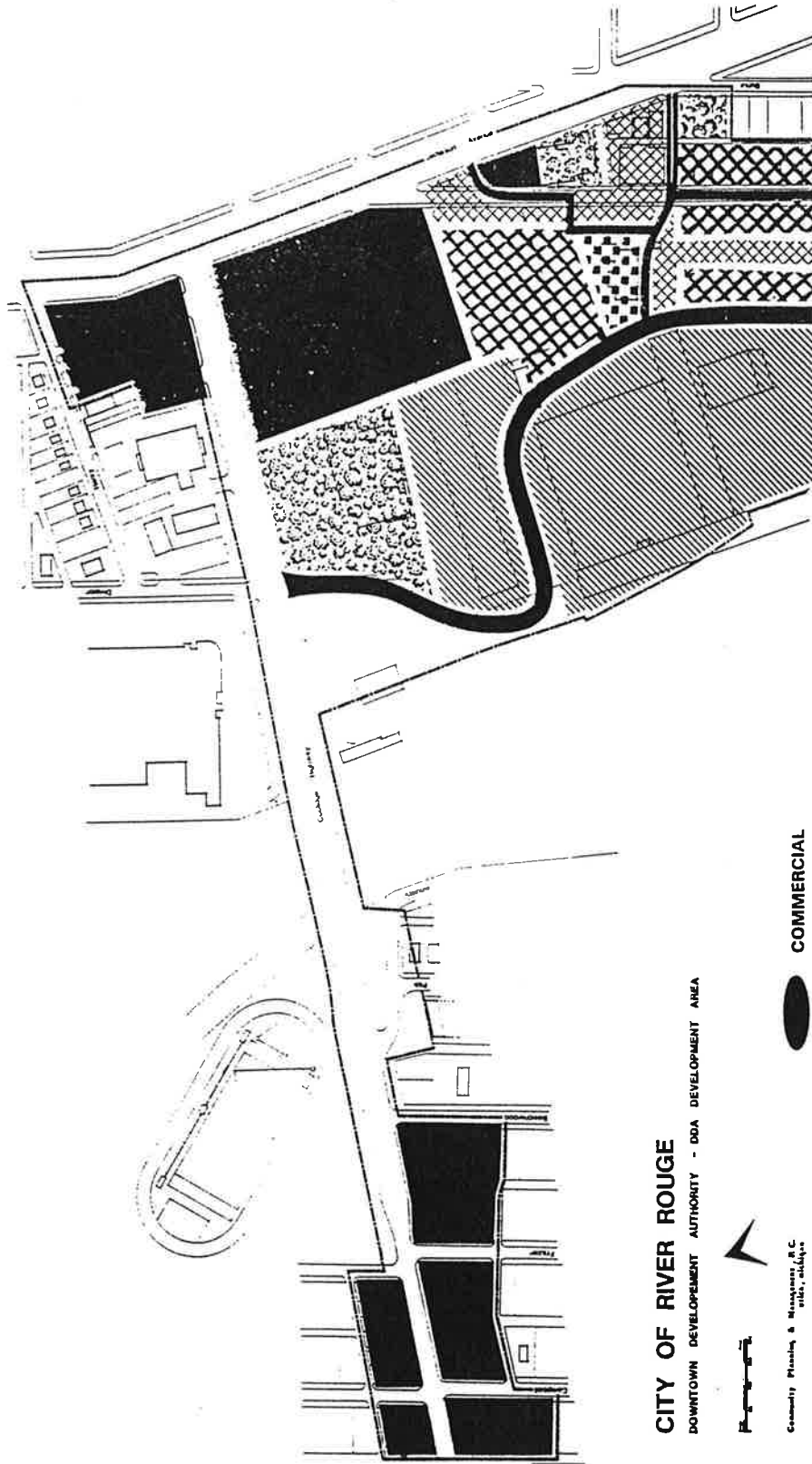
The Fire Station would be located on the City-owned property at the southeast corner of Jefferson Avenue and Renaissance Boulevard, and the property surrounding the building would be landscaped. The design would permit for a pull-through area, and living quarters would be located on the south side of the station. A parking area would be provided to the west of this development, behind the building.

The City of River Rouge Administrative offices would be located on one floor of the renovated Historical building and the Renaissance Precast Industries offices would occupy the remainder of the building. Landscaping would be included around the building. A drop-off area north of Renaissance Boulevard would be provided, and a major parking lot would be located between the Historical building and the Police/Court complex north to the new shopping area at the southwest intersection of Jefferson Avenue and Coolidge Highway. Additional parking south of Renaissance Boulevard to Haltiner Street would service the City and Renaissance automobile traffic. A heavy landscaping strip would be provided to soften the industrial development to the west and separate the offices from this intensive development.

The second scenario includes the relocation of the City Hall offices to the existing museum building. The Police Department could be located in the Historical building, or a new police facility could be constructed elsewhere in the City.

The City of River Rouge is working with Shelby Steel to relocate their industrial operations to a larger City-owned property on the Rouge River or property located along Marion Highway. If this occurs, the City will promote the redevelopment of the west portion of this area with new industrial development along the new industrial drive out to Coolidge Highway. Commercial development would be encouraged along Coolidge Highway, from the High School gymnasium to the corner of Jefferson Avenue and south of Jefferson Avenue to the parking lots serving the Historical building and the Civic Center.

River Rouge Downtown Development Authority
 Aggressive Development Concept
 Map 6



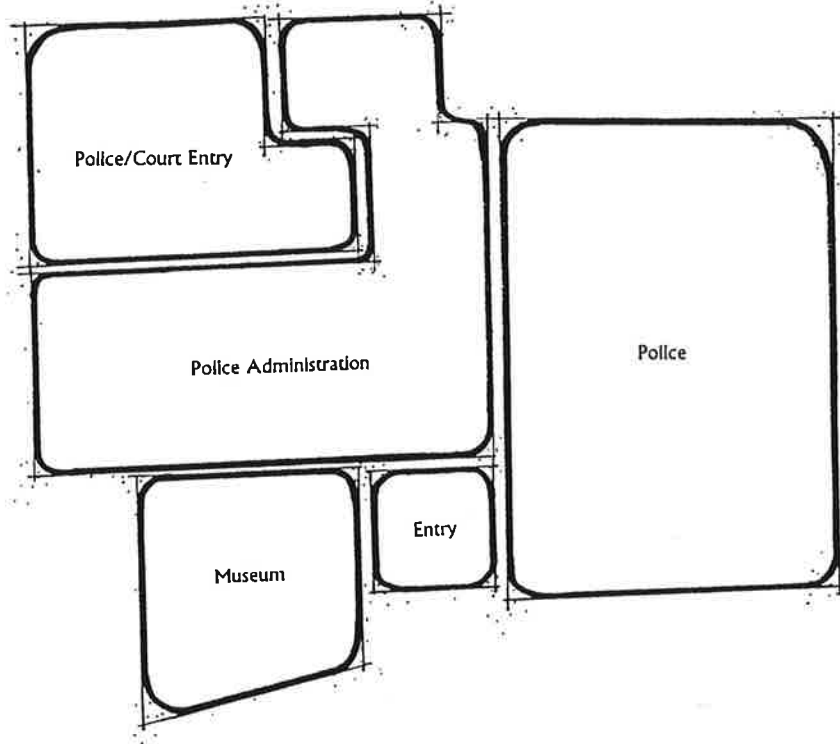
CITY OF RIVER ROUGE
 DOWNTOWN DEVELOPMENT AUTHORITY - DDA DEVELOPMENT AREA

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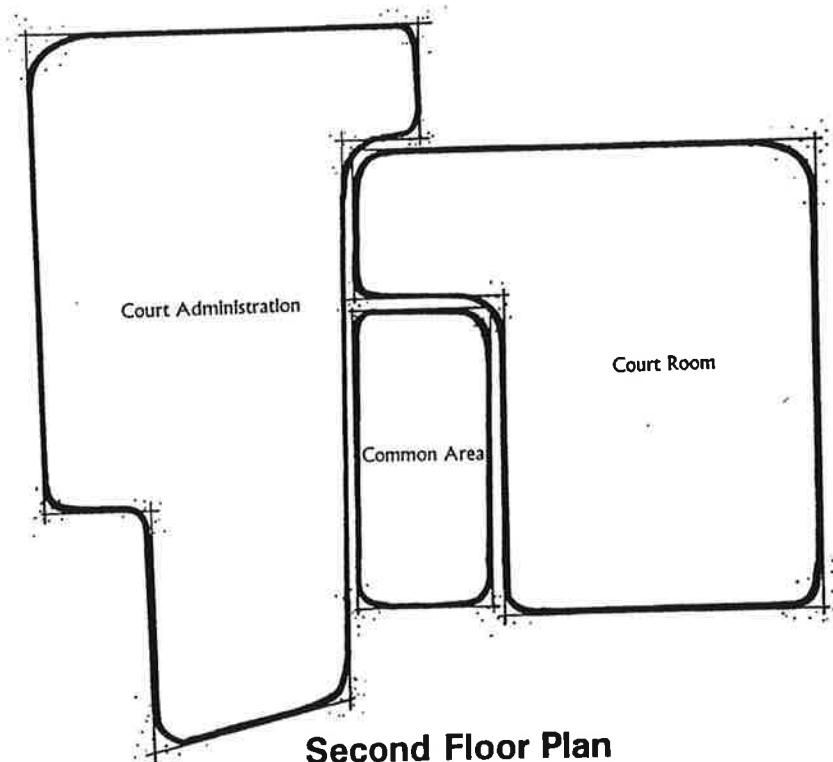
- COMMERCIAL
- INDUSTRIAL
- HISTORICAL BUILDING
- PUBLIC
- PARKING
- CITY CENTER PLAZA/GREENBELT

AGGRESSIVE DEVELOPMENT CONCEPT

River Rouge Downtown Development Authority
Police and Court Facility Layout
Illustration 1



First Floor Plan



Second Floor Plan

Land and Specific Economic Development Projects

It is the intent of the DDA to bond, borrow funds, or use its resources to assist in those economic developments which further the goals and objectives of this Plan. The amount of assistance will be based upon the ability of that project or others to generate the income necessary to repay the cost of the improvements. The DDA will work with the City staff, the City's economic consultant, other advisors, and developers or owners on any specific project. As previously detailed, there are numerous projects which are being examined for their potential in Development Area #1.

Land developments may include the following:

- Rerouting of streets to provide better circulation and design for commercial and industrial development, as well as separating such traffic from residential areas.
- Utility improvements or relocation.
- Sidewalk, curb and gutter replacement.
- Demolition of substandard or vacant structures.
- Provision of parking lots.
- Land assembly, as required.
- Design and planning assistance.
- Pedestrian lighting, seating, sidewalk paving blocks, landscaping, trees, flower pots and planters, bike racks and trash containers.
- Redevelopment of substandard or under-utilized commercial and industrial sites.
- Screening or buffering commercial and industrial development from residential neighborhoods.
- Relocation and redevelopment of Municipal facilities. These could include Administrative offices, Police and Fire Departments, Court, etc.
- Development of Civic Center Plaza.
- Purchase of vacant properties.

Estimated Costs and Time to Complete Proposed Improvements

As noted, there are numerous sites within Development Area #1 which are being promoted for revitalization or new construction. Each of these developments are being actively promoted by the DDA, the EDC, the City Council, staff, and the City's economic consultant, Robinson Reports. Some of these projects will require major improvements to complete, while others may require minor economic resources to assure completion. The timetable for construction of each project is dependent upon the market, the financial ability of the developer, and the ability of the DDA to finance the necessary improvements.

Marketing, planning and some economic environment improvements may be undertaken over the next few years on a cash available basis. Construction projects will not be undertaken until their financing can be assured by the development they are designed to serve.

It is estimated, based upon the experience to date and the interest expressed by developers, that the Limited Development Concept could be underway during 2000-2002. This would include retail or office development of the old high school site, the northwest corner of Jefferson Avenue and Coolidge Highway, and the Jefferson-Haltiner area to the newly developed Renaissance Boulevard area. In addition, the Historical building will undergo renovation, as well as the development of an industrial drive servicing the Shelby Steel and Renaissance Precast Industries sites and Renaissance Boulevard. Finally, this concept will focus on developing Civic Center Plaza. Such a project or series of projects could produce a new development exceeding \$2,000,000 in new construction, or \$1,000,000 in State Equalized Valuation (SEV). The improvements required for this project could total up to \$500,000. They may include acquisition of land, demolition, utilities, rerouting of streets and streetscape improvements.

The Aggressive Development Concept could also be underway during 2000-2002, but would require a longer period of time to complete. This would include the demolition and reconstruction of the City Hall and Fire Department as well as the demolition and reconstruction of Shelby Steel in order to facilitate new commercial development within this area. In addition, the Historical building will undergo renovation and become home to the City of River Rouge Administrative offices and Renaissance Precast Industries, as well as the development of an industrial drive servicing the Shelby Steel and Renaissance Precast Industries sites and Renaissance Boulevard. The construction of Renaissance Boulevard will include closing Haltiner Street north of the Boulevard, and developing new parking areas. The development of Civic Center Plaza will also be a focal point within this development concept. Improvements necessitated for this development would probably exceed \$2,000,000.

Extensive streetscape improvements would cost \$300 to \$400 a lineal foot and would include new concrete sidewalks of twelve (12) feet or greater, paving blocks, street trees and grates, planter boxes, street furniture, pedestrian lighting, landscaping and irrigation systems. A moderate streetscape would include new sidewalks (8 feet or less), paver blocks, and some trees or landscaping. The cost for this type of development is estimated at \$120 to \$150 a lineal foot. These types of projects, which will unify and enhance the entire DDA, will only be undertaken with individual projects or when funding is assured for a given project.

Projects will be undertaken based upon the ability of the DDA to finance such, the amount of private investment leveraged, and the amount of potential recapture to pay off DDA debts incurred.

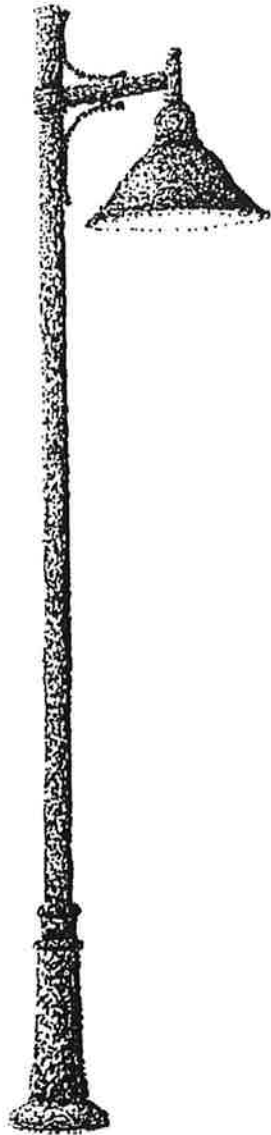
Economic Environment Improvements

Programs and projects are necessary to improve the overall economic vitality of the River Rouge commercial corridors. These projects may not relate to any specific development or location, but will encourage customers and users to return to this area for their goods and services. These types of improvements are shown on the following illustrations and may include the following projects or programs:

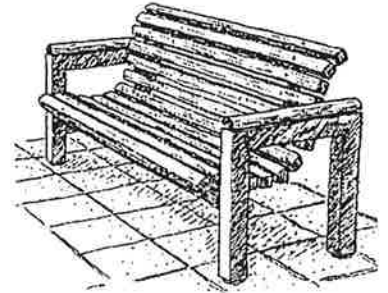
- Entry designs and improvements.
- Core area improvements.
- Landscaping -- trees, shrubs, planters, annuals.
- Flags and pennants.
- Facade design and coordination.
- Brick pavers within sidewalks.
- Barrier walls and greenbelts.
- Pedestrian lighting.
- Landscape and forestry services -- tree trimming, fertilizing and annuals planted.
- Regular maintenance for trees and landscaping.
- Street code enforcement.
- Improvement of signage and signage control.
- Programs and promotions to highlight facilities, goods and services which are already available in the commercial corridor.
- Promotions or banners which are changed by the seasons.
- Brochures of activities and special events.
- Encourage the maintenance and cleaning of alleys, sidewalks, trees, landscaping, and emptying of trash containers.
- Promotion of standardized hours and weekend shopping.
- Examine potential for farmers market, craft or art shows or international bazaar.
- Provision of Christmas lights.

River Rouge Downtown Development Authority
Improvement Sketches
Illustration 2

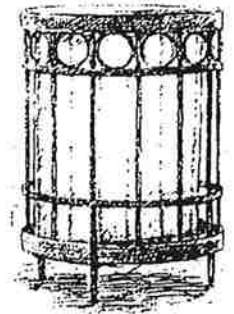
- Lighting fixtures should be ornate and replicate those used throughout the City.
- Lighting heights should be limited to fifteen (15') feet in height.
- Different lighting fixtures may be used for sidewalks, parking, alleys and/or general lighting, but an overall design or character should be maintained.
- Lighting fixtures should be directed downwards to limit the amount of glare and excess light pollution.



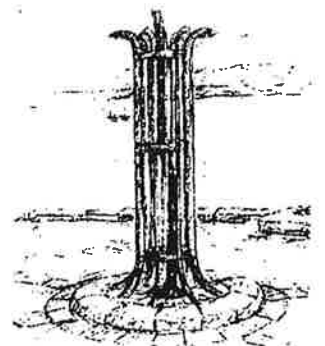
- Street benches should be used throughout the City. A simple design which uses wood and/or aluminum or wrought iron should be used.



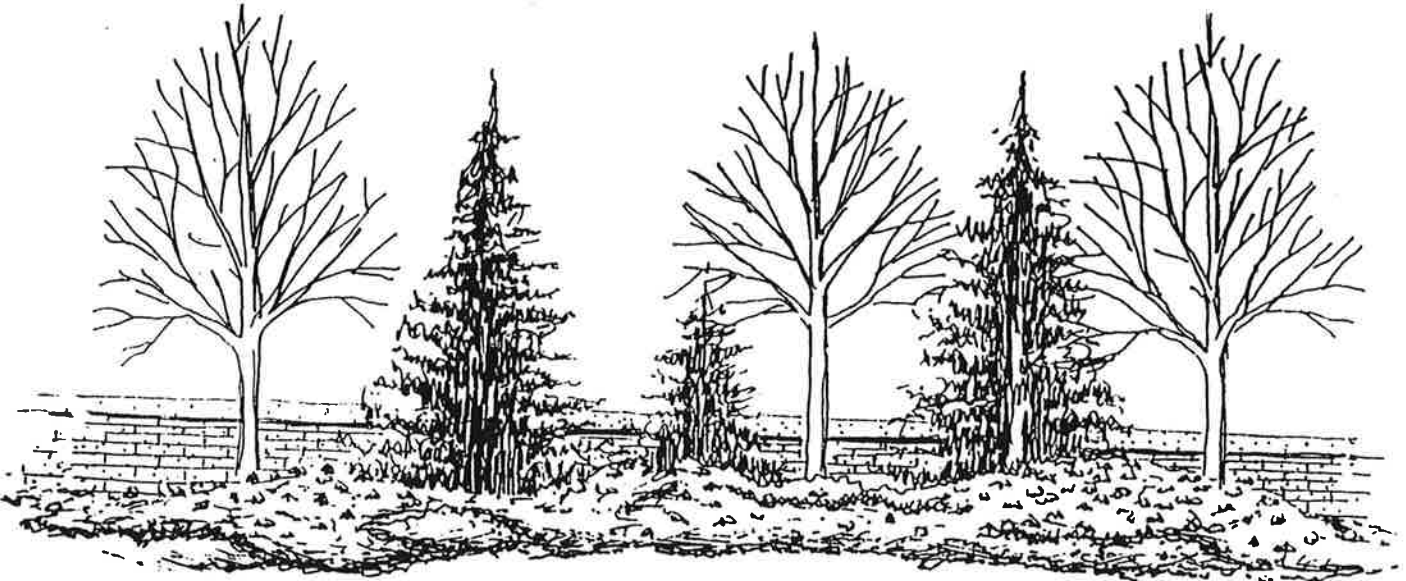
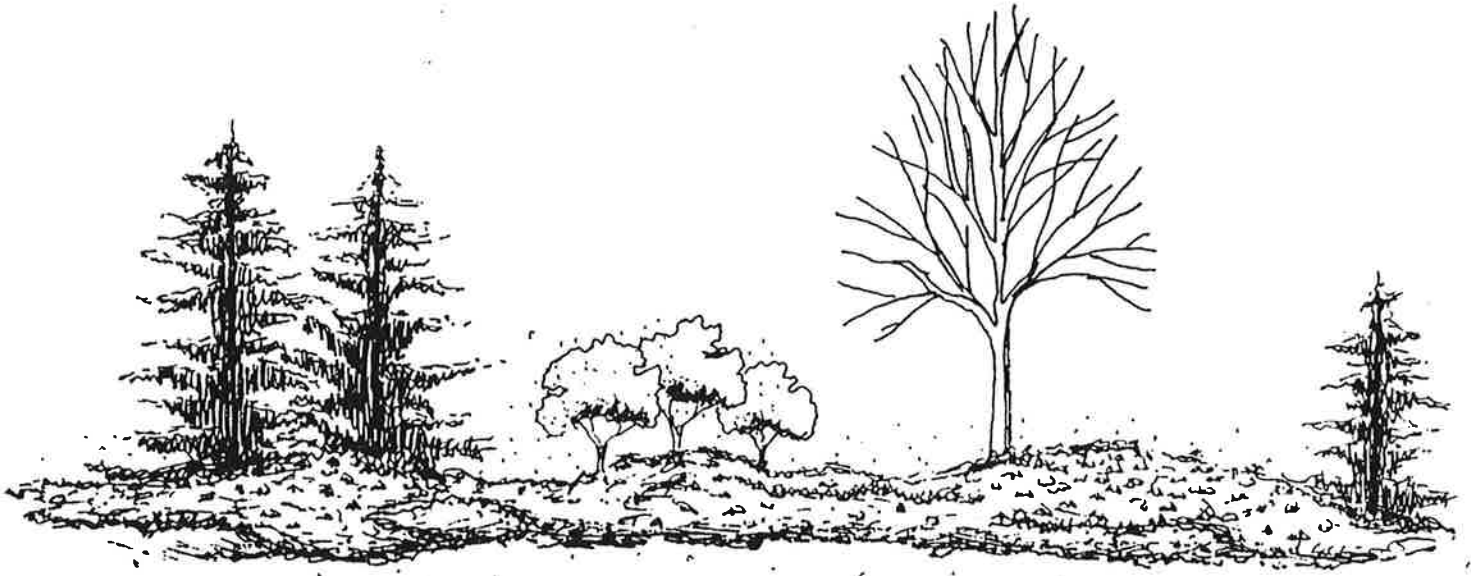
- Trash receptacles should be placed throughout the City to help alleviate the issue of trash and debris.



- Tree guards should be used to protect the street trees from damage caused by pedestrians and other elements.



River Rouge Downtown Development Authority
Landscape Improvement Sketches
Illustration 3



STAGES OF CONSTRUCTION AND ESTIMATED TIME OF EACH STAGE

The following estimates are dependent upon private investment within the development area. Private and new investment must be such to facilitate the following developments.

Limited Development Concept:

<u>Project</u>	<u>Time Frame</u>
Redevelopment: Corner of Jefferson/Coolidge	2000-2010
Redevelopment: Old High School Site	
Redevelopment: Jefferson-Haltiner area to new Renaissance Blvd.	
Renovation of Historical Building	
Development of Industrial Drive	
Development of Renaissance Boulevard	
Development of Civic Center Plaza	

Aggressive Development Concept:

<u>Project</u>	<u>Time Frame</u>
Demolition and Reconstruction: City Hall and Fire Department	2000-2030
Demolition and Reconstruction: Shelby Steel	
Redevelopment of Sites Vacated by City/Fire and Shelby Steel	
Renovation of Historical Building	
Development of Industrial Drive	
Development of Renaissance Boulevard	
Development of Civic Center Plaza	
Close Haltiner Street (north of Renaissance Boulevard)/Develop New Parking	

PARTS OF DEVELOPMENT AREA TO BE LEFT AS OPEN AND CONTEMPLATED USE FOR THE OPEN SPACE

It is anticipated that the Civic Center Plaza will be developed and utilized as open space within the development area. Civic Center Plaza will start with the intersection of Jefferson Avenue and the proposed Renaissance Boulevard. Renaissance Boulevard will then terminate at the Historical office building. The center of the plaza will be highlighted with three large flag poles and a pedestrian oriented passive recreation area. Shade trees, tables, seating, and play structures will be located in this area.

A promenade/walkway will also be developed to extend from the existing City Hall property to Renaissance Boulevard and the Civic Center Plaza. This will increase pedestrianism in the area, providing an attractive, safe area for individuals to walk. In addition, walkways, greenbelts, street lights, and other aesthetic improvements will be used throughout the development area.

PORTIONS OF THE DEVELOPMENT AREA WHICH THE DDA DESIRES TO SELL, DONATE, EXCHANGE OR LEASE TO OR FROM THE MUNICIPALITY AND PROPOSED TERMS

The DDA does not have any specific plan at this time to sell, donate, exchange or lease any land or structures to or from the City of River Rouge. If streets are re-routed with the approval of the City, the necessary easements will be preserved. If the DDA acquires land for roads or improvements, the necessary rights-of-way will be dedicated to the City.

If the DDA purchases land, it will sell, donate, lease or exchange land with the City as necessary to achieve the goals of the plan.

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

Most of the land within the DDA Development Area #1 is zoned B-1 Central Business District, B-2 General Commercial, M-1 Light Industrial, and M-2 Heavy Industrial. A small section in the southern region of the development area is zoned R-1 One-Family. (See Map 7)

Based on the Limited Development Concept examined previously in the Plan, the section zoned R-1, located south of the proposed Renaissance Boulevard and east of the existing Haltiner Street, may be rezoned to P-1 Vehicular Parking to facilitate expanded parking for the Historical building and other uses within the area. In addition, the City will examine the feasibility of rezoning the property located south of the intersection of Jefferson Avenue and Haltiner Street, which is currently zoned B-2, to B-1 in order to pursue a small scale downtown atmosphere.

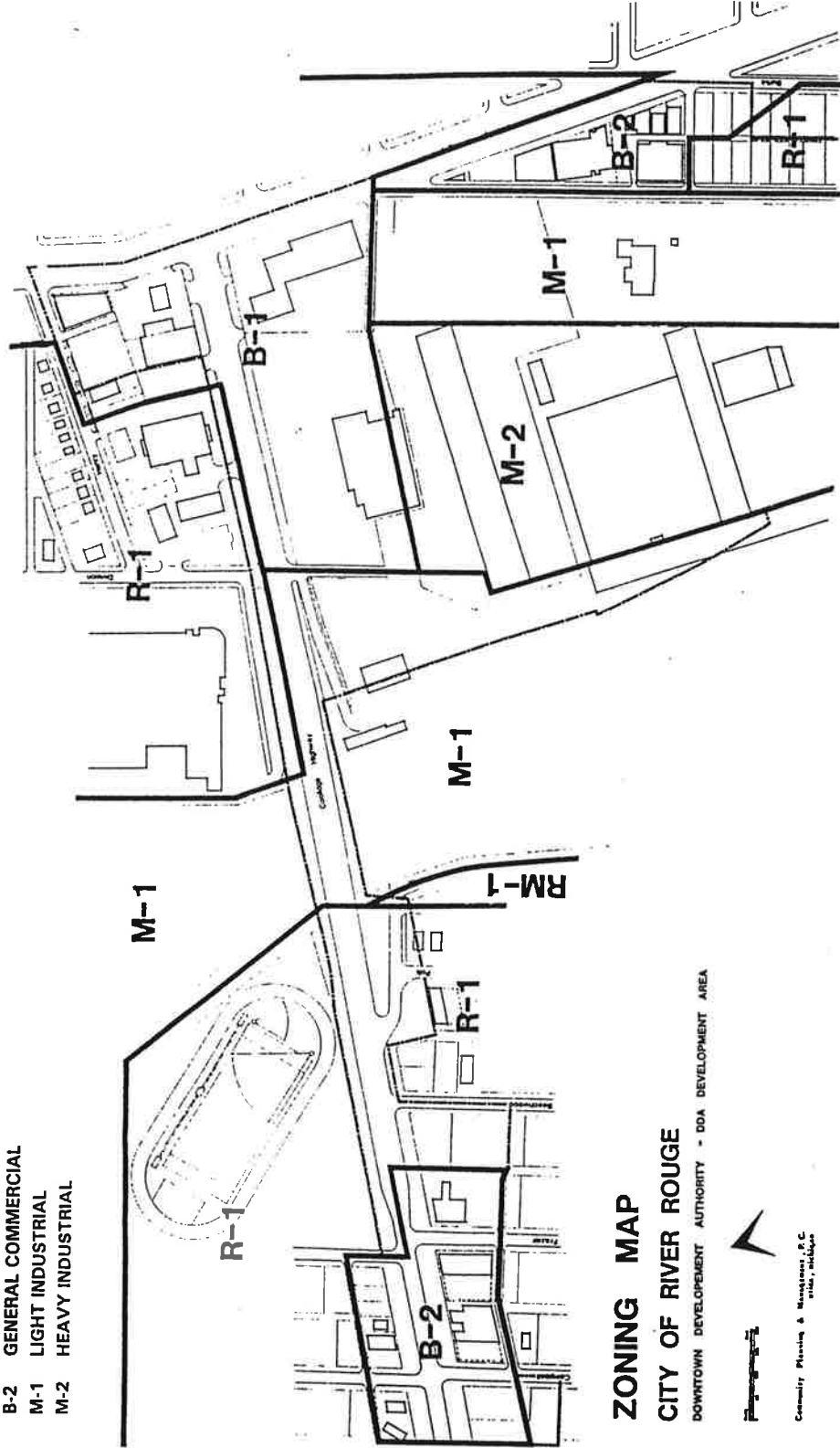
The Aggressive Development Concept will examine similar rezoning patterns. However, the entire area north of the proposed Renaissance Boulevard, both east and west of the existing Haltiner Street, may be rezoned B-1. This area would facilitate expanded commercial and office development, as well as the location of the City of River Rouge Administrative offices within the renovated Historical building.

As noted, streets may be relocated and redeveloped to provide adequate access and safe circulation to redevelopment areas. In particular, a new industrial drive servicing the Shelby Steel and Renaissance Precast Industries will be developed to provide major trucking access. The new Renaissance Boulevard will extend west from Jefferson Avenue to the Historical building site, and will provide automobile access to the area. Additionally, Haltiner Street will be re-routed to intersect with this boulevard. The determination of street configurations, intersections and utilities will be made during design and engineering.

It is anticipated that public utilities will be extended and improved as needed, including the provision of storm drainage in alleys and public parking lots. It may also be necessary to loop water or sewer lines as developments are made. As the specific areas are redeveloped, it may also be necessary to re-route or construct new utilities to service the new buildings.

River Rouge Downtown Development Authority
 Development Area #1 Zoning Map
 Map 7

- R-1 ONE-FAMILY
- B-1 CENTRAL BUSINESS DISTRICT
- B-2 GENERAL COMMERCIAL
- M-1 LIGHT INDUSTRIAL
- M-2 HEAVY INDUSTRIAL



ZONING MAP
CITY OF RIVER ROUGE
 DOWNTOWN DEVELOPMENT AUTHORITY - DDA DEVELOPMENT AREA



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

As noted in the section on New Improvements and Development, there are two (2) major potential plans, the Limited Development Concept and the Aggressive Development Concept. Each of these plans is dependent upon market forces and the economy. The private development in each case will drive the ability of the DDA to finance specific projects.

It is estimated that the DDA will start with projects that may be implemented with pay-as-you-go financing. As the projects shift and private development comes on-line or is immediate, then bonds could be sold or other types of financing secured.

The estimated public improvements anticipated in this Plan for the Limited Development Concept could range from \$100,000 to \$800,000. This would include purchase of two (2) homes, development of the boulevard street, development of the Civic Center Plaza, landscaping and streetscape lighting. Such a project or series of projects could result in private development which exceeds \$2,000,000, or \$1,000,000 in SEV.

Public improvements for the Aggressive Development Concept would range from \$1,000,000 to \$5,000,000, depending upon the improvements made. These improvements could result in private development expenditures which exceed \$10,000,000, or \$5,000,000 in SEV.

Pursuant to Act 197, the costs of development may be financed by donations received by the DDA, 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 in amounts limited in amount by a percentage of the anticipated tax increment revenues available for payment of debt service on such bond, tax increment bonds issued by the DDA pledging solely the tax increments and other revenues of the DDA, proceeds of a special assessment district created as provided by law, and from money obtained from other sources approved by the governing body. The Tax Increment Financing Plan indicates the sources of income available to the DDA to pay the costs of the development and the estimated amounts of each source for the 30 years, based on captured assessed value of real and personal property within the Downtown District. Although the DDA will capture any tax increments resulting from taxes levied on increased personal property value, the DDA estimates those increments for purposes of this Plan to be minimal, unless substantial private investment is made within this development area.

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

All public improvement projects undertaken as part of this Plan will remain in public ownership for the public benefit.

It is anticipated certain lands may be acquired and later sold to commercial or office developers who are willing to build a project acceptable to the Authority. The direct beneficiary at this time is the City of River Rouge. However, Renaissance Precast Industries will also benefit from either the Limited or Aggressive Development Concepts because of their location. To the extent that certain projects, such as the provision of new roads, public parking facilities, and the Civic Center Plaza, will benefit several businesses, efforts will be made to capture such benefit through special assessments and development agreements linking the project with the further private investment from such beneficiaries.

The commercial and industrial business community within the Development Area and the residential neighborhoods abutting the area are the primary beneficiaries of this Plan. The entire concept and reason for this DDA Plan is to reverse the trend of declining property values and revitalize the central business district within the City of River Rouge.

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

The DDA intends to obtain bids from several appraisers for obtaining prices for the acquisition of any property within the development area. An appraiser will be selected and appraisals obtained for the purchase of each parcel. Offers will be made to every property owner. If absolutely necessary, the property will be purchased by the City using the eminent domain authority under PA 197. The Authority owns no property at this time and, therefore, has no plans to lease, sell or otherwise convey any property or development at this time.

ESTIMATES OF THE NUMBERS OF PERSONS RESIDING IN THE DEVELOPMENT AREA, THE NUMBER OF FAMILIES AND INDIVIDUALS TO BE DISPLACED, AND STATISTICAL DESCRIPTION OF THE HOUSING SUPPLY IN THE COMMUNITY

Field surveys and City records indicate that there are three (3) single-family homes, or less than twenty (20) people, residing in Development Area #1. The City has recently purchased the home on the corner of Jefferson Avenue and the alley. The subject area is zoned and planned for commercial and industrial uses. It is anticipated that the remaining two (2) homes will be purchased and the land will be developed in accordance with the Plan.

The 1990 Census indicates a total of 4,666 housing units within the City, with approximately 398 of these units being vacant. Of the 4,268 occupied units, 2,272 were owner occupied, having a median value of \$22,700. The remaining 1,996 were rental units, with a median rent of \$325.

Building permit information from Southeast Michigan Council of Governments (SEMCOG), as well as information obtained from the City, indicate that approximately 367 housing units have been demolished since 1990, while 17 new housing units have been created. However, based on the above information, the City has adequate housing units available to support the population. The City also participates in the Community Development Block Grant (CDBG) program and has public housing available in order to meet the housing needs of the community.

The City and the DDA will assure at all times that any of its activities will be undertaken in compliance with any applicable relocation laws.

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

No new housing is planned within the development area at this time. All development within the area will be commercial, industrial, open space, or parking. However, the City is constructing owner occupied housing in other locations and displaced individuals will have priority in obtaining such housing.

PROVISION FOR THE COSTS OF RELOCATING 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

As noted, the DDA intends to purchase properties within the development area. If absolutely necessary, the City Council of the City of River Rouge will be requested to use its powers of eminent domain. When acquiring land in this way, the DDA will act in accordance with the procedures of Act 344 of the Michigan Public Acts of 1945, as amended; Act 87 of the Michigan Public Acts of 1980, as amended and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended; and the regulations promulgated thereunder by the U.S. Department of Housing and Urban Development.

The DDA, as part of the Tax Increment Financing Plan, will provide financial assistance and reimbursement of expenses incurred by those families, individuals, or businesses which are displaced by acquisition and clearance activities. The City of River Rouge, acting in behalf of the Authority, will provide any technical relocation assistance necessary to ensure that all displaced individuals are reasonably and adequately relocated in facilities and sites located in other sections of the Downtown District or the City, at least equal to the locational advantages now offered at their present location.

The amounts and types of financial assistance and reimbursement expense payments to be provided to each displacee will be determined in accordance with the City's Relocation Policy, as well as the Federal Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970.

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

In cases where eminent domain is employed, relocation of any families, individuals or businesses shall also be carried out in accordance with the statutory requirements and provisions of State of Michigan Act No. 227 of the Public Acts of 1972.

The City of River Rouge, acting in behalf of the Authority, shall establish and implement a relocation assistance advisory program to assist displacees in obtaining and becoming established in comparable facilities elsewhere in the community.

The specific types of relocation advisory assistance to be provided to each displacee may include, but is not limited to, personal contact and consultation on technical services available, eligible relocation expenses, and current information on comparable facilities elsewhere in the City.

TAX INCREMENT FINANCING PLAN

FOR THE CITY OF RIVER ROUGE DEVELOPMENT AREA

INTRODUCTION

This Tax Increment Financing Plan is established to make possible the financing of the public improvements necessary or desirable for the City of River Rouge Development Area in accordance with the Development Plan for that area.

DETAILED EXPLANATION OF THE TAX INCREMENT PROCEDURES

The Downtown Development Authority enabling legislation, Act. No. 197 of the Public Acts of 1975, as amended, enables Downtown Development Authorities (DDA) to undertake a broad range of downtown improvement activities which will contribute to the economic growth and the halting of deterioration of property values in a designated downtown district. These improvement activities include, but are not limited to, the following: plan and propose the construction, renovation, repair, remodeling, rehabilitation, restoration or reconstruction of roads, utilities, public facilities or buildings; development of long-range plans; and otherwise implement any plan of development in the downtown district necessary to achieve the purpose of the enabling statute.

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

Simply stated, tax increment financing permits the Authority to capture tax revenues attributable to increases in value of real and personal property located within an approved Development Area. The increases in property value may be attributable to new construction, rehabilitation, remodeling, alterations, additions, or to such other factors as the assessor may deem appropriate. Property for which a commercial facilities exemption certificate or an industrial exemption certificate is in effect shall not be considered to be property which is exempt from taxation. Tax dollars accruing from any incremental increase in taxable value above the initial assessed value may be captured by the DDA.

At the time the Ordinance establishing the Tax Increment Financing Plan is approved, the sum of the most recently assessed values, i.e. the values as finally equalized by the State Board of Equalization, of those taxable properties located within the development area, is established as the "Initial Assessed Value." Property exempt from taxation at the time of determination of the Initial Assessed Value shall be included as zero on the date of adoption of this Plan. In each subsequent year, the total assessed value of real and personal property within the district is termed the "Current Assessed Value."

The local taxing jurisdictions consist of the City of River Rouge, Wayne County, Wayne Community College, and Huron-Clinton Metropolitan Authority. As a result of Proposal A passed in March, 1994, school districts are no longer included as part of the capture. A breakdown of the components of River Rouge's millage rate for 1999 follows:

<u>Taxing Jurisdiction</u>	<u>Millage</u>	<u>Rate</u>
City of River Rouge	Operating	20.00
City of River Rouge	Refuse	3.00
City of River Rouge	Library	0.60
Wayne County	Operating	6.70
Wayne County	County Jail	0.95
Huron Clinton Metropolitan Authority	Parks	0.22
Wayne County	Community College	1.02
Wayne County	WCTA*	0.33
Wayne County	Parks	<u>0.25</u>
		33.07

*WCTA - Wayne County Transit Authority

The difference in any one year between the Current Assessed Value and the Initial Assessed Value is the "Captured Assessed Value." During that period which the Development Area is in place, local taxing jurisdictions continue to receive ad valorem taxes based on the Initial Assessed Value. Taxes paid on the Captured Assessed Value in years subsequent to the establishment of the Development Area, however, are payable to the DDA for the purposes established in the Tax Increment Financing Plan.

For the City of River Rouge Downtown Development Area #1 Tax Increment Financing Plan, the initial assessed value will be the assessed value of all real and personal property existing in the Development Area as of December 31, 1998. The 1999 assessment rolls as equalized by the State of Michigan in May, 1999 record the initial assessed value as \$1,976,020 for Development Area #1.

The tax levy of all taxing jurisdictions in 1999 is 33.07 mills. Under this Tax Increment Financing Plan, the tax levy on the entire captured assessed valuation is to be utilized by the DDA in the manner as hereinafter set forth.

PROJECTION OF CAPTURED ASSESSED VALUES AND REVENUES

This Tax Increment Financing Plan is based on the redevelopment or revitalization of several potential projects within Development Area #1. These sites have been investigated, analyzed, and are now being marketed by the City of River Rouge and by Robinson Reports. It is anticipated that at least two developments would occur over the term of this Plan. It is also expected that at least two, and possibly ten, projects could occur. The larger projects would provide major immediate economic advantages, but the small projects will assure that the River Rouge Downtown remains a viable economic market.

As noted in the Development Plan, there will be several new commercial areas available for development. There will also be several areas which could be revitalized over the next few years.

It is anticipated that as the new retail, office, service, education, and improved industrial complexes develop, the Downtown Area will revitalize. The potential captured assessed values and the tax increment revenues from these new projects have not been specifically included in any bonding proposal for this Tax Increment Financing Plan.

Based on the projected growth outlined in the Development Plan and the existing tax rate of 33.07 mills, there will be generated revenues of about \$5,000 for the first two years, and then increasing revenues as additional projects are brought on-line. This projection is based on several assumptions:

1. The tax rate will remain unchanged. If other taxing districts that have a tax base in Development Area raise their millage, more revenues will be raised for the Downtown Development Plan.
2. No annual inflation growth rate has been assumed. If the inflation rate of the existing SEV is greater, revenues will increase. On the other hand, the loss of any portion of the existing tax base, through either demolition or relocation of existing structures, will reduce revenues.

The following Summary of Projected Captured Valuations and Revenues shows the additional State Equalized Valuation which is anticipated and the annual captured tax increment. This tax increment will then be available for distribution/reimbursement of bonds or other financing, other DDA improvements, or disbursements to the taxing jurisdictions. These projections will change as the actual revenues are received.

<u>Tax Year</u>	<u>Current Value</u>	<u>Captured Valuation</u>	<u>Available Annual Tax Increment</u>
1999	\$1,976,020	0	0
2000	\$2,129,407	\$153,387	\$5,072
2001	\$2,129,407	\$153,387	\$5,072
2002	\$3,629,407	\$1,153,387	\$38,142
2003	\$3,629,407	\$1,153,387	\$38,142
2004	\$4,629,407	\$2,253,387	\$74,519
2005	\$4,629,407	\$2,253,387	\$74,519
2006	\$6,800,000	\$4,423,980	\$146,301
2007	\$6,800,000	\$4,423,980	\$146,301
2008	\$8,800,000	\$6,423,980	\$212,441
2009	\$8,800,000	\$6,423,980	\$212,441
2010	\$10,000,000	\$8,623,000	\$285,163
2011	\$10,000,000	\$8,623,000	\$285,163
2012	\$10,000,000	\$8,623,000	\$285,163
2013	\$10,000,000	\$8,623,000	\$285,163
2014	\$10,000,000	\$8,623,000	\$285,163
2015	\$10,000,000	\$8,623,000	\$285,163
2016	\$10,000,000	\$8,623,000	\$285,163
2017	\$10,000,000	\$8,623,000	\$285,163
2018	\$10,000,000	\$8,623,000	\$285,163
2019	\$10,000,000	\$8,623,000	\$285,163
2020	\$10,000,000	\$8,623,000	\$285,163
2021	\$10,000,000	\$8,623,000	\$285,163
2022	\$10,000,000	\$8,623,000	\$285,163
2023	\$10,000,000	\$8,623,000	\$285,163
2024	\$10,000,000	\$8,623,000	\$285,163
2025	\$10,000,000	\$8,623,000	\$285,163
2026	\$10,000,000	\$8,623,000	\$285,163
2027	\$10,000,000	\$8,623,000	\$285,163
2028	\$10,000,000	\$8,623,000	\$285,163

MAXIMUM AMOUNT OF BONDED INDEBTEDNESS

Based on the developments now in process, a bond or other types of financing would not be possible in the first four years. It is expected that within the next two years a new development will occur adjacent to the high school gymnasium. This one acre+ parcel could yield a development of 2.5 to 4 million dollars. Since the property is presently owned by the school district, it's assessed valuation is zero. A conservative assessment with a new building would yield an assessed valuation of perhaps \$1,500,000 in the year 2002. By the year 2004, we would expect that Renaissance Concrete would be occupying the historical office and other renters would occupy the space as well. We would also expect that offices would occupy the property that the City currently uses as a museum and that City Hall would be moved into the museum property. We project increased taxable values over the next two years of one million dollars. If that occurred, the new commercial development at Jefferson Avenue and Coolidge Highway would escalate land values and by the year 2006 represent a captured assessed valuation of about \$6,800,000 and increase to \$10,000,000 by the year 2010.

At this point, it would be possible to bond for \$9,000,000. The yearly debt service on this 20-year bond, at six (6%) percent would be less than \$285,000. The final value of any bond sale may vary substantially from this estimate, dependent upon such factors as actual project costs, the amount of the bond, whether the City's faith and credit are pledged, and the final term and interest rate. The maximum bonded indebtedness is projected at \$20,000,000. The DDA reserves the right to issue bonds for all or part of the proposed public improvements in anticipation of tax increment revenues.

DURATION OF THE DEVELOPMENT PLAN AND TAX INCREMENT FINANCING PLAN

The Tax Increment Financing Plan shall last until the principal and interest on bonds issued pursuant to this Plan have been paid or until all improvements have been financed and paid if bonds are not sold. The Plan is anticipated to have a duration of about thirty (30) years, commencing upon its approval by City Council in 2000 and ending December 31, 2028. The Plan will expire when the projects are completed and the bonds or debts are repaid, or in the year 2028, whichever is earlier.

USE OF TAX INCREMENT REVENUES

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

First, to pay into the debt retirement fund or funds, for all outstanding debts established pursuant to this Plan an amount equal to the interest and principal coming due prior to the next collection of taxes. Before the DDA can undertake a borrowing, it must first obtain approval from the City Council as to the estimated tax increment revenues against which it may borrow.

Second, to pay the administrative, auditing and operating expenses of the DDA and the City for the Development Area, including planning and promotion, to the extent provided in the annual budget of the Authority, as approved by the City Council.

Third, the remaining tax increment revenues shall be deposited into the Project Fund to pay the cost of completing the remaining public improvements, if any, as set forth in the Plan to the extent those costs are not financed from other sources.

Fourth, any tax increment receipts in excess of those needed under the preceding paragraphs would revert to the taxing jurisdictions or would be used for future development activities within the Development Area, as defined in the Development Plan, or as expanded to include all or parts of the Development Area pursuant to amendment or modification of the Development Plan and this Tax Increment Financing Plan pursuant to applicable provisions of Act 197 and other laws.

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

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

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

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

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

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

JUSTIFICATION OF THE TAX INCREMENT FINANCING PLAN

This Tax Increment Financing Plan is based upon the premise that the anticipated increase in development would not occur without the public improvements projected in the Development Area Plan. Over the past decade, land values and tax revenues within the Development Area have declined. Many stores have remained vacant or now house businesses which economically cannot move, or stay because of the lower rents. Lack of parking, loss of amenities, conflicts with neighboring residential properties, and negative environmental impacts are problems which have accompanied or caused the decline of business. Without the reversal promised through the Development Plan, the loss of value and taxes would continue.

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

Appendices

Downtown Development Authority Downtown District - Legal Description

Downtown Development Authority Development Area # 1 - Legal Description

Downtown Development Authority - Properties and Values within Development Area # 1

Downtown Development Authority - Estimated Revenue Reallocation by Taxing Jurisdiction

CITY OF RIVER ROUGE
DOWNTOWN DEVELOPMENT AUTHORITY (DDA)
DOWNTOWN DISTRICT

LEGAL DESCRIPTION

Lands in the City of River Rouge, Wayne County, Michigan, commencing at a point described as the easterly right-of-way line of Jefferson Avenue and the south boundary line of the City of River Rouge, thence southeasterly 53 feet to the centerline of the alley, thence northerly 360 feet along the centerline of the alley to the centerline of Genessee Avenue extended, thence northerly 150 feet along the centerline to the centerline of Forest Avenue, thence westerly 40 feet along the centerline of Forest Avenue to the centerline of the alley, thence northerly 430 feet along the centerline of said alley to the centerline of Stoner Avenue, thence westerly 115 feet along the centerline of Stoner Avenue to the easterly right-of-way line of Jefferson Avenue, thence northerly 1,255 feet along the east right-of-way of Jefferson Avenue to the centerline of East Great Lakes Avenue, thence easterly 120 feet along the centerline of East Great Lakes Avenue to the centerline of Byron Street, thence northerly 440 feet along the centerline of Byron Street to the alley, thence westerly 160 feet along the centerline of the alley between Walnut and Chestnut Streets, thence northerly 760 feet along the centerline of the alley located 100 feet east of Jefferson Avenue to the centerline of the alley located 100 feet east of Burke Street and the north right-of-way line of Maple Street, thence north 250 feet along the centerline of the alley to the centerline of Pine Street, thence westerly 135 feet along the centerline of Pine Street to the centerline of Burke Avenue, thence northerly 270 feet along the centerline of Burke Avenue to the centerline of Oak Street, thence westerly 75 feet along the centerline of Oak Street to the centerline of the alley located 80 feet east of Jefferson Avenue, thence northerly 250 feet along the centerline of the alley to the south right-of-way line of Coolidge Avenue, thence westerly 100 feet along the south right-of-way line of Coolidge Avenue to the east right-of-way line of Jefferson Avenue, thence northerly 120 feet along the east right-of-way line of Jefferson Avenue to the north property line of Lot 10 of the T. Welch Grand Central Subdivision, thence easterly 136 feet along the property line to the centerline of the alley, thence southerly 70 feet along the centerline of the alley to the north right-of-way line of Coolidge Avenue, thence easterly 147 feet along the north right-of-way line of Coolidge to the centerline of Burke Avenue, thence northerly 310 feet along the centerline of Burke Avenue to the centerline of the alley south of Henry Street, thence westerly 253 feet along the centerline of the alley to the centerline of the alley behind Lots 1, 2, 3 and 4 of T. Welch Grand Central Subdivision, thence northerly 130 feet along the centerline of such alley to the centerline of Henry Avenue, thence easterly 302 feet along the centerline of Henry Avenue to the centerline of Burke Avenue, thence northerly 310 feet along the centerline of Burke Avenue to the south property line extended of lots 19 through 23 of Assessor's River Rouge Plat #1 Subdivision, thence southwestward along such southern property line to the centerline of the alley 90 feet west of Jefferson Avenue, thence northerly 220 feet along the centerline of the alley to the centerline of DeLisle Street, thence 55 feet westerly along DeLisle Avenue to the centerline of the alley located 53 feet east of Jefferson Avenue, thence northerly 615 feet along the centerline of said alley to the alley located between James and Cicotte Avenue, thence easterly 33 feet along the centerline of the alley to the centerline of the alley between James and Cicotte Street, thence northerly 132 feet along the centerline of the alley to the centerline of Cicotte Street, thence westerly 35 feet along the centerline of Cicotte Street to the centerline of the alley located 53 feet east of Jefferson Avenue, thence northerly 405 feet along the centerline of the alley to the northerly right-of-way of the alley located between Anchor Street and Marion Industrial

Highway, thence easterly 40 feet along the northerly right-of-way of the alley to a line 100 feet east and perpendicular to the eastern right-of-way line of Jefferson Avenue, thence northerly 1,200 feet along said line to the northern boundary line of the City of River Rouge, thence westerly 320 feet to a line 100 feet west and perpendicular to the eastern right-of-way line of Jefferson Avenue, thence southerly 2,065 feet along said line to the south right-of-way line of Pleasant Street and the centerline of the alley 100 feet west of Jefferson Avenue, thence southerly 730 feet along the centerline of the alley approximately 100 feet west of Jefferson Avenue to the centerline of West Henry Street, thence westerly along the centerline of West Henry Street 120 feet to the easterly property line of Our Lady of Lourdes Church property, thence southerly along such east property line approximately 285 feet to the north right-of-way line of Coolidge Highway, thence westerly 480 feet along the north right-of-way line to the centerline of Division Street, thence northerly 33 feet along the centerline of Division Street to the north right-of-way line of Coolidge Highway, thence westerly 1,500 feet along the north right-of-way line of Coolidge Highway to the centerline of Frazier Avenue, thence northerly 80 feet along the centerline of Frazier Avenue to the centerline of the alley, thence westerly 420 feet along the centerline of the alley to the western boundary line of the City of River Rouge, thence southerly 390 feet along the west boundary line of the City of River Rouge to the northern property line of Lot 25 of Lange Estates Subdivision, thence easterly 160 feet along such property line to the centerline of Campbell Avenue, thence northerly 125 feet along the centerline of Campbell Avenue to the centerline of the alley which is located approximately 100 feet south of Coolidge Highway, thence easterly 450 feet along the centerline of the alley to the centerline of the alley between Frazier Avenue and Beechwood Avenue, thence southerly 25 feet along the centerline of the alley to the south property line of Lot 8 of Gilt Edge Subdivision, thence easterly 140 feet along said property line extended to the centerline of Beechwood Avenue, thence northerly 250 feet along the centerline of Beechwood Avenue to the south right-of-way line of Coolidge Highway, thence northeasterly 120 feet along the said right-of-way line to the northeast corner of lot 3 of Theeck's Subdivision, thence southerly 100 feet along the east edge of said lot 3 to the north property line of Lots 156 and 167 extended of the River Rouge Park Subdivision, thence easterly 300 feet to the northeast corner of Lot 167 of the River Rouge Park Subdivision, thence northeasterly 120 feet to the west right-of-way line of the New York Central Railroad and Coolidge Highway, thence easterly 400 feet along the south right-of-way line of Coolidge Highway to the eastern property line of the New York Central Railroad and Coolidge Highway, thence southerly 1,005 feet on an arc along the east right-of-way line of the New York Central Railroad to the property line, thence easterly 40 feet along the property line to the east right-of-way line of the New York Central Railroad, thence southerly 1,700 feet along the east right-of-way line of the New York Central Railroad and to the centerline of the alley west of Haltiner Avenue, thence northerly 700 feet along the centerline of said alley to the north property line of lot 58 of Assessor's River Rouge Plat #4 Subdivision, thence easterly 134 feet to the centerline of Haltiner Avenue, thence northerly 520 feet to the south property line of Lot 26 of the Sanscrainte Rousso Subdivision extended, thence easterly 115 feet along said property line to the centerline of the alley between Haltiner Street and Burke Avenue, thence northerly 420 feet to the southern property line of Lot 8 of the Maleski's Subdivision, thence easterly 115 feet to the centerline of Burke Avenue, thence southerly 245 feet along the centerline of Burke Avenue to the centerline of the alley on the south side of Lot 8 of Charles Neiman Second Subdivision, thence easterly 60 feet along the centerline of the alley to the centerline of the alley located 50 feet west of Jefferson Avenue, thence southerly 1,100 feet

City of River Rouge
DDA Downtown District Legal Description
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along the centerline of the alley to the centerline of Summit Avenue, thence continuing southerly 220 feet along the centerline of Summit Avenue to the south property line extended of Lot 7 of Livingstone's South Park Subdivision, thence easterly 150 feet along said property line to the intersection of the centerline of the alley and Jefferson Avenue right-of-way, thence southerly 300 feet along the centerline of the alley to the centerline of the alley which parallels Jefferson Avenue, thence continuing southerly 1,300 feet along the centerline of said alley to the south boundary line of the City of River Rouge, thence easterly 240 feet along the south boundary line of the City of River Rouge to the point of beginning.

October 19, 1999

CITY OF RIVER ROUGE

DOWNTOWN DEVELOPMENT AUTHORITY (DDA) DEVELOPMENT AREA #1

LEGAL DESCRIPTION

Lands in the City of River Rouge, Wayne County, Michigan, commencing at a point described as the western boundary line of the City of River Rouge and the south right-of-way line of Coolidge Highway, thence southerly 180 feet along the western boundary line of the City of River Rouge to the northern property line of Lot 25 of Lange Estates Subdivision, thence easterly 160 feet along such property line to the centerline of Campbell Avenue, thence northerly 125 feet along the centerline of Campbell Avenue to the centerline of the alley which is located approximately 100 feet south of Coolidge Highway, thence easterly 450 feet along the centerline of the alley to the centerline of the alley between Frazier Avenue and Beechwood Avenue, thence southerly 25 feet along the centerline of the alley to the south property line of Lot 8 of Gilt Edge Subdivision, thence easterly 140 feet along said property line extended to the centerline of Beechwood Avenue, thence northerly 250 feet along the centerline of Beechwood Avenue to the south right-of-way line of Coolidge Highway, thence northeasterly 120 feet along the said right-of-way line to the northeast corner of lot 3 of Theeck's Subdivision, thence southerly 100 feet along the east edge of said lot 3 to the north property line of Lots 156 and 167 extended of the River Rouge Park Subdivision, thence easterly 300 feet to the northeast corner of Lot 167 of the River Rouge Park Subdivision, thence northeasterly 120 feet to the west right-of-way line of the New York Central Railroad and Coolidge Highway, thence easterly 400 feet along the south right-of-way line of Coolidge Highway to the eastern property line of the New York Central Railroad and Coolidge Highway, thence southerly 1,005 feet on an arc along the east right-of-way line of the New York Central Railroad to the property line, thence easterly 40 feet along the property line to the east right-of-way line of the New York Central Railroad, thence southerly 1,700 feet along the east right-of-way line of the New York Central Railroad and to the centerline of the alley west of Haltiner Avenue, thence northerly 700 feet along the centerline of said alley to the north property line of lot 58 of Assessor's River Rouge Plat #4 Subdivision, thence easterly 134 feet to the centerline of Haltiner Avenue, thence northerly 520 feet to the south property line of Lot 26 of the Sanscrainte Rousso Subdivision extended, thence easterly 115 feet along said property line to the centerline of the alley between Haltiner Street and Burke Avenue, thence northerly 420 feet to the southern property line of Lot 8 of the Maleski's Subdivision, thence easterly 115 feet to the centerline of Burke Avenue, thence northeasterly 300 feet to the intersection of the centerlines of Jefferson Avenue and Maple Street, thence northerly 1,350 feet to the intersection of the centerlines of Jefferson Avenue and West Henry Street, thence westerly along the centerline of West Henry Street 250 feet to the easterly property line of Our Lady of Lourdes Church property, thence southerly along such east property line approximately 285 feet to the north right-of-way line of Coolidge Highway, thence westerly 480 feet along the north right-of-way line to the centerline of Division Street, thence northerly 33 feet along the centerline of Division Street to the north right-of-way line of Coolidge Highway, thence westerly 1,500 feet along the north right-of-way line of Coolidge Highway to the centerline of Frazier Avenue, thence northerly 80 feet along the centerline of Frazier Avenue to the centerline of the alley, thence westerly 420 feet along the centerline of the alley to the western boundary line of the City of River Rouge, thence southerly 210 feet along the western boundary line of the City of River Rouge to the point of beginning.

September 23, 1999

**City of River Rouge Downtown Development Authority
Properties and Values within Development Area**

Name	Parcel Identification Number	Property Street Number	1999 Taxable Value	1999 Personal Value	1999 Total
R&R Intities & Invest.	50-004-08-0057-000	54 Halfiner	19,460	-	19,460
National Steel Corp.	50-004-09-0019-300	91 Halfiner	13,580	-	13,580
Norman Levy Assoc.	50-004-09-0025-302	Halfiner	1,597	-	1,597
Rajah Ayoub	50-008-06-0077-002	10550 Jefferson	118,090	-	118,090
Un Kyul Yo	50-008-06-0077-301	10506 Jefferson	44,220	-	44,220
City of River Rouge	50-008-06-0079-300	W. Henry	-	-	-
George Sitto	50-008-06-0108-304	1368 Coolidge	70,570	-	70,570
Shelby Steel	50-008-10-0036-002	58 Halfiner	292,680	-	292,680
Rouge Investments	50-008-10-0036-003	60 Halfiner	312,330	-	312,330
Board of Education	50-008-10-0038-000	1444 Coolidge	-	-	-
Board of Education	50-008-10-0039-001	Old High School	-	-	-
City of River Rouge	50-008-10-0039-002	City Hall	-	-	-
City of River Rouge	50-008-10-0041-000	City Hall	-	-	-
City of River Rouge	50-008-10-0042-300	City Hall	-	-	-
Board of Education	50-008-10-0045-000	10646 Jefferson	-	-	-
Tell & Sarah Adolfo	50-008-11-0001-001	10692 Jefferson	9,030	-	9,030
AAA Liquor	50-008-11-0002-302	10700 Jefferson	117,870	-	117,870
City of River Rouge	50-008-11-0009-301	10750 Jefferson	-	-	-
Elba Maldonado	50-008-12-0002-002	10756 Jefferson	26,920	-	26,920
Balkard Ray	50-008-12-0003-002	10760 Jefferson	10,462	-	10,462
City (as of 1-19-00)	50-008-12-0004-001	10762 Jefferson	15,480	-	15,480
Norman Levy Assoc.	50-008-12-0005-000	55 Halfiner	34,050	-	34,050
City of River Rouge	50-008-13-0001-000	69 Halfiner	-	-	-
National Steel Corp.	50-008-13-0002-300	73 Halfiner	16,000	-	16,000
City of River Rouge	50-008-13-0008-300	290 Burke	-	-	-
National Steel Corp.	50-008-13-0009-300	10770 Jefferson	12,800	-	12,800
Haiitham Saad	50-008-14-0001-001	1938 Coolidge	32,480	-	32,480
Thomas Kato	50-008-14-0037-301	1874 Coolidge	24,570	-	24,570
Christopher Kind	50-008-14-0041-001	1870 Coolidge	9,458	-	9,458
Kameelah M. Pasha	50-008-15-0023-302	262 Campbell	24,801	-	24,801

Name	Parcel Identification Number	Property Street Number	1999 Taxable Value	1999 Personal Value	1999 Total
Marilyn Middlebrooks	50-008-14-0042-002	1864 Coolidge	1,078	-	1,078
Marilyn Middlebrooks	50-008-14-0044-002	1860 Coolidge	1,233	-	1,233
Wilbert Covington	50-008-14-0046-001	1848 Coolidge	803	-	803
Wilbert Covington	50-008-14-0047-001	1844 Coolidge	803	-	803
Jayson Auto	50-008-15-0001-000	1865 Coolidge	35,630	-	35,630
Marilyn Middlebrooks	50-008-15-0025-002	1919 Coolidge	1,266	-	1,266
Marilyn Middlebrooks	50-008-15-0026-000	1937 Coolidge	3,190	-	3,190
Iola Johnson	50-008-16-0001-001	1839 Coolidge	18,290	-	18,290
Shore Bank	50-008-16-0002-001	1789 Coolidge	85,540	-	85,540
Willie Middlebrooks	50-008-16-0113-000	1843 Coolidge	13,710	-	13,710
Jayson Auto	50-008-16-0114-000	1865 Coolidge	2,030	-	2,030
City of River Rouge	50-008-99-0014-000	Adj. to 1919 Coolidge	-	-	-
City of River Rouge	50-009-01-0167-000	237 Polk	-	-	-
Board of Education	50-009-04-0001-001	1749 Coolidge	-	-	-
Board of Education	50-009-04-0003-001	1755 Coolidge	-	-	-
Board of Education	50-009-04-0004-001	1761 Coolidge	-	-	-
Shore Bank	50-009-04-0005-300	244 Beechwood	9,660	-	9,660
AAA Liquor	50-999-00-0001-000	10700 Jefferson	-	11,050	11,050
George Sitto	50-999-00-0220-000	1368 Coolidge	-	28,780	28,780
Linda's Club Essent.	50-999-00-0527-000	10692 Jefferson	-	8,870	8,870
Louis' Coffee Pot	50-999-00-0542-000	10756 Jefferson	-	500	500
S & A Controls	50-999-00-0750-000	55 Haltiner	-	2,670	2,670
Shelby Steel	50-999-00-0774-000	58 Haltiner	-	347,970	347,970
Star's Liquor	50-999-00-0798-000	1888 Coolidge	-	6,590	6,590
Jayson Auto	50-999-00-0798-600	1865 Coolidge	-	5,050	5,050
Un Kyul Yo	50-999-00-0914-000	10506 Jefferson	-	9,660	9,660
Renaissance Precast	50-999-00-0948-099	60 Haltiner	-	200,000	200,000
Total:			1,379,681	621,140	2,000,821

**Downtown Development Authority
Estimated Revenue Reallocation
by Taxing Jurisdiction**

Year	Captured Taxable Value	City Operating	City Refuse	City Library	County Operating	County Jail	County Community College	County WCTA*	County Parks	HCMA	Total Millage
		20.00	3.00	0.60	6.70	0.95	1.02	0.33	0.25	0.22	33.07
1999	0	0	0	0	0	0	0	0	0	0	0
2000	\$153,387	\$3,067.74	\$460.16	\$92.03	\$1,027.69	\$145.72	\$156.45	\$50.62	\$38.35	\$33.75	\$5,072.51
2001	\$153,387	\$3,067.74	\$460.16	\$92.03	\$1,027.69	\$145.72	\$156.45	\$50.62	\$38.35	\$33.75	\$5,072.51
2002	\$1,153,387	\$23,067.74	\$3,460.16	\$692.03	\$7,727.69	\$1,095.72	\$1,176.45	\$380.62	\$288.35	\$253.75	\$38,142.51
2003	\$1,153,387	\$23,067.74	\$3,460.16	\$692.03	\$7,727.69	\$1,095.72	\$1,176.45	\$380.62	\$288.35	\$253.75	\$38,142.51
2004	\$2,253,387	\$45,067.74	\$6,760.16	\$1,352.03	\$15,097.69	\$2,140.72	\$2,298.45	\$743.62	\$563.35	\$495.75	\$74,519.51
2005	\$2,253,387	\$45,067.74	\$6,760.16	\$1,352.03	\$15,097.69	\$2,140.72	\$2,298.45	\$743.62	\$563.35	\$495.75	\$74,519.51
2006	\$4,423,980	\$88,479.60	\$13,271.94	\$2,654.39	\$29,640.67	\$4,202.78	\$4,512.46	\$1,459.91	\$1,106.00	\$973.27	\$146,301.02
2007	\$4,423,980	\$88,479.60	\$13,271.94	\$2,654.39	\$29,640.67	\$4,202.78	\$4,512.46	\$1,459.91	\$1,106.00	\$973.27	\$146,301.02
2008	\$6,423,980	\$128,479.60	\$19,271.94	\$3,854.39	\$43,040.67	\$6,102.78	\$6,552.46	\$2,119.91	\$1,606.00	\$1,413.27	\$212,441.02
2009	\$6,423,980	\$128,479.60	\$19,271.94	\$3,854.39	\$43,040.67	\$6,102.78	\$6,552.46	\$2,119.91	\$1,606.00	\$1,413.27	\$212,441.02
2010	\$8,623,000	\$172,460.00	\$25,869.00	\$5,173.80	\$57,774.10	\$8,191.90	\$8,795.50	\$2,845.60	\$2,156.00	\$1,897.10	\$285,163.00
2011	\$8,623,000	\$172,460.00	\$25,869.00	\$5,173.80	\$57,774.10	\$8,191.90	\$8,795.50	\$2,845.60	\$2,156.00	\$1,897.10	\$285,163.00
2012	\$8,623,000	\$172,460.00	\$25,869.00	\$5,173.80	\$57,774.10	\$8,191.90	\$8,795.50	\$2,845.60	\$2,156.00	\$1,897.10	\$285,163.00
2013	\$8,623,000	\$172,460.00	\$25,869.00	\$5,173.80	\$57,774.10	\$8,191.90	\$8,795.50	\$2,845.60	\$2,156.00	\$1,897.10	\$285,163.00
2014	\$8,623,000	\$172,460.00	\$25,869.00	\$5,173.80	\$57,774.10	\$8,191.90	\$8,795.50	\$2,845.60	\$2,156.00	\$1,897.10	\$285,163.00
2015	\$8,623,000	\$172,460.00	\$25,869.00	\$5,173.80	\$57,774.10	\$8,191.90	\$8,795.50	\$2,845.60	\$2,156.00	\$1,897.10	\$285,163.00
2016	\$8,623,000	\$172,460.00	\$25,869.00	\$5,173.80	\$57,774.10	\$8,191.90	\$8,795.50	\$2,845.60	\$2,156.00	\$1,897.10	\$285,163.00
2017	\$8,623,000	\$172,460.00	\$25,869.00	\$5,173.80	\$57,774.10	\$8,191.90	\$8,795.50	\$2,845.60	\$2,156.00	\$1,897.10	\$285,163.00
2018	\$8,623,000	\$172,460.00	\$25,869.00	\$5,173.80	\$57,774.10	\$8,191.90	\$8,795.50	\$2,845.60	\$2,156.00	\$1,897.10	\$285,163.00

Year	Captured Taxable Value	City Operating	City Refuse	City Library	County Operating	County Jail	County Community College	County WCTA*	County Parks	HCMA	Total Millage
		20.00	3.00	0.60	6.70	0.95	1.02	0.33	0.25	0.22	33.07
2019	\$8,623,000	\$172,460.00	\$25,869.00	\$5,173.80	\$57,774.10	\$8,191.90	\$8,795.50	\$2,845.60	\$2,156.00	\$1,897.10	\$285,163.00
2020	\$8,623,000	\$172,460.00	\$25,869.00	\$5,173.80	\$57,774.10	\$8,191.90	\$8,795.50	\$2,845.60	\$2,156.00	\$1,897.10	\$285,163.00
2021	\$8,623,000	\$172,460.00	\$25,869.00	\$5,173.80	\$57,774.10	\$8,191.90	\$8,795.50	\$2,845.60	\$2,156.00	\$1,897.10	\$285,163.00
2022	\$8,623,000	\$172,460.00	\$25,869.00	\$5,173.80	\$57,774.10	\$8,191.90	\$8,795.50	\$2,845.60	\$2,156.00	\$1,897.10	\$285,163.00
2023	\$8,623,000	\$172,460.00	\$25,869.00	\$5,173.80	\$57,774.10	\$8,191.90	\$8,795.50	\$2,845.60	\$2,156.00	\$1,897.10	\$285,163.00
2024	\$8,623,000	\$172,460.00	\$25,869.00	\$5,173.80	\$57,774.10	\$8,191.90	\$8,795.50	\$2,845.60	\$2,156.00	\$1,897.10	\$285,163.00
2025	\$8,623,000	\$172,460.00	\$25,869.00	\$5,173.80	\$57,774.10	\$8,191.90	\$8,795.50	\$2,845.60	\$2,156.00	\$1,897.10	\$285,163.00
2026	\$8,623,000	\$172,460.00	\$25,869.00	\$5,173.80	\$57,774.10	\$8,191.90	\$8,795.50	\$2,845.60	\$2,156.00	\$1,897.10	\$285,163.00
2027	\$8,623,000	\$172,460.00	\$25,869.00	\$5,173.80	\$57,774.10	\$8,191.90	\$8,795.50	\$2,845.60	\$2,156.00	\$1,897.10	\$285,163.00
2028	\$8,623,000	\$172,460.00	\$25,869.00	\$5,173.80	\$57,774.10	\$8,191.90	\$8,795.50	\$2,845.60	\$2,156.00	\$1,897.10	\$285,163.00
TOTAL:	\$192,653,242	\$3,853,064.84	\$577,959.72	\$115,591.94	\$1,290,776.72	\$183,021.54	\$196,507.04	\$63,575.76	\$48,168.10	\$42,384.48	\$6,371,050.14