

# **Development Plan and Tax Increment Financing Plan For the Center Line Downtown Development Area #1**

City of Center Line  
Downtown Development Authority

November 2015

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Adopted by City Council on: \_\_\_\_\_

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## ACKNOWLEDGEMENTS

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# Section 1

## Development Plan

### INTRODUCTION

The City of Center Line is located in Macomb County and surrounded by the City of Warren. It is a close-knit community where business owners know their customers by name. The City and downtown district maintain the walkable, urban fabric of an inner-ring suburb. There are many amenities such as beautification enhancements and public services, but there are also significant challenges related to declining property values and lack of private investment.

The mission of the Center Line Downtown Development Authority (DDA) is to encourage sustainable commercial development of the Downtown Development District by helping current businesses grow and encouraging the development of new businesses through physical improvements, financial incentives, and marketing.

Center Line should be a friendly place to do business. The Development Plan provides guidance to the DDA, including strategies for the revitalization of underutilized properties, rehabilitation of building facades, and nurturing of the entrepreneurial spirit through targeted marketing and financial incentives. The Tax Increment Financing (TIF) Plan provides the legal foundation for funding these improvements within the districts. The goal is to eliminate property value deterioration and to promote economic growth and revitalization, and ultimately to create an aesthetically pleasing, accessible, and vibrant Van Dyke and Ten Mile Corridor.

### PURPOSE OF THE DDA ACT

Act 197 of 1975 of the State of Michigan as amended, also known as the Downtown Development Authority Act, was created to provide for the establishment of a downtown development authority; to prescribe its powers and duties; to correct and prevent deterioration in business districts; 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 the locally-adopted development plan.

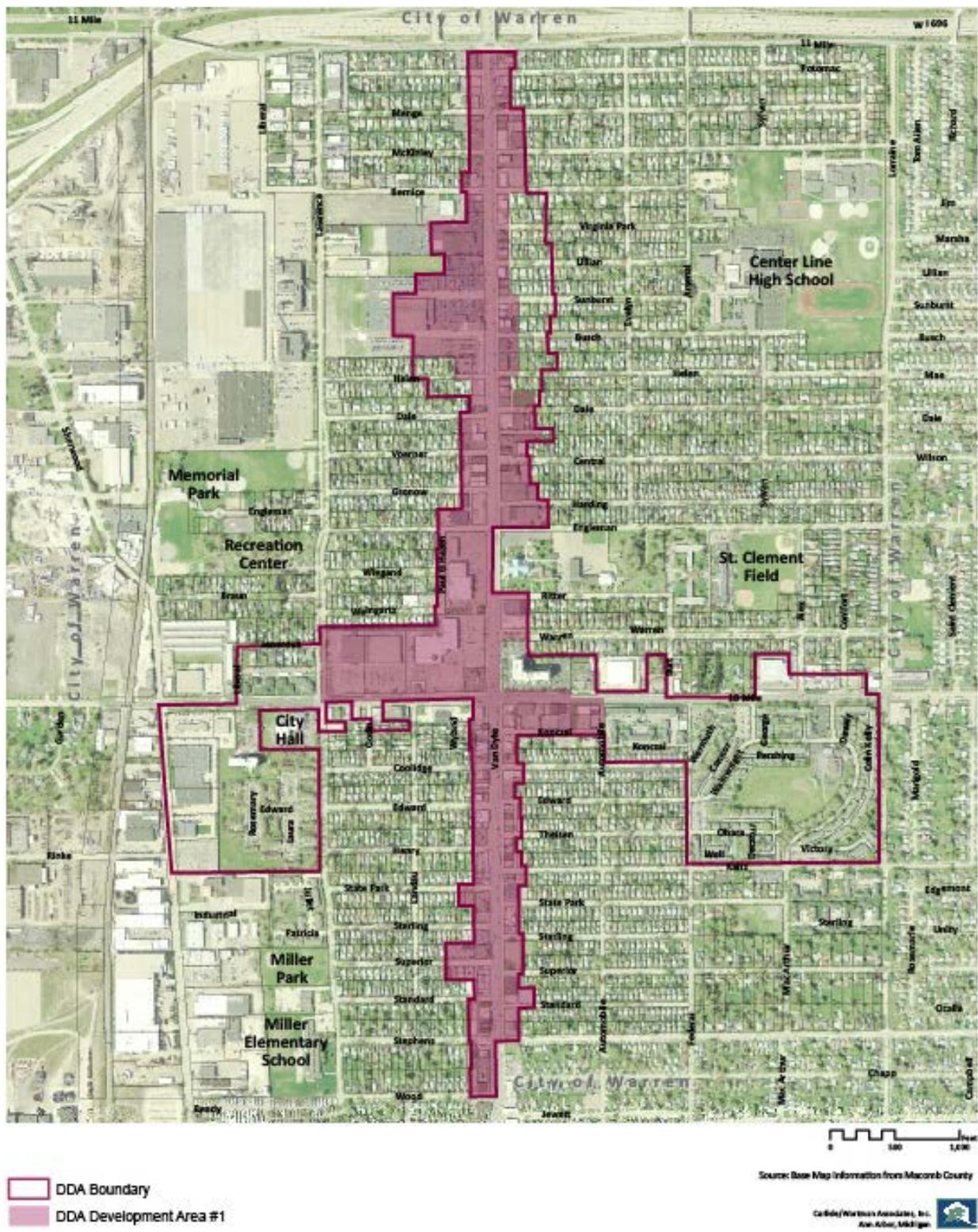
The Downtown Development Authority Act provides the legal mechanism for city officials to address the needs and encourage economic development within the City of Center Line (City) business district. This Act seeks to attack problems of urban decline, strengthen existing areas, and encourage new private development 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 projects or in concert with private development projects.

The manner in which the 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 127. Additional information is available from the City Manager.

The Center Line Downtown Development Authority (DDA) was established by Ordinance No. 246 on March 5, 1979. The geographic area within which the Center Line DDA has the powers and duties provided by the Act has been designated as the Downtown District. The boundaries of this Downtown District area shown on the map which follows, and the legal description is located in Appendix 1.

FIGURE 1. DDA Development Area #1 and DDA Authority Boundary



## DESCRIPTION OF THE DEVELOPMENT AREA

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

The Center Line DDA has been given the authority by the City Council to operate within the DDA Boundary. The DDA has also prepared a Development Plan for Development Area #1 and intends to implement that Plan through the use of tax increment financing. Figure 1 shows the DDA Boundary and the boundary of the DDA Development Area #1.

In general, Development Area #1 includes the commercially zoned frontage along both sides of Van Dyke Avenue as it traverses the City of Center Line. It also includes the shopping center at the northwest corner of Ten Mile Road and Van Dyke Avenue.

In 1993, there were 180 properties in Development Area #1, 16 of those were tax exempt. The 164 real taxable properties in the Development Area #1 comprised a total 1993 initial taxable value of \$16,145,204. At the time the DDA was created, there were 129 personal properties associated with the district having a 1993 taxable value of \$2,634,536. The initial value of all DDA property is identified in Table # and a complete list of properties can be found in Appendix #.

**TABLE 1. Taxable Value by Property Type**

Type	Number	Taxable Value	% of Total
Real Property	180	16,145,204	86.0%
Personal Property	143	2,634,536	14.0%
Total (Real and Personal)	323	18,779,740	100%

Development and land use changes have occurred since the adoption of the original Plan; however, the DDA is encouraged to retain the existing boundaries.

## Existing Streets and Public Facilities

The Existing Land Use map from the City's Master Plan shows the dominance of commercial development along Van Dyke and Ten Mile. The Van Dyke Corridor can be characterized as having strip commercial along the frontage, parking areas to the rear or sides of most structures, and then single-family residential about 200 feet from the centerline of Van Dyke. Van Dyke is the major north-south traffic artery for the Cities of Center Line, Warren, and Sterling Heights. It has six (6) lanes for moving traffic, a center left-turn lane, and turning lanes at Ten Mile Road and I-696. Ten Mile Road is also six (6) lanes with a center left-turn lane. There is no on-street parking on Van Dyke Avenue or Ten Mile Road.

**TABLE 2: Major Road Data**

Road	Segment	Traffic Volumes	Annual Crash Average
Van Dyke Avenue (M-53)	Stephens Drive to Ten Mile	30,600	19
	Ten Mile to Eleven Mile	28,000	38
Ten Mile Road	Lawrence to Van Dyke	15,100	16
	Van Dyke to Hoover	15,700	25

*Source: SEMCOG Road Segment Report 2014*

The Development District also contains the alleys parallel to Van Dyke and Ten Mile, as well as short segments of the following side streets Potomac, Menge, McKinley, Bernice, Helen, Dale, Voerner, Gronow, Engleman, Paul G Hazen, Ritter, Warre, Lawrence, Konczal, Automobile, Coolidge, Edward, Theisen, Kaltz, State Park, Sterling, Superior, Standard, Stephens, and Wood.

The primary public land acreage is that area reserved and used as roads and street rights-of-way. Van Dyke has an average right-of-way of about 100 feet. The side streets generally have 50 feet of right-of-way. There are alleys separating most of the commercial frontages from the residential neighborhoods. They have 16 feet of right-of way.

There is one City-owned parking lot located between Stephens and Standard Streets on the west side of Van Dyke Avenue. There is also one vacant City-owned lot located on the north side of Dale Street, east of the alley. It is currently home to the Center Line Community Garden. One remaining City-owned property is the public walkway which extends from Weingartz Avenue to Van Dyke Avenue through the shopping center. This landscaped pedestrian walk and bikeway is 50-feet wide. There is a gazebo on the site.

The City Hall, which is located near the southwest corner of Ten Mile Road and Van Dyke Avenue, west of Lawrence Road, adjacent to the Development Area #1 boundary. The Post Office is located in Development Area #1 at the southeast corner of Busch and Van Dyke Avenue. Other semi-public uses include substations and transfer facilities of the various utility companies.

**TABLE 3: Existing Land Use**

Land Use Categories	GIS Acres	Percent (%)
Vacant	3.49	0.31
Single Family Residential	373.51	33.45
Multiple Family Residential	67.13	6.01
Commercial/Office	112.86	10.11
Industrial	203.03	18.18
Public/Semi-Public	95.75	8.58
Recreation/Open Space	36.95	3.31
Road ROW	223.77	20.04
<b>Total</b>	<b>1,116.49</b>	

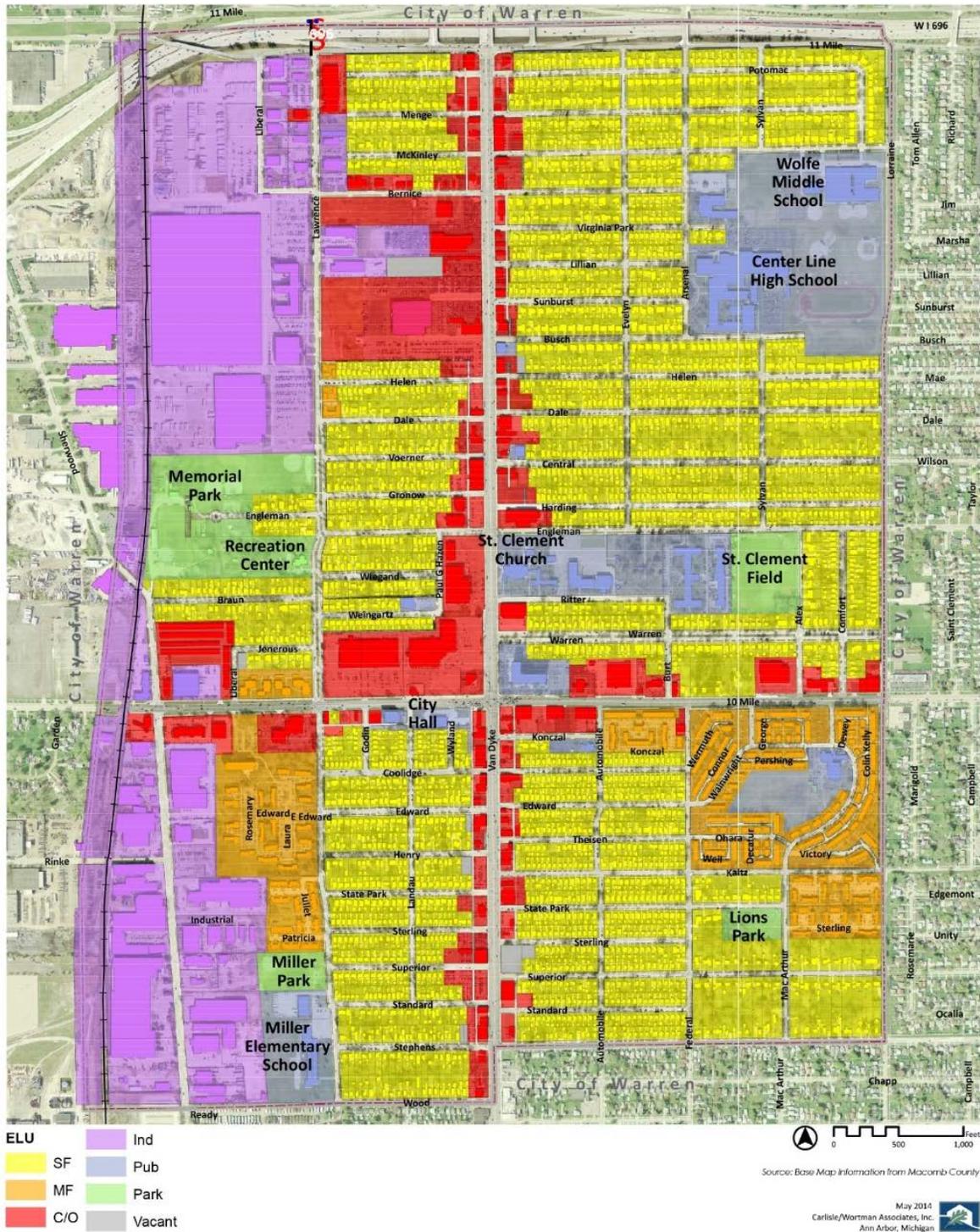
*Source: Center Line Master Plan 2014, GIS data*

## Existing Land Uses

The majority of frontages along Van Dyke Avenue and Ten Mile Road within Development Area #1 are developed as retail, office, or service uses. The predominant retailers are the automobile dealerships and the shopping center at the northwest corner of Van Dyke and Ten Mile. The opposite northeast corner houses the Center Line Senior Citizen high-rise housing complex. The first floor of this structure also provides retail, office, and service facilities.

St. Clement Church, located on the east side of Van Dyke between Ritter and Engleman, is another dominant feature of the landscape. The height and design of the church and the bell tower make this facility and the senior citizen tower a focal point of the City.

FIGURE 2. Existing Land Uses



## Proposed Land Uses

The Development Plan concept is based on the rehabilitation and revitalization of existing commercial and public or semi-public uses along Van Dyke Avenue and Ten Mile Road; the encouragement of new commercial uses; development of public and private lots for commercial, parking, and pedestrian amenities; and the protection of residential neighborhoods adjacent to the corridor. The 2014 Master Plan introduced a new land use category of Mixed Use. This category is designated for the current Senior Complex property. Mixed Use and Multifamily Residential Use are designated in the DDA Boundary but outside the taxable DDA Development Area #1.

Public improvements will be made, as necessary, to implement the goals and objectives of the Development Plan. In addition, private investment will be strongly encouraged through the utilization of incentives to private parties, such as linking public investment with private investment through development agreements and State economic development laws. Street relocation; water, sewer, and storm water management improvements; and parking facilities may be provided, when necessary, to assure a specific economic development. Gateway signage, landscaping, sidewalk improvements, pedestrian plazas, additional streetscape, and furniture will be provided to create a more attractive physical, economic, and social environment. Façade, building, and signage improvements to private structures are strongly encouraged through the provision of architectural assistance and various economic incentives.

## Zoning

Five zoning districts comprise the DDA Development Area 1. The B-3 General Business zoning district provides the regulations for the greatest majority of properties. This district allows for wide range of commercial, office and mixed-use uses. T-P Transitional Parking and M-1 Light Industrial zoning districts are located in a linear pattern directly to the rear of the B-3 Districts. These properties are intended as off-street parking for the Van Dyke businesses. The northwest corner of Van Dyke Highway and Ten Mile Road is occupied by a strip shopping center with a B-2 Planned Business designation. A PD Planned Development district is located to the rear of Ten Mile Road B-3 frontage east of Van Dyke Highway.

FIGURE 3. Proposed Land Use

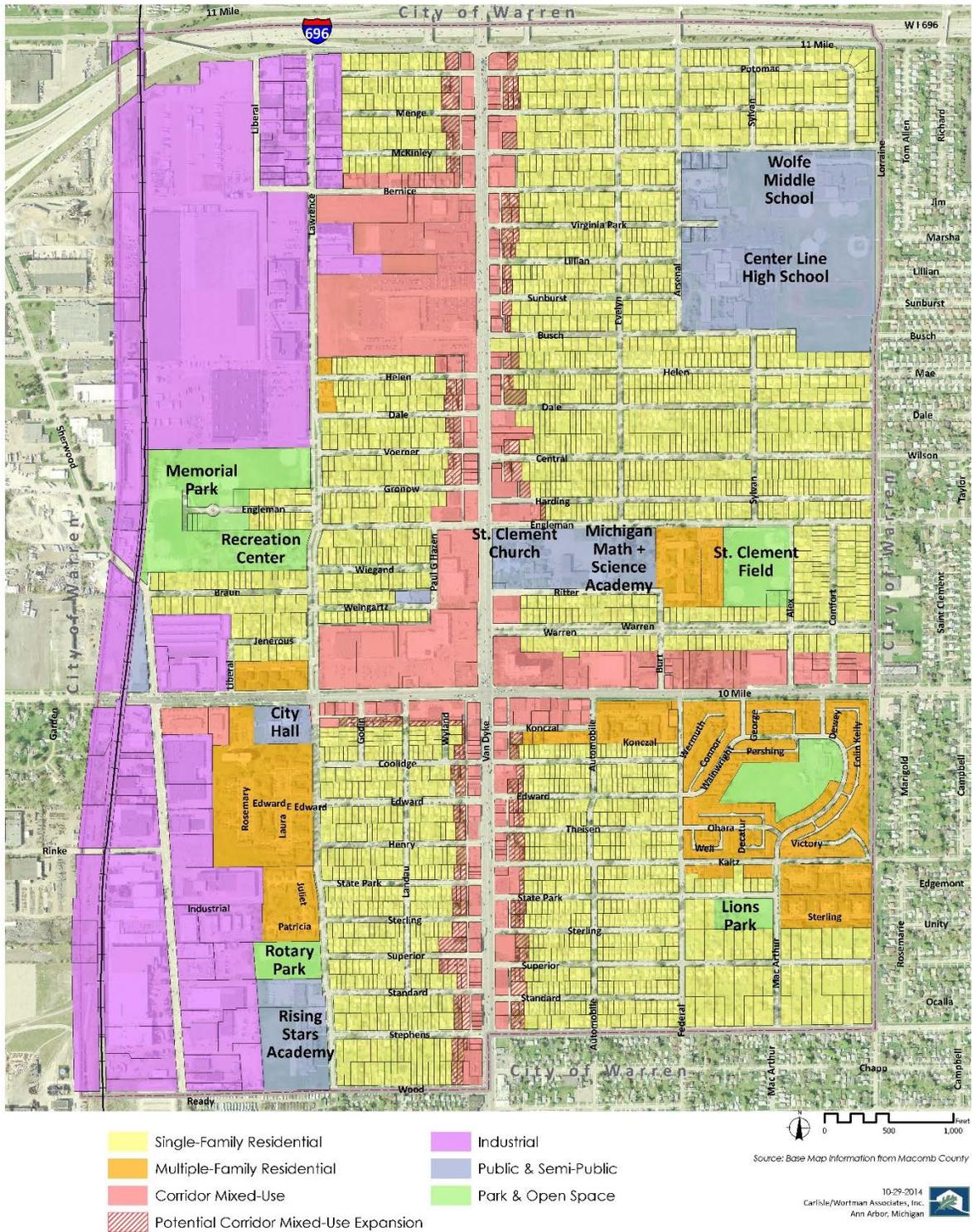
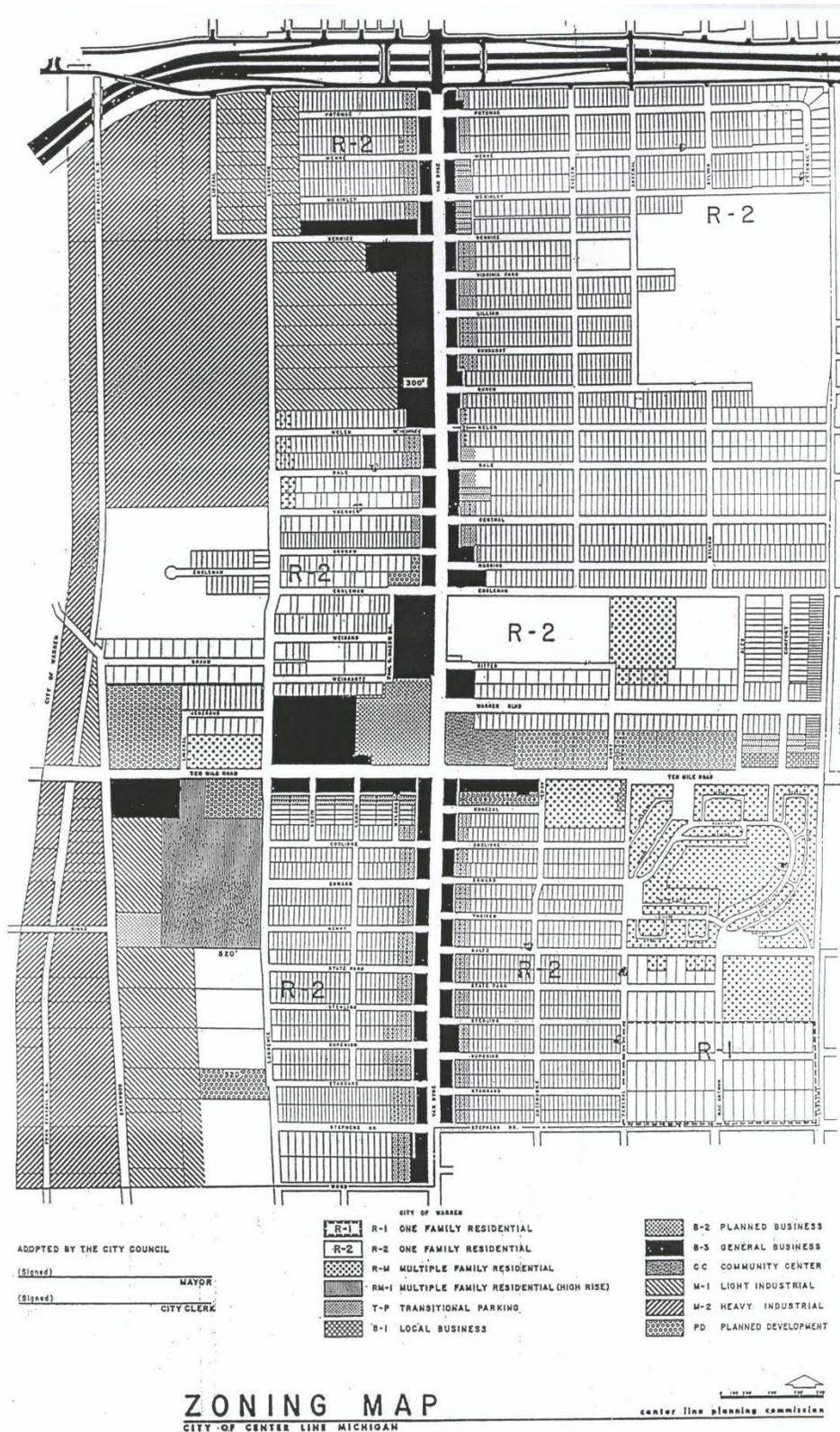


FIGURE 4. Zoning



## GOALS AND PRIORITIES

***The overall goal of the Center Line Downtown Development Authority is to improve and encourage the long-term economic viability of the Van Dyke and Ten Mile commercial corridors.*** The projects and improvements outlined in this Development Plan are designed to nurture the necessary physical, economic, and social environment that will enable the City of Center Line to protect existing investment, attract new development, and stimulate the revitalization of properties within the downtown district.

### Physical Environment

- Support infrastructure and parking area improvements necessary to assure that new business continues to develop in the City
- Encourage good design, architectural compatibility, color coordination, high-quality materials, consistent building orientation, and façade articulation that contribute to a cohesive and inviting corridor
- Promote streetscape improvements, pedestrian walkways, and people comforts that encourage the neighborhood residents to walk or bike to the commercial facilities
- Ensure regular maintenance of buildings, properties, and infrastructure

### Economic Environment

- Undertake projects and programs which will assist and focus on the economic enhancement and marketing programs undertaken by the City and its departments
- Support financing of projects through special assessments, Federal and State grants, State tax incentives, private investment, DDA millage, or other tools, if necessary
- Encourage entrepreneurship; retain the economically viable businesses which presently exist and encourage their expansion
- Provide economic development support to businesses and potential developers

### Social Environment

- Coordinate projects and events with State and local agencies, citizen groups, and the City's departments, commissions, and boards
- Promote a positive and welcoming image of the corridor
- Distribute promotional materials and maintain online resources and tools for living, working, and doing business in the downtown district

## DESCRIPTION OF IMPROVEMENTS

The Development Plan for the Center Line Downtown Development Area includes projects and programs which will fulfill the priorities and objectives of this Plan. The Plan has been divided into these two major improvement components – projects and programs. The following projects directly impact the physical environment as a means to increase investment in the corridor and improve the overall economic and social environment. The programs are intended to create a steady economic and social environment for sustained investment and positive physical redevelopment through incentives, marketing, and support.

### Projects

- Downtown district gateways and entry signage
- Streetscape improvements and pedestrian enhancements along Van Dyke, Ten Mile, adjacent alleys, and connecting side streets including pedestrian lighting, seating, sidewalk, landscaping, trees, flower planters, plazas, bike racks, trash receptacles, and other amenities
- Bus stop improvements
- Parking lot expansion and improvements
- Revitalization of outdated building facades
- Redevelopment of substandard or underutilized commercial sites
- Demolition of substandard or vacant structures
- Land assembly
- Screening or buffering between commercial development and adjacent residential
- Utility improvements or relocation
- Rerouting of streets to provide area for commercial development and separate commercial traffic from residential area
- Provision of on-street parking and pedestrian islands along Van Dyke and Ten Mile, if permitted by the State and Macomb County

## Programs

- Website for downtown district
- Design and planning assistance
- Façade improvement program
- Signage improvement program
- Landscape and streetscape beautification and maintenance programs
- Pedestrian lighting
- Wayfinding and promotional banners
- Economic development ambassadors
- Code enforcement and program ambassadors
- Seasonal/community events and displays
- Newsletters and marketing materials

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

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

The DDA is positioned to fund small scale improvements as well as projects related to marketing, planning, and operations. There are no plans for large scale construction projects; however, the DDA may provide economic development services and support to private redevelopment. Large scale development opportunities include the Rinke Buick and Balkan Hall site. The following projects represent the scope of perceived projects that will accomplish the objectives of the DDA and the Development Plan and Tax Increment Financing Plan. A description of each project is provided below as well as the estimated cost and year of completion.

<b>Website Development</b>	<b>2016</b>	<b>\$40,000</b>
<p>This project involves the creation of a website designed to promote development, employment, and commerce in the downtown district. A website development specialist is required. Cost shared with City.</p>		

<b>Website Maintenance and Marketing</b>	<b>2016 Ongoing</b>	<b>\$40,000</b>
<p>This project involves the regular maintenance of the website as well as digital promotion. It may be beneficial to appoint a person to coordinate these efforts. This project may also involve better coordination of marketing and promotions like coordinated store hours, coordinated signage, special sales activities, etc. \$5,000 annually. Cost shared with City.</p>		

<b>Downtown Gateway Signage</b>	<b>2016-17</b>	<b>\$250,000</b>
<p>The project would include new large gateway signs and landscaping enhancements at the Downtown District entryways at the north and south Van Dyke entrances and the west and east Ten Mile entrances to the Development Area.</p>		

<b>Façade Improvements</b>	<b>2016 Ongoing</b>	<b>\$160,000</b>
<p>This project involves the expansion of the existing Façade Improvement Program. Up to \$20,000 annually.</p>		

<b>Streetscape and Project Maintenance</b>	<b>2016 Ongoing</b>	<b>\$40,000</b>
<p>This project involves the maintenance of the streetscape improvements, and parking areas in the DDA. The maintenance of proposed improvements, such as DDA streetscape lighting and landscape, gateways, DDA parking areas, public art, seasonal displays, and Development Area beautification. The allocation of revenue for this purpose would cover the costs associated with replacement and upkeep of fixtures, structures, vegetation, public amenities, etc. \$5,000 annually.</p>		

<b>Signage Improvements</b>	<b>2016 Ongoing</b>	<b>\$32,000</b>
<p>This project involves the maintenance of the existing Signage Improvement Program. Award two (2) \$2,000 grants annually.</p>		

<b>Consultation</b>	<b>2016 Ongoing</b>	<b>\$160,000</b>
<p>This project includes any engineering, planning, economic development services, and legal fees required as they relate to projects identified in the Plan, and the use of a professional consultant to assist in developing plans and strategies to achieve the goals and objectives identified in the Plan. This also includes conducting economic development programs, preparing specifications and inspections for improvement programs, and creating guidelines for façade improvements. \$20,000 annually.</p>		

## STATEMENT OF THE CONSTRUCTION

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

**TABLE 4: Timeline for Development Activities**

Proposed Project	2016	2017	2018	2019	2020	2021	2022	2023
Website Development								
Gateways								
Façade Improvements								
Consultation								
Streetscape and Project Maintenance								
Signage Improvements								
Website Maintenance and Marketing								

## OPEN SPACE

It is anticipated that the walkway and bike trail area (known as Hogan Hills) which provides a pedestrian connection from Weingartz Street to Van Dyke through the shopping center will remain as open space. There is also hope that one or two more walkways or bikeways can be provided to encourage pedestrian traffic within the corridor. The DDA has a desire to improve pedestrian paths, including alleys and the connections from the rear private and public parking areas along the side streets. The existing Community Garden on Dale Street may be used for development

## DEVELOPMENT AREA OWNERSHIP AND TENURE

The DDA does not have any specific plan to sell, donate, exchange, or lease any land or structure to or from the City of Center Line at this time. 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.

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

Most of the land within the DDA Development Area #1 is zoned B-3 General Business. Updates to the Center Line Zoning Ordinance introduce a Mixed-Use as a special land use and within specific zoning districts. As a result, there is the potential for residential development within the DDA district. Commercial use will remain the dominant zoning use along the Van Dyke Avenue and Ten Mile Road frontage.

As noted, streets may be relocated or looped to provide a separation between commercial and residential land uses and traffic. The determination of street levels, intersections, and utilities will be made during design and engineering.

It is anticipated that public utilities will be extended and improved in Development Area #1 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, PROPOSED METHOD OF FINANCING THE DEVELOPMENT, ABILITY OF THE AUTHORITY TO ARRANGE THE FINANCING**

Improvements are projected to occur according to the two phases listed in the Statement of Construction. This program will shift as developments are finalized and financing is secured. The estimated cost of the specific projects anticipated in this Development Plan is approximately \$620,000. This is broken down into gateway signage - \$200,000 (total); façade improvements - \$200,000 (total); signage improvements - \$20,000 (total); website development - \$20,000, website maintenance and marketing - \$20,000 (total); streetscape and project maintenance - \$40,000 (total); consultation - \$40,000 (total).

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. Table # in 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 purpose of this Plan to be minimal.

All projects may be financed from revenues received by the DDA. The various available methods of financing the DDA may seek to use are described in the following text.

**TABLE 5: Summary of Proposed Development Activities**

Proposed Project	Cost	DDA Share	Year	Anticipated Method of Financing
Website Development	\$40,000	\$20,000	2016	1
Website Maintenance and Marketing	\$40,000	\$20,000	Ongoing starting in 2016	1
Gateways	\$250,000	\$250,000	2014-16	1
Façade Improvements	\$160,000	\$160,000	Ongoing	1
Consultation	\$160,000	\$160,000	Ongoing	1
Streetscape and Project Maintenance	\$40,000	\$40,000	Ongoing	1
Signage Improvements	\$16,000	\$16,000	Ongoing	1
1 = Annual Tax Increment 2 = Tax Increment Bonds 3 = City Funds 4 = State, Federal, and Private Grants 5 = Special Assessments				

## City of Center Line Limited Tax General Obligation Bonds Issued Pursuant to Section 16 of Act 197

While Section 16 of the Act permits the City to issue general obligation bonds, the Center Line DDA has no outstanding bonds.

## Special Assessment/General Obligation Bonds

The City may also issue special assessment bonds along or in combination with general obligation bonds to finance all or part of the street and alley improvements, the sidewalks, lighting, gateways, façade and rear entrance improvements, sign improvements, and parking improvements. The size of such bonds issues would depend on the project included within such bond issues and the portion of each such project to be financed from special assessments and the portion, if any, to be financed from general funds. Payment of such special assessment bonds would be from the proceeds of the special assessment rolls consisting of the lands specially benefitted by the project. Payment of the general obligation bonds would be from general funds of the City derived from the proceeds of taxes levied upon all property within the City.

## MDOT Small Urban Program

The Small Urban Program provides federal Surface Transportation Program (STP) funding for road and transit capital projects.

## MDOT Transportations Alternatives Program

A competitive grant program that funds projects such as non-motorized paths, streetscapes, and historic preservation of transportation facilities that enhance Michigan's intermodal transportation system and provide safe alternative transportation options.

## MDOT Transportation Economic Development Fund

To provide funding for transportation construction costs associated with an economic development project. The funds address transportation needs such as infrastructure conditions, safety, and accessibility that are critical to the success of the project. The project must related to a target industry, create or retain permanent jobs, increase the local tax base, and be immediate and non-speculative.

## **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 developers who are willing to build a project acceptable to the Authority. There are no known direct beneficiaries at this time. To the extent that certain projects, such as the provision of public parking facilities, will benefit a set of businesses, efforts will be made to capture such benefit through special assessments and development agreements.

## **RESIDENTIAL POPULATION AND THE DISPLACEMENT OF PERSONS**

The 2010 Census indicated that the City of Center Line has an average of 2.22 persons per household. There are two occupied single-family dwelling units within the Development Area #1 at the present time, representing approximately 5 persons. Mixed-use development is promoted in Development Area #1. There is no anticipated displacement or relocation required for this Plan.

The Center Line DDA, when required, will provide for the cost of relocation and reimbursement of expenses in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

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

## **DEVELOPMENT AREA CITIZENS' ADVISORY COUNCIL**

If the Development Area has 100 or more residents residing within it, a Development Area Citizens' Advisory Council must be appointed at least 90 days before the public hearing on the Plan. There is no legal need for a Citizens' Advisory Council within Development Area #1 at this time.

# Section 2

## Tax Increment Financing Plan

### INTRODUCTION

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

### DETAILED EXPLANATION OF THE TAX 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 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 or development programs. These programs must be identified in a Tax Increment Financing Plan which has been approved by the governing body of a municipality.

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

Taxing jurisdictions collecting ad valorem taxes can opt out of tax increment capture for an expanded district area. This plan does not include expansion of Development Area #1.

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. The local taxing jurisdictions consist of Macomb County, Macomb 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.

In each subsequent year, the total assessed value of real and personal property within the district is termed the "Current Assessed Value."

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 Center Line Downtown Development Area #1 Tax Increment Financing Plan, the initial assessed value will be the assessed value of all real and personal property in the Development Area as set December 31, 1993, and equalized by the State in May 1994. The initial assessed value of Development Area #1 is \$18,779,740.

The tax levy of all taxing jurisdiction in 1995 is 20.80 mills. Under this Tax Increment Financing Plan, the tax levy on the entire capture assessed valuation is to be utilized by the DDA in the manner as hereinafter set forth.

## **PROJECTION OF CAPTURED ASSESSED VALUES AND REVENUES**

The Tax Increment Financing Plan is based on the redevelopment or revitalization of desired projects within Development Area #1. The larger sites such as the Rinke Buick site and Balkin Hall site offer immediate economic advantages at an unknown future date. In the interim life of the DDA, the small projects will assure that the Center Line Van Dyke and Ten Mile corridors remain a viable and competitive economic market.

As noted in the Development Plan, there are areas available for commercial expansion and the DDA may support these large redevelopment projects by providing economic development services or applying for State and Federal

grants. However, the majority of projects will focus on supporting existing businesses via façade and rear entry improvements, marketing, and consultation services. Gateways, signage improvements, and maintenance for streetscape and DDA projects will also enhance the overall physical and economic environment of the corridor as a means to promote revitalization and investment.

The potential captured assessed values and the tax increment revenues from these new projects have not been specifically included in any bonding proposal for the Tax Increment Financing Plan.

**TABLE 6: Millages**

<b>Millage Name</b>	<b>Ad Val Rate</b>
County	4.5685
HCMA	0.2146
SMART	1.000
College Operating	1.4212
<b>Total</b>	<b>7.2043</b>

Based on the projected growth outlined in the Development Plan and the existing tax rate of 7.2043, there will be generated revenues of about \$10,978 in 2015, \$13,172 in 2016, \$16,142 in 2017, \$17,656 in 2018, \$17,962 in 2019, \$17,192 in 2020, \$18,721 in 2021, \$20,261 in 2022, \$22,905 in 2023. 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 #1 raise their millage, more revenues will be raised for the Downtown Development Plan
2. Annual inflation growth rates have been projected for each year. The inflation rate is projected at 0.03% in 2015, 1.5% in 2016, 2.0% in 2017, 1.0% in 2018, 0.2% in 2019, -0.5% in 2020, 1.0% in 2021 and 2022, and 1.7% in 2023.

Proposal A, adopted in March 1994, limits the annual assessment increase for each property parcel in the State of Michigan to 5% or inflation rate, whichever is less. When property is sold or transferred, adjust assessment to current value. This has been figured into the new tax increment revenue projections.

TABLE 7: Summary of Actual and Projected Captured Value and Revenue

Year End 12/31	Current Assessed Valuation	CPI Inflation Change Avg-Avg (Detroit-Ann Arbor-Flint, MI)	Ad Val Taxable Value	CFT Taxable Value	Ad Val Captured Taxable Value	CFT Captured Taxable Value	Ad Val Tax Rate	CFT Tax Rate	Ad Val Tax Increment Revenue	CFT Tax Increment Revenue	Total Tax Increment Revenue	Fiscal Year
1993	18,779,740		18,779,740	n/a	0	n/a	0.0208	n/a	-	n/a	0	FY1995
1994	18,779,740	3.2%	18,779,740	n/a	0	n/a	0.0208	n/a	-	n/a	0	FY1996
1995	18,779,740	3.2%	18,779,740	n/a	0	n/a	0.0208	n/a	-	n/a	0	FY1997
1996	18,779,740	2.6%	18,779,740	n/a	0	n/a	0.0208	n/a	-	n/a	0	FY1998
1997	18,779,740	2.5%	18,779,740	n/a	0	n/a	0.0208	n/a	-	n/a	0	FY1999
1998	19,779,740	2.2%	19,192,894	n/a	413,154	n/a	0.0208	n/a	8,594	n/a	8,594	FY2000
1999	19,779,740	2.6%	19,691,910	n/a	912,170	n/a	0.0208	n/a	18,973	n/a	18,973	FY2001
2000	24,779,740	3.6%	20,400,818	n/a	1,621,078	n/a	0.0208	n/a	33,718	n/a	33,718	FY2002
2001	24,779,740	2.7%	20,951,640	n/a	2,171,900	n/a	0.0208	n/a	45,176	n/a	45,176	FY2003
2002	26,279,740	2.6%	23,336,807	n/a	4,557,067	n/a	0.0208	n/a	94,787	n/a	94,787	FY2004
2003	26,279,740	2.0%	23,234,984	n/a	4,455,244	n/a	0.0064405	n/a	28,694	n/a	28,694	FY2005
2004	26,279,740	1.6%	23,606,744	n/a	4,503,327	n/a	0.0064328	n/a	28,969	n/a	28,969	FY2006
2005	26,279,740	2.9%	24,796,094	n/a	6,016,354	n/a	0.0064328	n/a	38,702	n/a	38,702	FY2007
2006	26,279,740	3.0%	25,708,138	n/a	6,928,398	n/a	0.0064328	n/a	44,569	n/a	44,569	FY2008
2007	26,279,740	1.8%	27,681,466	n/a	8,901,726	n/a	0.0067943	n/a	60,481	n/a	60,481	FY2009
2008	26,279,740	2.3%	27,530,751	n/a	8,751,011	n/a	0.0067943	n/a	59,457	n/a	59,457	FY2010
2009	26,279,740	-0.6%	26,014,164	n/a	7,234,424	n/a	0.0067943	n/a	49,153	n/a	49,153	FY2011
2010	26,279,740	0.8%	22,623,256	n/a	3,843,516	n/a	0.0067943	n/a	26,114	n/a	26,114	FY2012
2011	22,623,243	3.3%	22,621,043	n/a	3,841,308	n/a	0.0067943	n/a	26,099	n/a	26,099	FY2013
2012	22,621,043	2.0%	18,857,605	n/a	77,865	n/a	0.0067943	n/a	529	n/a	529	FY2014
2013	18,857,605	1.6%	18,645,521	930,960	(134,219)	930,960	0.0072043	0.00360215	(967)	3,353	2,387	FY2015
2014	20,519,170	1.6%	18,665,006	2,158,725	(114,734)	2,158,725	0.0072043	0.00360215	(827)	7,776	6,949	FY2016
2015	21,545,129	0.3%	18,721,001	3,165,201	(58,739)	3,165,201	0.0072043	0.00360215	(423)	11,402	10,978	FY2017
2016	21,750,000	1.5%	19,001,816	3,212,679	222,076	3,212,679	0.0072043	0.00360215	1,600	11,573	13,172	FY2018
2017	22,000,000	2.0%	19,381,852	3,276,933	602,112	3,276,933	0.0072043	0.00360215	4,338	11,804	16,142	FY2019
2018	22,000,000	1.0%	19,575,671	3,309,702	795,931	3,309,702	0.0072043	0.00360215	5,734	11,922	17,656	FY2020
2019	25,000,000	0.2%	19,614,822	3,316,322	835,082	3,316,322	0.0072043	0.00360215	6,016	11,946	17,962	FY2021
2020	25,000,000	-0.5%	19,516,748	3,299,740	737,008	3,299,740	0.0072043	0.00360215	5,310	11,886	17,196	FY2022
2021	25,000,000	1.0%	19,711,916	3,332,737	932,176	3,332,737	0.0072043	0.00360215	6,716	12,005	18,721	FY2023
2022	25,000,000	1.0%	19,909,035	3,366,065	1,129,295	3,366,065	0.0072043	0.00360215	8,136	12,125	20,261	FY2024
2023	25,000,000	1.7%	20,247,488	3,423,288	1,467,748	3,423,288	0.0072043	0.00360215	10,574	12,331	22,905	FY2025

Source: City of Center Line, U.S. Department Of Labor, Bureau of Labor Statistics Consumer Price Index All Urban Consumers - (CPI-U) Detroit-Ann Arbor-Flint, MI

NOTE (1): Shaded years have been modified to reflect actual or forecasted figures.

NOTE(2): Because of the current capture taxable value being so close to the base taxable value of the DDA, substantial volatility exists in the current and future projected figures. Significant factors that could materially impact future forecasted figures include, but are not limited to, (a) Michigan Tax Tribunal decisions negatively impacting the TV of a DDA parcel, (b) future increase or elimination of currently captured millages, and (c) national and/or global economic events that cannot be reasonably predicted at this time. Because of the small amount of projected capture revenue and the volatility of the capture amount because of how close the capture values currently are to the base taxable value of the district, the city Finance Director/Treasurer recommends AGAINST any use of these captured funds toward the issue of a bond that would need to be backed by the credit of the City of Center Line.

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## 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 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.

Second, the pay for projects and ongoing programs identified in the Development Plan including website development, gateways, façade improvements, consultation, streetscape and project maintenance, signage improvements, and website maintenance and marketing.

Third, any tax increment receipts in excess of those needed under the preceding paragraphs 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 the Plan is anticipated increased 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 increased 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 Downtown Development 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 proposed that all of the eligible taxes, minus those presently collected for debt service retirement, subject to any agreements with the various taxing units, levied on the captured assessment value within the district, be used by the Authority to the extent needed from year-to-year to accomplish the purpose of this Plan.

## **JUSTIFICATION OF THE TAX INCREMENT FINANCING PLAN**

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. In the decade preceding the original adoption of this Plan in 1993, land values and tax revenues within the Development Area were in decline. Many of the commercial properties remained vacant and businesses occupying retail frontage were not always viable. Other issues such as the lack of parking, loss of amenities along Van Dyke and Ten Mile Road, conflicts with neighboring residential properties, and negative environmental impacts also contributed to the physical, economic, and social decline of the downtown district. 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 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.

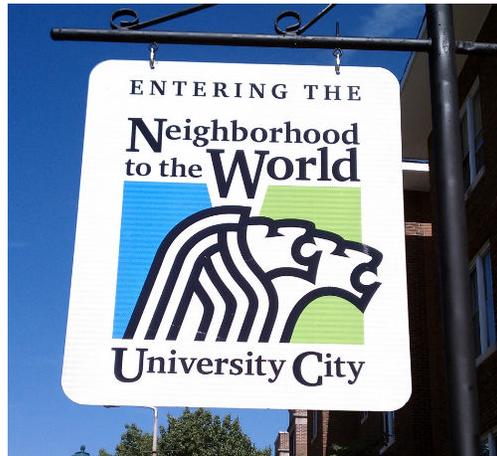
# Appendix

Appendix 1	Legal Description of DDA Downtown District
Appendix 2	Legal Description of DDA Development Area #1
Appendix 3	DDA Development Area #1 Property Inventory
Appendix 4	Resolution
Appendix 5	Ordinance No. 339
Appendix 6	Gateway Photos

**A-6 Gateway Photos** Ground signs



**A-6 Gateway Photos** Pole signs



**A-6 Gateway Photos** Gateway and streetscape elements



**A-6 Gateway Photos** Banners and flags



# City of Center Line NOTICE OF PUBLIC HEARING

APPENDIX 1

## LEGAL DESCRIPTION OF THE CITY OF CENTER LINE DDA DOWNTOWN DISTRICT

NOTICE IS HEREBY GIVEN THAT the City Council of the City of Center Line will consider creation of a Downtown Development Authority, the proposed boundaries of which are:

Beginning at the North East corner of Section 21 T.1N.R.12E, thence South, along the East line of Section 21, 211 feet, thence West 162 feet, thence South 930 feet, thence West 70.1 feet, thence South 133.69 feet, to the center line of Bernice Ave., thence West 385 feet, thence North 142.61 feet thence West 448.62 feet, thence South 142.50 feet to the center line of Bernice Ave., thence East 894.72 feet, thence south 352.24 feet, thence West 273 feet, thence South 246.93 feet, thence East 100 feet, thence South 148.27 feet, thence West 220 feet ±, thence South 148.27 feet, thence West 170± feet, thence South 329.22 feet, thence East 160± feet, thence South 164.62 feet, thence East 300 feet, thence South 154.96 feet, thence East 124.20 feet, thence South 123.50 feet, thence West 35 feet thence South 138.88 feet, thence West 40 feet, thence South 144.64, thence East 3 feet; thence South 143.53, thence West 3 feet, thence South 431.86, thence West 180.3 feet, thence South 164.42, thence East 23.50 feet, thence South 594 feet, thence West 80 ft., thence South 105.58 feet, thence West 894.37 feet, thence South 90± feet, thence West 601.66 feet, thence South along the center line of Liberal Ave. 467.65± to the center line of (10) Ten Mile Road. Thence West along the center line of (10) Ten Mile Road 578.77± feet, to the center line of Sherwood Ave., thence South on the center line of Sherwood Ave. 1253.37 feet, thence East 1170.74 feet, to the Center line of Lawrence Ave., thence North on the center line of Lawrence Ave., 1103.37 feet, thence East 148.3 feet, thence North 37 feet, thence East 172.90 feet, excluding Van Dyke-Ten, Lots 67 to 74; thence South 25 feet, thence East 320.60 feet to the center line of Landau Ave.; excluding Van Dyke-Ten lots 47 to 56; thence North 161 feet to the center line of (10) Ten Mile Road; Thence East 446 feet; Thence South 118 feet; thence West 22 feet; Thence South 225.17 feet; Thence East 22 feet; thence South 1078.61 feet; thence West 113.50 feet; thence South 142 feet; thence East 122.50 feet; thence South 284 feet; thence West 218.50 feet; thence South 284 feet; thence East 227.50 feet; thence South 142 feet; thence West 52 feet; thence South 136.88 feet; thence East 5 feet; thence South 202.00 feet; thence East 10 feet thence South 180.70 feet; thence West 7.30 feet; thence South 213 feet to the Southerly Corporation boundary; thence East 206.30 feet to the Center line of Van Dyke Ave. Thence North on the center line of Van Dyke Ave. 426.70 to the Center line of Stephens Road; Thence East on Stephens Road 173 feet; thence North 242.49 feet; thence East 119 feet; thence North 106.5 feet; thence West 119 feet; thence North 106.5 feet; thence East 35 feet; thence North 288 feet; thence West 35 feet; thence North 369.5 feet; thence East 60 feet; thence North 131.5 feet; thence West 31 feet; thence North 107 feet; thence West 40 feet; thence North 107 feet; thence East 40 feet; thence North 156.77 feet; thence West 8.0 feet; thence North 183 feet; thence West 40.0 feet; thence North 111.0 feet; thence East 53 feet; thence North 133.34; thence West 70 feet; thence North 237 feet; thence East 549.30 feet; thence South 130.0 feet; thence East 610.20 feet; thence South 926.57 feet; thence East 1483.19 feet to the Easterly corporation limits; thence North 1311.31 feet to the center line of (10) Ten Mile Road; thence West 143.0 feet; thence North 109 feet; thence West 670.10 feet; thence North 162.32 feet; thence West 197.80 feet; thence South 328.33 feet to the center line of (10) Mile Road; thence West 860.51 feet; thence North 318.61; thence West 146.25 feet; thence 318.61 feet; thence West 393.99 feet; thence North 328.73 feet; thence West 517.93 feet; thence North 461.40 feet, the center line of Ritter Street; thence West 270.11 feet; the center line of Van Dyke Ave; thence North 531.93 feet the Center line of Engleman Road; thence East on the center line of Engleman Road 313.43 feet; thence North 234.05 feet, the center line of Harding Ave.; thence East on the center line of Harding Ave., 89.00± feet; thence North 125.00 feet thence West 138.00± feet; thence North 328.96 feet; thence East 231.30 feet; thence North 99.55 feet; thence West 140.28 feet; thence North 148.46 feet; the center line of Dale Ave.; thence West 85 feet; thence North 278 feet the center line of Helen Ave.; thence East 58 feet; thence North 446.32 feet; thence East 10± feet; thence North 133.6 feet the center line of Sunburst Ave.; thence West on the center line of Sunburst Ave., 70 feet; thence North 839.96 feet, the center line of Bernice Ave.; thence East on the center line of Bernice Ave.; 117 feet; thence North 184 feet; thence East 18 ft.; thence North 111 feet the center line of McKinley Ave.; thence West 6.00 feet; thence North 310.0 feet the center line of Menge Ave.; thence West 112 feet; thence North 679 feet the Northerly corporate limits of the City of Center Line; thence West 171.00 feet; the point of beginning, the North East corner of Section 21 T.1N.R.12E.

## LEGAL DESCRIPTION OF THE CITY OF CENTER LINE DDA DOWNTOWN DEVELOPMENT AREA #1

Beginning at the Northeast corner of Section 21 T.1N,R.12E, thence South along the East line of Section 21, 211 feet, thence West 162 feet, thence South 930 feet, thence West 45.1 feet, thence South 142 feet to the centerline of Bernice Avenue, thence East 35 feet, thence South 223.9 feet, thence West 270 feet, thence South 245 feet, thence East 100 feet, thence South 150 feet, thence West 225 feet, thence South 150 feet, thence West 175 feet, thence South 330 feet, thence East 150 feet, thence South 175 feet, thence East 315 feet, thence South 190 feet to the South side of Helen Avenue, thence East 125 feet, thence South 245 feet, thence West 70 feet, thence South 170 feet, thence East 3 feet, thence South 170 feet to the South side of Voerner, thence West 3 feet, thence South 410 feet, thence West 180 feet, thence South 310 feet, thence West 13 feet, thence South 445 feet, thence West 20 feet, thence South 145 feet, thence West 898 feet to the centerline of Lawrence Avenue, thence South 590 feet to the centerline of Ten Mile Road, thence East 1,188 feet along the centerline of Ten Mile Road, thence South 161 feet, thence West 22 feet, thence South 225 feet, thence East 22 feet, thence South 1,055 feet to the North side of State Park Avenue, thence West 110 feet, thence South 167 feet, thence East 114 feet, thence South 284 feet, thence West 218 feet, thence South 167 feet, thence East 5 feet, thence South 117 feet, thence East 219 feet, thence South 142 feet to the centerline of Standard Avenue, thence West 43 feet, thence South 154 feet, thence East 5 feet, thence South 169 feet to the centerline of Stephens Road, thence East 10 feet, thence South 214 feet, thence West 2 feet, thence South 213 feet to the centerline of Wood Avenue, thence East 200 feet to the centerline of Van Dyke Avenue, thence North 427 feet along the centerline of Van Dyke Avenue to the centerline of Stephens Avenue, thence East 173 feet along the centerline of Stephens Avenue, thence North 245 feet, thence East 119 feet, thence North 156.6 feet, thence West 119 feet, thence North 106 feet to the South side of Superior, thence East 35 feet along the South side of Superior, thence North 313 feet to the North side of Sterling, thence West 35 feet along the North side of Sterling, thence North 370 feet, thence East 60 feet, thence North 156 feet to the North side of Kaltz, thence West 35 feet along the North side of Kaltz, thence North 107 feet, thence West 40 feet, thence North 107 feet to the South side of Theisen, thence East 40 feet along the South side of Theisen, thence North 156 feet, thence West 8 feet, thence North 158 feet to the North side of Edward, thence West 40 feet along the North side of Edward, thence North 111 feet, thence East 70 feet, thence North 158 feet to the North side of Coolidge, thence West 52 feet along the North side of Coolidge, thence North 212 feet to the South side of Konczal, thence East 680 feet along the south side of Konczal, thence North 288 feet to the centerline of Ten Mile Road, thence West 270 feet, thence North 60 feet, thence West 545 feet, thence North 395 feet along the East side of Van Dyke Avenue, thence East 217 feet along the South side of Warren, thence North 365 feet to the North side of Ritter, thence West 270 feet to the centerline of Van Dyke Avenue, thence North 500 feet to the centerline of Engleman, thence East 433 feet along the centerline of Engleman, thence North 218 feet to the North side of Harding, thence West 80 feet along the North side of Harding, thence North 120 feet, thence West 60 feet, thence North 214 feet to the North side of Central, thence West 18 feet along the North side of Central, thence North 115 feet, thence East 110 feet, thence North 100 feet, thence West 46 feet, thence North 173 feet to the North side of Dale, thence West 10 feet along the North side of Dale, thence North 114 feet, thence West 180 feet, thence North 114 feet to the South side of Helen, thence East 60 feet along the South side of Helen, thence North 470 feet, thence East 8 feet, thence North 173 feet to the North side of Sunburst, thence West 70 feet along the North side of Sunburst, thence North 790 feet to the South side of Bernice, thence East 135 feet along the South side of Bernice, thence North 295 feet, thence West 5 feet, thence North 180 feet, thence West 5 feet, thence North 180 feet to the North side of Menge, thence West 110 feet along the North side of Menge, thence North 310 feet to the North side of Potomac, thence East 40 feet along the North side of Potomac, thence North 133 feet, thence West 211 feet to the centerline of Van Dyke Avenue, thence North 211 feet to the point of beginning.

**DOWNTOWN DEVELOPMENT AUTHORITY DISTRICT  
AREA NUMBER 1**

Parcel Number	Business Name and Address	Homestead Exemption %	1994 S.E.V.	
SECTION 21			REAL	PERSONAL
21-226-035 00-000-765	Discount Tire 26805 Van Dyke	0	161,644	3,899
21-227-035 00-000-764	Center Line Market 26755 Van Dyke	0	93,444	24,705
21-227-036	First of America 26707 Van Dyke	0	181,240	0
21-228-033 00-001-553	Jerome Cusenza 26677 Van Dyke	0	48,760	15,000
21-228-034 00-000-732	Burger King 26631 Van Dyke	0	229,214	60,205
21-229-033	Amoco Oil Co. Bernice Vacant	0	8,600	0
21-229-034 00-000-712 00-000-845	Amoco Oil 26515 Van Dyke	0	103,244	43,756 52,114
21-276-006 00-000-704	American Business Concepts 26455 Van Dyke	0	65,084	416
21-276-007	Ford Leasing Development 26435 Van Dyke	0	42,322	0
21-276-009 00-000-696	Ford Leasing Development 26333 Van Dyke	0	354,570	60,678
21-276-011	Ed Rinke Chevrolet 26251 Van Dyke	0	258,533	0
21-276-012 00-000-636 00-001-485	Edgar Rinke 26125 Van Dyke	0	1,804,227	302,619 3,663
21-427-023 00-000-609 00-001-529	Thomas & Pamela Borowy 25743 Van Dyke 25747 Van Dyke	0	83,911	405 3,697
21-427-041 00-000-596	Sylvester & H. Binson 25709 Van Dyke	0	98,598	28,099
21-428-018	Gerald Czapski Vacant Van Dyke	0	13,008	0
21-428-019 00-000-586	George McCloskey 25637 Van Dyke	0	90,579	2,099

21-428-035	Gerald Czapski Vacant Van Dyke	0	11,600	0
21-428-036 00-001-656	Gerald Czapski 25615 Van Dyke	0	126,826	2,790
21-429-040 00-001-570	Irving Robinson 25523 Van Dyke	0	42,300	1,094
21-429-041 00-000-569 00-001-628 00-001-676	Oasis Spas 25537 Van Dyke 25543 Van Dyke	0	95,188	36,201 5,000 395
21-429-042 00-001-666 00-000-552	Waydo Investment Partnership 25529 Van Dyke	0	89,040	497 11,228
21-429-044	Oasis Spas Vacant Van Dyke	0	7,695	0
21-429-045	Waydo Investment Partnership Vacant Van Dyke	0	6,800	0
21-429-046 00-000-541	Irving Robinson 25511 Van Dyke	0	50,880	612
21-429-047 00-001-410	Roy Gruenburg 25501 Van Dyke	0	45,156	7,000
21-430-020	Rinke Investment Vacant Van Dyke	0	9,700	0
21-430-034	Rinke Investment Vacant Van Dyke	0	50,350	0
21-430-035	Rinke Investment Co. 25425 Van Dyke	0	220,541	0
21-478-001 00-000-501 00-000-504 00-000-508 00-000-516 00-000-469 00-000-520 00-001-668 00-001-477	Romany Way Properties 25225 Van Dyke 25275 Van Dyke 25301 Van Dyke 25313 Van Dyke 25319 Van Dyke 25333 Van Dyke 25363 Van Dyke 25393 Van Dyke	0	888,174	159,644 48,055 11,969 9,070 7,007 3,000 7,900 16,750
21-478-002	City of Center Line Beautification Park	0	0 Exempt	0
21-479-021	Detroit Edison 7503 Ten Mile Rd.	0	82,627	0
21-479-026 00-000-189 00-000-939 00-001-638	A&P Tea Co. 7215 Ten Mile Rd.	0	750,600	276,637 392 1,965

21-479-028	Forest City Enterprises	0	1,206,263	64,475
00-000-465	25005 Van Dyke			1,644
00-001-204	25505 Van Dyke			2,721
00-001-594	25505 Van Dyke			9,630
00-000-484	25019 Van Dyke			3,003
00-000-472	25023 Van Dyke			16,921
00-000-481	25027 Van Dyke			20,000
00-000-482	25029 Van Dyke			8,533
00-000-486	25015 Van Dyke			3,000
00-000-489	25021 Van Dyke			4,810
00-001-630	25025 Van Dyke			
21-479-029	Standard Federal 25001 Van Dyke	0	276,500	0

SECTION 22

22-101-001	Michigan Highway Commission Van Dyke	0	0 Exempt	0
22-101-002	Michigan Highway Commission Van Dyke	0	0 Exempt	0
22-101-035 00-001-696	John A. Bott, Trustee 26804 Van Dyke	0	95,700	917
22-102-001	Rexford & Cheryl Burnham Vacant Van Dyke	0	29,700	0
22-102-003 00-001-688	Rexford & Cheryl Burnham 26734 Van Dyke	0	21,387	6,975
22-102-004 00-001-555	Eugene Zwolek DDS 26730 Van Dyke	0	37,021	12,311
22-102-005	Eugene Zwolek DDS Vacant Van Dyke	0	19,900	0
22-102-006 00-000-753	Stanley Kulczycki 26704 Van Dyke	0	30,500	3,142
22-103-001 00-000-763	RML Corp 26670-72 Van Dyke	0	77,723	18,498
22-103-002 00-000-740	Groesbeck Flowers 26662 Van Dyke	0	64,626	919
22-103-003	Four Pointe Realty Vacant Van Dyke	0	13,800	0
22-103-004 00-000-730 00-000-736 00-000-723 00-001-634	Four Pointe Realty 26610 Van Dyke 26640 Van Dyke 26620 Van Dyke 26620 Van Dyke	0	137,800	7,106 700 900 2,186
22-103-005	Four Pointe Realty Vacant Van Dyke	0	4,700	0
22-103-034	Norbert & M. Ford Vacant Van Dyke	0	25,600	0

22-104-001 00-000-720	Norbert Ford 26560 Van Dyke	0	241,998	12,718
22-104-002 00-000-716 00-001-205 00-001-700	Detroit Auto Ins. Exch. 26522 Van Dyke	0	198,193	48,145 5,634 10,987
22-151-001 00-000-708	George Pastorek 26450 Van Dyke	0	63,474	5,252
22-151-002 00-001-616 00-000-706	Najla Mearim 26400 Van Dyke 26428 Van Dyke	0	54,372	12,000 8,295
22-152-001 00-001-493 00-000-700	Nina Serra 26328 Van Dyke 26336 Van Dyke	0	91,160	8,229 3,605
22-152-002	Michigan Highway Commission Vacant Van Dyke	0	0 Exempt	0
22-152-003	Troe Cabinet 26314 Van Dyke	0	23,268	0
22-152-004 00-000-540	Mike & Ralph Sitto 26310-12 Van Dyke	0	54,517	11,616
22-153-001	Michigan Highway Commission Vacant Van Dyke	0	0 Exempt	0
22-153-002 00-000-676	Harold Duchene 26242 Van Dyke	0	98,635	16,530
22-153-003 00-000-672	Bieber & Czechowski Et Al 26224 Van Dyke	0	37,630	6,220
22-153-004	John M. Litch Vacant Van Dyke	0	10,812	0
22-153-005 00-000-657	Joseph Check 26210-14-16 Van Dyke	0	75,366	503
22-154-001 00-000-644 00-000-589	Joseph Check 26164 Van Dyke 26160 Van Dyke	0	62,262	2,666 909
22-154-002 00-000-608 00-001-670	Noael Thomas 26146 Van Dyke 26156 Van Dyke	0	45,200	753 8,757
22-154-003	Michigan Highway Commission Vacant Van Dyke	0	0 Exempt	0
22-154-004 00-000-640	Robert Stout 26136 Van Dyke	0	17,865	4,298
22-154-005	Salvatore Palombo 26120 Van Dyke	0	133,000	
22-154-007	City of Center Line Alley R/W	0	0 Exempt	0

22-154-005	Salvatore Palombo 26120 Van Dyke	0	133,000	
22-154-007	City of Center Line Alley R/W	0	0 Exempt	0
22-154-009	Anthony Mrozek 8044 Sunburst	100	44,515	0
22-154-025	Lue Yang & Yang Lor 8033 Busch	100	46,812	0
22-154-038	City of Center Line Alley R/W	0	0 Exempt	0
22-154-039	Salvatore Palombo Vacant Van Dyke	0	7,300	0
22-155-001	Anna Masson ET AL 26056 Van Dyke	0	90,926	0
22-155-002	Ronald Schmidt 8034 Busch	100	40,060	0
22-301-001 00-001-489	Albert Toosonian 25948 Van Dyke	0	28,408	1,674
22-301-002 00-000-328 00-000-620	Paul Csaszar 25922 Van Dyke 25932 Van Dyke	0	89,000	2,908 6,893
22-301-003	Paul Csaszar Vacant Helen	0	8,700	0
22-302-001 00-001-479	Paul Csaszar 25748 Van Dyke	0	53,000	16,000
22-302-002	Donald Ross 25730 Van Dyke	0	67,582	
22-302-003	George Rudy Vacant Van Dyke	0	18,900	0
22-302-004	City of Center Line Vacant Dale	0	0 Exempt	0
22-302-027	City of Center Line Vacant Dale	0	0 Exempt	0
22-303-001 00-000-592	George Rudy 25650 Van Dyke	0	197,160	10,953
22-303-019 00-000-584 00-000-585	Sczechowski Arrand & Schurig 25630 Van Dyke	0	62,879	1,505 2,578
22-303-020 00-001-474	Alexander Karp 25604 Van Dyke	0	75,957	35,000
22-303-021	Robert Machasic 25600 Van Dyke	0	25,600	

22-304-003	Rinke Investment Vacant Van Dyke	0	11,200	0
22-304-004	Rinke Investment Vacant Van Dyke	0	16,500	0
22-304-005	Rinke Investment 8030 Central	0	68,890	0
22-304-006	Rinke Investment Vacant Central	0	9,800	0
22-304-025	Rinke Investment 25460 Van Dyke	0	59,360	0
22-304-026	Norbert Rinke 25420 Van Dyke	0	13,400	0
22-304-027	Anthony Lewandowski 8061 Harding	100	32,388	0
22-305-020 00-000-533	Norbert Rinke 25420 Van Dyke	0	433,400	146,361
22-352-001 00-000-492 00-001-200	Formerly Wolf Hardware 25152 Van Dyke	0	277,148	12,907 1,919
<b>SECTION 27</b>				
27-101-003 00-000-456	Slavko Acovski 24906 Van Dyke	0	37,630	4,731
27-101-004	Shirley Verhulst 8034-44 Ten Mile	0	84,200	0
27-101-005	Shirley Verhulst Vacant Ten Mile	0	18,700	0
27-101-006	Thomas Benigni 8102-8116 Ten Mile	0	71,900	
27-101-007 00-000-236 00-000-240	Eugene Komasara 8124 Ten Mile	0	96,142	3,109 13,196
27-101-008	Eugene Komasara Vacant Ten Mile	0	10,960	0
27-101-009 00-000-245	Heinrichs 8160 Ten Mile	0	128,800	8,092
27-101-012	Shirley & Karleen Verhulst Vacant Ten Mile	0	10,100	0
27-101-010 00-000-246	Susan Brideau 8180 Ten Mile Rd.	0	99,437	33,468
27-101-011	Slavko Acovski Vacant Van Dyke	0	3,900	0
27-101-013	Ron Haran Vacant Konczal	0	3,200	0

27-101-014	Thomas Benigni Vacant Ten Mile	0	12,500	0
27-101-017	Heinrichs Decorating Vacant Ten Mile	0	17,600	0
27-101-018	Arnold & Susan Brideau Vacant Ten Mile	0	8,395	0
27-101-019	E.T. & M. Komasara, Et Al Vacant Ten Mile	0	9,900	0
27-101-020 00-000-844	Shell Oil Co. 24932 Van Dyke	0	145,800	25,701
27-102-001	Khalil Ahmad 24826 Van Dyke	0	47,076	0
27-102-002	Khalil Ahmad 24812 Van Dyke	0	14,900	0
27-102-003 00-000-447	Mary Chynoweth 24806 Van Dyke	0	35,775	6,686
27-103-001	First of America 24734 Van Dyke	0	279,394	0
27-104-003	Prof. Vet. Hosp. Vacant Van Dyke	0	17,100	0
27-104-004	Prof. Vet Hosp. 24604 Van Dyke	0	76,531	0
27-104-022	Prof. Vet Hosp Vacant Van Dyke	0	4,200	0
27-104-037 00-000-404	Werther Vincenti 24662 Van Dyke	0	31,117	25,000
27-104-038 00-000-402 00-000-403	M Kionka & M Smith 24650-42 Van Dyke	0	54,972	2,954 3,070
27-104-040	M Kionka & M Smith Vacant Van Dyke	0	3,500	0
27-105-002 00-001-469	Fred Necker 24532 Van Dyke	0	15,300	12,154
27-105-003 00-000-368 00-000-369	Fred Necker 25430 Van Dyke 24526 Van Dyke	0	37,630	2,393 1,224
27-105-004	TeRoma Lounge Vacant Van Dyke	0	13,500	0
27-105-016	Fred Necker Vacant Van Dyke	0	4,200	0
27-105-033 00-001-650	Luke Palushi 24564 Van Dyke	0	48,548	4,155

27-105-034 00-000-372	Gerald Gillette 24544 Van Dyke	0	38,800	4,996
27-151-001 00-000-352	TeRoma Lounge 24436 Van Dyke	0	81,620	10,082
27-151-002	Attisha Investments Vacant Van Dyke	0	12,800	0
27-151-003 00-000-337 00-000-336 00-000-172	Attisha Investments 24420 Van Dyke 24412 Van Dyke 8005 State Park	0	58,100	3,980 448 265
27-151-004	Attisha Investment Vacant Kaltz	0	6,600	0
27-152-001 00-000-332	Rice Auto Sales 24340 Van Dyke	0	62,900	4,775
27-152-033 00-000-327	George Tolevich Sr. 24312 Van Dyke	0	24,373	17,374
27-153-001	Sladjan Stevonovich 24200 Van Dyke	0	36,500	0
27-154-001 00-000-308	Dusan Stevanovich 24116 VanDyke	0	177,463	3,679
27-154-015	Dusan Stevanovich Vacant Van Dyke	0	12,300	0
27-155-001	Dusan Stevonovich Vacant Van Dyke	0	13,900	0
27-155-002 00-000-286	Southland Corp 24012 Van Dyke	0	83,200	19,776
<b>SECTION 28</b>				
28-229-011 00-000-824	Mobil Oil Co. 24941 Van Dyke	0	150,000	46,248
28-229-012 00-001-435	Salvatore Palombo 24907-11 Van Dyke	0	55,300	7,000
28-229-014 00-000-452	Americo Moscatello 24845 Van Dyke	0	75,472	4,171
28-229-015 00-000-444	Mary Ann Noah 24829 Van Dyke	0	15,900	20,860
28-229-016 00-001-531	Christian Brothers 24819 Van Dyke	0	37,736	16,000
28-229-017 00-000-446	Sasko Drum Shop 24811-13 Van Dyke	0	36,007	15,000
28-229-018	Ronald Frost 24809 Van Dyke	0	18,338	0
28-229-019 00-000-432	Ronald Frost 24805 Van Dyke	0	32,706	20,000

28-229-020	Salvatore Palombo Vacant Van Dyke	0	2,500	0
28-229-021	Mary Ann Noah Vacant Van Dyke	0	1,300	0
28-229-022	Sasko Drum Shop Vacant Van Dyke	0	5,000	0
28-233-016 00-001-658 00-000-428 00-000-420 00-001-762	Frost & Schoenherr 24735 Van Dyke	0	122,241	6,380 711 867 812
28-233-017	Frost & Schoenherr 24719 Van Dyke	0	28,342	0
28-233-018 00-000-412	Michael & George Anter 24715 Van Dyke	0	37,081	18,043
28-233-019	Frost & Schoenherr Vacant Van Dyke	0	12,400	0
28-233-020 00-000-396	Dennis Rzdako's Tireman 24701 & 80 Van Dyke	0	28,600	13,094
28-234-017	Rzdako's Tire Service 24649 Van Dyke	0	69,700	
28-234-018 00-001-646 00-000-373	Center Line Denture Clinic 24617-25 Van Dyke	0	36,500	1,601 3,789
28-234-019 00-000-380	Phillip Peters 24565 Van Dyke	0	59,912	12,001
28-235-020	Ed Rinke Chevrolet 24441 Van Dyke	0	16,869	0
28-235-021 00-001-678	Carmer Karam 24437 Van Dyke	0	11,749	2,000
28-235-022 00-000-341	Raymond Gonzalez 24433 Van Dyke	0	30,400	283
28-235-023	Classic Buick Van Dyke	0	55,100	0
28-279-008	Van State Inc. Vacant State Park	0	3,600	0
28-279-009	Van State Inc Vacant State Park	0	4,600	0
28-279-010	Van State Inc. Vacant State Park	0	3,710	0
28-279-021 00-000-360	Van State Inc. 24447 Van Dyke	0	167,848	25,231
28-280-017	Classic Buick 24231 Van Dyke	0	38,020	0

28-280-018	Classic Buick 24231 Van Dyke	0	44,800	0
28-280-019 00-000-324	Classic Buick 24231 Van Dyke	0	119,299	90,288
28-281-006	Classic Buick Vacant Superior	0	7,900	0
28-281-007	Classic Buick Vacant Superior	0	7,900	0
28-281-008	Classic Buick Vacant Superior	0	7,400	0
28-281-019	Diane Blau 24151 Van Dyke	0	63,417	combined w/ below
28-281-020 00-000-314	Diane Blau 24151 Van Dyke	0	74,599	71,151
28-281-021	Diane Blau 24145 Van Dyke	0	90,734	combined w/ above
28-281-022 00-000-310	Leonard Raimi 24125 Van Dyke	0	87,980	25,000
28-281-023 00-000-309	Leonard Shapiro 24117 Van Dyke	0	27,560	294
28-281-024	Leonard Shapiro 24115 Van Dyke	0	26,500	
28-282-020	City of Center Line Vacant Van Dyke	0	0 Exempt	0
28-282-021	City of Center Line Vacant Van Dyke	0	0 Exempt	0
28-282-045	City of Center Line Vacant Van Dyke	0	0 Exempt	0
28-282-046 00-000-300	Cirko Koceski 24055-57 Van Dyke	0	48,091	8,559
28-282-047 00-000-296 00-001-592	Leport & Violet Novak 24039 Van Dyke	0	44,520	5,000 1,715
28-282-049	St. Vincent DePaul Soc. 24021-23 Van Dyke	0	0 Exempt	0
28-282-050	Jim Carney 24011 Van Dyke	0	26,900	
28-282-051	Jim Carney Vacant Van Dyke	0	6,900	0
28-282-053	Leport & Violet Novak 24031 Van Dyke	0	11,255	
28-282-054 00-000-288	Roy Gillette 24025-27 Van Dyke	0	16,500	754

28-282-053	Leport & Violet Novak 24031 Van Dyke	0	11,255	
28-282-054 00-000-288	Roy Gillette 24025-27 Van Dyke	0	16,500	754
28-426-040 00-000-280	Najla Mearim 23795 Van Dyke	0	93,598	21,435
28-426-041 00-000-285	Russell Sassack 23845 Van Dyke	0	54,103	24,365
28-426-045	Russell Sassack Vacant Stephens	0	4,300	0
28-426-051	City of Center Line 23857 Van Dyke (pump station)	0	0 Exempt	0
28-426-052 00-001-401	Rallys Hamburgers 23815 Van Dyke	0	82,772	30,572
00-000-833 00-001-420 00-001-451 00-001-483 00-001-584	Various Locations	0		7,414 3,014 5,910 887 7,598

TOTAL S.E.V.'s \$ 16,145,204 2,634,536

GRAND TOTAL \$ 18,779,740

HOMESTEAD S.E.V.: \$ 163,775

NON-HOMESTEAD S.E.V.: \$ 18,615,965

RESOLUTION OF THE BOARD OF DIRECTORS OF  
THE CITY OF CENTER LINE DOWNTOWN  
DEVELOPMENT AUTHORITY APPROVING  
DEVELOPMENT PLAN AND TAX INCREMENT FINANCING PLAN

Minutes of a Special meeting of the Board of the City of Center Line Downtown Development Authority, County of Macomb, Michigan, held in the City of Center Line on the 13th day of April, 1995, at 6:30 o'clock p.m., prevailing Eastern Time.

PRESENT: Members Salvatore Palombo, Clyde Jones, Roy Gillette, Glen Neuner,  
Paul Dudgeon and Louis J. Nardi, Mayor

ABSENT: Members Janet Haering, Ronald Rice and Russell Sassack

The following preamble and resolution were offered by Member Palombo  
and supported by Member Gillette:

WHEREAS, the City of Center Line, County of Macomb, Michigan (the "City") is authorized by the provisions of Act 197, Public Acts of Michigan, 1975, as amended ("Act 197"), to create a downtown development authority and a downtown development district; and

WHEREAS, the City Council of the City duly established the City of Center Line Downtown Development Authority (the "Authority") which exercises its powers within the Downtown District designated by the City Council (the "District"); and

WHEREAS, it is necessary to approve a Development Plan and Tax Increment Financing Plan (the "Plan") and submit such Plan to the City Council for approval following a public hearing; and

NOW, THEREFORE, BE IT RESOLVED by the Board of the Authority as follows:

1. It is hereby determined that it is in the best interest of the public to halt property value deterioration and increase property tax valuation to eliminate the causes of that deterioration, and promote economic growth, all as authorized by Act 197, and to this end the Authority hereby determines that it is in the best interest of the public to approve the Plan as proposed to enable the Authority to carry out its purposes more effectively.
2. The Secretary of the Authority is hereby directed to transmit a copy of the Plan together with a certified copy of this resolution to the City Council for further action as contemplated by Act 197 and to request the City Council to call a public hearing on the Plan.
3. Prior to the public hearing to be held by City Council with respect to the Plan, the Authority shall fully inform the members of the County Board of Commissioners of the

County of Macomb and the members of any school board of any school district or other taxing authority in which any portion of the Development Area described in the Plan is located of the fiscal and economic implications of the Plan.

4. All resolutions and parts of resolutions insofar as they conflict with the provisions of this resolution shall be, and the same hereby are, rescinded, but only to the extent of such conflict.

AYES: Mr. Palombo, Mr. Jones, Mr. Gillette, Mr. Neuner, Mr. Dudgeon and  
Mayor Nardi

NAYS: None

RESOLUTION DECLARED ADOPTED.

\_\_\_\_\_  
Secretary  
Nancy L. Bourgeois

I hereby certify that the foregoing is a true and complete copy of a resolution adopted by the City of Center Line Downtown Development Authority, County of Macomb, State of Michigan at a Special meeting held on April 13, 1995 and that said meeting was conducted and public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 267, Public Acts of Michigan, 1976, and that the minutes of said meeting were kept and will be or have been made available as required by said Act.



Nancy L. Bourgeois  
Deputy City Clerk

DEFS2\346353.1\015331-00010

ORDINANCE NO. 339

AN ORDINANCE OF THE CITY OF CENTER LINE TO AMEND CHAPTER 22, ARTICLE III, TO ADD A NEW SUBSECTION 22-58 APPROVING DEVELOPMENT PLAN AND TAX INCREMENT FINANCING PLAN FOR THE DOWNTOWN DEVELOPMENT AUTHORITY OF THE CITY OF CENTER LINE

THE CITY OF CENTER LINE ORDAINS:

SECTION 1. Chapter 22, Article III of the Center Line Code of Ordinances is hereby amended to include the following:

Section 22-58.

The Center Line Downtown Development Authority Development Plan and Tax Increment Financing Plan for the Development Area in the Downtown District within the City of Center Line, in accordance with Act 197 of Public Acts of Michigan, 1975, as amended, is hereby approved by the City Council as follows:

1. Findings.
  - (a) The Plan meets the requirements set forth in the Act.
  - (b) The Proposed method of financing the development is feasible and the Authority has the ability to arrange the financing.
  - (c) The development is reasonable and necessary to carry out the purposes of the Act.

(d) Any land included within the Development Area to be acquired is reasonably necessary to carry out the purposes of the Act.

(e) The Development Plan as amended is in reasonable accord with the master plan of the City.

(f) Public services, such as fire and police protection and utilities, are or will be adequate to service the Development Area.

(g) Changes in zoning, streets, street levels, intersections, and utilities, to the extent required by the Plan, are reasonably necessary for the Development Plan and for the City.

2. Public Purpose. The City Council hereby determines that the Plan constitutes a public purpose.

3. Best Interest of the Public. The City Council hereby determines that it is in the best interests of the public to halt property value deterioration, increase property tax valuation, eliminate the causes of the deterioration in property values, and to promote growth in the Downtown District to proceed with the Plan.

4. Approval and Adoption of Plan. The Plan is hereby approved and adopted. A copy of the Plan and all later amendments thereto shall be maintained on file in the City Clerk's office.

5. Preparation of Annual Tax Increment Assessment Roll. Each year within 15 days following the final equalization of property in the Development Area, the City Assessor shall prepare the tax increment assessment roll. The tax increment assessment roll shall show the initial assessed value of each parcel of property within the Development Area, the amount by which the current assessed value as finally equalized for all taxable property in the Development Area exceeds the initial assessed value of the property as shown on the base year assessment roll

(the "captured assessed value"). Copies of the annual tax increment assessment roll shall be transmitted by the Assessor to the City Treasurer, the County Treasurer, the Authority and the treasurer of each taxing jurisdiction within the Development Area, together with a notice that it has been prepared in accordance with this Ordinance and the Plan.

6. Establishment of Project Fund; Approval of Depository. The Treasurer of the Authority shall establish a separate fund which shall be kept in a depository bank account or accounts in a bank or banks approved by the Treasurer of the City, to be designated Downtown Development Authority Project Fund. All moneys received by the Authority pursuant to their Plan shall be deposited in the Project Fund. All moneys in the Project Fund and earnings thereon shall be used only in accordance with the Plan.

7. Payment of Tax Increments to Authority. The City Treasurer, and the Macomb County Treasurer shall, as ad valorem and specific taxes are collected on the property in the Development Area, pay that proportion of the taxes, except for penalties and collection fees, that the captured assessed value bears to the initial assessed value to the Treasurer of the Authority for deposit in the Project Fund. The payments shall be made on the date or dates on which the City Treasurer and the Macomb County Treasurer are required to remit taxes to each of the taxing jurisdictions.

8. Use of Moneys in the Project Fund. 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 percentage of 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, once a project has been identified, a minimum of twenty-five (25%) percent of 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.

9. Annual Report. Within 90 days after the end of each fiscal year, the Authority shall submit to the City Council, with copies to each taxing jurisdiction, a report on the status of the Project Fund. The report shall include the amount and source of revenue in the account, the amount and purpose of expenditures from the account, the amount of principal and interest on any outstanding indebtedness, the amount in any bond reserve account, the initial assessed value of the Development Area, the captured assessed value of the Development Area and the

amount of captured assessed value retained by the Authority, the tax increments received and the amount of any surplus from the prior year, and any additional information requested by the City Council or deemed appropriate by the Authority. The secretary of the Authority shall cause a copy of the report to be published once in full in a newspaper of general circulation in the City.

10. Refund of Surplus Tax Increments. Any surplus money in the Project Fund at the end of a year, as shown by the annual report of the Authority, shall be paid by the Authority to the City Treasurer, or the Macomb County Treasurer, as shown by the annual report of the Authority as the case may be, and rebated by each to the appropriate taxing jurisdiction.

SECTION 2. CONFLICT AND SEVERABILITY. All ordinances, resolutions and orders of parts thereof in conflict with the provisions of the Ordinance are to the extent of such conflict hereby repealed, and each section of the Ordinance and each subdivision of any section thereof is hereby declared to be independent, and the finding or holding of any section or subdivision thereof to be invalid or void shall not be deemed or held to affect the validity of any other section or subdivision of the Ordinance.

SECTION 3. EFFECTIVE DATE. The Ordinance is hereby determined by the City Council to be immediately necessary for the interests of the City and shall be in full force and effect from and after its passage and publication as required by law.

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LOUIS J. NARDI, JR., Mayor

CITY CLERK'S CERTIFICATION

I hereby certify that the foregoing is a true and complete copy of an Ordinance duly adopted by the City Council of the City of Center Line, Michigan, at a Special meeting held on April 17, 1995, of which public notice was given pursuant to 1968 P.A. 261, as amended, being MCLA 15.251, et seq.

MEMBERS PRESENT: Mayor Louis J. Nardi, Jr., Councilmen Gerald Baumgart, David Hanselman and Gary Houghton

MEMBERS ABSENT: Councilman George Wiegand

It was moved by Councilman Baumgart and supported by Councilman Hanselman to adopt the Ordinance.

MEMBERS VOTING AYE: Mayor Nardi, Councilmen Baumgart and Hanselman

MEMBERS VOTING NAY: Councilman Houghton

MEMBERS ABSENT: Councilman Wiegand

**ORDINANCE DECLARED ADOPTED.**

\_\_\_\_\_  
RONALD D. REITERMAN  
City Clerk  
City of Center Line

Adopted: April 17, 1995  
Published: \_\_\_\_\_  
Effective: \_\_\_\_\_