



Amended and Restated

# Development Plan for the River Rouge, Michigan Downtown Development Area #1



# Amended and Restated Development Plan for the River Rouge, Michigan Downtown Development Area #1

CITY OF RIVER ROUGE, MICHIGAN  
DOWNTOWN DEVELOPMENT AUTHORITY

Adopted: [insert date]



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# Introduction

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## **BACKGROUND AND PURPOSES OF THE DOWNTOWN DEVELOPMENT AUTHORITY AND DEVELOPMENT PLAN AND TAX INCREMENT FINANCING PLAN**

### **Purpose of the Recodified Tax Increment Financing Act, Part 2 – Downtown Development Authorities**

Act No. 57 of Public Acts of 2018 of the State of Michigan, as amended (Act 57), Part 2 – Downtown Development Authorities, 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 217 of Act 57.

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, and private investment.
- The DDA will continue to work and coordinate its efforts with the Michigan Economic Development Corporation, citizen groups, the Ecorse DDA, and the City of River Rouge.
- The DDA shall seek to retain the economically viable businesses which presently exist and encourage their expansion.

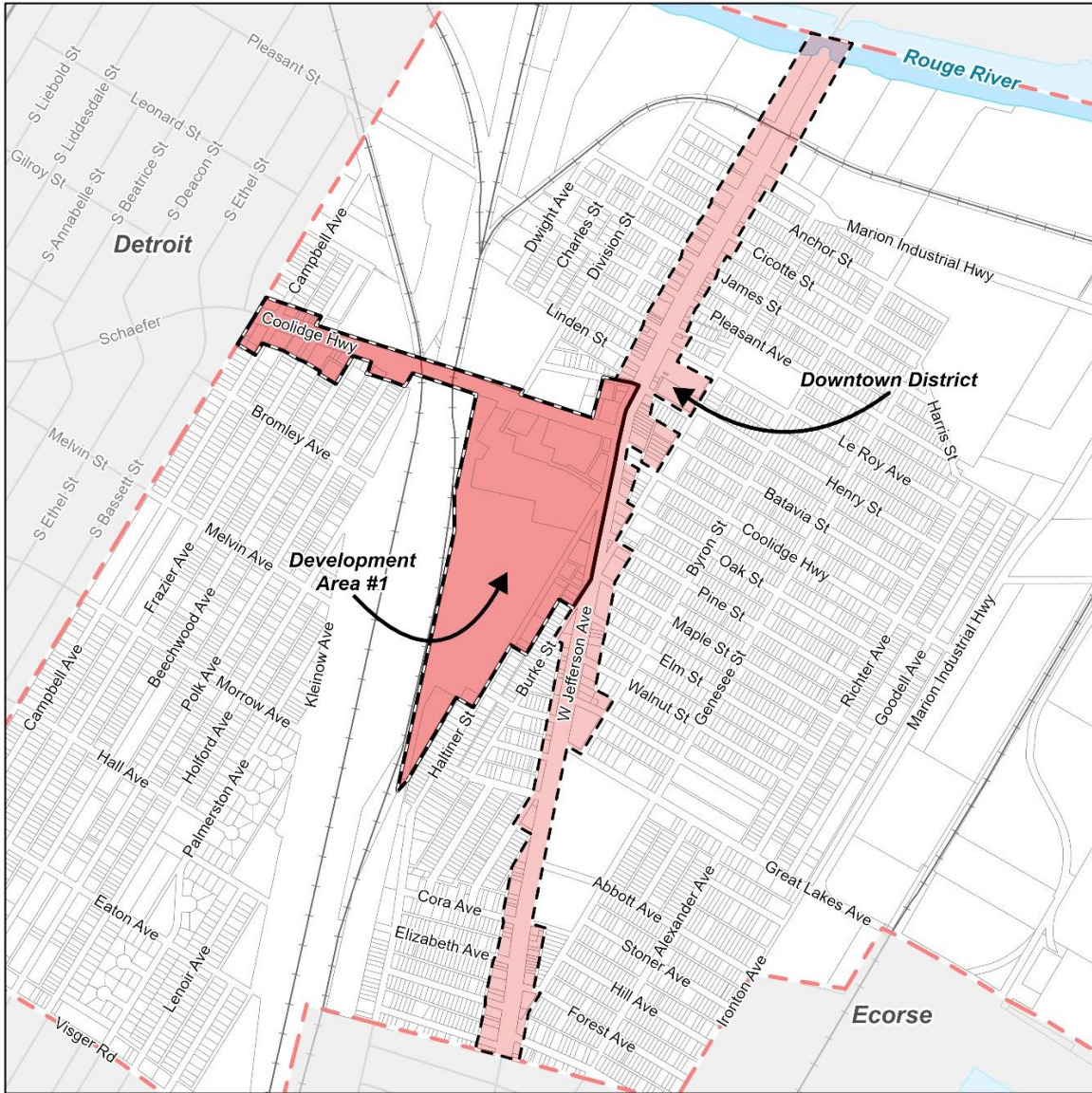
#### **Amended and Restated Plan**

The DDA wishes to continue its efforts in order to further attract and stimulate additional commercial investment in the Downtown District. This plan contains a comprehensive approach to economic development and business district improvements, covering needed improvements to the business district as well as other important efforts, such as continued streetscape and building beautification and high-impact job creation, expansion, and support throughout the Downtown District. The work of the DDA will include business recruitment and retention, public improvements to support private investment, economic development activities, site redevelopment and parking lot improvements, and streetscape improvements.

As required by P.A. 57 of 2018, the River Rouge Downtown Development Authority has prepared the following amended and restated Development Plan to guide the continued development of the Downtown District. It is the purpose of this Development Plan to establish the intended use of tax increment revenues in accordance with P.A. 57 of 2018, for the purpose of stimulating and encouraging private investment in the commercial district. The duration of the plan is also hereby extended 30 years, running through 2052.

The city's current Tax Increment Financing (TIF) Plan expires in 2028, at which point both the TIF Plan and the Development Plan will be amended and restated to reflect the projected revenues for the life of the tax increment capture. Currently, the Development Plan is based off projected captures of the existing TIF Plan through 2028, as reflected in Table 1.

Map 1. Downtown District and Development Area #1 Boundaries



## DDA Boundaries

City of River Rouge, Michigan

December 21, 2022

### LEGEND

-  DDA Boundary - Downtown District
-  DDA Boundary - Development Area #1
-  River Rouge Parcels
-  River Rouge Boundary
-  Railroads
-  Roads



Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: River Rouge 2020. McKenna 2022.



# Summary of the Plan for the Downtown Development Area

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Many small-town centers have struggled for a number of decades, watching reasonably-paying jobs disappear due to automation, consolidation, and shifting demand within the metropolitan market. There is great need for increased economic development for sustainable future growth or stabilization. In 2020, River Rouge faced a massive economic upset with the closure of US Steel's Zug Island operations, which was followed shortly thereafter by the closure of the DTE Power Plant in 2021. These closures occurred at the same time as construction accelerated for the Gordie Howe International Bridge. Overall, these changes signaled a need for River Rouge to think critically about its future economy and how new businesses will shift the economic base away from industrial manufacturing. With this shift, it is important for River Rouge to concentrate on strengthening its downtown and diversifying downtown businesses to make the city more resilient as it faces an uncertain future.

Accordingly, the River Rouge Downtown Development Authority will undertake a number of projects that will help make the City's Downtown District resilient, attractive, and productive for residents, business owners, and visitors alike. These activities should be revisited by the DDA Board on an annual basis for strategic planning and budgeting, and to ensure that the River Rouge downtown development strategy is effective and improves the investment environment for private entities.

## Summary of Development Plan Projects

### Phase I: 2023 – 2028

1. Public Parking Facilities
2. Public Space Development and/or Improvements
3. Business Attraction and Retention
4. Marketing / Promotion
5. DDA Industrial Development
6. Recreation Linkages and Trailhead Improvements
7. General Redevelopment Assistance
8. Planning / Design
9. Professional, Technical, and Administrative Assistance
10. Ongoing Maintenance of Public Improvements

### Phase II: 2029 - 2040

1. Residential Development
2. Building and Site Improvements
3. Wayfinding
4. Gateway Improvements
5. Property Maintenance, Registration, and Code Enforcement
6. Event Planning and Promotion
7. Streetscape Improvements
8. Planning / Design
9. Professional, Technical, and Administrative Assistance
10. Ongoing Maintenance of Public Improvements

### Phase III: 2041 – 2052

1. Recycling Program
2. Planning / Design
3. Professional, Technical, and Administrative Assistance
4. Ongoing Maintenance of Public Improvements



# Development Plan for River Rouge DDA Development Area #1

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

Map 1 shows the Downtown District within which the DDA has been given the authority by City Council to operate. Development Area #1 (“Development Area”) is the sub-area within the 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 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**

### **Existing Streets and Public Facilities**

The Existing Land Use shown on Map 2 illustrates the presence 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 10,400 vehicles (most recent data available, 2016, SEMCOG). 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 13,700 vehicles south of Coolidge Highway; north of Coolidge Highway, the average daily total drops to 5,600 vehicles (most recent data available, 2016, SEMCOG).

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.

## **LOCATION, CHARACTER, AND EXTENT OF CATEGORIES OF PUBLIC AND PRIVATE LAND USES THAT ARE EXISTING AND PROPOSED FOR THE DEVELOPMENT AREA**

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 vacant 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.

Map 2. Development Area #1 Existing Land Use, 2022



## Existing Land Use

City of River Rouge, Michigan

December 21, 2022

### LEGEND

DDA Boundary - Development Area #1

River Rouge Boundary

River Rouge Parcels

Railroads

Roads

### Existing Land Use

Residential

Commercial

Central Business District

Public/Semi-Public

Vacant

Industrial



Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: River Rouge 2020. McKenna 2022.



## Existing Land Uses

Existing land uses in the Development Area are shown on Map 2, “Existing Land Use”. In total, the Development Area encompasses approximately 54 acres, of which 42.09 acres is parceled land and 11.91 acres is public and private highway, roads, and major utility easements.

Table 1. Existing Land Use Summary by Category

<b>Category</b>	<b>Acres</b>	<b>Percentage of Parceled Land</b>
<i>Commercial</i>	3.2	7.5%
<i>Industrial</i>	33.0	78.3%
<i>Public/Semi-Public</i>	2.9	6.9%
<i>Residential</i>	0.2	0.5%
<i>Vacant</i>	2.8	6.7%
<b>Total</b>	<b>42.1</b>	<b>100.0%</b>

### Public / Semi-Public / Educational Uses

Public, semi-public, and educational land uses within the Development Area include the following:

- i. City Hall
- ii. Police Department
- iii. Beaverton Activity Center
- iv. Public utilities
- v. River Rouge Historical Museum

Approximately 2.91 acres of land within the Development Area are used for public and semi-public purposes, which represents 6.9% of the districts’ area being used for these purposes.

### Private Uses

- i. *Residential*. Based upon estimates gathered by an existing land use review, there are three (3) residential parcels (consisting of two single-family homes, one with an extended yard) within the Development Area, composing approximately 0.22 acres of land (or 0.5% of the total districts’ area).
- ii. *Commercial*. A key land use within the district is commercial, which composes approximately 3.15 acres of land within the district (or 7.4% of the total districts’ area). Within the commercial land use category, 0.19 acres of land (or 0.4% of the districts’ total area is considered a part of the “central business district” – this sub-category is distinguished by its local retail and service businesses, located in the heart of downtown.
- iii. *Industrial*. The industrial land use category includes areas with or without buildings where raw or semi-finished materials are fabricated and lands used for storing raw materials for production, including warehouses, processing facilities, and manufacturing facilities as well as non-manufacturing uses which are industrial in nature. Approximately 33 acres of land within the district’s area are used for industrial purposes, or 78.3% of the districts’ area.

### Vacant

All land lying fallow or observed to be vacant is included in this category. There are approximately 2.83 acres of land in parcels that are vacant, which comprises 6.7% of the districts’ area.

## LEGAL DESCRIPTION OF THE DEVELOPMENT AREA

A legal description of Development Area #1 is attached in the Appendix of this Development Plan.

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

The Development Plan envisions combining public and private land uses to strengthen the economic base of the Development Area. It is the intent of this Plan to encourage infill development, redevelopment, and expansion of existing commercial and downtown-type uses consistent with ongoing programs and policies administered by the DDA, City, and other stakeholder partners. As noted in the existing land use section of this Plan, there are scattered vacant or underutilized sites with potential for development and redevelopment. Proposed land uses for the Development Area are consistent with these programs and policies, and are generally commercial, mixed-use, and industrial in nature.

The DDA may purchase, renovate, demolish, and resell properties that are vacant or deteriorated to stimulate redevelopment. Redevelopment of other sites that are vacant, functionally obsolete, or underutilized - for viable private uses that are compatible with Development Area character - is similarly encouraged by this plan. To further facilitate the development of key Development Area parcels, the DDA may assist the City by preparing a market analysis and/or other strategic analysis interventions aimed toward providing specific recommendations for revitalizing and enhancing the existing downtown, and as the basis for a targeted business retention and recruitment program.

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 seventy (70) 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.

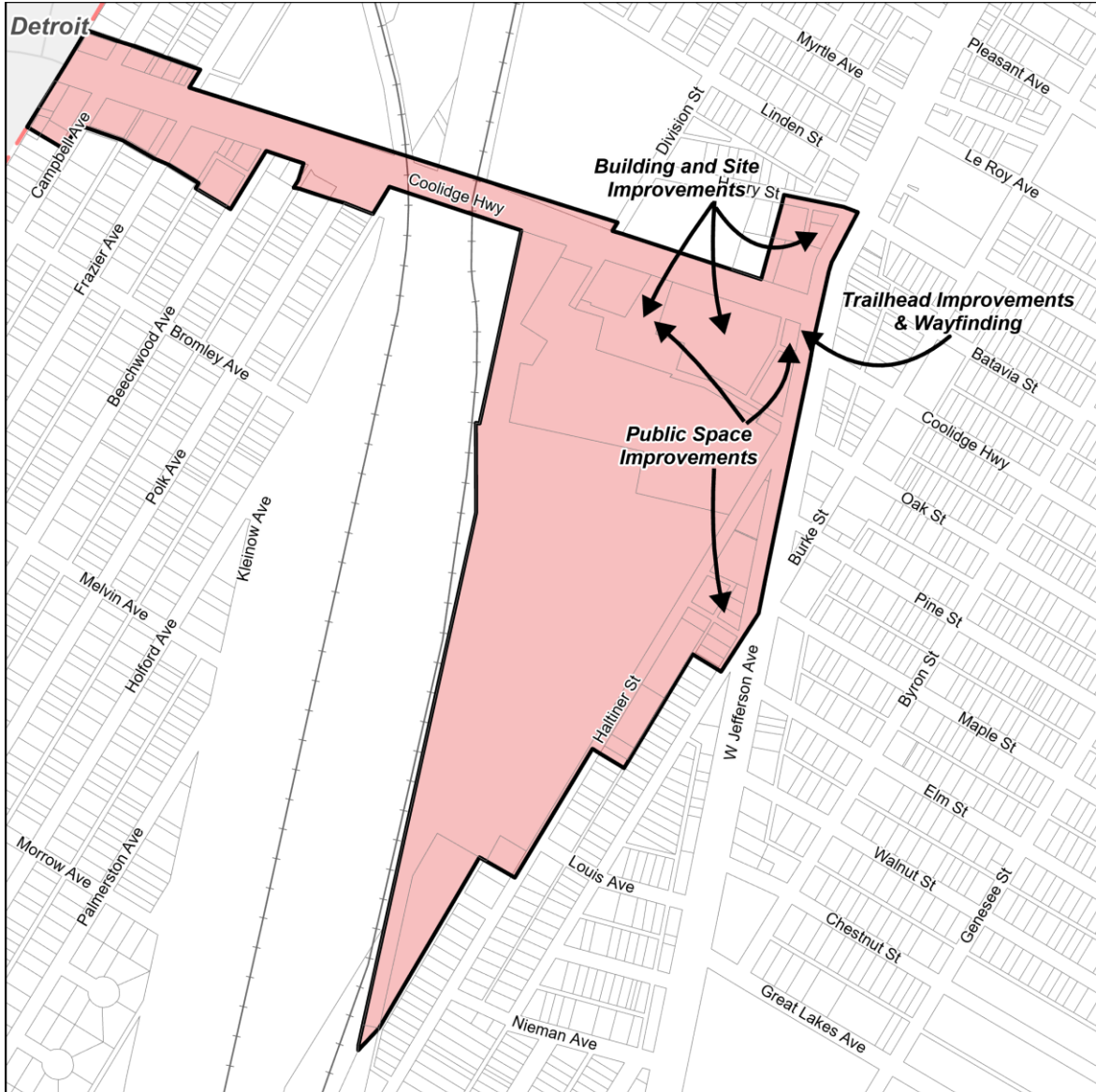
## **LOCATION, EXTENT, CHARACTER, ESTIMATED COST, AND TIME TO COMPLETE PROPOSED NEW IMPROVEMENTS**

Public improvements contemplated in the Development Area over the 30-year life of this Plan, along with estimated costs and time of completion, are included in Table 1 (many of which are illustrated on Map 3).

Cost estimates for the projects are preliminary; specific plans and refined cost estimates for Development Area improvements will be completed upon initiation of each project. However, the cost estimates have been developed in consideration of recent comparable construction and relevant vendor estimates.

Funding for the projects will be obtained from a variety of sources – primarily tax increment revenues, but also may include Federal and State grants (which may include, but are not limited to Community Development Block Grant, Michigan Economic Development Corporation, Michigan State Housing Development Authority, Michigan Natural Resources Trust Fund and others), private donations (if available), and additional sources, to be determined. The Building Improvements activity (including its Façade Improvement Program) will be funded initially by tax increment revenues, then from revenues received by the DDA as payments on outstanding loans on a year-by-year basis.

Map 3. Location-Specific Projects Map



## DDA Location-Specific Projects

City of River Rouge, Michigan

December 21, 2022

### LEGEND

- DDA Boundary - Development Area #1
- River Rouge Boundary
- River Rouge Parcels
- Railroads
- Roads



Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: River Rouge 2020. McKenna 2022.



Table 2. Estimated Project Costs and Schedule

	Estimated Cost <sup>1</sup>
<b>Phase I: 2023 - 2028<sup>2</sup></b>	
Public Parking Facilities	\$50,000
Public Space Development and/or Improvements	\$500,000
Business Attraction and Retention	\$100,000
Marketing / Promotion	\$30,000
DDA Industrial Development	\$100,000
Recreation Linkages and Trailhead Improvements	\$50,000
General Redevelopment Assistance	\$50,000
Planning / Design	\$300,000
Professional, Technical, and Administrative Assistance <sup>3</sup>	\$20,000
Ongoing Maintenance of Public Improvements	\$500,000
<i>Total Phase I Projects:</i>	<i>\$1,710,978</i>
<b>Phase II: 2029 - 2040</b>	
Residential Development	\$1,000,000
Building and Site Improvements <sup>4</sup>	\$1,000,000
Wayfinding	\$40,000
Gateway Improvements	\$40,000
Property Maintenance, Registration, and Code Enforcement	\$900,000
Event Planning and Promotion	\$500,000
Streetscape Improvements	\$2,000,000
Planning / Design	\$600,000
Professional, Technical, and Administrative Assistance	\$120,000
Ongoing Maintenance of Public Improvements	\$1,000,000
<i>Total Phase II Projects:</i>	<i>\$7,200,000</i>
<b>Phase III: 2041 - 2052</b>	
Develop Downtown District Recycling Program	\$5,000,000
Planning / Design	\$1,000,000
Professional, Technical, and Administrative Assistance	\$200,000
Ongoing Maintenance of Public Improvements	\$1,000,000
<i>Total Phase III Projects:</i>	<i>\$7,200,000</i>
<b>TOTAL IMPROVEMENTS, 2023 - 2052</b>	<b>\$16,110,978</b>

<sup>1</sup> Cost estimates for the projects are preliminary; specific plans and refined cost estimates for Development Area improvements will be completed upon initiation of each project.

<sup>2</sup> Projects that arise and are consistent with the objectives and priorities of the DDA – as outlined in this plan – may be funded consistent with the financing methods described in the Tax Increment Financing Plan.

<sup>3</sup> Costs incurred by the City relative to the DDA and the downtown district, as approved in the annual budget process, may also be paid out of tax increment revenues.

<sup>4</sup> Site and building improvements may be funded through a revolving loan fund if a program is established.

## PROJECT DESCRIPTIONS

The Downtown Development Authority Board is empowered to undertake a variety of assignments in the development and revitalization of its Downtown District. These include, but are not limited to:

- Planning and proposing the construction, renovation, repair, remodeling, rehabilitating, restoration, preservation, and/or reconstruction of a public facility and/or an existing building or site which may be necessary or appropriate to the execution of a plan which, in the opinion of the Board, aids in the economic growth of the Downtown District.
- Plan, propose, and implement an improvement to a public facility within the Development Area to comply with the barrier-free design requirements of the State of Michigan.
- Acquire by purchase or otherwise, on terms and conditions and in a manner the authority deems proper, or own, convey, or otherwise dispose of, or right of interests therein, which the Authority determines is reasonably necessary to achieve the purposes of P.A. 57 of 2018, and to grant or acquire licenses, easements, and options with respect thereto; and,
- Improve land and construct, reconstruct, rehabilitate, restore, and preserve, equip, improve, maintain, repair and operate any building, and any necessary or desirable appurtenances thereto, within the Downtown District for the use, in whole or in part, of any public or private person or corporation, or a combination thereof.

Additionally, the DDA is charged with taking on the projects and programs it was assigned in the *West Jefferson Corridor Plan*. The Plan was adopted in 2020 as a joint effort between the Cities of Ecorse and River Rouge and focused on collaboration between the two cities' DDAs.

### PHASE I, 2023 – 2028

The following priority projects are proposed to be implemented over the first 10 years of this planning period:

**a. District Public Parking Facilities**

Finance, plan, design, construct, maintain and/or otherwise improve public and/or private to provide parking for visitors to the Downtown District. This activity may take place anywhere in the District and is intended to support the provision of a coordinated, logical, and comprehensive parking system within the Downtown District.

**b. Public Space Development and/or Improvements**

Fund, plan, design, construct, install, maintain and/or otherwise improve public spaces within the Downtown District, such as plazas, parks, and other gathering spaces.

**c. Business Attraction and Retention**

Fund, plan and design a coordinated business attraction and retention program, working with partners at the County, Regional, and State levels to bring about successful efforts with a focus on retaining businesses, alleviating vacancy in the Downtown District, creating and nurturing an entrepreneurial culture, and creating and retaining jobs. Specific examples of needed industries and professions are real estate brokers, doctors and other health care providers, dentists, attorneys, and other professional services providers, as well as additional grocery, financial, retail, and restaurant development to support local residents and tourists.

**d. DDA Industrial Development**

Through Public-Private Partnerships, partnerships with Wayne County, and the Brownfield Redevelopment Authority, support new or expansion-type industrial development. This activity can include assessing feasibility, supporting the financing, planning, design, construction, and maintenance of eligible physical improvements such as roads, sidewalks, utilities, and other related public facilities. Additionally, partnerships for job training, job-creating and small business-supporting incubators may be explored and undertaken, when deemed an eligible activity; this may include the development of “spec buildings” for incentivizing additional industrial development.

**e. Marketing and Promotion**

Fund, plan and design marketing and promotion activities for the Downtown District.

**f. Recreation Linkages and Trailhead Improvements**

Finance, plan, design, construct, maintain and/or otherwise improve public land and trailhead facilities to link non-motorized and motorized assets, including biking and walking / running to local and regional systems, such as the Iron Belle Trail, which is on a segment of the West Jefferson corridor.

**g. General Redevelopment Assistance**

Fund, plan, design, construct, install, maintain and/or otherwise improve public improvements, utility improvements, environmental remediation and/or land assembly on redevelopment sites within the Downtown District. Through Public-Private Partnerships, or solely public efforts, focus on high-impact sites, such as waterfront sites and municipal buildings, as well as the development of strategically important infill redevelopment sites; all sites within the Downtown District are eligible for this activity. Additionally, the DDA may acquire and/or dispose of property for the purposes of generating public or private economic development within the Downtown District.

**h. Planning and Design**

Fund and implement general planning and design activities within the Downtown District.

**i. Professional, Technical and Administrative Assistance**

Fund the ongoing professional, technical and administrative costs incurred in accomplishing the purposes and undertaking projects listed in the Plan, including administering the Downtown Development Authority.

**j. Ongoing Maintenance of Public Improvements**

Fund the ongoing maintenance of any eligible public improvements within the Downtown District.

**PHASE II, 2029 – 2040**

The following projects are proposed to be implemented between years 11 and 20 of this plan:

**a. Residential Development**

Assess feasibility, and investigate supporting the financing, planning, design, construction, maintenance and/or otherwise support residential development within the Downtown District. This activity would likely be accomplished through a Public-Private Partnership. The development of mixed-use housing with retail or office components is highly encouraged by this plan; additionally, the provision of housing for area seniors looking to “age in place” is supportive of downtown and community-wide planning imperatives. Sites within walking distance (i.e. a ¼ mile) of the intersection of Coolidge and West Jefferson are prioritized to support walkability in the CBD, though any sites within the Downtown District may be supported by the DDA for residential development.

**b. Building and Site Improvements**

Finance, plan, design, construct, install, maintain and/or otherwise improve buildings and sites within DDA district, including but not limited to a Commercial Façade Improvement Loan Program, a Commercial Parking Lot Improvement Loan Program, and demolition of blighted/unsafe structures. These incentives may include, but are not limited to, design assistance, low interest loans from participating financial institutions, assistance in site design approval process, and partial loan rebates upon completion of the improvement project.

**c. Wayfinding**



Finance, plan, design, construct, install, maintain and/or otherwise improve wayfinding signage within Downtown District.

**d. Gateway Improvements**

Finance, plan, design, construct, maintain and/or otherwise improve signage, landscaping or other gateway features on sites of strategic importance.

**e. Property Maintenance, Registration, and Code Enforcement**

Fund, plan and administer property maintenance and/or property registration program(s) and enforcement of codes, including, but not limited to, the funding of City employees or contractors.

**f. Downtown Event Planning and Promotion**

Fund programming and events within the DDA district, including partnering with non-profits for collaborative arts, cultural, or other economic development.

**g. Streetscape Improvements**

Continue enhancing the appearance of the Central Business District, including the financing, planning and design of overhead lines burial, installation and/or maintenance of decorative pavers and intersection “bump-outs”, installation and/or maintenance of street furniture and garbage and recycling receptacles, installation and/or maintenance of gateway signage, and coordinated development and maintenance of public parking facilities.

**h. Planning and Design**

Fund and implement general planning and design activities within the Downtown District.

**i. Professional, Technical and Administrative Assistance**

Fund the ongoing professional, technical and administrative costs incurred in accomplishing the purposes and undertaking projects listed in the Plan, including administering the Downtown Development Authority.

**j. Ongoing Maintenance of Public Improvements**

Fund the ongoing maintenance of any eligible public improvements within the Downtown District.

**PHASE III, 2041 – 2052**

The following projects are proposed to be implemented between years 21 and 30 of this plan:

**a. Develop Downtown District Recycling Program**

Assess feasibility, finance, plan, design, construct, maintain and/or otherwise improve recycling facilities within the Downtown District.

**b. Planning and Design**

Fund and implement general planning and design activities within the Downtown District.

**c. Professional, Technical and Administrative Assistance**

Fund the ongoing professional, technical and administrative costs incurred in accomplishing the purposes and undertaking projects listed in the Plan, including administering the Downtown Development Authority.

**d. Ongoing Maintenance of Public Improvements**

Fund the ongoing maintenance of any eligible public improvements within the Downtown District.

## **A STATEMENT OF THE CONSTRUCTION OR STAGES OF CONSTRUCTION PLANNED AND THE ESTIMATED TIME OF COMPLETION**

The anticipated schedule for construction and implementation of the public improvement projects for the Development Area is outlined in Table 1, "Estimated Project Costs and Schedule." The actual timing and sequence of projects may vary based on fund availability, opportunities that arise to achieve the goals and purposes of this plan, and DDA priorities.

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

There is no portion of the Development Area that is designated or planned to be left or preserved as open space. Therefore, open space in the Development Area may be developed for other purposes, consistent with this plan, if the opportunity arises.

## **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**

No zoning changes are proposed as part of this Plan. However, as the Plan progresses, the DDA, as a component of its redevelopment strategy, may recommend to the Planning Commission certain changes to the Master Plan and the Zoning Ordinance that affect properties within the Development Area. Any zoning changes on parcels in the DDA district will be coordinated between the DDA, the Planning Commission, and the City Council according to State enabling acts and the adopted procedures of the City. Any change will occur in a manner that ensures appropriate future land uses within the district for the attainment of the goals as stated herein.

Streetscape improvements to the Development Area, gateway improvements, traffic calming, non-motorized improvements and other activities within the public right-of-way may require pavement removal, traffic modifications, and relocating expanding or burying existing utilities. Detailed design plans to be prepared as part of the implementation of this plan may specify further utility or street changes.

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.

## **ESTIMATED COST OF DEVELOPMENT, STATEMENT OF PROPOSED METHOD OF FINANCING THE DEVELOPMENT, AND THE ABILITY OF THE DDA TO ARRANGE FINANCING**

The estimated cost of the DDA's portion of the public improvement projects listed herein, including the cost of associated administration, engineering, planning, and design work as outlined in Table 1 is \$16,110,978 over 30 years. It is anticipated that these projects will be paid for with tax increment revenues generated by annual increases in property valuations from economic growth and new construction within the Development Areas, supplemented with grant funds as may become available. The commercial façade improvement program and commercial parking lot improvement program may be funded primarily using funds repaid to the DDA for outstanding loans.

It is anticipated that most projects will be financed on a “pay-as-you-go” basis using funds on-hand or accumulated from prior years’ captures. However, the DDA may determine that there is a need to sell bonds, obtain loan funds or grants, or receive contributions from any of the other sources permitted under P.A. 57 of 2018, to facilitate completion of one or more of the improvement projects.

The cost estimates for projects are rough estimates because construction or design drawings have not yet been prepared, and therefore have been based on preliminary concept designs. A percentage has been factored into the estimates to cover contingencies and design costs. The costs are estimated in current dollars.

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

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. To the extent that certain projects, such as the provision of improved roads and public parking facilities 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 Authority may purchase and then sell or otherwise directly convey any DDA-owned sites, or alternately may retain the sites for public purposes. Once the DDA purchases, receives a donation, acquires or otherwise comes to own property in the Development Area, it will adopt appropriate procedures for the management and disposition of the property at a regularly scheduled public meeting of the Authority. All DDA conveyance and disposition procedures shall be developed in compliance with Federal, State, and local regulations.

Acquisition and disposition procedures will include the ability of the Authority to dispose of acquired parcels or lots with the value of such parcels or lots based upon an independent appraisal of the real estate by a qualified real estate appraiser licensed to perform such work in the State of Michigan. In the event the Authority decides to dispose of a parcel or parcels of real property, the sale may be for more than appraised value, at appraised value, or below the appraised value at the discretion of the Authority Board.

### **ESTIMATES OF THE NUMBER OF PERSONS RESIDING IN THE DEVELOPMENT AREA**

No individuals are proposed to be displaced under the Plan, and no occupied residences are designated for acquisition and clearance by the DDA. Field surveys and City records indicate that there are two single-family homes, or less than twenty (20) people, residing in the Development Area.

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.

**PROVISION FOR THE COSTS OF RELOCATING PERSONS DISPLACED BY THE DEVELOPMENT AND FINANCIAL ASSISTANCE AND REIMBURSEMENT OF EXPENSES, INCLUDING LITIGATION EXPENSES AND EXPENSES INCIDENT TO THE TRANSFER OF TITLE (IN ACCORDANCE WITH THE STANDARDS AND PROVISION OF THE FEDERAL UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT 570, PUBLIC LAW 91-646, U.S.C. SECTIONS 4610, ET. SEQ.)**

As noted, the DDA may 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 570, 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 on 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 570.

**PLAN FOR COMPLIANCE WITH ACT 227 OF 1972 (SECTIONS 213.332 – 213.3332 OF MICHIGAN COMPILED LAWS)**

The DDA does not intend to condemn property in conjunction with this plan. As a result, this section is not applicable. However, in the future, if the condemnation of property is necessary to meet the objectives of this plan the Downtown Development Authority will submit to the City Council an acquisition and relocation plan consistent with the Standards and Provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and Act 227 of the Public Acts of 1972.

# Appendices

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## 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 line 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 southwesterly 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 Jamel 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 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.

## **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.

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## **Thank you for reading!**

For more information on the River Rouge Downtown Development Authority (DDA), please visit the City website:

<https://cityofriverrouge.com/community-development>

Or contact the Community Development Director:

Karl Laub  
(313) 842-4203 ext 224  
klaub@cityofriverrouge.org

River Rouge City Hall  
10600 West Jefferson Ave  
River Rouge, MI 48218

