PLYMOUTH ROAD DEVELOPMENT AUTHORITY

City of Livonia

DEVELOPMENT PLAN

and

TAX INCREMENT FINANCE PLAN

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

Revised and approved by City Council February 25, 1998 and March 27, 2013
PLYMOUTH ROAD DEVELOPMENT AUTHORITY

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

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

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

The purpose of this Development Plan and Tax Increment Finance Plan is to provide for the acquisition, construction and financing of the necessary street, street lighting, sidewalk, parking improvements, landscaping street furniture and other esthetic improvements, land acquisition, code enforcement, security, maintenance, marketing and promotion activities, and other facilities and programs for the Development Area to carry out the objectives of the PRDA so as to prevent future deterioration of the Development Area while preserving its unique character and promoting economic growth for the benefit of all businesses and taxing units located within and benefited by the Development Area. However, in order for the Development Plan to be successful, it will require the cooperation and participation of the affected business property owners within the PRDA district.
DEVELOPMENT
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Section 17(2)(a)

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

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

General Description of the Development Area: The boundaries may be described generally as follows: The Development Area is bounded on the north by the CSX Railway, on the west by Eckles Road, on the south by the Zoning boundary separating residential and commercial properties adjacent to Plymouth Road, and on the east by Inkster Road.
LOCATION AND EXTENT OF EXISTING STREETS AND OTHER PUBLIC FACILITIES WITHIN THE DEVELOPMENT AREA, LOCATION, CHARACTER AND EXTENT OF CATEGORIES OF PUBLIC AND PRIVATE LAND USES EXISTING AND PROPOSED FOR THE DEVELOPMENT AREA, INCLUDING LEGAL DESCRIPTION OF THE DEVELOPMENT AREA.

Existing Streets and Public Facilities:

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

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

Public facilities located within the Development Area include:

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

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

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

- Wayne County Norton Yard, located west of Inkster Road adjacent to the CSX Railroad.

- City owned park, Elm Park, located south of the CSX Railroad, north of Plymouth Road and west of Inkster Road.

- Sheldon Park Senior Citizen Center located on the east side of Farmington Road, south of Plymouth Road.

- Fire Station No. 6 located on the north side of Plymouth Road, west of Newburgh Road.

- Newburgh Village (City owned and operated public housing for the elderly) located on the west side of Newburgh Road, north of Plymouth Road.

**Land Uses:**

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

**Legal Description:**

(see attached Exhibit C, pages 14a to 16a)
Section 17(2)(c)

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

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

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

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

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

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

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

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

- **Cockrums Produce Building** - 35841 Plymouth Road.

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

**Estimated time to complete this project:** 4 years.
Section 17(2)(d)

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

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

Capital Improvements

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

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

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

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

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

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

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

B. Street Improvements:

1) Construct a right turn lane at the northwest corner of Middlebelt and Plymouth Roads. Requires right-of-way acquisition (7,500 sq. ft.) and traffic signal work plus construction at an estimated cost of $100,000. Estimated time for completion: 6 months.
2) Widen Plymouth Road from four to five lanes from the intersection of Ann Arbor Road and Plymouth Road west to Eckles Road. Includes storm sewer work from Newburgh Road west. Estimated cost: $1,000,000. Estimated time for completion: 9 months.

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

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

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

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

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

Other Improvements:

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

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

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

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

2) Maintenance of the grounds.

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

3) Approaches, driveways and parking lots.

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

4) Signs.

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

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

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

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

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

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

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

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

- Develop relationships with business owners to determine what police services are needed and the most effective means of delivery of those services.

- Respond to calls for police services in the project area.
• Provide preventive patrol services to the project area.

• Provide information to business owners in crime prevention methods.

• Provide liaison between business owners and other bureaus of the Police Department.

• Identify situations requiring specialized police services and facilitate the delivery of the services.

• Provide information to business owners on other available city services.

• Be vigilant to recognize problems in the project area and assist business and other City Departments in developing solutions.

• Work to promote a public awareness of the commitment by the City of Livonia and its Police Department to provide a safe, convenient environment for the public and businesses.

Estimated cost: $90,000 per year.

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

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

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

Estimated cost: $100,000 per year.
Estimated time for completion: This will be an on-going project.
STAGES OF CONSTRUCTION AND ESTIMATED TIME OF EACH STAGE

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

Anticipated phasing of projects is as follows:

Phase I:

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

Phase II:

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

Phase III:

Promotional activities
Business loan assistance
Additional public parking
Move/eliminate transmission wires
PARTS OF DEVELOPMENT AREA TO BE LEFT AS OPEN SPACE AND USE CONTEMPLATED FOR SUCH SPACE.

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

The PRDA may designate additional property which it may acquire within the Development Area from time to time as open space.
PORTIONS OF THE DEVELOPMENT AREA WHICH THE PRDA DESIRES TO SELL, DONATE, EXCHANGE OR LEASE TO OR FROM THE CITY AND PROPOSED TERMS.

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

The City may sell, donate, exchange or lease property to the PRDA on such terms as the City shall deem appropriate.
Section 17(2)(h)

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

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

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

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

The intersection of Plymouth Road and Middlebelt Road on the northwest corner is planned to be altered so as to provide a new right turn lane.
Section 17(2)(i)

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

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

Pursuant to Act 197, the costs of development may be financed by donations received by the PRDA, proceeds of a tax imposed pursuant to Section 12 of Act 197, revenue bonds issued pursuant to Act 94 of 1933, as amended, general obligation bonds issued by the City and other revenues available for payment of debt service on such bonds, tax increment bonds issued by the PRDA pledging solely the tax increments and other revenues of the PRDA, proceeds of a special assessment district created as provided by law and from money obtained from other sources approved by the governing body. Exhibit D indicates the sources of income available to the PRDA to pay the costs of the development and the estimated amounts available to the PRDA to pay the costs of the development and the estimated amounts of each source for the next 30 years, based on taxable value and captured assessed value of real and personal property within the Development Area, assuming annual growth in the Development Area at a rate as set forth in Exhibit D.
The non-capital costs of regulatory changes, financial assistance, marketing and promotion, security enhancement and other programs may be financed solely from non-TIF revenues received by the PRDA. Capital projects may be financed from revenues received by the PRDA or from the proceeds of various types of bond issues either separately or in combination and either immediately or in phases, depending on the type of financing vehicle used. Below are described the various available methods of financing the PRDA may seek to use.

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

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

**Michigan Transportation Fund Bonds:** For purposes of paying the costs of major and local street improvements, including paving, widening and lighting, the City may also borrow an amount not to exceed an amount which 45% of the City's receipts from the Michigan Transportation Fund for the State fiscal year immediately preceding such a bond issue would support in annual debt service, or such other percentage as permitted by law.
Section 17(2)(j)

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

Property within the Development area may be leased, sold or otherwise conveyed to a person or persons, natural or corporate, from time to time in furtherance of the economic development objectives of this Plan.
Section 17(2)(k)

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

The PRDA shall abide by the applicable laws, ordinances and rules which regulate leasing, purchasing or conveying of property and equipment that would otherwise apply to the City.
Section 17(2)(1)

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

Approximately 54 people reside in the development area. No families or individuals will be displaced by the programs contained within this Plan.
Section 17(2)(m)

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

Not applicable.

Section 17(2)(n)


Not applicable.

Section 17(2)(o)

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

Not applicable.
This Tax Increment Finance Plan contains the information required by Section 14(2) of Act 197. Additional information is available from the Planning Director, City of Livonia.
Section 14(2)

TAX INCREMENT PROCEDURE

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

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

a. Construction of new developments occurring after the date establishing the "initial assessed value."

b. Construction of new rehabilitation, remodeling alterations, or additions accruing after the date establishing the "initial assessed value."

c. Expiration of industrial and commercial property tax abatements and return of abated property to the ad valorem roll.

d. Increases in property values which occur for any other reason including increases from the benefits which accrue to the district as a result of this plan.

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

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

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

**MAXIMUM INDEBTEDNESS AND DURATION OF THE PLAN**

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

**ESTIMATED IMPACT ON ALL TAXING JURISDICTIONS**

Adoption of this Tax Increment Finance Plan will initially result in the use of all revenues derived from increases in assessed value of the real and personal property of the Development Area for purposes of the Development Plan. As soon as adequate increments have been generated to pay for remaining development projects and to pay debt service on bonds (if any), excess tax increment will be returned to the taxing jurisdictions. Exhibit D demonstrates the current millage levied by each jurisdiction (exclusive of educational millage exempted from capture), the anticipated growth in SEV and the resulting tax increment revenues to be derived from the Development Plan.
The PRDA proposes to strengthen the Development area and to prevent stagnation and deterioration in property values. This is to be accomplished by using the additional tax revenues generated in the Development Area to make public improvements and induce private investment and redevelopment and to induce greater retail and commercial sales activity by consumers.

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

It is anticipated that the public improvements proposed for the Development Area and the private investment and improvements they induce will provide long term stability and growth in the Development Area. This will greatly benefit all taxing jurisdictions which to a significant degree are dependent upon the economic wellbeing of the Development Area for stability and growth. This benefit will result from increases in property valuations surrounding the Development Area; increases in property valuations in the Development Area at the time the tax increment finance plan is completed; and increases in property valuation throughout the entire community.
The Plymouth Road Development Authority District indicated on the above map. The District is comprised of the principal businesses in the area within the established boundary as shown. It is for the purpose of promoting economic development, correcting and preventing deterioration, and making long-term improvements along Plymouth Road.
LAND USE LEGEND

D COMMERCIAL

D PARKING

D OFFICE/PERSONAL SERVICES

D PARK

D INDUSTRIAL

D PUBLIC/QUASI PUBLIC

D VACANT PROPERTY

D RESIDENTIAL

D BOUNDARY OF DISTRICT
EXHIBIT C

THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY DISTRICT

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

A parcel of land described as commencing at the S.E. 1/4 corner of Section 25; proceeding thence North, 250 feet along the centerline of Inkster Road; thence West within the Schanhite's Marquette Manor Subdivision (L. 61, P. 63, W.C.R.) to the S.E. corner of Lot 200 and North to the N.E. corner of Lot 199 and West to the N.W. corner of Lot 199 and South to the S.W. corner of Lot 199 and West to S.E. 1/4 of Lot 201 and West to N.W. corner of Lot 20 and South to S.W. corner of Lot 201 and West to S.E. corner of Lot 380 and North to N.E. carrier of Lot 382 and West to the N.W. corner of Lot 382 and South to S.W. corner of Lot 380 and West to S.W. corner of Lot 475, all of said lots being located within said Schanhite's Marquette Manor Subdivision; thence West to the centerline of Deering Avenue; thence North along said centerline to centerline of the Chesapeake and Ohio Railroad right-of-way; thence West to a point 1320 feet West of the centerline of Farmington Road; thence South, 2250 feet; thence West, 130 feet; thence North, 300 feet; thence West along the Newman Wadsworth Farms Subdivision (L. 71, P. 56 W.C.R.) 640 feet; thence South, 270 feet; thence West, 240 feet to the East line of Walter Dann Subdivision (L. 67, P. 79, W.C.R.); thence South, 100 feet; thence West to the centerline of Stark Road; thence North along said centerline to the centerline extension of Boston Post Road; thence westerly along the centerline of Boston Post Road to the centerline extension of Priscilla Lane; thence southerly along the center line of Priscilla Lane 250 feet; thence West along the south lot lines of Lots 2 to 11, both inclusive Alden Village Subdivision (L. 66, P. 78 W.C.R.); thence North along the west lot lines of Lots 12, 31 and 32 of said Alden Village Subdivision; thence West, 250 feet to a point on the East subdivision line of Belden Industrial Park, (L. 101, P. 99-100 W.C.R.); thence North along said East subdivision line to a point on the centerline of the Chesapeake and Ohio Railroad; thence westerly along said centerline to the west section line of Section 30, also known as the centerline of Eckles Road; thence South along the centerline of Eckles Road, as extended to a point 600 feet south of the centerline of Plymouth Road; thence southeasterly 300 feet; thence northerly 300 feet; thence East, 170 feet; thence North to the centerline of Plymouth Road; thence southeasterly along the centerline of Plymouth Road to the centerline extension of Alois Avenue; thence South along said Alois Avenue 150 feet; thence easterly to the S.W. corner of Lot 53 and extending easterly along a vacated alley to the S.E. corner of Lot 1, said lots being a part of Chaney and Bakewell's Plymouth Park, (L. 55, P. 77, W.C.R.) thence North along the west subdivision lines of Hunter's Pointe Subdivision (L. 107, P. 24-27, W.C.R.) and Newburgh Estates Subdivision (L. 68, P. 45, W.C.R.) to the centerline of Amrhein Road; thence East to the centerline of Newburgh Road; thence South, 1220 feet to the north lot line as extended of Lot 18, Woodlands Village Subdivision (L. 69; P. 3, W.C.R.); thence East to the N.E. corner of said Lot 18; and southerly along the East subdivision line of said Woodlands Village Subdivision, to the S.E. corner of Lot 27 of said
subdivision; thence West to the centerline of Newburgh Road; thence South to the centerline of Plymouth Road; thence westerly along the centerline of Plymouth Road 950 feet; thence South along the west lot line of Lot 547, Supervisor's Livonia Plat No. 9 (L. 66, P. 60 W.C.R.) to the south section line of Section 30; thence East along said section line and the centerline of Edward N. Hines Drive to the centerline of Ann Arbor Road; thence northerly along centerline of Ann Arbor Road 150 feet; thence easterly along the North property line of Edward Hines Parkway to the S.E. corner of Lot 25 Shaffmaster's Parkside Estates Subdivision (L. 68, P. 90, W.C.R.); thence northerly along the East lot line of said lot 25 to the centerline of Parkdale Avenue; thence easterly along said centerline to the East lot line, as extended, of Lot 13, Shaffmaster's Plymouth Riverside Estates Subdivision (L. 66, P. 69, W.C.R.); thence North along the East lot line of said Lot 13, 20 feet; thence East to the West lot line of Lot 18 of said Shaffmaster's Plymouth Riverside Estates Subdivision; thence North to the N.W. corner of said Lot 18; thence East along the south lot lines of Lots 1 to 5, both inclusive, of said subdivision to the centerline of Levan Road; thence continuing East along the North lot line of Lot 1, Levan Court Subdivision (L. 104, P. 26, 27, W.C.R.) to the N.E. corner of said Lot 1; thence South to the S.E. corner of Lot 3 of said subdivision; thence East, 1157 feet along the North line of Elmira Avenue as extended to the west subdivision line of the Kenwood Park Subdivision (L. 91, P. 75, 76, W.C.R.); thence North along said west subdivision line to the north subdivision line of said Kenwood Park Subdivision; thence East along the north subdivision lines of said Kenwood Park Subdivision, Yale Homes Subdivision (L. 84, P. 7, 8, W.C.R.) and Country Homes Subdivision No. 1 (L. 76, P. 70, 71, W.C.R.) to the centerline of Wayne Road; thence South, 50 feet; thence East along the North lot lines of Lots 12 and 75, Supervisor's Livonia Plat No. 1 (L. 65, P. 52, W.C.R.) to the centerline of Stark Road; thence easterly on three (3) headings along the north subdivision line of the Wellington Woods Subdivision (L. 99, P. 27 and 28, W.C.R.) to the N.E. corner of Lot 27 of said subdivision; thence North, 110 feet; thence East, 220 feet; thence South, 240 feet; thence East, 190 feet; thence North, 240 feet; thence East, 320 feet; thence North, 150 feet; thence East, 80 feet; thence North, 150 feet; thence East, 80 feet; thence South, 300 feet; thence East to the centerline of Farmington Road; thence South, 50 feet; thence West, 280 feet; thence South, 400 feet; thence East, to the centerline of Farmington Road; thence South, 350 feet; thence East along the north subdivision line of Rosedale Gardens No. 11 (L. 74, P. 67, W.C.R.) to the centerline of Woodring Avenue; thence North to the centerline of Plymouth Road, thence East to the centerline of Hubbard Road; thence South, 180 feet to the south line of a 20 foot wide alley, Rosedale Gardens No. 1 Subdivision (L. 56, P. 59, W.C.R.); thence East along said south line to the centerline of Merriman Road; thence South to a point 415 feet south of the centerline of Plymouth Road; thence East, 800 feet; thence North, 100 feet; thence East 250 feet to the centerline of Hubbell Avenue; thence South, 100 feet; thence East, 250 feet; thence South to N.W. corner of Lot 42, Devonshire Park Subdivision (L. 76, P. 59, 60, W.C.R.) thence East to the N.E. corner of Lot 27 and South to N.W. corner of Lot 1 of said Devonshire Park Subdivision; thence East along the north subdivision line of the Bel-Aire Gardens Subdivision (L. 75, P. 48, W.C.R.)
to a point 183 feet west of the centerline of Middlebelt Road; thence South, 146 feet to the centerline of Orangelawn Avenue; thence East, 183 feet to the centerline of Middlebelt Road; thence south along said centerline, 80 feet; thence East, 280 feet; thence North, 230 feet to the centerline of Orangelawn Avenue; thence West, 280 feet to the centerline of Middlebelt Road; thence North along said centerline to West extension of the centerline of Elmira Avenue; thence East along the centerline of Elmira Avenue to the west lot line of Lot 1, as extended, of the Greenette Subdivision (L. 74, P. 65, 66, W.C.R.); thence North along said west lot line to the north line of said Greenette Subdivision; thence East along the North subdivision line of said Greenette Subdivision, as platted, to the N.E. corner of Lot 16 of said subdivision; thence South to the N.W. corner of Lot 121, Thomas Elliot Subdivision (L. 72, P. 19, W.C.R.); thence East along the North subdivision line of said subdivision to the centerline of Deering Avenue; thence North, 150 feet; thence easterly along the centerline of a twenty (20) foot wide alley lying south of and adjacent to Lots 924 to 949, both inclusive, New Detroit Subdivision No. 1, (L. 62, P. 85, W.C.R.) to the centerline of Cavell Avenue; thence continuing easterly along the centerline of a twenty (20) foot wide alley lying south of and adjacent to Lots 1 to 13, both inclusive; and also Lots 135 to 146, both inclusive, New Detroit Subdivision (L. 61, P. 85, W.C.R.) to the centerline of Inkster Road; thence North, 100 feet to the S.E. 1/4 corner of Section 25 and the Point of Beginning, EXCEPT the following parcel of land: That part of the S.W. 1/4 of Section 25 described as beginning at a point distant East along the centerline of the Chesapeake and Ohio Railroad right-of-way 1970 feet and South along the centerline of Hartel Avenue, as extended, 650 feet from the West 1/4 corner of said Section 25; proceeding thence West, 220 feet; thence North, 360 feet; thence West, 440 feet; thence South, 1030 feet; thence West, 660 feet; thence South, 960 feet; thence East, 440 feet; thence North, 540 feet; thence northeasterly 240 feet; thence South, 610 feet; thence East, 660 feet to the centerline of Hartel Avenue; thence North along said centerline, 1640 feet to the point of beginning.
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(1) - Assumes 1.0% annual growth in taxable values.
AN ORDINANCE ADDING CHAPTER 16 (PLYMOUTH ROAD DEVELOPMENT AUTHORITY) TO TITLE 3 OF THE LIVONIA CODE OF ORDINANCES, AS AMENDED.

THE CITY OF LIVONIA ORDAINS:

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

CHAPTER 3.16

PLYMOUTH ROAD DEVELOPMENT AUTHORITY

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

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

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

3.16.030 Definitions. The terms used in this ordinance shall have the same meaning as given to them in Act 197 or as hereinafter in this section provided unless the context clearly indicates to the contrary. As used in this ordinance:
A. "Authority" means the Plymouth Road Development Authority created by this ordinance.


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

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

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

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

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

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

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

3.16.060 Board of Directors. The Authority shall be under the supervision and control of the Board. The Board shall consist of the Chief Executive Officer and twelve (12) members. Members shall be appointed by the Chief Executive Officer, subject to approval by the Council. Not less than a majority of the members shall be persons having an interest in property located in the District. Not less than one (1) of the members shall be the representative of the Livonia Public Schools. Not less than one (1) of the members shall be the representative of other local units of government which levy property taxes against property
located within the District. If the District has one hundred (100) or more persons residing within it, not less than one (1) of the members shall be a resident of the District. Members shall be appointed to serve a term of four years, except that of the members first appointed, three (3) shall be appointed for terms of one year, three (3) shall be appointed for terms of two years, three (3) shall be appointed for terms of three years, and three (3) shall be appointed for terms of four years. A member shall hold office until the member's successor is appointed and qualified. Before assuming the duties of office, a member shall qualify by taking and subscribing to the constitutional oath of office. An appointment to fill a vacancy shall be made by the Chief Executive Officer for the unexpired term only. Members of the Board shall serve without compensation, but may be reimbursed for actual and necessary expenses. The chairperson of the Board shall be elected by the Board. The Board shall adopt Bylaws governing its procedures subject to the approval of the Council. In the event that the Board determines to employ a Director of the authority, such Director shall furnish a bond in the penal sum of Fifty Thousand Dollars ($50,000) payable to the Authority for use and benefit of the Authority, approved by the Board, and shall file the same with the City Clerk of the City.

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

3.16.080 Fiscal year; Adoption of Budget.

A. The fiscal year of the Authority shall begin on December 1 of each year and end on November 30 of the following year, or such other fiscal year as may hereafter be adopted by the Council.

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

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

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

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

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

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

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

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

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

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

Joan Mc Cotter, City Clerk
The foregoing ordinance was authenticated by me this 20th day of April, 1993.

Robert D. Bennett, Mayor

Approved as to form:

Harry C. Tatigian, City Attorney
Dated: April 19, 1993
UNDESERIVED CERTIFIES FOREGOING
PASSED BY LIVONIA CITY COUNCIL ON
April 7, 1993 BY VOTE 5:1
AND PUBLISHED IN Livonia Press on
April 26, 1993

[Signature]
JOAN MCCOTTER, CITY CLERK
AN ORDINANCE AMENDING SECTIONS 020 AND 050 OF TITLE 3, CHAPTER 16
(PLYMOUTH ROAD DEVELOPMENT AUTHORITY) OF THE LIVONIA CODE OF ORDINANCES, AS AMENDED.

THE CITY OF LIVONIA ORDAINS:

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

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

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

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

Section 3. Should any portion of this ordinance be held invalid for any reason, such holding shall not be construed as affecting the validity of the remaining portions of this ordinance.
The above ordinance was passed at the regular meeting of the Council of the City of Livonia held Wednesday, July 7, 1993 at 8:00 p.m.

Joan McCotter
John McCotter, City Clerk

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

Robert D. Bennett
Robert D. Bennett, Mayor

Approved as to form:

Harry C. Tatigian, City Attorney
Dated: July 19, 1993
UNDEIGNED CERTIFIES FOREGOING
PASSED BY LIVONIA CITY COUNCIL ON
July 7, 1993 BY VOTE 6-1.
AND PUBLISHED IN Livonia Observer
ON July 26, 1993.

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

THE CITY OF LIVONIA ORDAINS:

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

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

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

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

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

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

(signature)

Tere M. Marecki, City Clerk
The foregoing ordinance was authenticated by me on this 10th day of April 2013.

Jack E. Kirksey, Mayor

Approved as to form:

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

TERRY A. MARECKI
CITY CLERK
AN ORDINANCE AMENDING SECTION 620 OF TITLE 3, CHAPTER 16 (PLYMOUTH ROAD DEVELOPMENT AUTHORITY) OF THE LIVONIA CODE OF ORDINANCES, AS AMENDED.

CITY OF LIVONIA ORDAINS:

Section 620 of Title 3 Chapter 16 of the Livonia Code of Ordinances, as amended, is hereby amended to read as follows:

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

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

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

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

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

Terry Marecki, City Clerk

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

Jack F. Kirksey, Mayor
NOTICE OF PUBLIC HEARING  
CITY OF LIVONIA  
COUNTY OF WAYNE, MICHIGAN  

ON AMENDING THE BOUNDARIES  
OF THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY  

Properties to be removed from the Plymouth Road Development Authority District  

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