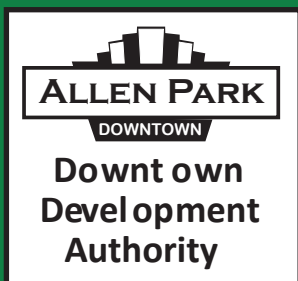


FIRST AMENDMENT AND RESTATEMENT  
**ALLEN PARK DOWNTOWN  
DEVELOPMENT AUTHORITY**  
TAX INCREMENT  
FINANCING AND  
DEVELOPMENT  
PLAN



January 1, 2022-  
December 31, 2041

# Acknowledgements

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Felice “Tony” Lalli (Mayor Pro Tem)  
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# First Amendment and Restatement to **1**

## Tax Increment Financing and Development Plan

This first amendment and restatement of the Allen Park Downtown Development Authority Tax Increment Financing and Development Plan amends and restates in its entirety the Allen Park Downtown Development Authority Tax Increment Financing Plan adopted May 14, 1991, pursuant to City of Allen Park Ordinance Sec. 2-447 and extends the Tax Increment Financing and Development Plan through December 31, 2041.

In no order of priority, nor is the Development Plan limited to the following projects, programs, and opportunities described throughout this plan:

- Redevelopment of acquired property for commercial use or dedicated open space.
- Update or retrofit downtown street and alleyway lighting with LED.
- Expand opportunities for outdoor restaurants and other businesses.
- Streetscape improvements, including upgrades to public and private underground infrastructure.
- Replacement or upgrade of street furniture.
- Assist with a traffic study and improving traffic control devices for pedestrian safety on Southfield Road.
- Create and operate an entrepreneurial ecosystem to assist and encourage existing and prospective downtown businesses including, but not limited to, small-scale manufacturers and other non-traditional, low impact businesses to grow and/or locate downtown.
- Create a zoning overlay district.
- Create, operate, and fund marketing initiatives for downtown events.
- Perform a study and prepare analysis of economic changes occurring in the downtown district.
- Undertake, or assist with, the creative redevelopment or repurposing of the former Allen Park Theater site and adjacent parking area(s).
- Pave and maintain the alleys within the Development Area and incorporate a non-motorized path.
- Improve location, design, and operation of dumpsters and dumpster enclosures.
- Grants and/or loan improvements for buildings within the Development Area.

# Framework

# 2

## Background

On January 22, 1991, the City of Allen Park City Council adopted Code section 2-447 (ordinance) which created the Allen Park Downtown Development Authority (DDA), granting powers and duties prescribed in the Downtown Development Authority Act (Act 197 of 1975), as amended.

The Downtown Development Authority is governed by a board consisting of between eight and twelve members as appointed by the mayor and confirmed by city council per Public Act 57. The Authority was created to reverse a decline in property values, occupancy, and physical appearance and to provide support for local businesses within the Development Area.

The City of Allen Park Downtown Development Authority has a successful history of responding to the health, vitality, and needs of local businesses. Since the 1991 plan, significant national and global events of the 21st century, the 2008 recession, and the 2020 pandemic have transformed much of the retail and food service industries. Those changes are addressed by this new Tax Increment Financing and Development Plan (Plan). This Plan includes specific endeavors and elements offering the DDA Board flexibility for annual project prioritizing and Plan amendment opportunities to stay current with project scopes, cost estimates, and, for bonding options, interest rates. Offering flexible decision-making opportunities is important for the economic health and vitality of businesses and the city.

## Legislative Authority

In 2018, Public Act 197 of 1975 was repealed and replaced by Public Act 57 of 2018 and set the new standard for guiding downtown development authorities; all powers and duties are now given by Public Act 57:

An Act to provide for the recodification and establishment of certain tax increment finance authorities; to prescribe the powers and duties of the authorities; to correct and prevent deterioration in residential, commercial, and industrial areas and certain other areas; to authorize the acquisition and disposal of interests in real and personal property; to authorize the creation and implementation of development plans and development areas; to promote residential and economic growth; to create certain boards; to prescribe the powers and duties of certain boards; to authorize the issuance of bonds and other evidence of indebtedness; to levy certain taxes; to authorize the use of tax increment financing; to prescribe powers and duties of certain state officials; to provide for rule promulgation; to provide for enforcement of this act; and to repeal acts and parts of acts.

## Purpose of Tax Increment Financing and the Development Plan

Funding for improvement projects or activities within the DDA district is provided through Tax Increment Financing (TIF). Downtown development authorities are permitted to capture new incremental property tax increases generated as a product of improvements made within the district, with the goal of progressing economic growth and vitality.

Downtown development authorities depend on development plans for guidance in identifying troubled areas and prioritizing projects and activities aimed at stimulating new private investment. The goals, objectives, and recommended actions presented in this document are intended to plan projects and activities to assist orderly development, redevelopment, and investment within the DDA district. Furthermore, recommendations for development, redevelopment, and improvements, supported by projected tax capture and revenue, will increase DDA eligibility for additional funding opportunities available through State and Federal entities. This Plan was prepared in accordance with the Recodified Tax Increment Financing Act, Public Act 57 of 2018, as amended.

A DDA may capture new tax increment in the district and use it to pay for improvements that otherwise could not be afforded by either local businesses or city government, referred to as Tax Increment Financing (TIF). Moreover, creation of a TIF district does not take away current tax revenue; it simply captures any new increment that results from improvements to property or an increase in value.

Based on the new legislation under Public Act 57 of 2018, the following information is now required of the DDA:

- A detailed explanation of the tax increment procedure.
- The maximum amount of bonded indebtedness to be incurred.
- The duration of the program.
- The amount of taxes intended to be used.

# Goals and Policies

## 3

Recognizing the current physical built-out environment, the current and projected TIF revenue capture, and economic trends on a local and national scale, this plan is structured to allow the DDA Board of Directors decision-making flexibility. Its goals and decision-guiding policies provide the first step in supporting effective and eligible projects, programs, and administrative actions throughout the life of this plan.

To identify goals and policies specific to functionally different areas within the district, this plan separates the Development Area into three (3) opportunity areas, as displayed in **Map 1**. These opportunity areas are the Core Downtown, Spoke Corridors, and Customer Generators/Hotel Zone. The unique shape of the Development Area and the high volume of traffic generated by two (2) County Minor Arterial Roads (Allen Road and Roosevelt Avenue), one (1) City Principal Arterial Road (Ecorse Road) and one (1) State Principal Arterial Road (Southfield Road) provide varying strengths to build upon and weaknesses to improve in each zone.

A fourth focus of goals and policies is the DDA Board and administrative actions.

### Administration and Operations

**Goal #1:** Provide leadership and support to the business community.

Policies:

1. Keep Board current on economic development trends and uses.
2. Market the district and business opportunities.
3. Pursue grants beneficial to Development Area.
4. Adhere to provisions of PA 57 of 2008, as amended.

**Goal #2:** Provide a fiscally responsible budget.

Policies:

1. Retain memberships with organizations providing beneficial information and support.
2. Apply the following standards when prioritizing projects and fund allocation:
  - Project will be planned in accordance with TIF financial capability.
  - Project will improve and strengthen the overall economic viability of the Development Area.
  - Project will improve user safety and enjoyment.

**Goal #3:** Stay current with economic development trends.

Policies:

1. Perform annual review of Development and TIF Plan and amend as necessary.

2. Partner with City Administration to develop new ordinances, projects, financing, and staffing.
3. Promote coordination of public and private efforts.
4. Perform periodic evaluation of the Development Area's economic potential.

## Programs and Events

**Goal #1:** Maintain successful programs and events benefiting the business community.

Policies:

1. Provide education opportunities for businesses.
2. Develop, implement, and maintain a system allowing immediate feedback for events and programs.
3. Continue relationships with public, private, and non-profit organizations.
4. Maintain social media presence.

**Goal #2:** Develop new partnerships.

Policies:

1. Attract in-kind services.
2. Partner with outside agencies for program support.
3. Partner with financial institutions for small business financing programs.

## Development Area

**Goal #1:** Attract and maintain businesses.

Policies:

1. Partner with City staff to regularly review zoning ordinance language. Amend, create, and adopt zoning ordinances to further the intent of the Plan and to allow for additional, non-intensive uses.
2. Strategically acquire property for long-term development.
3. Continue to promote façade, site, and sign design assistance programs.
4. Regularly review design standards specific to the subareas for improved functionality, aesthetic, and physical appeal.

**Goal #2:** Create pedestrian safe, walkable connectivity within the Development Area.

Policies:

1. Develop and maintain partnerships with the Michigan Department of Transportation and/or Railroad Company representatives to develop methods for pedestrian crossings.
2. Develop, implement, and maintain non-motorized pathways utilizing alleys.

3. Develop and implement designs to provide an efficient and safe relationship between vehicular and pedestrian circulation systems.

## Core Downtown

**Goal:** Create a traditional “Town Center” atmosphere through use and concept.

Policies:

1. Concentrate retail and eating and drinking establishments.
2. Promote façade, site, and sign design assistance.
3. Encourage rear building façade grants and loans.
4. Encourage mixed-use development.

**Opportunities:**

- Create easements on public sidewalks for restaurant seating and retail display.
- Allow small-scale and low-intensity production as part of a retail business for artisan and craft-related entrepreneurs.
- Develop a Central Plaza for seasonal events.
- Develop building and site design standards.
- Subscribe to the vision of the Bicycle and Pedestrian Mobility Plan for Southeast Michigan.
- Implement features to improve relationships between vehicular and pedestrian circulation:
  - Streetscape
  - Raised crosswalks
  - Bicycle Paths
  - Boulevards and bump-outs
- Improve alley aesthetics.
- Acquire property to increase green space.
- Install public amenities and art.
- Increase wayfinding signage.
- Increase connectivity with adjacent residential areas.
- Provide outdoor recreational areas.
- Construct a farmers market structure.

## Spoke Corridors

The Spoke Corridor areas are the outliers of the Development Area accessible by city, county, and state primary roads. Land use in the Spoke Corridors is traditionally comprised of single destination uses and uses convenient to surrounding residential areas.

**Goal #1:** Promote as the gateways to the Development Area.

Policies:

1. Partner with MDOT and the Wayne County Road Commission on signage.
2. Increase connectivity with adjacent residential areas.
3. Increase walkability and pedestrian safety.

**Goal #2:** Soften the aesthetic features.Policies:

1. Promote building and site design standards.
2. Strategically place public amenities and art.
3. Increase green space.

**Goal #3:** Develop long-term plan for new development.Policies:

1. Increase shared off-street public parking.
2. Strategically acquire adjoining property for future infill development.
3. Partner with City staff to regularly review zoning ordinance language. Amend, create, and adopt zoning ordinances and overlay districts to further the intent of the Plan and to permit professional, medical office, service, automotive, and similar uses.

**Opportunities:**

- Promote façade grant and loan programs.
- Provide rear building facade grants and loans.
- Implement features to improve relationships between vehicular and pedestrian circulation:
  - Streetscape
  - Bump-outs
  - Bicycle Paths
  - On-street Parking
  - Boulevards
  - Off-street Parking
- Improve alley aesthetics.
- Provide public gathering spaces.
- Improve pedestrian crossing safety at high-traffic volume intersections.
- Subscribe to the Bicycle and Pedestrian Mobility Plan for Southeast Michigan.

**Customer Generator/Hotel Zone****Goal #1:** Attract out-of-town guests and employees to downtown businesses.Policies:

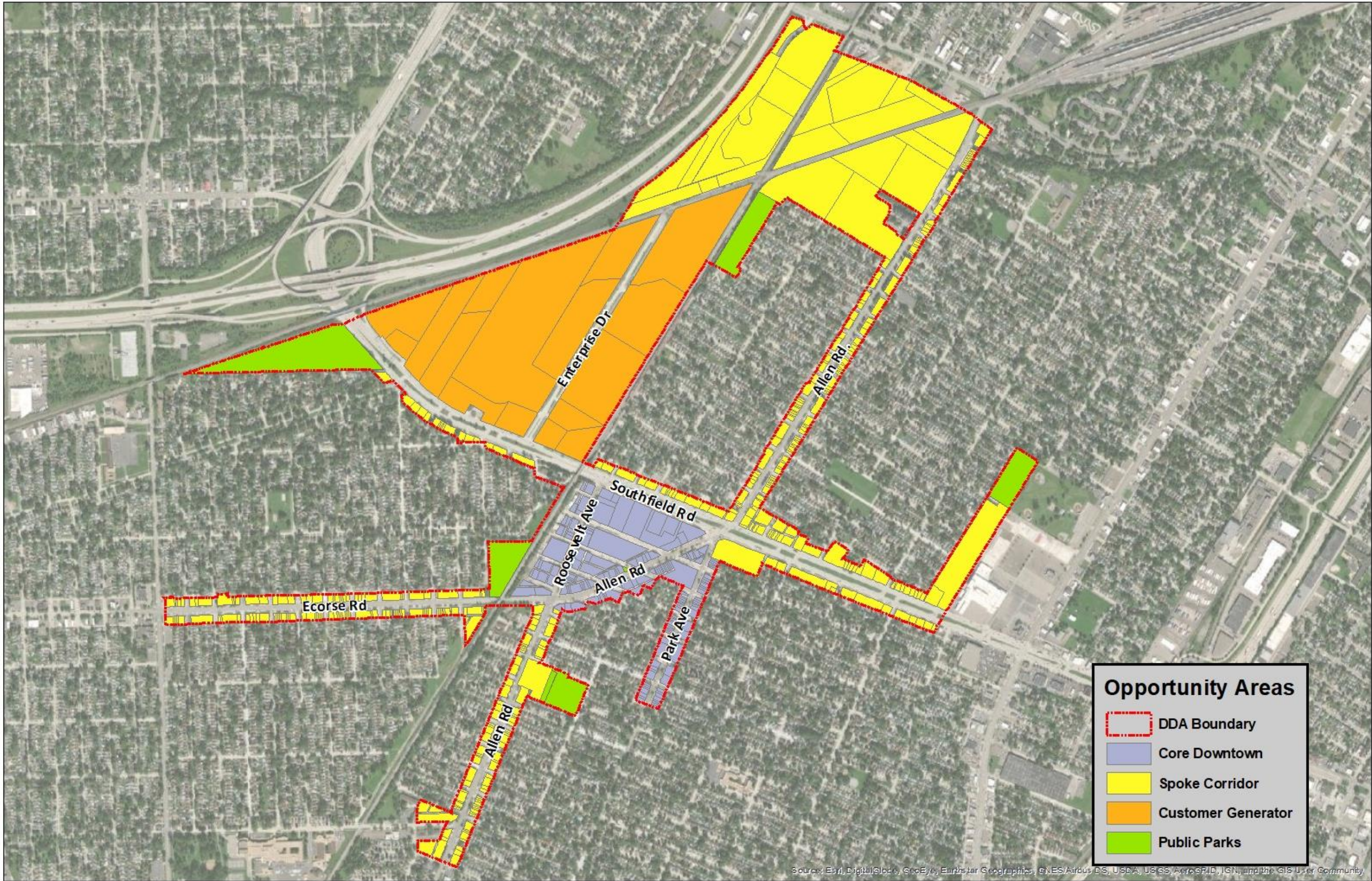
1. Establish and maintain partnerships with property stakeholders to promote Core Downtown and Spoke Corridor businesses and events.

2. Develop and maintain partnerships with the Michigan Department of Transportation and/or the railroad companies to accommodate nonmotorized pedestrian pathways and/or crossings of Southfield Road and railroads.
3. Encourage and accommodate transporting facility employees and hotel visitors to the Core Downtown and Spoke Corridor businesses and events.

**Opportunities:**

- Encourage programming to provide delivery of commodities from Core Downtown and Spoke Corridor to facilities, employees, and hotel visitors.
- Place new wayfinding signs in the DDA district. Work with MDOT and the Wayne County Road Commission for signage regulations on MDOT and County roads.
- Subscribe to the vision of the Bicycle and Pedestrian Mobility Plan for Southeast Michigan.

Map 1 - Opportunity Areas



## 4

# Development Plan

Eligible activities are categories or projects that permit the DDA to spend tax increment revenue for promotion, enhancements, improvements, and redevelopment within the Development Area.

Listed below are eligible projects, categories, and programs, identified by the Allen Park Downtown Development Authority and local business owners, that will help guide the Development Area toward becoming a destination to locate, live, shop and work.

- Economic Studies
- Promotions
- Park Improvements
- Public Building Improvements
- Public Infrastructure Improvements
- Streetscape Improvements
- Alley-scape Improvements
- Façade Improvement Program
- Design Assistance
- Public Spaces
- Property Acquisition
- Private Building Improvements
- Private Infrastructure Improvements
- Demolition
- Consultation and Operational Expenditures
- Overlay Zoning District

## Projects

The following provides additional details, guidance, and recommendations for the listed eligible projects; the narratives provide a broader scope of projects. Each eligible project, program, or category is placed under the appropriate heading provided in the DDA budget. This amendment and restatement continues the base year of 1991 (for taxable capture) with a target conclusion date of 2041.

Furthermore, as outlined in Goal #2 of Administration and Operations Goal, each fiscal year the DDA Board of Directors should apply the standards provided in Policy 2 and Policy 3 when prioritizing projects and/or programs.

## Clean and Green

### Public Infrastructure Improvements and Maintenance

The DDA may improve and maintain amenities within public rights-of-way and easements including, but not limited to, street lighting; sidewalks; streetscape and DDA landscaping; water, sanitary, and storm systems; electrical systems; dumpsters and dumpster enclosures; and on-street and off-street parking.

Continual maintenance expenses are budgeted on an annual basis. Costs for more significant projects will be determined on a case-by-case basis and may be offset by available grant funding.

### Demolition

As previously mentioned, acquiring key properties may offer development opportunities, blight removal, and site improvement and rehabilitation. At times, complete demolition of

existing structures may be required. The DDA may participate in demolition costs to improve physical and visual aesthetics, or control and maintain the property for future projects.

Like property acquisition, demolition costs will be determined on a case-by-case basis. However, costs may be offset by available grant funding.

### **Park Improvements**

Downtown parks can be gathering places and focal points for community events, drawing people to the district.

The scope and expense of park improvement projects will be determined on a case-by-case basis. However, costs may be offset by available grant funding.

## **Economic Vitality**

### **Economic Studies**

Economic events and advances in technology are constantly altering business operations, impacting downtown vacancy rates. Regular studies assessing changing business requirements will help the DDA attract, retain, and strengthen downtown businesses. This type of study should be conducted periodically throughout the life of this plan.

Estimated cost is \$125,000.

### **Business Services**

Business services provided by the DDA to the business community include, but are not limited to, marketing, training, grants and loans, and other business assistance.

Funding these services may be achieved through various revolving loans, forgivable loans, and grant programs.

### **Property Acquisition**

Acquisition of key property within the DDA district for redevelopment, public space, or additional parking area(s) could further DDA goals. Cities are granted the right of first refusal prior to foreclosed properties reaching public auction; communication with Allen Park city officials will give the DDA Board an opportunity to purchase properties at a reduced cost.

Furthermore, property acquisition will assist with the following:

- Nuisance abatement to address abandoned and dilapidated properties that pose a blight to the area and adjacent neighborhoods.
- Guided growth by obtaining, developing, and returning to productive use tax-foreclosed properties that have potential to generate investment and economic stability within the development area.
- Land assembly for future development requiring multiple parcels.

- Increased greenspace by converting vacant foreclosed property into parks or open areas and providing benefits within the Development Area.

Acquisition costs will be determined on a case-by-case basis.

### **Property Development**

The DDA may invest in development for publicly owned property such as the creative redevelopment, repurposing, and maintenance of the former Allen Park Theater site and adjacent parking areas(s).

Property development costs will be determined on a case-by-case basis.

## **Design**

### **Private Infrastructure Improvements**

The DDA may be able to financially assist with improvements to private infrastructure or services outside of the public right-of-way, specifically when it comes to integrated services such as parking, utilities, water and sewer tap fees, soft costs, and other appropriate expenses that support density in accordance with local zoning, master plans, and City goals. Although these improvements are considered private for funding purposes, they may have public benefit and support the redevelopment efforts of the City and DDA.

Private infrastructure improvement costs will be determined on a case-by-case basis

### **Overlay Zoning Districts**

The creation of a downtown overlay district zoning ordinance will help achieve a specific urban form within the Development Area. Utilizing Form Based Code principles will allow for greater emphasis to be placed on regulating the form and character of development as well as use and intensity of uses. Furthermore, it is recommended the Core Downtown area and the Downtown Spokes contain different standards designated by two (2) Downtown Development Area subdistricts; D-1, Core Downtown and D-2, Spoke Corridors. The suggested delineation is displayed in **Map 2**. These unique zoning districts will allow land use in a more flexible format for these areas and encourage a viable, dynamic mix of uses.

Physically, the overlay district(s) will promote a unified vision for supporting the downtown commercial core and commercial corridors while permitting different levels of land use intensities. The flexibility provided in overlay district regulations, paired with the prescriptive physical development regulations, will result in a compact, walkable environment that creates new opportunities for investment while protecting existing attributes.

Furthermore, an overlay district will facilitate the implementation of the Downtown Plan through visually and functionally strengthening the public right-of-way space; creating an orderly and cohesive visual image; fostering a business-friendly redevelopment climate; and encouraging public use and social harmony. Regulations established within this Ordinance

set clear provisions and controls on building form, site design, and the submission review process. Broader limits on land usage allow flexibility in determining the proper mix of residence and business types.

Establishing a Downtown Overlay Zoning District will promote the following goals:

- Provide for orderly and integrated planning to avoid short-term or speculative investments.
- Promote development consistent with the plans and programs of the Downtown Development Authority enhancement efforts.
- Promote development consistent with this Plan's design guidelines and principles.
- Promote coordination of public and private efforts in the planning, financing, and development of infrastructure improvements.
- Reduce and prevent long-term vacancy.
- Reduce and prevent blight, decay, and abandonment.
- Provide for safe interaction between vehicular and pedestrian movement systems.
- Protect the residential integrity of adjacent single-family neighborhoods.
- Promote the full economic potential of the Development Area.
- Establish clear and predictable standards for development.

Furthermore, the Overlay Zoning District should focus on the these standards and regulations:

- New or modified land uses characteristic to the district and residential areas.
- Building design and materials to improve appearance, visual interest, and focus attention on attractive facades fronting adjacent public rights-of-ways and residential uses.
- Building modulation to eliminate vertical monotony of building facades. Rear facades will be subjected to more lenient standards.
- Ground story activation including transparency to encourage and complement pedestrian-scale activity, wall design, fenestration, and outdoor dining/seating.
- Pedestrian access for non-residential and/or mixed-use buildings.
- Relaxed minimum parking requirements where public parking space is available; or, if off-street parking and public parking is limited, permit public on-street parking to account toward minimum requirements.
- When/where available, designate off-street parking location in the D-1 district to the rear of the building; side yard and rear yard parking in the D-2 district.
- Parking area landscape standards.
- Streetscape elements including street furniture.
- Modified bulk standards (building height, setbacks).
- Standards for residential structures/uses converted to commercial use.

The total estimated cost of an overlay zoning ordinance is \$12,000.

Map 2 – Overlay Districts



## Facade and Building Improvement Programs and Design Assistance

Improving the physical appearance of downtown buildings will promote economic growth by attracting and retaining businesses, enticing customers, and halting property value deterioration in the district. In addition, funding façade improvements will help preserve downtown's unique physical resources. Creating simplified and required architectural design standards for exterior alterations to existing structures within the Core Downtown and Spoke Corridors will create consistency and a unified appearance.

As mentioned in the Overlay Zoning District section, architectural design standards should include, but not be limited to:

- Building Materials
- Exterior Lighting
- Specific Exterior Color
- Building Modulation
- Fenestration
- Signage

Additionally, rear façades abutting or visible from public rights-of-way are often left unmaintained and ignored; encouraging improvements to rear façades through grants and loans and the DDA design assistance program is value added to the authenticity and appearance of the Development Area. Separate architectural design standards should be created for rear facades and include similar standards required for front façades.

This program expense will fluctuate.

## Public Spaces



Public or open spaces, as exemplified in the image above, provide an enhanced pedestrian experience by creating an area or network for public and private events, social gatherings, and nonorganized recreational activity. Public spaces can be further enhanced with public art

reflecting the community's physical, cultural, and social identities.

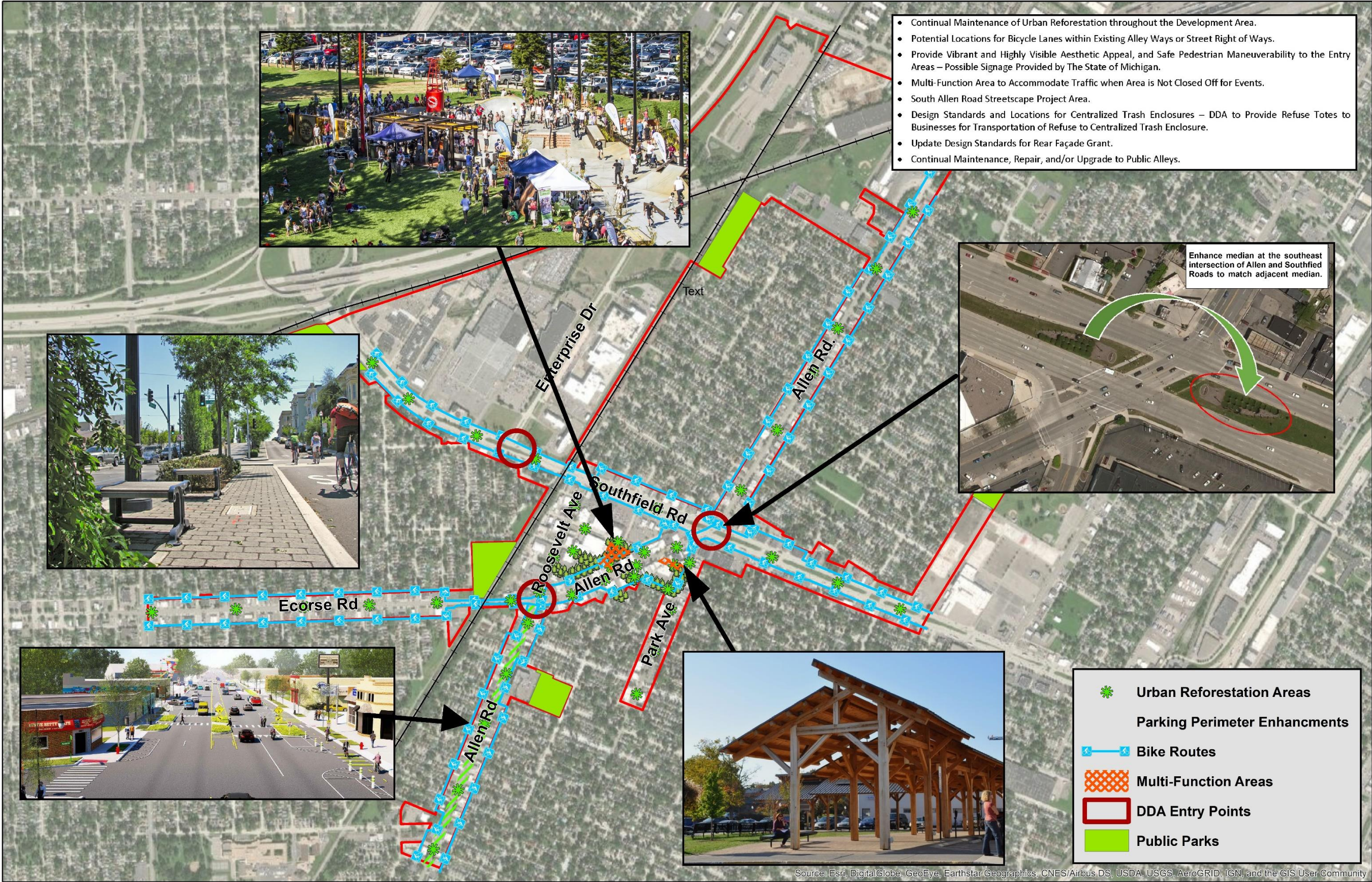


An Urban Plaza in the Core Downtown would provide an area to host events such as a dedicated space for the farmers market, outdoor movies, theater, and possibly an ice rink for public skating or intramural youth hockey. For example, the image below demonstrates a 0.30-acre centralized location on White Avenue which would incorporate the existing downtown pocket park. Additionally, projects that will enhance public spaces include parks, public alleys, publicly owned green spaces, and community gardens, all of which are eligible activity expenses of the DDA. Additional project areas are presented on **Map 3**.



The project scope and expense will be determined on a case-by-case basis. However, costs may be offset by available grant funding.

Map 3 – Project Area



### Alley-scape

As the DDA Board continues to improve and maintain alleys in the Development Area, an opportunity to provide additional enhancements and soften the transition between commercial and residential uses or districts is available.

As mentioned in the following streetscapes section, the alleys may offer an alternative for bicycle lanes or nonmotorized pathways, specifically in the Spoke Corridors, complete with wayfinding signage, low intensity lighting, and other feature amenities. Because not all businesses within the development district are provided access from their respective streets, the alleys cannot be restricted to nonmotorized use only.

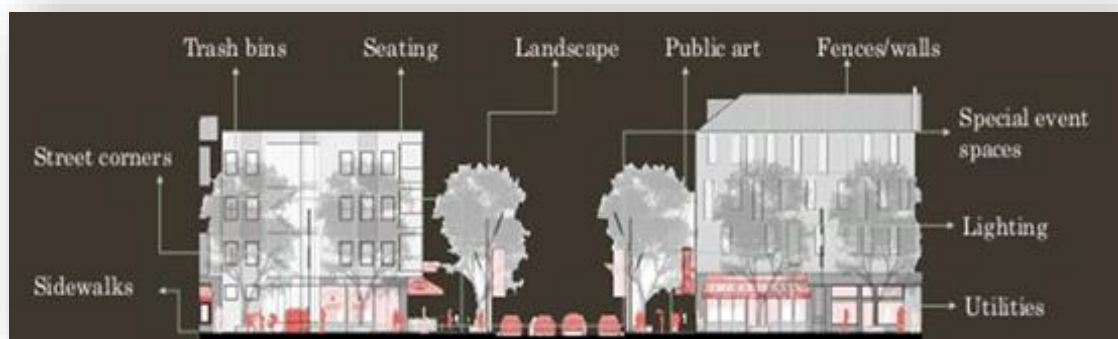
This is one of many alley-scape concepts beautification concepts that may help facilitate improvements to the rear façades of adjacent commercial buildings and soften the physical transition between commercial and residential use. Alley pavement removal and resurfacing is an estimated \$65.00 per square-yard, there are approximately three (3) miles of alleys within the Development Area.

The total estimated cost of pavement removal and resurfacing all alleys is \$2,288,000.



### Streetscape Improvements and Maintenance

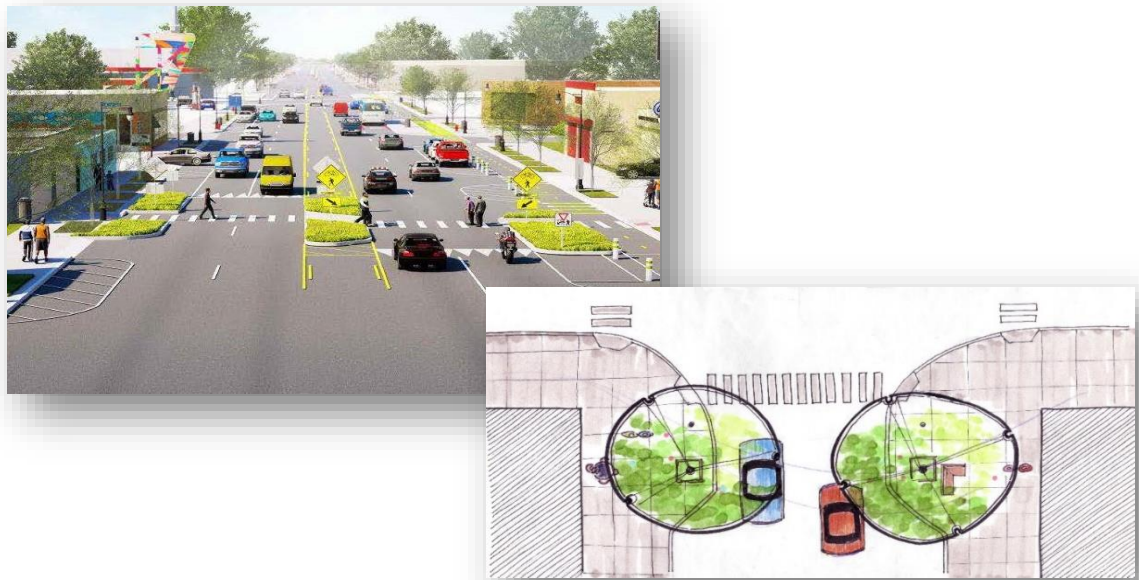
The DDA Board completed multiple streetscape projects under the guide of the previous plan; the intent behind including streetscapes in this amended plan is to provide maintenance, upgrades, or complete new streetscape projects. Because the lifespans of the existing physical features and enhancements vary and to maintain design consistency for future projects, a unified streetscape design for the Spoke Corridors should be developed, implemented, and amended as necessary, in addition to a separate streetscape design for the Core Downtown. Having an attractive, well designed, and unified streetscape will strengthen the visual realm among the Spoke Corridors by softening the commercial and industrial appearance.



A powerful and attractive feature to be included in both streetscape designs are highly visible

street crossings. The inclusion of a raised crosswalk with a colored pattern or brick pavers, as well as boulevards and bump-outs, will contribute to pedestrian safety, connectivity, off-site parking for businesses, and traffic calming. These features should not be restricted to intersections controlled by traffic lights; lengths of Allen Road, Ecorse Road, and Park Avenue in the Spoke Corridors lack designated pedestrian crossings.

Bicycle paths are an attractive feature for streetscapes. Bicycle paths can be incorporated in a variety of designs; protected bike lanes, buffered bike lanes, conventional bike lanes, or shared lanes (sharrows). This feature will provide a connective opportunity for health and environmentally conscious residents and visitors on bicycles to tour the Core Downtown and Spoke Corridors.



A plan titled “Bicycle and Pedestrian Mobility Plan for Southeast Michigan” published by Southeast Michigan Council of Governments (SEMCOG) provides supporting data and an overall nonmotorized plan to connect existing and proposed pathways throughout Southeast Michigan.

The cost of the S. Allen Road streetscape project, carried over from the 1991 DDA TIF plan, is approximately \$2,275,000.

Other project scopes and costs will be determined on a case-by-case basis. However, costs may be offset by available grant funding.

## Marketing

### Promotions

For the Core Downtown and Spoke Corridors to function at their peak, they require a critical mass of patrons to district businesses. Regular advertising and special events including but not limited to a farmers market, Car Show, music concerts, holiday market, and Made in Michigan Festival will help attract that critical mass. The DDA may produce special events on

its own, partner with with other organizations, or encourage independent entities to hold their events downtown. The DDA will use multiple channels to reach target audiences, including online and print, radio, television, outdoor, and social media.

This program expense will fluctuate.

## Operations

### **Consultation and Operational Expenditures**

The Consultation and Operational Expenditures category provides for professional services and operational activities relating to the DDA and downtown businesses. This category is relatively variable and is subject to the level and complexity of future activities taken on by the DDA. Professional services may be required to implement the proposals within this Plan and to manage and operate the DDA. This may include, but is not limited to, this Plan's writing, grant writing and administration, planning and architectural design, engineering, inspections and construction management services, and environmental assessment and mitigation planning. DDA operational activities may include but are not limited to, public notices, mailings, office supplies, administrative support, equipment usage/rental, etc.

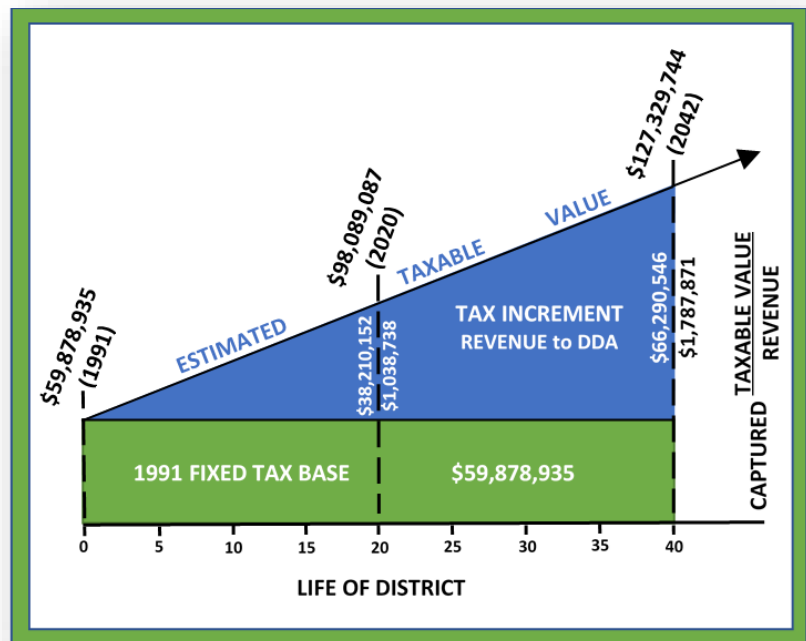
# Tax Increment Financing (TIF) Plan

## 5

Tax Increment Financing is a method of funding public investments in a designated area by capturing all or a portion of increased tax revenue resulting from property value appreciation, development or redevelopment, growth, or general market inflation. This tax increment financing is applied only to the Development Area for which a Development Plan has been prepared by the Downtown Development Authority and adopted by the City Council.

### TIF Capture Function

The intent of this Tax Increment Financing Plan is to demonstrate the revenue generated through captured taxable value is available to fund anticipated project and activity costs, particularly incurred bond debt. The captured taxable value is the difference between the current, or estimated, taxable value and the fixed base tax value. The captured taxable value will adjust annually based upon the taxable value of the real property within the district; whereas the fixed base tax value represents the assessed taxable value of real property in the district when established; this value will not fluctuate for as long as the DDA is active. The captured revenue is the annual amount collected by the DDA.



### Captured Taxable Value

When the Allen Park Downtown Development Authority was created on January 22, 1991, a fixed base tax value of \$59,878,935 was established; taxes collected from this fixed base value are not a source of revenue for the DDA. However, the difference between the 2021 taxable value (\$99,560,423) and the fixed base tax value (\$59,878,935), or the captured taxable value (\$39,681,488), is the source of the Downtown Development Authority's revenue. The current taxable value for this Plan is the assessed value of all real property in the Development Area as determined by the State Tax Commission in May of 2021. This is commonly known as the State Equalized Value (SEV). As shown and described in **Table 1**, the estimated captured taxable revenue is the amount collected to fund the DDA each fiscal year. **Table 2** provides a breakdown of the estimated captured revenue from current millage rates.

While the estimated taxable value demonstrates an increase for the life of the plan, the percentage of increase declines due in part to the built-out environment in the Development Area. The City of Allen Park Finance Department estimates annual taxable value increases of 1.5% for years 2021-2025, 1.25% for years 2026-2032, and 1.00% for years 2033-2041.

It is important to note, Emergency Manager Order 2014-054, effective September 24, 2014, was issued to direct all new tax increment revenues generated by economic redevelopment activities on parcels 30-001-01-0003-007, 30-001-01-0002-005 and 30-008-99-0001-701 be forwarded to the City for the limited and specific purpose of servicing the bond debt obligations described in that Order until those bond debt obligations are extinguished. However, as presented in **Table 1** and **Table 2**, the city operating millage includes taxable values of the above-mentioned properties; said revenue is credited to the DDA prior to transfer to the city for the life of the bonds. **Map 4** identifies the parcels described in Emergency Management Order 2014-054 and the current configuration of the parcels and related tax parcel identification numbers contained within the property parcels described in Order 2014-054.

Furthermore, at the November 2020 election, the voters of the City of Allen Park adopted amendments to the City of Allen Park charter that increased the total mills the City may assess and directed that not less than 6.75 mills shall be used for police and fire services and 1.9015 mills shall be used for road capital improvements. Accordingly, 6.75 mills and 1.9015 mills are excluded from capture by this TIF plan. The tax increment revenue generated from property within the downtown district will be captured as provided in **Tables 1** and **2**.

**Table 1** represents estimated captured TIF revenue available to the DDA for program and project funding outlined throughout this Plan.

### Other Financing Sources

In addition to the revenue collected through TIF, the Authority may use one or more of the following sources to finance projects and programs:

- Bond financing
- Future tax increment revenues
- Interest on investments
- Donations
- Local community stabilization payments
- Proceeds from real or personal property, building or facility owned, leased, or sold by the DDA
- Earned income
- Monies obtained from other sources approved by the city

The proceeds to be received from tax increment revenues in the Development Area plus the availability of funds from other authorized sources will be sufficient to finance all activities and improvements to be carried out under this plan.

Map 4 – Emergency Management Order 2014-054



**Table 1 - Estimated Captured Taxable Value**

Tax Year	Estimated Taxable Value <sup>(1)</sup>	Net Change Taxable Value <sup>(2)</sup>	Estimated Captured Taxable Value <sup>(3)</sup>	Estimated Captured Taxable Revenue <sup>(4)</sup>	Disbursement Cycle
2020	\$98,089,087	\$1,471,336	\$39,681,488	\$1,031,766	2020 - 21
2021	\$99,560,423	\$2,964,743	\$41,174,895	\$1,070,597	2021 - 22
2022	\$101,053,830	\$4,480,550	\$42,690,702	\$1,110,009	2022 - 23
2023	\$102,569,637	\$6,019,095	\$44,229,247	\$1,150,013	2023 - 24
2024	\$104,108,182	\$7,580,717	\$45,790,869	\$1,190,618	2024 - 25
2025	\$105,669,804	\$8,901,590	\$47,111,742	\$1,224,962	2025 - 26
2026	\$106,990,677	\$10,238,973	\$48,449,125	\$1,259,735	2026 - 27
2027	\$108,328,060	\$11,593,074	\$49,803,226	\$1,294,944	2027 - 28
2028	\$109,682,161	\$12,964,101	\$51,174,253	\$1,330,592	2028 - 29
2029	\$111,053,188	\$14,352,266	\$52,562,418	\$1,366,686	2029 - 30
2030	\$112,441,353	\$15,757,783	\$53,967,935	\$1,403,231	2030 - 31
2031	\$113,846,870	\$17,180,869	\$55,391,021	\$1,440,233	2031 - 32
2032	\$115,269,956	\$18,333,568	\$56,543,720	\$1,470,205	2032 - 33
2033	\$116,422,655	\$19,497,795	\$57,707,947	\$1,500,476	2033 - 34
2034	\$117,586,882	\$20,673,664	\$58,883,816	\$1,531,050	2034 - 35
2035	\$118,762,751	\$21,861,291	\$60,071,443	\$1,561,930	2035 - 36
2036	\$119,950,378	\$23,060,795	\$61,270,947	\$1,593,118	2036 - 37
2037	\$121,149,882	\$24,272,294	\$62,482,446	\$1,624,619	2037 - 38
2038	\$122,361,381	\$25,495,908	\$63,706,060	\$1,656,434	2038 - 39
2039	\$123,584,995	\$26,731,758	\$64,941,910	\$1,688,568	2039 - 40
2040	\$124,820,845	\$27,979,966	\$66,190,118	\$1,721,022	2040 - 41
2041	\$126,069,053	\$29,240,657	\$67,450,809	\$1,753,802	2041 - 42

1. The 2020 estimated tax value represents the true assessed value of all real property in the Development Area as determined by the State Tax Commission in May of 2021.
2. December 31 Estimated Taxable Value (TV) in the DDA District.
3. Estimated Net Change in Taxable Value. Estimates are based on annual projected increases of 1.5% for years 2021-2025, 1.25% for years 2026-2032, and 1.00% for years 2033-2041.
4. Difference between the December 31 Taxable Value and the 1991 Fixed Base Value of \$59,878,935.
5. Represents Estimated Capturable Taxable Value multiplied by the applied millage rate of 26.1258 then divided by 1,000.

Table 2 - Estimated TIF Revenue Capture

Year	County Operating	Veterans	Huron-Clinton Metropolitan Authority	Wayne County Community College	Wayne County Transit Authority	County Jail	County Parks	City Operating	City Rubbish	City Library	Estimated TIF Revenue Capture
	MILLAGE RATES										
	6.5853	0.0367	0.2089	3.2378	0.9949	0.9358	0.2453	10.4061	2.5128	0.8376	26.0012
2020	\$261,315	\$1,456	\$8,289	\$128,481	\$39,479	\$37,134	\$9,734	\$412,930	\$99,712	\$33,237	\$1,031,766
2021	\$271,149	\$1,511	\$8,601	\$133,316	\$40,965	\$38,531	\$10,100	\$428,470	\$103,464	\$34,488	\$1,070,597
2022	\$281,131	\$1,567	\$8,918	\$138,224	\$42,473	\$39,950	\$10,472	\$444,244	\$107,273	\$35,758	\$1,110,009
2023	\$291,263	\$1,623	\$9,239	\$143,205	\$44,004	\$41,390	\$10,849	\$460,254	\$111,139	\$37,046	\$1,150,013
2024	\$301,547	\$1,681	\$9,566	\$148,262	\$45,557	\$42,851	\$11,233	\$476,504	\$115,063	\$38,354	\$1,190,618
2025	\$310,245	\$1,729	\$9,842	\$152,538	\$46,871	\$44,087	\$11,557	\$490,249	\$118,382	\$39,461	\$1,224,962
2026	\$319,052	\$1,778	\$10,121	\$156,869	\$48,202	\$45,339	\$11,885	\$504,166	\$121,743	\$40,581	\$1,259,735
2027	\$327,969	\$1,828	\$10,404	\$161,253	\$49,549	\$46,606	\$12,217	\$518,257	\$125,146	\$41,715	\$1,294,944
2028	\$336,998	\$1,878	\$10,690	\$165,692	\$50,913	\$47,889	\$12,553	\$532,524	\$128,591	\$42,864	\$1,330,592
2029	\$346,139	\$1,929	\$10,980	\$170,187	\$52,294	\$49,188	\$12,894	\$546,970	\$132,079	\$44,026	\$1,366,686
2030	\$355,395	\$1,981	\$11,274	\$174,737	\$53,693	\$50,503	\$13,238	\$561,596	\$135,611	\$45,204	\$1,403,231
2031	\$364,766	\$2,033	\$11,571	\$179,345	\$55,109	\$51,835	\$13,587	\$576,405	\$139,187	\$46,396	\$1,440,233
2032	\$372,357	\$2,075	\$11,812	\$183,077	\$56,255	\$52,914	\$13,870	\$588,400	\$142,083	\$47,361	\$1,470,205
2033	\$380,024	\$2,118	\$12,055	\$186,847	\$57,414	\$54,003	\$14,156	\$600,515	\$145,009	\$48,336	\$1,500,476
2034	\$387,768	\$2,161	\$12,301	\$190,654	\$58,584	\$55,103	\$14,444	\$612,751	\$147,963	\$49,321	\$1,531,050
2035	\$395,588	\$2,205	\$12,549	\$194,499	\$59,765	\$56,215	\$14,736	\$625,109	\$150,948	\$50,316	\$1,561,930
2036	\$403,488	\$2,249	\$12,800	\$198,383	\$60,958	\$57,337	\$15,030	\$637,592	\$153,962	\$51,321	\$1,593,118
2037	\$411,466	\$2,293	\$13,053	\$202,306	\$62,164	\$58,471	\$15,327	\$650,199	\$157,006	\$52,335	\$1,624,619
2038	\$419,524	\$2,338	\$13,308	\$206,267	\$63,381	\$59,616	\$15,627	\$662,932	\$160,081	\$53,360	\$1,656,434
2039	\$427,662	\$2,383	\$13,566	\$210,269	\$64,611	\$60,773	\$15,930	\$675,792	\$163,186	\$54,395	\$1,688,568
2040	\$435,882	\$2,429	\$13,827	\$214,310	\$65,853	\$61,941	\$16,236	\$688,781	\$166,323	\$55,441	\$1,721,022
2041	\$444,184	\$2,475	\$14,090	\$218,392	\$67,107	\$63,120	\$16,546	\$701,900	\$169,490	\$56,497	\$1,753,802

## P.A. 57 of 2018 Requirements

Section 217 of Public Act 57 of 2018 requires all development plans contain the following components. Within this section each item will be discussed in more detail as it relates to said requirement.

**1. The designation of boundaries of the development area in relation to highways, streets, streams, or otherwise.**

The boundaries for the downtown district and Development Area are shown on **Map 5** at the end of this section. The primary roads in the district include Southfield Road (M-39), Allen Road, and Ecorse Road. The legal description is found in **Appendix A**, Legal Description of District.

**2. The location and extent of existing streets and other public facilities within the development area, designating the location, character, and extent of the categories of public and private land uses then existing and proposed for the development area, including residential, recreational, commercial, industrial, educational, and other uses, and including a legal description of the development area.**

There are approximately 633 lots or parcels within the Development Area spanning a variety of land uses. These land uses include general business, commercial business, industrial, recreational, and residential. Existing Land Uses within the Development Area are shown on **Map 6** at the end of this section. The Development Area includes:

**Public Land Uses**

- City Facilities— City Hall, Police Department, Fire Department, Community Center, and Allen Park Public Library.
- Parks – Community Jaycee Park, Downtown Pocket Park, Cunningham Park, Pretty Family Park, Church/Teller Park, and John Riel Memorial Park.
- United States Post Office

There are 25 lots/parcels containing government buildings occupying approximately 3.9% of land in the Development Area, whereas there are six (6) public parks occupying approximately 0.9% of land in the Development Area.

**Private Land Uses**

The following information was derived from the City of Allen Park Assessing Department in October 2020:

- Residential and Institutional Land Use – There are 32 lots or parcels occupied by permitted or regulated residential use. The permitted and regulated uses consist of residential or religious structures. These lots/parcels occupy approximately 8.0% of land in the Development Area.

- Commercial Land Use – There are 533 lots or parcels occupied by permitted or regulated commercial use. The permitted and regulated uses consist of retail shopping, general or medical offices, service and financial institutions, restaurants, markets, automotive related business, and hotels. These lots/parcels occupy approximately 81.4% of land in the Development Area.
- Industrial Land Use – There are 31 lots or parcels occupied by permitted or regulated industrial use. The permitted and regulated uses consist of manufacturing, warehouses, and public and private utility. These lots/parcels occupy approximately 4.7% of land in the Development Area.

#### **Recreational Uses**

- Baseball and Softball Diamonds
- Fitness Establishments
- Bowling Alleys
- Tennis and Basketball Courts
- Ice Rink

#### **Semi-Public Uses**

Five (5) Religious Institutions.

#### **Educational Uses**

Post-Secondary Facility and Inner-City Baptist Church School.

#### **Vacant Land**

Currently, there are 44 lots/parcels which provide approximately 26 acres of vacant land. However, most of this vacant property is incidental to an adjacent use i.e., private off-street parking. Of the 44 lots/parcels, there are six (6) vacant lots/parcels identified on **Map 6** representing most the 26 acres. Vacant lots/parcels account for approximately 0.9% of land in the Development Area.

- 3. A description of existing improvements in the development area to be demolished, repaired, or altered, a description of any repairs and alterations, and an estimate of the time required for completion.**

The description of existing and proposed projects, programs, and maintenance for implementation is provided in Section 3 of this Plan.

- 4. The location, extent, character, and estimated cost of the improvements including rehabilitation contemplated for the development area and an estimate of the time required for completion.**

The location, character and estimated cost of eligible projects, programs, and maintenance is provided in Section 4 of this document.

- 5. A statement of the construction or stages of construction planned, and the estimated time of completion of each stage.**

DDA projects will be budgeted on an annual basis. The cost and estimated time will be determined as each project is undertaken.

**6. A description of any parts of the development area to be left as open space and the use contemplated for the space.**

Future land uses for the Development Area are shown on **Map 7**, existing open space is identified. **Map 3** demonstrates future open space use.

**7. A description of any portions of the development area that the authority desires to sell, donate, exchange, or lease to or from the municipality and the proposed terms.**

At the present time the DDA does not plan to lease, own, or otherwise control property not currently in its control. Should future property acquisition be required or necessary to accomplish DDA objectives, or should the Authority receive property by donation, through purchase, or by any other means of acquisition, the Authority will establish and formally adopt appropriate procedures for property disposition, subject to applicable Federal, State, and local regulations.

**8. A description of desired zoning changes and changes in streets, street levels, intersections, traffic flow modifications, or utilities.**

The Board desires to draft and implement an Overlay Zoning District for properties within the Development Area. This overlay district will help achieve the goals and objectives of the Allen Park Downtown Development Authority (DDA). An overlay district will promote development of a compact, walkable, mixed-use district, consisting of a variety of retail, entertainment, office, service, residential, cultural, recreational, and municipal uses. To provide for the desired traditional downtown environment and accommodate the wide variety of permitted uses, this district includes specific design standards for site layout, setback continuity, building design, pedestrian amenities, parking requirements and arrangements, vehicular circulation, and coordination of features between adjoining sites. In the event of infill development, one intent of this district is to site buildings close to the street, with parking in the side, or preferably, rear yard. Permitted uses shall be designed and arranged to minimize any adverse impact on street capacity or public services and contribute to the overall image and function of the district. A mixture of uses within a building, such as retail on the ground floor and office or residential on upper floors, is permitted.

**9. An estimate of the cost of the development, a statement of the proposed method of financing the development, and the ability of the authority to arrange the financing.**

A description, including cost estimates, for specific and general projects, programs, and maintenance involved with this plan is contained in Section 4. As previously stated, in addition to TIF tax capture revenue, the DDA reserves the ability to utilize the following financing options for eligible projects, programs, and maintenance.

- |   |   |
|---|---|
| • Bond financing  | • Donation  |
| • Future tax increment revenues   | • Local community stabilization                           |
| • Interest on investments   | • Earned Income   |
| • Proceeds from real or personal property, building or facility owned, leased, or sold by the DDA | • Monies obtained from other sources approved by the city |
|   | • Special Assessments                                     |

10. **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 in any manner and for whose benefit the project is being undertaken if that information is available to the authority.**

Information concerning the names of people for whom benefits may accrue is unknown at this time and will not be available until implementation of projects, programs, and maintenance is underway.

11. **The procedures for bidding for the leasing, purchasing, or conveying in any manner of all or a portion of the development upon its completion, if there is no express or implied agreement between the authority and persons, natural or corporate, that all or a portion of the development will be leased, sold, or conveyed in any manner to those persons.**

Presently there are no agreements for property conveyance between the Allen Park DDA and the City of Allen Park, or any person(s), natural or corporation. The Development Plan utilizes a voluntary acquisition strategy to acquire property within the Development Area. Acquisition of such property would be on a negotiated basis between the Downtown Development Authority and the interested party. Any such sale, lease or exchange shall be conducted by the Downtown Development Authority pursuant to requirements specified in Act 57 of 2018. If needed, more detailed procedures will be developed prior to the transactions, in accordance with applicable City policy and Michigan state law.

12. **Estimates of the number of persons residing in the development area and the number of families and individuals to be displaced if occupied residences are designated for acquisition and clearance by the authority, a development plan shall include a survey of the families and individuals to be displaced, including their income and racial composition, a statistical description of the housing supply in the community, including the number of private and public units in existence or under construction, the condition of those units in existence, the number of owner-occupied and renter-occupied units, the annual rate of turnover of the various types of housing and the range of rents and sale prices, an estimate of the total demand for housing in the community, and the estimated capacity of private and public housing available to displaced families and individuals.**

Based upon a review of the properties within the Development Area, it is estimated there are fewer than 50 individuals who reside within the Development Area. As a result, a Development Area Citizens Advisory Committee is not required. The Development Plan does not require the acquisition and clearance of occupied residential property or displacement on a negotiated basis between the Downtown Development Authority and the interested party. Any such sale, lease, or exchange shall be conducted by the Downtown Development Authority pursuant to requirements specified in Act 57 of 2018. If needed, more detailed procedures will be developed prior to the transactions, in accordance with applicable City policy and Michigan state law.

**13. A plan for establishing priority for the relocation of persons displaced by the development in any new housing in the development area.**

At the present time no known relocation of families or individuals will take place within the scope of this proposed Development or Tax Increment Financing Plan.

**14. 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 provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, Public Law 91-646, 42 USC 4601.**

At the present time, no known relocation of families or individuals will take place within the scope of this proposed Development or Tax Increment Financing Plan.

**15. A plan for compliance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and Act 227 of the Public Acts of 1972.**

At the present time, no known relocation of families or individuals will take place within the scope of this proposed Development or Tax Increment Financing Plan.

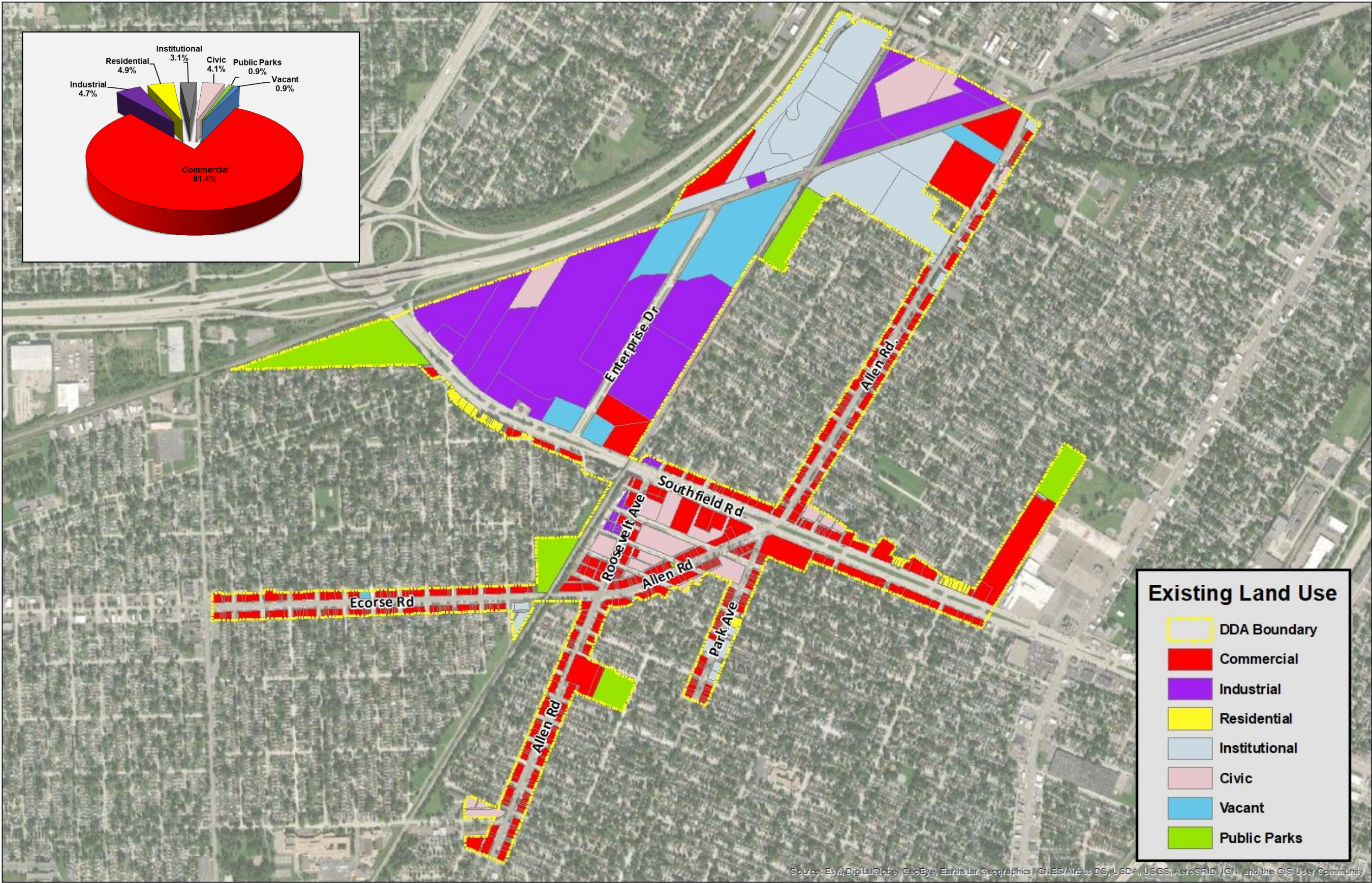
**16. Other material that the authority, local public agency, or governing body considers pertinent.**

Such other material will be identified or added as the need arises.

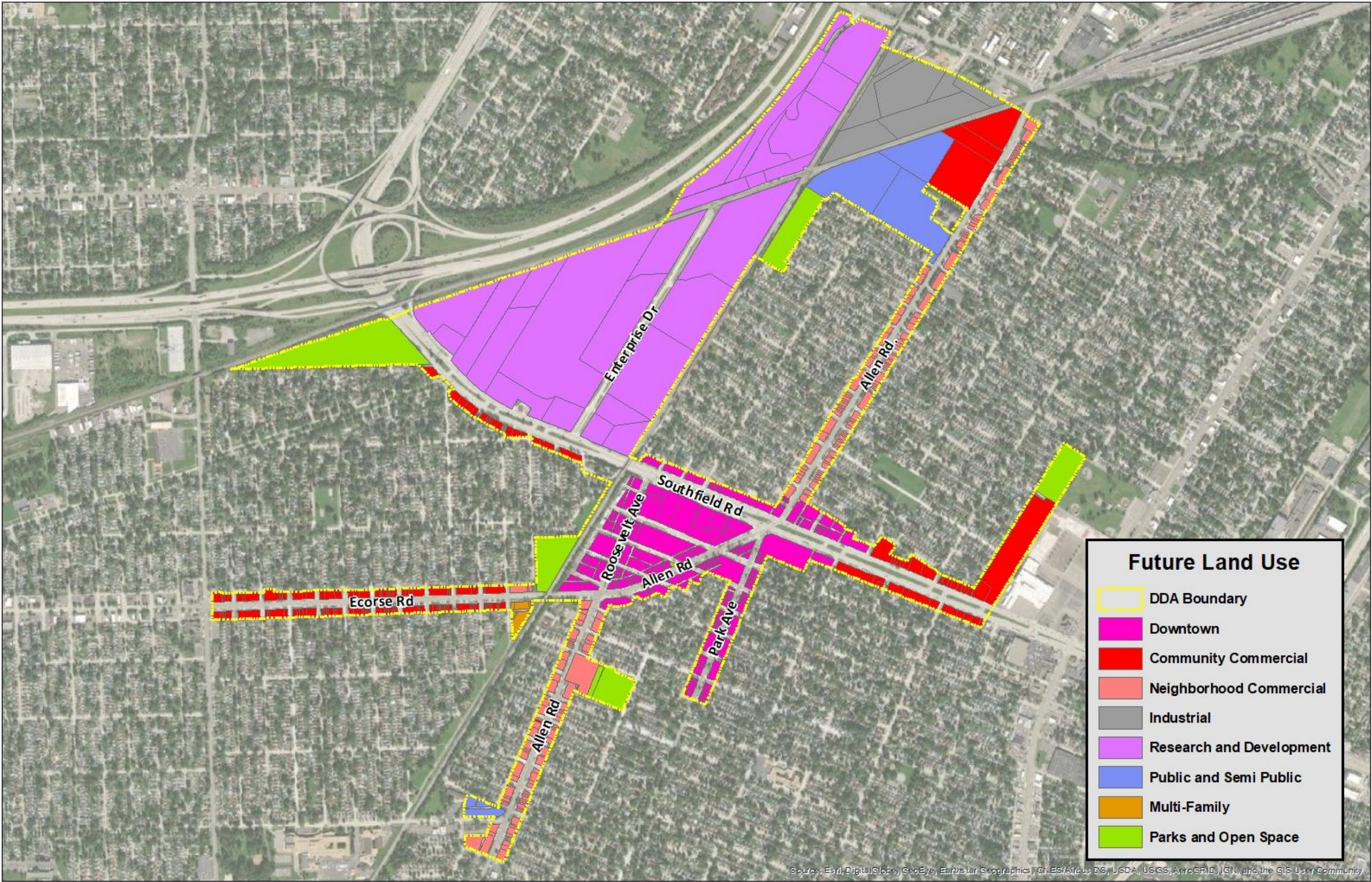
Map 5 – Development Area Boundary



Map 6 – Existing Land Use



Map 7 – Future Land Use



# Appendix A

## Development Area Legal Description

Commencing at a point described as the intersection of the northeast corner of the northerly right-of-way of Southfield Road and the east municipal line of the city;

Thence northeasterly to the southeast corner of Lot 944 extended to the southeasterly one-half of adjacent vacant alley of the B.A. Horger's Subdivision;

Thence west to the southwest corner of Lot 937 extended to the southerly one-half of adjacent vacant alley of the B.A. Horger's Subdivision;

Thence southwest along the east plat line of the B.A. Horger's Subdivision and Lincoln Manor No. 2 Subdivision to the northeast corner of Lot 1404 of the Lincoln Manor No. 2 Subdivision;

Thence westerly along the centerline of the alley, now vacated, to the west right-of-way of Roger Avenue;

Thence north to the south right-of-way of Meyer Avenue;

Thence west along the south right-of-way of Meyer Avenue to the west plat line of the Frank W. Dasher's Addition;

Thence south along the west plat line of the Frank W. Dasher's Addition to the centerline of the vacated alley adjacent to Lots 1441 and 1428 of Lincoln Manor No. 2 Subdivision;

Thence west along the centerline of said vacated alley to the west line of Lot 1437 of the Lincoln Manor No. 2 Subdivision extended;

Thence north along the west property line of Lot 1437 of the Lincoln Manor No. 2 Subdivision to the south right-of-way of Meyer Avenue;

Thence west to the northeast corner of Lot 1621 of the Lincoln Park Manor No. 3 Subdivision;

Thence southerly to the northeast corner of Lot 1636 of the Lincoln Park Manor No. 3 Subdivision and southerly one-half of adjacent vacant alley;

Thence west along the north lot line of Lot 1636 through 1627, and the south one-half of adjacent vacant alley, to the northwest corner of Lot 1627 of same subdivision;

Thence northeasterly along the west line of the Lincoln Manor No. 2 Subdivision, 70 feet to the southeast corner of property now owned by Billmeyer;

Thence N 70° 41'57" W 102.32 feet;

Thence S 28° 54'00" W 60.00 feet;

Thence N 70° 41'13" W 10.02 feet;

Thence N 28° 50'30" E 89.07 feet;

Thence S 60° 48'00" W 30.00 feet to a point 15.00 feet southerly of the northeast corner of Lot 140 of the Allen Boulevard Highlands Subdivision; thence westerly on a line 15.00 feet southerly of the northerly lot line of Lots 140, 119, and 112 of the Allen Boulevard Highlands Subdivision to a point on the westerly lot line of said Lot 112; thence northeasterly along the westerly lot line of Lots 112, 113, 114, 115, 159, 160, 191, 223, 224, 225, 256, 287, 288, 319, 320, 351, 352, of the Allen Boulevard Highlands Subdivision; Lot 1 of Weisend Acre Subdivision; Lots 454, 427, 415, 388, 376, 349, 337, 310, 298, 271, 259, 232, and 222 of Dasher Estates; Lots 4 and 15 of Hamilton Avenue Subdivision; Lots 154, 140, 113, and 99 of the Dasher Estates Subdivision, to the northwest corner of Lot 99 of the Dasher Estates Subdivision;

Thence northeasterly to the northeast corner of Lot 99;

Thence northerly to the southwest corner of Lot 73;

Thence northeasterly along the west plat line of Lots 73 and 64 of Dasher Estates Subdivision; including all public right-of-way to the municipal boundary of the City and the City of Melvindale;

Thence west along the municipal boundary of the cities of Allen Park and Melvindale to the east right-of-way of the Detroit, Toledo and Ironton Railroad right-of-way;

Thence north to the south right-of-way of Outer Drive;

Thence westerly along the same right-of-way to the easterly right-of-way of the Detroit Industrial Expressway (I-94);

Thence southwesterly along the easterly right-of-way of the Detroit Industrial Expressway (I-94) to the northwest right-of-way of Southfield Road;

Thence southeast to the easterly right-of-way of the Wabash Railroad right-of-way;

Thence southwesterly along the same right-of-way to a point described as the intersection of the easterly right-of-way of Wabash Railroad right-of-way with the intersection of the Lieber's Subdivision;

Thence east along the north plat line of the Lieber's Subdivision and Southfield Vernon Estates Subdivision to the northeast corner of Lot 297 of Southfield Vernon Estates Subdivision;

Thence southeasterly along the northeast property line of Lots 298, 299, 383, 363, 362, 353, and 350 of the Southfield Vernon Estates Subdivision to the north right-of-way of Beverly Avenue;

Thence east along the north right-of-way of Beverly Avenue to the east right-of-way of Gahona Avenue;

Thence south along the east right-of-way of Gahona Avenue to the northwest corner of Lot 31 of Fox's Replat;

Thence southeast along the northeast property line of Lots 31, 16, 15, and 14 of Fox's Replat;

Thence north to the south right-of-way of Southfield Road;

Thence southeast along the south right-of-way of Southfield Road to the west right-of-way of Detroit, Toledo, and Ironton Railroad;

Thence southwesterly along the west right-of-way of Detroit, Toledo and Ironton Railroad right-of-way to the northeast corner of Lot 104 of Arno Garden's Subdivision and north one-half of adjacent vacant street;

Thence west to the northwest corner of Lot 95 of Arno Gardens Subdivision and the north one-half of adjacent vacant street;

Thence south along the west property line of Lots 95, 94, and 83 of Arno Gardens Subdivision to the southwest corner of Lot 83;

Thence west along the south property line of Lots 376, 362, 309, 295, 242, 228, 175, 161, 108, 94, 41, and 27 of Harrah's Three Mile Subdivision; Lots 51, 65, 142, and 156 of A. Louis O'Conner's Greater Detroit Subdivision; Lots 243, 257, and 334 of A. Louis O'Conner's Greater Detroit Subdivision No. 1 to the southwest corner Lot 334 of same subdivision;

Thence north along the west property line of the adjacent vacated alley adjacent to Lots 334 and 333 of A. Louis O'Conner's Greater Detroit Subdivision No. 1 to the northwest corner of Lot 333 of same subdivision;

Thence west along the southerly lot line of Lot 341 of same subdivision extended to the west right-of-way of Buckingham Avenue;

Thence south to the southeast corner of Lot 436 of A. Louis O'Conner's Greater Subdivision No. 2;

Thence west along south property lines of Lots 436, 450, and 513 to the southwest corner of Lot 513 of A. Louis O'Conner's Greater Subdivision No. 2;

Thence north along the west property lines of Lots 513, 512 and 511 to a point opposite the south line of Lot 519;

Thence west along the south property line of Lot 519 to the east right-of-way of Pelham Road;

Thence south to the northwest corner of Lot 6 of Robinson Gardens Subdivision;

Thence east along the north property lines of Lots 6, 177, 190, and 308 of Robinson Gardens; Lots 410, 528, 542 and 660 of Harrah's Three Mile Subdivision No. 1; Lots 444, 443, 336, 335, 228, 227, 130, 129 and 56 of Airport Park Subdivision; Lots 486, 501, 540, 554, and 570 of Lie-Nor Lawn to the northwest corner of Lot 578 of the same subdivision, including all public rights-of-way;

Thence south along the east right-of-way of Norwood Avenue to the Detroit, Toledo and Ironton Railroad right-of-way;

Thence northeast along said right-of-way to the south right-of-way of Ecorse Road;

Thence east along the south right-of-way of Ecorse Road to the northeast corner of Lot 371 of Lie-Nor Lawn Subdivision;

Thence southerly to the southeast corner of Lot 371;

Thence southwesterly to the northwest corner of Lot 370;

Thence southerly along east property lines of Lots 370, 366, 347, 346, 325, 324, 300, 299, 273, 272, 243, 242, 211, 210, 177, 176, and 140 of Lie-Nor Lawn Subdivision to south right-of-way of May Avenue;

Thence west along the north property lines of Lots 139, 138, and 135 of Lie-Nor Lawn Subdivision to the northwest corner of Lot 135 of same subdivision;

Thence southerly along the west property lines of Lots 135, 136, 137 and 122 of Lie-Nor Lawn Subdivision to the southwest corner of Lot 122 of the same subdivision;

Thence southerly to the northwest corner of Lot 1170 of Harrah's Three Mile Subdivision No. 2;

Thence easterly to the northeast corner of Lot 1181 of Harrah's Three Mile Subdivision No. 2;

Thence southwest along the southeast property lines of Lots 1181, 1204, 1203, 1202, 1201;

Thence southerly along the north right-of-way of Englewood Avenue to the southwest corner of lot 90 of the Allen Road Highland Subdivision;

Thence northerly along the west property lines of Lots 90, 133, 134, 177, 178, 221, 222, 251, 252, 281, 282, 311, 312, 341 and 342 to the northwest corner of Lot 342 of Allen Road Highlands Subdivision;

Thence east along the north property lines of Lots 342 through 356 to the westerly right-of-way of Quandt Avenue;

Thence northeasterly to the northerly right-of-way of Regina Avenue;

Thence southwesterly along the northerly right-of-way of Regina Avenue to the southwest corner of Lot 214 of the Allen Road Lapham School Subdivision;

Thence northeast along the west property lines of Lots 214, 213 and 17 of Allen Road Lapham School Subdivision; Lots 463 and 448 of the Lincolnlawn Subdivision to the northwest corner of Lot 448 of same subdivision;

Thence east along the north property line of Lot 488 to the northeast corner of Lot 448 of Lincolnlawn Subdivision;

Thence northeasterly along the northwesterly property lines of Lots 447, 446, and 225 to the south right-of-way of Cleveland Avenue;

Thence east to the northeast corner of Lot 227 of Lincolnlawn Subdivision;

Thence north to the southwest corner of Lot 219;

Thence northeast to the northwest corner of Lot 219 of Lincolnlawn Subdivision extended to the center of the vacated alley;

Thence easterly along the center of vacated alley to the westerly right-of-way of Quandt Avenue;

Thence northerly along the westerly right-of-way of Quandt Avenue to the south right-of-way of Garfield Avenue;

Thence southeasterly along the southerly right-of-way of Garfield Avenue to northeast corner of Lot 47 of Lincolnlawn Subdivision;

Thence northeasterly to the southwest corner of Lot 171 of State-Allen Park Subdivision;

Thence northeasterly to northwest corner of Lot 199 of State-Allen Park Subdivision;

Thence northeasterly along the south right-of-way of White Avenue to the northeast corner of Lot 191 of State-Allen Park Subdivision;

Thence southwesterly along the west property lines of Lots 191 and 179 of the State-Allen Park Subdivision; Lots 55, 202, 247, 420, and 492 of Lincolnlawn Subdivision; Lots 44, 186, and 241 of Allen Road Lapham School Subdivision to the northeast corner of Lot 15 of C.W. Harrah's Allen Road Subdivision;

Thence southeasterly along the south right-of-way of Regina Avenue to the northwest corner of Lot 13 of Allen Avenue Park Subdivision;

Thence northeasterly along the west property lines of Lots 252, 173 and 55 of Allen Road Lapham School Subdivision; Lots 503, 407, 258, 191, and 68 of Lincolnlawn Subdivision; Lots 307, 295, 268, 256, and 229 of State-Allen Park Subdivision to the northwest corner of Lot 229 of same subdivision;

Thence northeasterly to the southwest corner of Lot 66 of Mercedes Park Subdivision;

Thence northwesterly to the northwest corner of Lot 66 of Mercedes Park Subdivision;

Thence northeasterly along the south right-of-way of Cleophus Avenue to the east municipal boundary of the city;

Thence northeasterly along said municipal boundary to the point of beginning.

**Excluding the following described properties:**

Commencing at a point described as the northeast corner of Lot 166 of Weber Heights Subdivision;

Thence northeasterly along the southeast property lines of Lots 167, 256, 257, 346, and 347 of Weber Heights Subdivision; Lot 88 of the Assessor's Allen Park Plat No. 3; Lot 105, 106, 193, 194 and 281 of Allen View Subdivision; Lots 7, 52, 65, 110, 123, 168, 180, 225, 237, 282, 294 and 339 of Allen Grove Subdivision; and 8 feet of vacated alley;

Thence westerly along the north plat line of the Allen Grove Subdivision and Green-Sarko Subdivision to the northwest corner of Lot 1 of Green-Sarko Subdivision;

Thence southerly along the westerly property line of Lot 1 to the northerly right-of-way of Hanfor Avenue;

Thence southerly along the east right-of-way of Arno Avenue to the northwest corner of Lot 80 of the Green-Sarko Subdivision;

Thence southerly along the west property line of said Lot 80 to the northerly plat line of the Allen View Subdivision;

Thence along the vacated alley to the northerly corner of Lot 352 of the Allen View Subdivision;

Thence southerly along boundary of said Lot 352 to the southerly right-of-way of O'Conner Avenue;

Thence westerly along the southerly right-of-way of O'Conner Avenue to the southeasterly corner of Lot 347 of the Allen View Subdivision;

Thence westerly to the northwest corner Lot 347;

Thence southwest to the northwest corner Lot 345;  
Thence southerly to the southwest corner of Lot 345;  
Thence southwesterly to the west line of Arno Avenue;  
Thence southwesterly along the westerly right-of-way of Arno Avenue to a point of intersection with the south line of Lot 110 extended of Weber Heights Subdivision;  
Thence easterly to the southwest corner of Lot 110;  
Thence easterly along the south property lines of Lots 110, 124, 125, 137 and 138 to the southeast corner of Lot 147 of Weber Heights Subdivision;  
Thence northerly to the northwest corner of Lot 146 of Weber Heights Subdivision;  
Thence southeasterly to the northeast corner of Lot 148 of Weber Heights Subdivision;  
Thence southerly to the southeast corner of Lot 148 of Weber Heights Subdivision;  
Thence easterly to the southeast corner of Lot 166 of Weber Heights Subdivision;  
Thence northerly to the northeast corner of Lot 166 of Weber Heights Subdivision which is the point of beginning.

**Also exempting the following described property:**

Described as part of Lot 3 of Quandt's Subdivision begin N 31° 16' 50" E 311.08 feet and S 59° 03' 53" E 615.53 feet from southwest corner of Lot 3; thence S 59° 03' 53" E 308.50 feet; thence N 31° 05' 30" E 355.73 feet; thence S 59° 05' 08" SW 550 feet; thence S 30° 54' 52" W 110 feet; thence S 59° 05' 08" E 201.50 feet; thence S 2° 22' 21" W 81.55 feet; thence S 30° 56' 07" SW 174 feet to the point of beginning.

**Including the additional following described territory:**

That parcel of land described as beginning at the southeast corner of Lot 166 of Weber Heights Subdivision;  
Thence northeasterly along the southeast property line of Lot 166, 167 and 256 of Weber Heights Subdivision and extending to the northerly right-of-way line of Meyer Avenue;  
Thence northwesterly along the southwesterly Lots 257 and 258 of Weber Heights Subdivision to the southwest corner of Lot 258;  
Thence southwesterly along Lot 255 northwest lot line extended to a point where the northwest lot line of Lot 255 meets the center of the vacated alley between Lots 255 and 168 of Weber Heights Subdivision;  
Thence northwesterly along the centerline of the vacated alley between Lots 169 and 254 of Weber Heights Subdivision to a point that intersects the centerline of Lot 169 extended to the centerline of the vacated alley between Lots 169 and 254 of Weber Heights Subdivision;  
Thence southwesterly along centerline of Lot 169 of Weber Heights Subdivision to the northerly right-of-way line of Beatrice Avenue;  
Thence northwesterly along the northerly right-of-way line of Beatrice Avenue to a point of intersection of the northerly right-of-way line of Beatrice Avenue and the northwest line of Lot 162 of Weber Heights Subdivision extended;  
Thence southwesterly along the extended northwest lot line of Lot 162 of Weber Heights Subdivision to the southwest corner of 162;  
Thence southeasterly along the southwest lot lines of Lots 162, 163, 164, 165 and 166 to the southeast corner of Lot 166, Weber Heights Subdivision which is the point of beginning.