

Downtown Development + Tax Increment Financing Plan

September
2011

City of Woodhaven, Michigan

Acknowledgments

City of Woodhaven Downtown Development Authority

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Introduction

Purpose of the Downtown Development Authority Act

According to the State of Michigan Public Act 197 of 1975 as amended, the City of Woodhaven is empowered to establish a downtown development authority. The purpose of a downtown development authority is to correct and prevent deterioration of business districts; to promote economic growth and revitalization; to encourage historic preservation; to authorize acquisition and disposal of interest in real and personal property; to authorize the creation of an authority; and to authorize the levy and collection of taxes, the issuance of bonds and the use of tax increment financing in the accomplishment of specific downtown development activities contained in locally-adopted development plans.

Act 197 seeks to address problems of urban decline, strengthen existing areas and encourage new private developments in the downtown districts of our communities. It seeks to accomplish this goal by providing communities with the necessary legal, monetary and organizational tools to revitalize downtown districts either through public-initiated project undertaking or in concert with privately motivated development projects.

The manner in which downtown development authorities choose to make use of these tools does, of course, depend on the problems and opportunities facing each particular downtown district and the development priorities sought by the community in the revitalization of its center.

A downtown development authority may engage in the following functions:

- Prepare analysis of economic changes within the district;
- Prepare analysis on the impact of metropolitan growth upon the district;
- Plan and propose construction, renovation, etc., of a public facility, an existing building, or multiple-family dwelling unit;
- Develop long-range plans to halt deterioration of property values;
- Implement procedures necessary to achieve proposed improvements;
- Enter into contracts necessary to exercise its power;
- Acquire, lease or dispose of property; and
- Accept grants and donations.



Creation of the Downtown Development Authority of the City of Woodhaven and the Development District

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, on August 17, 1999, the City Council of Woodhaven adopted an Ordinance which created the Downtown Development Authority of the City of Woodhaven (the “Authority”). Approval of the Downtown Development Authority Ordinance included the designation of boundaries of the downtown district (the “Downtown District”) within which the Authority may exercise its powers, and the appointment of eight (8) members to serve with the Mayor on the Authority.

Act 197 refers to a “downtown district” as being within a business district which is specifically designated by ordinance of the governing body of the municipality, and a “business district” as being an area in the downtown of a municipality zoned and used principally for business. To develop the Downtown District boundaries, a number of sources were considered. (Figure 1 on pg. 3 demonstrates the City of Woodhaven DDA boundaries.) The City Zoning Map and Master

Land Use Plan, in addition to existing commercial, industrial, residential and public/quasi-public land uses were inventoried. After careful consideration of the intent of Act 197 and the intent and purpose stated in the Downtown Development Authority Ordinance, the Downtown District was configured to include properties which are zoned and used principally for business.

The location and configuration of the Downtown District enables the adoption of a tax increment plan as a means of financing public improvements. By definition, a tax increment financing plan seeks to capitalize on and make use of the increased tax base created by economic development within the boundaries of a downtown district. The Downtown District is experiencing the most concentrated and extensive economic activity within the City and, therefore, should meet the purpose of Act 197.

The purpose of this Development Plan and Tax Increment Financing Plan is to provide for the acquisition, construction and financing of the necessary street, sidewalk, streetscape, parking improvements and other facilities needed in the Downtown District to achieve the objectives of the Authority to prevent further deterioration of the Downtown District while preserving its historical character and promoting economic growth of benefit to all taxing units located within and benefitted by the Downtown District.

This plan is to serve as an update to the plan and each of its amendments.



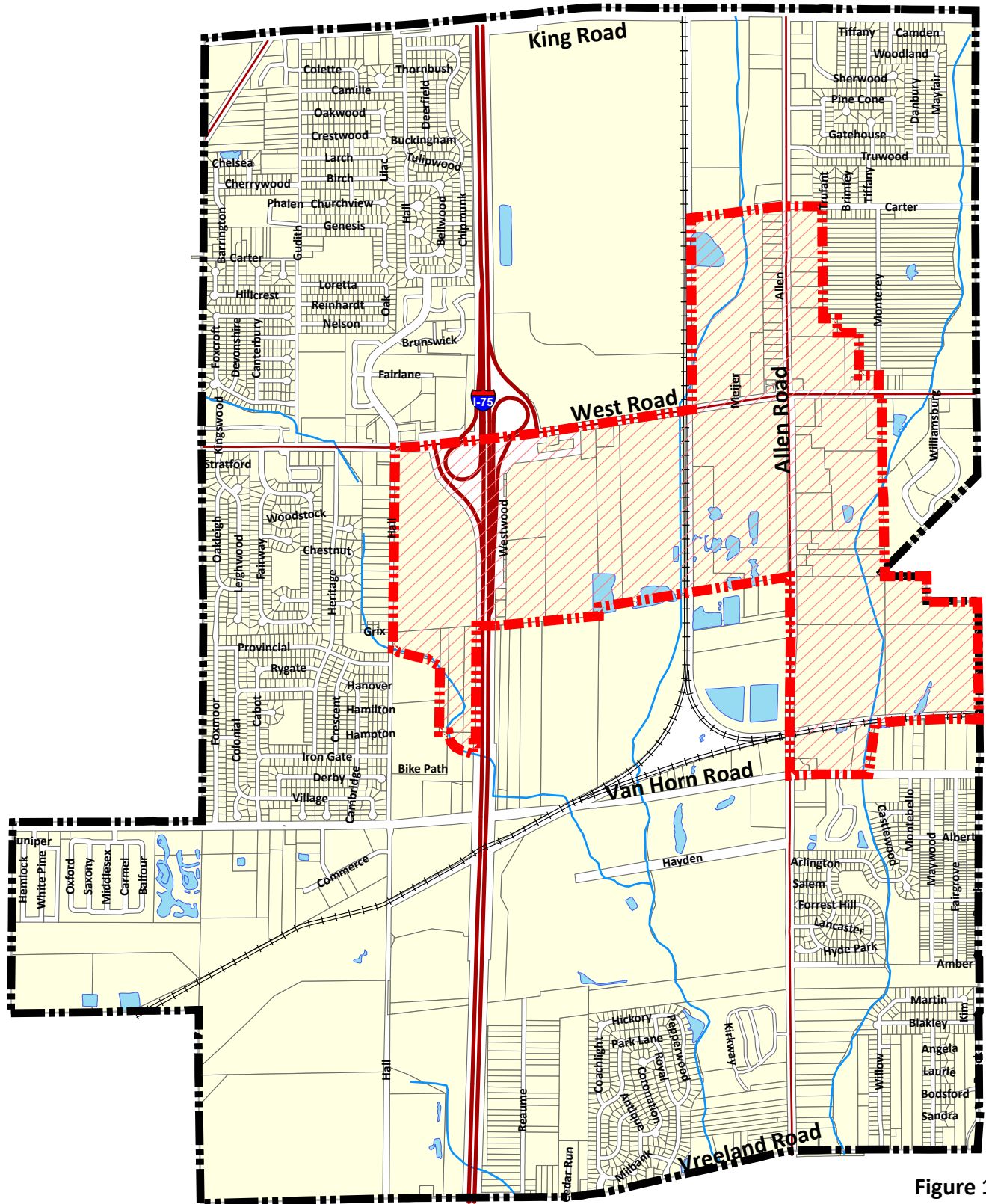
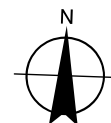


Figure 1

Downtown Development Authority District

City of Woodhaven
Wayne County



0 500 1,000 1,500 2,000 Feet

8-31-11

Carlisle/Wortman Associates, Inc.
Ann Arbor, Michigan



Activities of the Downtown Development Authority

The Authority has focused its attention on identifying those public improvements that are needed in the Downtown District and which, if provided, will result in the enhancement of existing business activity and stimulation of new private investment, thus assisting to halt property value deterioration and to increase property tax valuation and promote economic growth.

The Authority has spent considerable time evaluating parking, traffic circulation, streetscape, entranceways, pedestrian circulation and other aspects of the Downtown District. Based on these evaluations, the Authority has made a number of improvements within the Downtown District since its formation. These improvements are included in the following table:

Table 1
Activities of the DDA Since Formation

- * Repair and replacement of service drive along Allen Road.
- * Construction of cross-access driveways to connect adjacent businesses.
- * Improvements to water distribution and water main loop back.
- * Civic Center Park improvements including: football field addition, walking path expansion and playscape.
- * West and Allen Road intersection improvements.

The Authority has identified other improvements that would serve to improve the Downtown District. These improvements have been integrated in to the Development Plan which follows. Other improvements are to be encouraged by the Authority, but may be implemented by other public agencies and/or private property owners.



Downtown Development Plan

This Development Plan contains the information required by Section 17(2) of Act 197.

Location

The City of Woodhaven is located in southeast Wayne County, Michigan, and is approximately six (6) square miles in area. It is bordered by Brownstown Township to the north, south, and west; the City of Riverview to the northeast; the City of Trenton to the east; the City of Gibraltar to the southeast; and the City of Flat Rock to the southwest. The communities encompassing the area southwest of the City of Detroit are referred to as the Downriver area, which Woodhaven is a part of.

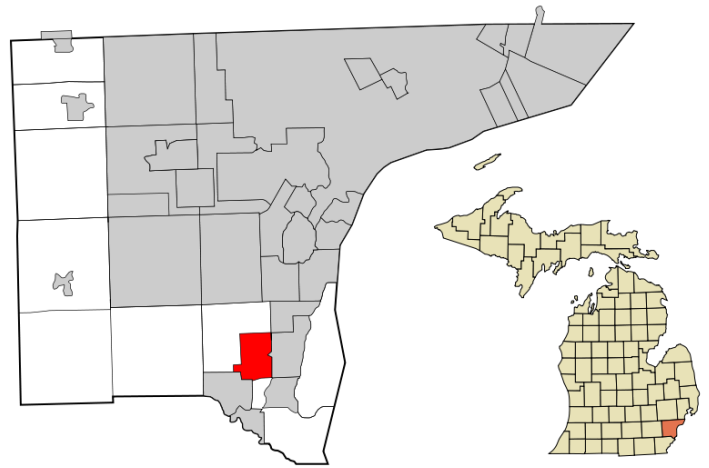


Figure 2. City of Woodhaven – Regional Setting

Interstate 75 runs north-south through the center of the City of Woodhaven, connecting Woodhaven with the wider region. I-75 links Woodhaven to major cities to the north and south: Toledo, Ohio is approximately 40 miles south of Woodhaven while Detroit is approximately 20 miles northeast. I-75 also provides links to other highways such as I-94 and I-275.

The Development Area contains primarily commercial and industrial properties in addition to some public and office use properties. Downtown refers to the area generally bounded by the railroad corridor to the west, Monterey to the east, Carter to the north, and industrial uses to the south. West and Allen are Downtown's two (2) primary roads, with the intersection of West and Allen representing the center of Downtown Woodhaven.

Existing Land Use Categories

The first step in any future planning program is the survey and analysis of the existing issues of land in the district today. In order to accomplish this task, Southeast Michigan Council of Governments (SEMCOG) land use data was obtained to generate an existing land use map. The existing land uses of the parcels located within the DDA district is found in Figure 3 on page 7.

The existing land use map depicts the following land use categories with the DDA district boundary:

Auto Dealership

The category includes new and used vehicle sales, marine dealers and recreational vehicle sales establishments. Currently there are three (3) new car dealerships within the DDA area.

Gas Station

Two (2) gas stations are located within the district at the northeast corner of West and Allen Roads. These facilities generally provide for accessory convenience stores and car washes.

Government

The civic center complex is located at the intersection of Hall and West Roads at the northwest corner of the DDA boundary line, and the 33rd District Court is located in the southeast corner of the DDA district.

Industrial

The areas designated as industrial use include the Michigan Fuels storage and distribution depot east of I-75 south of West Road. This land use category also encompasses the Ford Manufacturing plant, large truck service, automotive service, warehousing and storage facilities and other similar uses.

Large Scale Commercial

This land use category includes discount and department stores, as well as large office supply stores, home centers and other establishments where shoppers usually comparison shop.



Office

This land use includes banks branches, real estate offices, general office buildings, medical/dental clinics and veterinary clinics and offices.

Park

Civic Center Park is located along the western boundary of the DDA district immediately south of the Civic Center Complex.

Restaurant

This category includes full-service restaurants, fast food establishments, coffee shops and similar uses involved in providing prepared foods directly to the consumer, usually for consumption on the premises.



Retail

The properties included in this designation include small retail and personal service establishments, such as, pharmacies, shoe stores, grocery stores, tanning salons, beauty parlors and other similar businesses.

Retail/Restaurant

This category's designation depicts those commercial developments with multiple tenants that include retail, personal service and food service establishments.

Vacant

There is a large area of vacant land in the southeast corner of the DDA district immediately north of the railroad tracks. Smaller vacant lots are found adjacent to Meijer at West Road and Ziegler, and the northwest corner of West and Allen Roads.

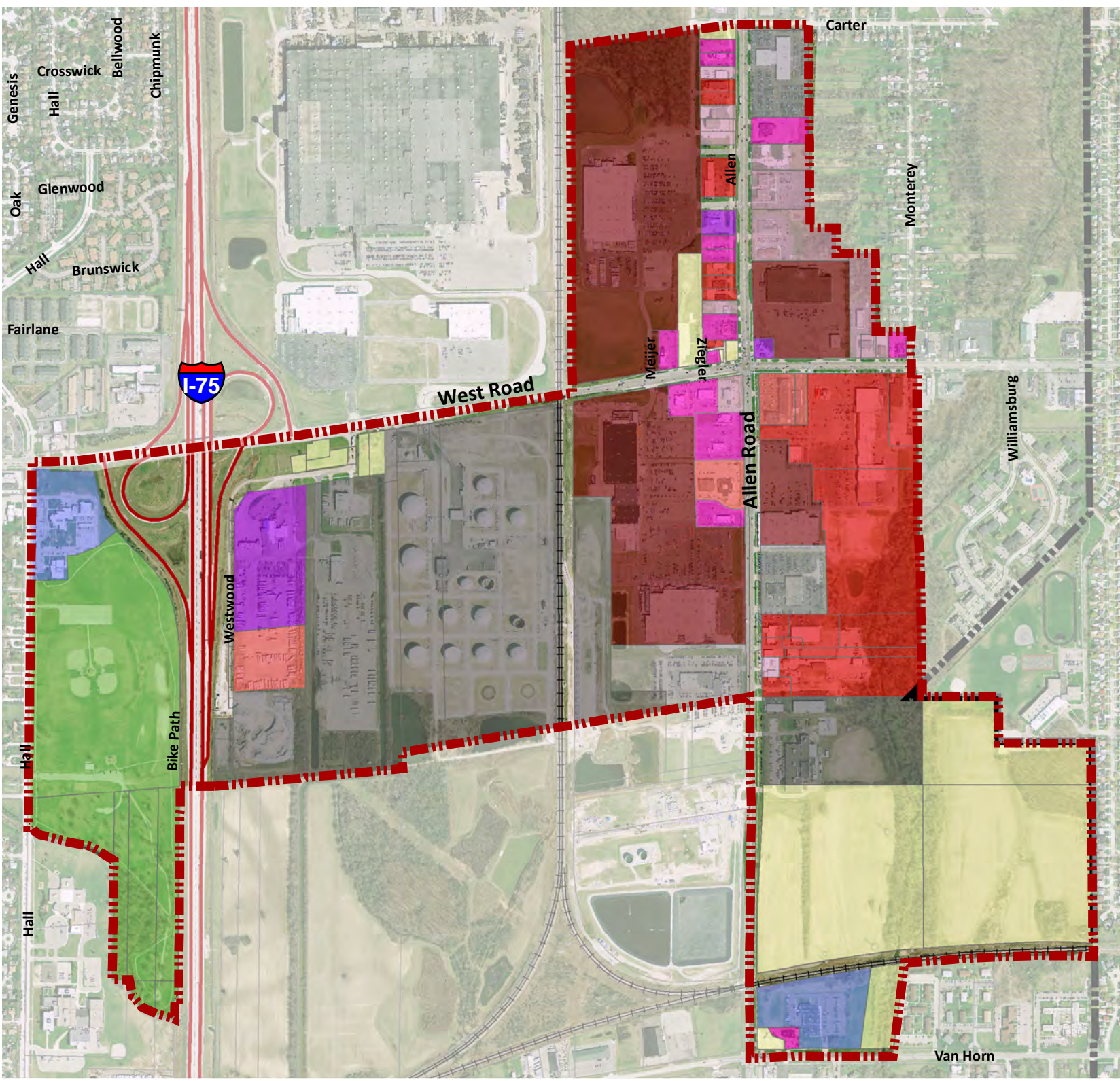
Table 2
Existing Land Use Inventory

Land Use	Acreage	Percent Land Cover
Large Scale Commercial	114.61	19%
Government	18.51	3%
Auto Dealership	22.67	4%
Gas Station	24.62	4%
Industrial	147.71	25%
Office	23.42	4%
Park	68.75	11%
Restaurant	12.69	2%
Retail	56.85	9%
Retail / Restaurant	6.2	1%
Vacant	99.94	17%
Right-of-Way	3.42	1%

Land Use Trends

Current trends in land use include the development of additional retail / commercial businesses on vacant property within the district.





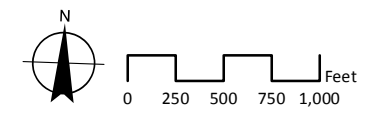
Legend

- Gas Station
- Office
- Restaurant
- Retail/Restaurant
- Retail
- Large Scale Commercial
- Government
- New Auto Dealership
- Industrial
- Park
- Vacant
- DDA Boundary

Figure 2

**Generalized
Existing Land Use
DDA District**

**City of Woodhaven
Wayne County**



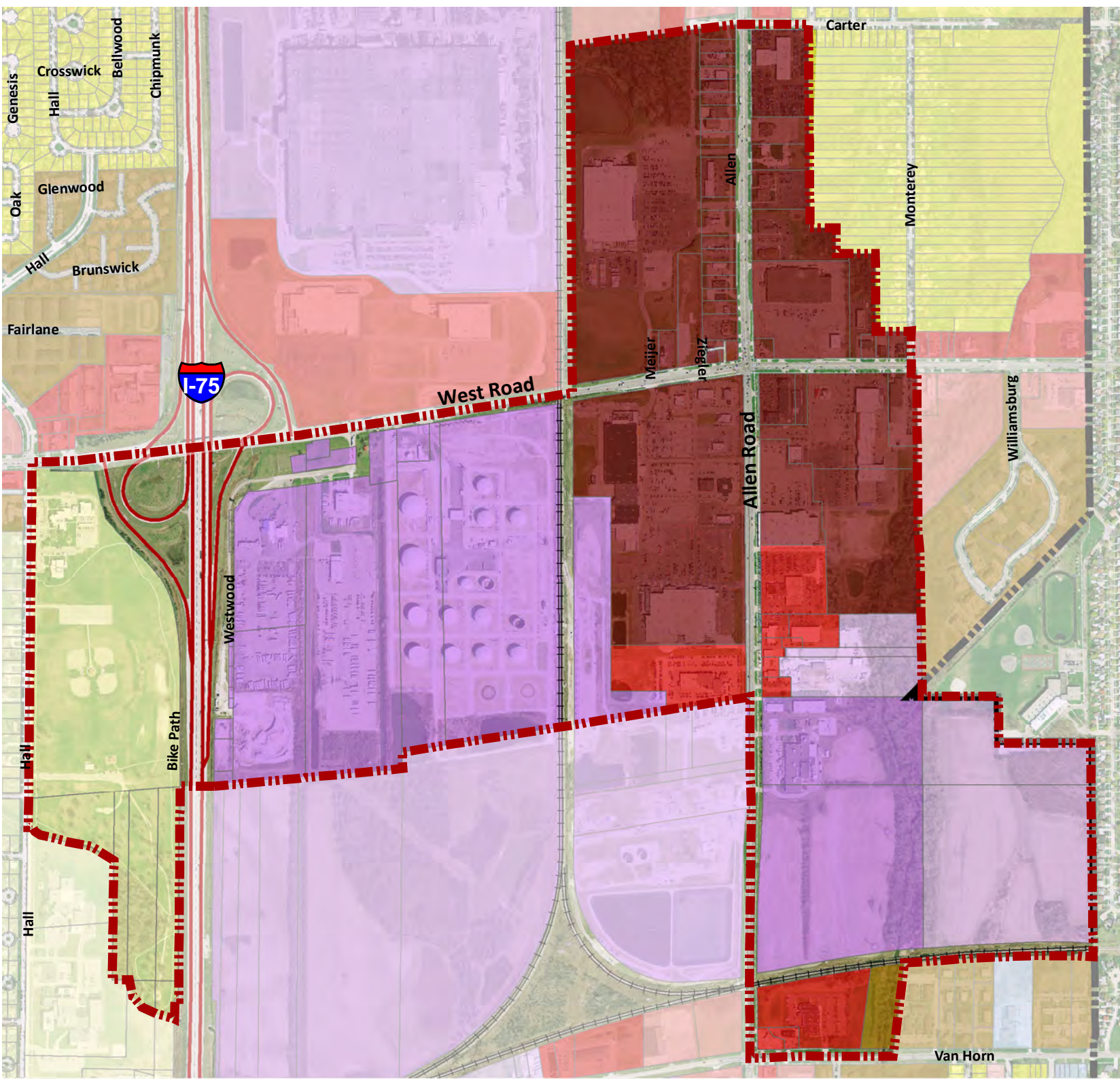
Zoning

The Development Area is made up of six (6) zoning districts as illustrated in Figure 3 on page 9. Table 3, below, summarizes the Development Area's zoning data. Zoning classifications in the Development Area include: CBD, Central Business District; I-1, Light Industrial; I-2, Heavy Industrial; B-3, General Business; and R-1, Single-Family. The area designated as Single-Family Residential is misleading, as this is the Civic Center Complex and Civic Center Park area along the western boundary of the Development Area.

The Development Area is bounded by properties zoned R-2, One-Family; R-M, Multiple-Family; B-3, General Business; and I-2, Heavy Industrial.

Details of the regulations of each of the various zoning districts can be found in the Codified Ordinances of the City of Woodhaven, Chapter 110.

Table 3 Zoning Classification Inventory		
Zoning District	Acreage	Percent Land Cover
R-1, One-Family	78.02	13%
R-M, Multiple Family	3.72	1%
B-3, General Business	31.52	5%
I-1, Light Industrial	63.32	11%
I-2, Heavy Industrial	212.59	35%
CBD, Central Business District	208.49	35%
Right-of-Way	1.74	0%



Legend

- R-1 One Family
- R-2 One Family
- R-M Multiple Family
- B-3 General Business
- I-1 Light Industrial
- I-2 Heavy Industrial
- CBD Central Business District
- DDA Boundary

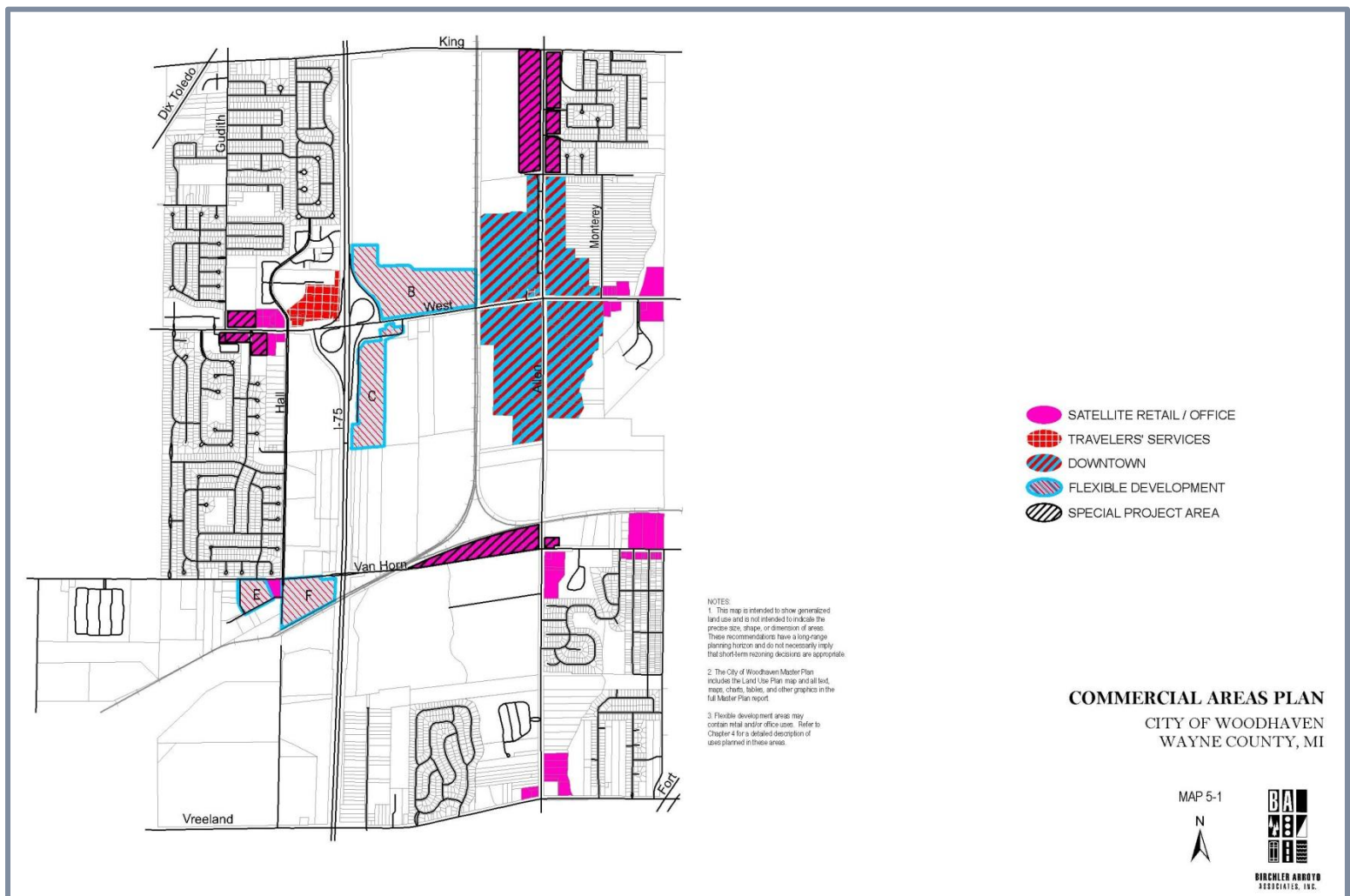
Figure 3
Zoning Districts
DDA District

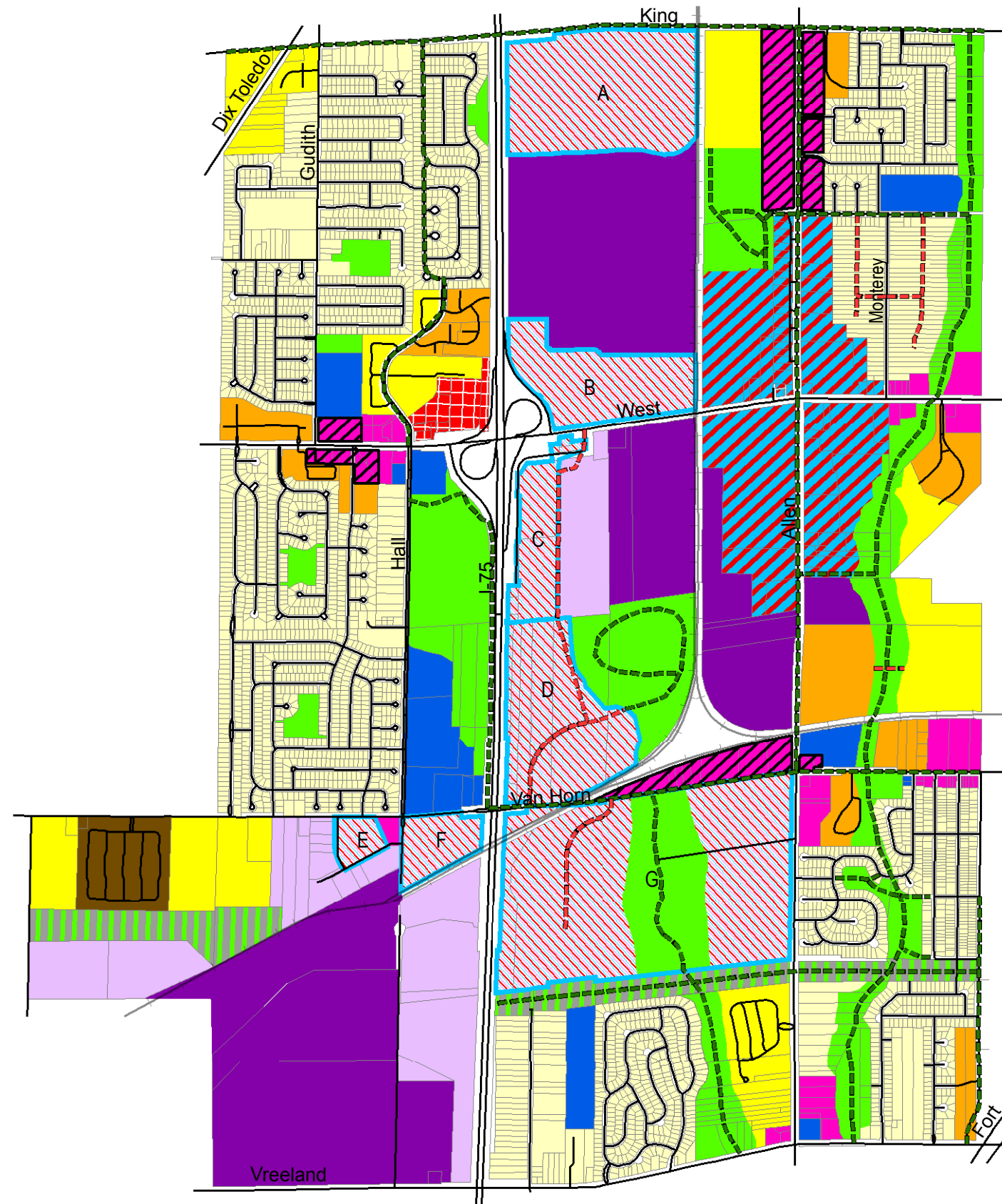
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Future Land Use Plan

The Future Land Use Plan of the Development Area intends for the Downtown to remain a community shopping center for Woodhaven, and a regional shopping center serving consumers from other Downriver communities. The plan envisions that Downtown Woodhaven's business mix will be further diversified in the coming years, and that Downtown will evolve into an area characterized by a mix of uses. While the Development Area already has a strong presence with respect to various areas of retail and food service establishments, the business mix would be improved through the addition of new businesses such as: specialty retailers, entertainment uses, office uses, higher density residential uses and public gathering spaces.





NOTES:

1. This map is intended to show generalized land use and is not intended to indicate the precise size, shape, or dimension of areas. These recommendations have a long-range planning horizon and do not necessarily imply that short-term rezoning decisions are appropriate.
2. The City of Woodhaven Master Plan includes the Land Use Plan map and all text, maps, charts, tables, and other graphics in the full Master Plan report.
3. See the Residential Density Plan map for more specific residential density recommendations.

- SINGLE FAMILY RESIDENTIAL DETACHED
- SINGLE FAMILY RESIDENTIAL ATTACHED
- MULTIPLE FAMILY RESIDENTIAL
- MOBILE HOME PARK
- SATELLITE RETAIL / OFFICE
- TRAVELERS' SERVICES
- DOWNTOWN
- FLEXIBLE DEVELOPMENT
- LIGHT INDUSTRY
- CORE INDUSTRY
- UTILITY CORRIDOR
- PUBLIC
- RECREATION & OPEN SPACE
- SPECIAL PROJECT AREA
- PROPOSED ROAD
- PROPOSED PEDESTRIAN PATHWAY

LAND USE PLAN CITY OF WOODHAVEN WAYNE COUNTY, MI

MAP 4-1



BIRCHLER ARROYO
ASSOCIATES, INC.

Demographic Information

Population

As demonstrated by the DDA district boundaries, no permanent residents live within the district. The only residential use within the district is of a transient nature associated with overnight lodging facilities near the I-75 / West Road interchange.

The City of Woodhaven has a substantial residential population that relies upon its Downtown district for everyday retail goods, personal and professional services, and comparison goods (i.e. furniture, appliances, automobiles, etc.). The 2010 Census reported the population of the City to be 12,875 persons living in 5,508 housing units. Other neighboring communities also rely upon Downtown Woodhaven for retail services, especially department stores and comparison goods shopping. The following table demonstrates the population and occupied housing counts for selected neighboring communities.

Table 4 Population + Occupied Housing Units Woodhaven + Neighboring Communities			
Community	2010 Population	2035 Population Projection	2010 Occupied Housing Units
Woodhaven	12,875	14,640	5,159
Flat Rock	9,878	10,630	3,754
Gibraltar	4,656	4,664	1,946
Grosse Ile	10,371	11,131	4,143
Riverview	12,486	12,586	5,163
Rockwood	3,289	3,410	1,295
Trenton	18,853	19,140	7,988
Brownstown	30,627	39,899	11,342
8-Community Sub-Region	103,035	116,110	40,790
Wayne County	1,820,584	1,850,398	702,749

Source: 2010 Census, SEMCOG

While Woodhaven's resident population was only 12,875 persons in 2010, the nearby trade area for comparison shopping establishments is over 100,000 people. While not all of these residents can be expected to shop in Downtown Woodhaven, the influence of major merchants, such as discount stores and automobile dealerships, clearly penetrates into the neighboring communities. Access to I-75 at West Road exposes many downriver-area residents

to Woodhaven's commercial district, as do the major employers such as the Ford Motor Company's Woodhaven Stamping Plant.

Population Projections

The Southeast Michigan Council of Governments (SEMCOG) prepares a *Regional Development Forecast* for the southeastern Michigan region. According to the SEMCOG report, the City's population is expected to continue to rise, and will reach 14,640 persons by the year 2035. The rate of growth anticipated between 2010 and 2035 is nearly fourteen (14%) percent. The trade area will also grow approximately 13,000 persons, an anticipated rate of thirteen (13%) percent between 2010 and 2035.

Age Distribution

The age distribution of City residents continues to shift. The median age of residents in 2000 was 36.1 years, which increased to 40.3 years in 2010. This increase in age reflects two (2) factors; a high percentage of the population that is over the age of 65, and a low percentage of persons under the age of 18. The 2010 Census reported the number of residents over 65 made up 12 percent of the population; while the number of younger residents (aged 0-19) made up 25 percent.

Community	Number of Households (2010)	Median Age (2010)
Woodhaven	5,159	40.3
Flat Rock	3,754	36.9
Gibraltar	1,946	41.4
Grosse Ile	4,143	49.0
Riverview	5,163	45.4
Rockwood	1,295	40.9
Trenton	7,988	45.0
Brownstown	11,342	37.6
8-Community Sub-Region	40,790	42.1
Wayne County	702,749	37.3

Source: 2010 Census

Relationship to Adjoining Properties and Neighborhoods

Downtown Woodhaven is centrally located in respect to the City's residential neighborhoods. Access to the Downtown, via West or Allen Roads, is relatively direct from most neighborhoods. Traffic is very heavy at certain times of the day, so that access to Downtown may be direct, but not always convenient. In general, however, the business district is centrally located and easily accessible to any resident with an automobile.

Pedestrian access to Downtown is not always convenient, except for the few neighborhoods that directly border the Downtown to the north and east. Pedestrians trying to reach the Downtown from neighborhoods on the west side of the City must contend with the I-75 expressway, and substantial industrial development between their homes and the Downtown shopping area. While the Downtown District extends west of I-75 to include the Civic Center Complex and the commercial area to the north, the bulk of the City's shopping opportunities are located east of I-75 along Allen Road.

Downtown shopping and services are conveniently located for most of the City's major employers, as well as small businesses on the perimeter of the Downtown district. Such services such as restaurants, banks, and overnight lodging for customers and vendors are in close proximity to the City's major industries and equally convenient to its small businesses.

Declining Property Values

One of the goals of the Authority is to combat the decline in property values within the Development Area. Since forming, project pursued by the DDA have been essential in arresting the decline in property values.

Completed and Planned Public Improvements by Other Public Agencies

A number of public projects have been completed (are scheduled to be completed) in the last several years including:

- * Reconstruction of West Road between I-75 and Telegraph Road.
- * Landscaping of I-75 / West Road interchange (2011).
- * Allen and West Road reconfiguration and lane addition (2011).

Completed and Planned Private Improvements

Several planned private improvements have been completed or are scheduled for completion in recent years, such as:

- * Construction of Woodhaven Commons (adjacent to Target).
- * Redevelopment of Bally's site.
- * Redevelopment of Hollywood Video site.

- * Expansion of the Speedway gas station.
- * Construction of Aldi store (new building / redeveloped site).
- * Construction of outlots at Lowe's / Kohl's site.
- * Redevelopment of Kmart site.
- * Development of a Starbucks at West and Allen Roads.

Goals of the Authority with Respect to the Development Area

The general goal of the Authority is to establish a favorable environment for downtown businesses and residents, and provide the resources and direction to implement improvement and revitalization projects.

The Authority has identified the following specific objectives designed to accomplish this general goal. The Authority believes that some of these activities may ultimately be achieved by other citizens and organizations, or by the City in partnership with the Authority.

Goal – Provide Opportunities for Economic Development and Investment

Objectives:

- Develop financial incentives, capital and grants for building/site rehabilitation and business development.
- Gather and maintain economic related information and data and monitor economic conditions within the Development Area.
- Conduct business recruitment and business retention efforts within the Development Area.
- Encourage a balanced mix of commercial, office and residential uses, opportunities for new retail stores and the expansion of existing businesses.
- Encourage new projects, redevelopment of existing buildings and sites and residential development.
- Encourage outlot development within unused parking lots.
- Promote infill projects designed to achieve a more compact business district that encourages pedestrian activity.
- Improve and maintain the economic vitality and competitive environment of the Development Area.
- Maintain current market research on the Development Area and identify market trends and market opportunities for the development area.
- Encourage and stimulate private investment in property and businesses within the Development Area.

- Encourage the development of facilities and institutions that aid in economic development and tourism development, including entertainment venues, restaurants, specialty retail???
- Examine and implement additional sources of funding for downtown and district area programs, such as promotions and economic development.
- Encourage opportunities for residential development in the Downtown and in other adjacent commercial areas, as appropriate.
- Develop an attractive, safe and vital environment for the residential areas which lie within or surrounding the Development Area.

Goal – Serve Merchants and Property Owners with Public Services

Objectives:

- Establish new funding mechanisms to pay for promotion and marketing for the Development Area.
- Strengthen tourism in the Development Area through cooperation with local organizations and promotional outreach.
- Further develop and encourage high quality entertainment and event opportunities.
- Develop marketing and promotional materials, improvements to the website, events and strategies for the Development Area.
- Encourage businesses within the Development Area to participate in promotion campaigns that benefit the entire district.
- Further a cooperative attitude between businesses and the public sector.
- Partner with community groups to develop a volunteer base for events and activities.
- Promote the downtown as a focus of civic and cultural activities within the community.
- Encourage the use of technology to increase communication between Development Area businesses and perspective customers.
- Maintain professional staff who meets program needs within budgetary constraints.
- Encourage constant communication between the DDA and other units of government, including City Council, City Departments, Planning Commission and County Agencies.
- Encourage constant involvement in community programs and projects, such as community arts organizations and community service organizations.
- Maintain a committee structure and encourage involvement of local merchants, residents, building owners and community residents in the planning and implementation of projects.
- Encourage the provision of services, such as trash collection, recycling and other amenities which enhance residential living within the Development Area.

Goal – Improve Commercial / Industrial Area Aesthetics through Planning and Implementation in the Development Area

Objectives:

- Improve the level of services provided that impact the image of the Development Area, such as frequent maintenance and improvements to landscaping, sidewalks, streets, parking lots, and crosswalks.
- Encourage land use policies (locally, regionally, state-wide) that assist in economic development and high quality design within the Development Area.
- Encourage cooperation between the public and private sector to ensure a safe, well-maintained and attractive development area.
- Preserve and promote existing quality, urban design features to create a consistent character throughout the Development Area.
- Promote compatibility between existing structures and new infill projects, as appropriate.
- Provide resources for property owners, including site design and architectural guidelines, assistance for property owners and educational materials.
- Encourage private sector efforts to improve the visual quality of facades and signs.
- Encourage a public/private sector effort to improve the visual quality of Development Area entryways.
- Unite the Development Area through attractive and distinct urban design features and elements, such as sensitive and pedestrian-oriented streetscape design, street furniture and lighting, intersection improvements and signage.
- Reduce unattractive characteristics and negative influences within the Development Area.
- Improve the appearance of streets, sidewalks and alleys with streetscape improvements, public art and private improvements.

Goal – Increase Walkability and Minimize Traffic Conflicts

Objectives:

- Minimize conflicts between vehicle and pedestrian traffic.
- Promote internal connections between existing businesses and retail centers.
- Develop strategies for improving the function of the West/Allen Road intersection.
- Develop and apply techniques designed to slow traffic through the Development Area without reducing roadway capacity.
- Encourage redesign of the Allen and West Road corridors to include bike lanes, refuge areas for pedestrian crossings, landscaping and other pedestrian-oriented amenities.

- Develop programs and projects that provide increased walkability of the Development Area for all age groups; including bike paths/lanes; sidewalk maintenance/extension and appropriate crossing opportunities.
- Encourage and enhance walkable connections between residential areas and the Development Area.
- Improve the setting the pedestrians through appropriate linkages, lighting, signs, landscaping and other visual amenities.
- Improve pedestrian safety at the West/Allen intersection and other key pedestrian crossing points.
- Encourage connections and circulation patterns that are at a more manageable pedestrian scale.

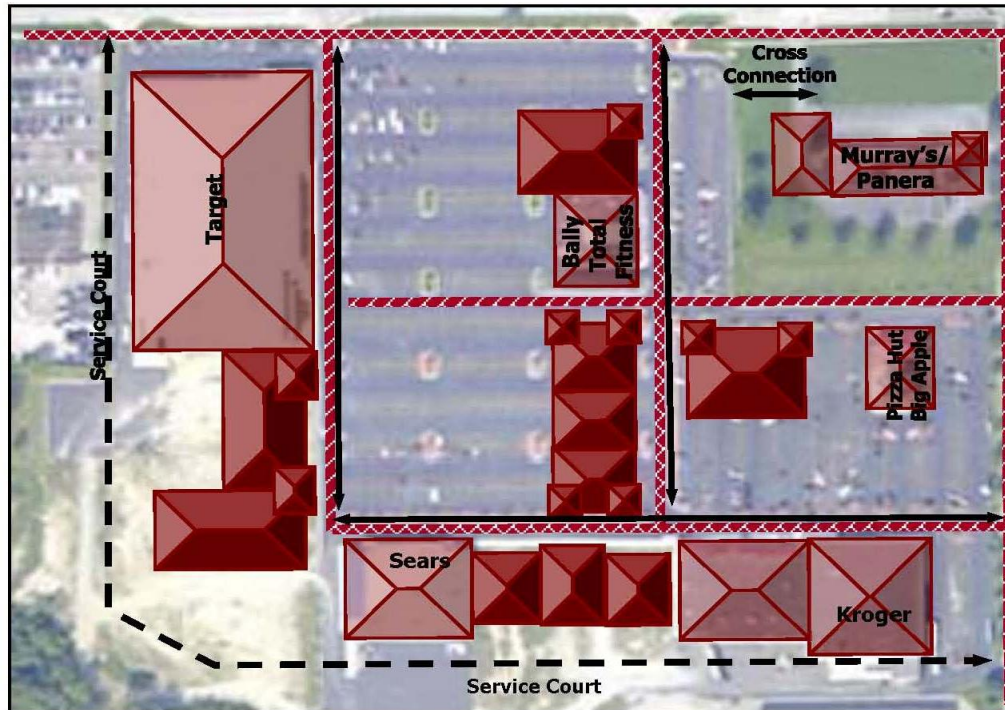


Planning Subareas

In the previous Development Plan (2002), certain areas of the district were targeted as priority sites for development / redevelopment. These sites remain the priority for enhancement within the district due to ...

Woodhaven Commons

Within this subject site there is excessive parking and vacant lots that could accommodate additional retail sites. There is also a lack of internal connections between this center and the O'Reilly's / Panera Bread shopping center at the Allen / West intersection. Facades in this development are dated and lack a timeless appearance.



Acreage: 30.15

Current Use: Target, Kroger, Bally Total Fitness, and new five (5) tenant shopping center adjacent to Target.

Issues: Excessive parking; vacant lots; limited pedestrian connection points; dated facades.

Potential Uses: Incorporate "lifestyle" center elements; expand retail, entertainment and specialty uses; improve pedestrian facilities.

Public Improvements: Development of adjacent "Village Green" (see pg. 19).

Village Green

Adjacent to Woodhaven Commons, the Village Green area could be developed as either a “village green” or small downtown park. This area is centrally located, highly visible and could serve as a focal point for the community. The site’s proximity to the large parking area at Woodhaven Commons is an attractive feature if this area were to be used for downtown festivals and/or events.



Acreage: 0.84

Current Use: Vacant

Issues: Lack of public gathering spaces; serve as community focal point.

Potential Uses:

Pedestrian amenities; landscaping; fountain; artwork; downtown festivals/events.

Public Improvements:

Walkways; landscaping; benches and related street furniture; pedestrian lighting; “focal” amenity (fountain, public art monument, gazebo, etc.)

K-Mart Site

This site lacks any significant landscaping and the façade has a dated appearance. The excess space in the parking lot could be utilized to create new outlots for specialty and/or entertainment type uses.



Acreage: 16.09

Current Use: Big K-Mart, gas station (at corner), former Hollywood Video.

Issues: Lack of landscaping; dated appearance; excessive parking area; access drives to corner gas station are located too close to major downtown intersection.

Potential Uses: Outlot development; pedestrian amenities; "lifestyle center" elements; landscaping; bio-retention facilities; redevelop gas station.

Public Improvements: Landscaping in right-of-way; pedestrian lighting; pedestrian access improvements.

Intersection Treatment

Improvements to the intersection design of West and Allen Roads are needed to solve problems associated with the volume of left-turn movements. Improved streetscape and landscape designs are needed to enhance this major focal point for the downtown. This intersection is the most visible and identifiable in the Downtown District.



Acreage: 0.44

Current Use: Public right-of-way

Issues: Improvements needed to solve problems associated with volume of left-turn movements; streetscape and landscape designs.

Potential Uses: Incorporate compatible designs at each of the four-corners; create an identifiable downtown center; add "landmarks" such as clock towers, public art, flag court, etc.

Public Improvements: Landscaping; pavers or other surface treatment; public "landmarks"; pedestrian lighting, benches and other amenities.

Palette Corner

Industrial uses which are typically incompatible with retail, personal services and entertainment uses are located in this area. These types of uses detract from the visual character and environment in a downtown. The DDA and City of Woodhaven should assist in relocating these industrial businesses to suitable industrial sites out of the Downtown District.



Acreage: 4.76

Current Use: Michigan Palette; small shopping center; auto service garage and gas station.

Issues: Incompatible industrial uses; significant outdoor storage.

Potential Uses: Redevelopment with “signature” uses.

Public Improvements: Upgraded pedestrian walkway; landscaping in right-of-way; relocation assistance.

The “Mound”

This site is centrally located in the Downtown District, and could potentially support future retail or entertainment uses.



Acreage: 12.35

Current Use: Vacant

Issues: Centrally located; highly visible.

Potential Uses: Redevelopment with retail, specialty and entertainment uses.

Public Improvements: Pedestrian amenities (walkway, lighting, seating, etc.); landscaping.

The following are general improvements which apply to all of the subareas:

Table 6 Improvements in All Subareas	
General Improvements	Estimated Costs
Acquire properties for redevelopment.	\$200,000 per property
Maintain and improve aesthetic of current infrastructure (i.e. sidewalks, parking lots, signage, lighting, crosswalks, etc.).	\$20,000/year
Implement wayfinding and signage programs.	\$100,000
Plan for and implement access management techniques.	\$10,000
Contribute to holiday decoration program.	\$15,000/year
Create a business recruitment and retention program.	\$10,000
Implement a planting and landscape program.	\$75,000
Develop site and design guidelines for the subareas.	\$25,000
Implement corridor planning and design studies.	\$100,000
Create market research updates for property owners and developers.	\$50,000
Complete a feasibility study for entertainment venues and residential development opportunities.	\$25,000
Work with businesses to promote the Development Area.	\$10,000
Plan for and implement traffic-calming measures.	\$100,000
Improve community-wide walkability (i.e. walking and biking trails/lanes/paths, sidewalk maintenance, crosswalks, interconnection between adjacent neighborhoods and the Development Area, etc.).	\$250,000
Plan for and bury existing utility lines underground.	\$2,000,000
Improve intersections (i.e. crosswalks, pedestrian signals, pavement treatments, etc.).	\$500,000

Portion of the Development Area which the Authority Desires to Sell, Donate, Exchange or Lease to or from the City

The Authority has no plans to sell, donate, exchange or lease property to or from the City; however, the DDA reserves the right to purchase property as it becomes available and if it is necessary to further the goals and objectives of the Development Plan.

Existing Improvements to be Demolished, Repaired or Altered, Description of Repairs and Alterations and Estimated Time of Completion

The plans for maintenance of existing infrastructure (sidewalks, trees, street furniture, etc.) will create permanent alterations. The estimated time of completion for each project is found in Table 7 on page 21.

Areas Left as Open Space

The Authority has no current plans to create any areas of open space, but reserves the right to do so in the future.

Desired Zoning Changes

Certain zoning changes may be initiated by private property owners or the City. There will be no zoning changes within the Development Area requested by the Authority at this time.

Changes in Streets, Street Levels, Intersections and Utilities

Street, street level and intersection changes initiated by the Authority are as follows: improvements to major intersections which may include decorative cross-arms, new crosswalks, pedestrian refuge areas, pedestrian warning signals and signage improvements at intersections. Changes in utilities may involve the burial or securing of utility lines within the Development Area to improve the district's aesthetics.

Persons or Corporations to Whom or to Which a Development is to be Leased, Sold or Conveyed and Project Beneficiaries

All improvements undertaken in this Development Plan are public and will remain in public ownership or under public control for the benefit of the public. No sale, lease or conveyance to private entities will be made.

Procedures for Leasing, Purchasing, Conveying or Bidding

In the event the Authority needs to employ procedures for leasing, purchasing, conveying or bidding, it will follow the established procedures of the City.

Estimates of the Number of Persons Residing in the Development Area

There are no residents currently residing in the Development Area, as there are not any residential properties within the district.

Relocation of Displaced Persons

There will be no persons displaced or households displaced as a result of implementation of the Development Plan. Therefore, the provisions of Act 197 related to the displacement of persons are not applicable. Furthermore, since there is no relocation activity, there is no necessity for compliance with Act 227 of 1972, as amended.

Proposed Development Projects Planned for Public/Private Partnership

The Development Plan includes as a goal the accomplishment of certain private developments through private investment in cooperation with the Authority and the City.

Most recently, the DDA helped remediate contaminated soil at the former gas station site at the corner of West and Allen Roads through a loan to the property owner.

Other private development projects may be assisted by the DDA based upon tax capture potential.

Tax Increment Financing Plan

The Woodhaven Downtown Development Authority (DDA) was established on August 17, 1999. At that time, the DDA District was defined and a general Development Plan and Tax Increment Financing (TIF) Plan were developed. The previous chapters of the Plan provide the DDA with a Development Plan that includes an in depth analysis and discussion of priority improvements for the DDA. The following Tax Increment Financing Plan is consistent with the TIF plan that was approved in 1998 with regard to the captured tax valuation, but has been amended to reflect the recommended improvements of the Development Plan.

In addition, the DDA District boundaries were amended in 2009 to include and start capture on an additional six (6) parcels.

Development Plan

The Development Plan for the District is included in the preceding chapters of this document.

Explanation of the Captured Tax Revenue

Tax increment financing permits the DDA to capture the revenue attributed to the increase in the value of real and personal property resulting from implementation of a development plan as defined in Act 197. Property value increases will be attributable to the development projects.

At the time the Plan was initially approved by the City Council, the value of the eligible property within the boundaries of the DDA Development Area was established. The *initial assessed value* is the most recent equalized taxable value of the eligible property to the date of the adoption of the Ordinance approving the Development Plan, which is based on the December 31, 1999 valuation for areas included in the original DDA district and December 31, 2009 for the amended area district.

In each subsequent year for the duration of the TIF Plan, the *current assessed value* of the taxable property will be determined. The *current assessed value* for each year is the taxable value of the property for that year.

The amount by which the *current assessed value* exceeds the *initial assessed value* in any one (1) year is the *captured assessed value*. For the duration of the TIF Plan, the local taxing jurisdictions will continue to receive tax revenues based upon the *initial assessed value*. The DDA, however (subject to the provisions for sharing the *captured assessed value*), receives that portion of the tax levy of all taxing jurisdictions paid each year on the *captured assessed value* of the taxable property included in the TIF Plan, other than the State, local school district and intermediate school district taxes.

Table 8
Estimate of Captured Taxable Values

Year	Base	New Development	Inflation Rate	Total Taxable	Captured SEV	DDA Revenues
2009	26,364,294		1.044	63,809,356	74,566,600	1,385,634.98
2010	27,044,882		0.970	59,893,902	66,499,542	1,063,207.99
2011	27,044,882	3,000,000	1.017	58,952,394	64,970,000	895,015.28
2012	27,044,882		1.025	62,893,902	69,313,840	1,005,575.77
2013	27,044,822		1.030	61,636,024	67,927,563	970,291.91
2014	27,044,882		1.020	60,403,303	66,569,012	935,713.73
2015	27,044,822		1.010	61,460,361	67,733,970	965,364.52
2016	27,044,822		1.025	62,535,918	68,919,314	995,534.20
2017	27,044,822		1.035	63,630,296	70,125,402	1,026,231.84
2018	27,044,822		1.025	64,743,826	71,352,597	1,057,466.70
2019	27,044,822		1.030	65,876,843	72,601,267	1,089,248.16
2020	27,044,822		1.020	67,029,688	73,871,789	1,121,585.81
2021	27,044,822		1.010	68,202,708	75,164,546	1,154,489.36
2022	27,044,822		1.025	69,396,255	76,479,925	1,187,968.72
2023	27,044,822		1.035	70,610,689	77,818,324	1,222,033.97
2024	27,044,822		1.030	71,846,377	79,180,145	1,256,695.36
2025	27,044,822		1.020	73,103,688	80,565,797	1,291,963.33

Source: City of Woodhaven Treasurer's Office

Maximum Bonded Indebtedness to be Incurred

The Authority may wish to incur bonded indebtedness to finance future projects within the Development Area. The total bonded indebtedness will not exceed \$18,900,000. As a result, the potential indebtedness will vary in accordance with the annual revenues reported in Table 8 – Estimate of Captured Taxable Values.

Duration of the Program

For the purposes of this program, the initial assessed value of all real and personal property within the Development Area was taken as of December 31, 1998 with a 1999 base year. The duration of the program was originally proposed for 25 years, and will end in 2025.

Estimated Impact on Taxing Jurisdictions

The taxing units affected by this Tax Increment Financing Plan and their 2010 millage rates as provided in Table 9.

Table 9 Taxing Jurisdictions + Millage Rates	
City of Woodhaven	18.3300
Wayne County	9.7203
Operating	5.7448
Jail	0.9381
HCMA	0.2146
Wayne County Community College	2,4769
Wayne County Parks	0.2459
Zoo	0.1000
Total	28.0503

Source: City of Woodhaven Treasurer's Office

The Authority proposes that all of the eligible taxes levied on the captured assess value within the Development Area be used by the Authority to the extent needed from year to year to accomplish the purposes of this Tax Increment Financing Plan.

The proposed creation of the Development Area shall in no way diminish the existing assessed values of property within the area boundaries. The local taxing jurisdictions shall, therefore, suffer no loss of existing tax revenues.

As provided for by Act 197, tax revenues generated from within the Development Area prior to the adoption of this Tax Increment Financing Plan will continue to be distributed to all taxing jurisdictions during the duration of this Plan. Upon completion of this Plan, all additional tax revenues having been captured by the Authority will be distributed proportionately to the taxing jurisdictions.

The Authority proposes to continue to improve and strengthen the Development Area. This is to be accomplished by using the additional tax revenues generated in the Development Area to make public improvements and induce private redevelopment.

It is anticipated that the public improvement proposed for the Development Area, and the private improvements they induce will provide long term stability and growth in the District. This will greatly benefit all taxing jurisdictions which to a significant degree are dependent upon

the well being of the district 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 this Plan is completed, and increases in property valuation throughout the entire community.

Pursuant to Act 197, as amended, the Authority shall fully inform the members of the Wayne County Board of Commissioners of the fiscal and economic implications of the Plan.

Estimate of Improvement Costs

The following proposed improvements provide an estimate of *captured taxable values* encumbered by the DDA for specific projects. No captured values are to be shared with another municipality and school district taxes have been exempted.

The Authority and City Council will evaluate those projects which are the most beneficial and best meet the goals and objectives of the Development Plan and adjust the project importance accordingly.

Proposed Improvements / Expenditures

The following improvements have been identified as priorities for the DDA. The list includes improvements that could be funded on a pay-as-you-go basis or through the issuance of bonds by the DDA or the City. The total estimated costs for the improvements listed are between \$11,700,000 and \$25,415,000 depending upon current market circumstances.

1. *Streetscapes* – West and Allen intersection; West and I-75 intersection; West Road corridor; and Allen Road corridor.
2. *Relocation of Utilities / Installation of Traffic Lights* – Burying or relocation of the above-ground utility lines along West and Allen Roads would improve the visual environment, and enhance the streetscape within the DDA. As signals need to be replaced or changed rebuild the intersection signals using mast-arm styles for traffic signals.
3. *Intersection Widening* – The Allen and West Roads intersection experiences high turning volumes on all approaches. The proposed solution to high traffic volumes is to widen and add dedicated right and left turn lanes at each approach.
4. *Signalized Pedestrian Crossings* – Installation of signalized pedestrian crossings between Kmart and Target; Meijer and Home Depot; and Meijer and Henry Ford.
5. *Enhancement of Allen Road Service Drive* – Allen Road Service Drive enhancements and possible installation of an additional service drive located on the rear side of businesses located on the east side of Allen Road.

6. *Staff* – Part-time / full-time DDA Director and related staff / administrative costs associated with administering and managing the DDA improvements, and promoting business development within the DDA District.
7. *Façade Enhancement Program* – This program provides support for businesses within the district to improve the exterior of their buildings to meet the design standards and intent of the Development Plan.
8. *Sign Enhancement Program* – this program provides support for businesses within the DDA district to update or improve their signage in order to conform to the sign design standards of the DDA.
9. *Acquisition of Property* – The DDA may purchase property as it becomes available, if it is deemed necessary to further the goals and objectives of the Development Plan.
10. *Civic Center Park* – Improvements to existing park facilities and improvements to the park that would capture a larger audience and bring more people to the City of Woodhaven.

Year	Improvements	Cost Estimate
On-going	Land Acquisition	\$100,000 to \$1,500,000
On-going	Part-time / Full-time DDA Director	\$35,000 to \$65,000
On-going	Civic Center Park	\$1,000,000 to \$2,500,000
On-going	Façade Enhancement Program	\$250,000 to \$500,000
On-going	Sign Enhancement Program	\$25,000 to \$100,000
2008-2020	Allen and West Roads Street Improvements	\$1,000,000 to \$2,000,000
2008-2013	Allen Road Service Drive Improvements	\$200,000 to \$1,000,000
2009-2011	Streetscape Improvements	\$3,000,000 to \$5,000,000
2012-2016	Relocation of utilities / installation of traffic lights	\$4,000,000 to \$7,500,000
2012-2014	Intersection widening	\$1,000,000 to \$2,000,000
2014-2016	Signalized pedestrian crossings	\$1,500,000 to \$3,000,000
2012	I-75 / West Road Interchange Landscaping	\$200,000 to \$500,000

