

CITY OF WYANDOTTE

DEVELOPMENT AND TAX INCREMENT FINANCING PLAN

CONSOLIDATED DEVELOPMENT AREA

With 1993 Waterfront Recreational Amendments

TAX INCREMENT FINANCE AUTHORITY

Approved November 8, 1991

Amended January 8, 1993

CITY COUNCIL

Adopted December 16, 1991

Amended February 22, 1993

Mayor

Lawrence S. Stec

Council

Johnny A. Kolakowski

Christine Niewiarowski

Sam A. Palamara

Mark A. Paryaski

Martin J. Shimkus

Patrick J. Sutka

TAX INCREMENT FINANCE AUTHORITY

Established April 5, 1982

Board of Directors (1999)

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Bob Brown

Thomas M. Daly

Todd A. Drysdale

Sheri Fricke

Jeffrey Kreger

Paul R. Krueger

Peter J. McInerney

Staff

City of Wyandotte

Bond Counsel

Miller, Canfield, Paddock and Stone

Planning Consultant

Vilican-Leman & Associates, Inc.

Printed: 1993, 1999

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Board Of Directors
Development Area Citizens Advisory Council (DACAC)

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City of Wyandotte Michigan

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JAMES R. DESANA, MAYOR

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CITY ASSESSOR

COUNCIL

RICHARD T. KELLY
JOHNNY A. KOLAKOWSKI
SAM A. PALAMARA
MARK A. PARYASKI
HELEN M. SAWICKI
MARTIN J. SHIMKUS

December 17, 1991

Peter J. McInerney
Director of Community Development
City of Wyandotte

RESOLUTION

By Councilmember Richard T. Kelly
Supported by Councilmember Johnny A. Kolakowski

RESOLVED by the City Council that WHEREAS, the City of Wyandotte, County of Wayne, Michigan (the "City") is authorized by the provisions of Act 450, Public Acts of Michigan, 1980, as amended ("Act 450"), to create a tax increment finance authority; and

WHEREAS, the City Council of the City duly established the Tax Increment Finance Authority of the City of Wyandotte (the "Authority") which exercises its power within the City; and

WHEREAS, in compliance with the provisions of Act 450, the City Council by adopting three Prior Resolutions on December 22, 1986, on April 18, 1988 and on May 16, 1988 (collectively, the "Prior Resolutions") approved Development and Tax Increment Financing Plans authorizing renewal projects in the South Wyandotte Renewal Development Area, the North Development Area and the Central Development Area respectively, (the "Development Areas") (collectively the "Prior Plan"); and

WHEREAS, by adopting three resolutions each dated July 12, 1989, the Authority authorized and issued the 1989 Limited Tax Bonds (Central Development Area Project), the 1989 Limited Tax Bonds (South Wyandotte Renewal Project) and the 1989 Limited Tax Bonds (North Development Area Project) (collectively the "Prior Bonds") each secured by the limited tax full faith and credit of the City to finance certain of the projects specified in the Prior Plan; and

WHEREAS, the Authority is contemplating refunding the Prior Bonds to take advantage of current lower interest rates and to achieve a better rating position; and

WHEREAS, the Authority has deemed it in the best interest of the Authority and the City to consolidate the Development Areas for the purpose of simplifying and reducing the cost of refunding the Prior Bonds; and

WHEREAS, in compliance with Act 450, the Authority has already created and adopted by resolution dated November 8, 1991, a consolidated plan amending the Prior Plan (the "Plan Amendment") and has submitted the Plan Amendment to the City Council for review;

WHEREAS, on November 12, 1991 the Authority advised the Planning and

Rehabilitation Commission of the proposed consolidation of the South Wyandotte Renewal development area and the North Development Area with the Central Development Area; and

WHEREAS, on December 9, 1991 the City Council provided an opportunity for the taxing jurisdictions in the proposed Consolidated Development Area to express their views and recommendations regarding the consolidation Amendments; and

WHEREAS, also in compliance with Act 450, the City Council has held a public hearing this 16th day of December, 1991 with respect to the Plan Amendment as requested by the Authority, and has given proper notice to the appropriate parties prior to said hearing; and

WHEREAS, according to Act 450 before the Prior Plan can be officially amended so that the Authority can proceed with refunding of the Prior Bonds, it is also necessary for the City Council to approve by resolution the Plan Amendment attached hereto as Exhibit A;

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

1. City Council hereby acknowledges receipt of the communication from the Development Area Citizens Advisory Council (DACAC) dated December 6, 1991 advising the City Council of certain recommendations approved by the DACAC at its meeting held December 5, 1991;
2. It is hereby determined by the City Council that it is in the best interest of the public to refund the Prior Bonds and to consolidate the Development Areas for the purposes of simplifying and reducing the cost of refunding the Prior Bonds, and to this end the City Council hereby approves and adopts the Plan Amendment as proposed by the Authority and as attached hereto as Exhibit A to enable the Authority to carry out its purposes more effectively.
3. All resolutions and parts of resolutions insofar as they conflict with the provisions of this resolution shall be, and the same hereby are, rescinded, but only to the extent of such conflict.

YEAS: Councilmembers Kelly, Kolakowski, Palamara, Paryaski, Sawicki, Shimkus
NAYS: None

RESOLUTION DECLARED ADOPTED

I, William R. Griggs, City Clerk for the City of Wyandotte, do hereby certify that the foregoing is a true and exact copy of a resolution adopted by the Mayor and Council of the City of Wyandotte, at a regular meeting held on December 16, 1991.


WILLIAM R. GRIGGS
CITY CLERK

cc: City Assessor
City Eng.
City Treasurer
W.C. Intermediate School District
W.C. Community College District
Wyandotte School District
W.C. Bureau of Taxation
W.C. Board of Commissioners
W. C. Executive
Huron Clinton Metro Park Authority

AMENDMENT TO DEVELOPMENT AND TAX INCREMENT FINANCING PLANS

Boundaries The Consolidated Development Area will include all of the areas formerly known individually as the South, North and Central Developments Areas. Generally, it is the eastern two-thirds of the city. Specifically, in the part of the city lying north of Ford Avenue, it is all of the area east of Electric Street and in the part of the city lying south of Ford Avenue, it is all of the area east of 15th Street except for the Downtown Development Area established in the central business district and except 25 acres owned by Atochem.

Maps: Land Use, Zoning, Future Land Use and Proposed Zoning The maps for the Central Development Area will be amended to include the respective maps from the South and North Development Areas.

Displacement The Central Development Area's policy of No Displacement will be the plan of the Consolidated Development Area except as necessarily modified by the South's plan to phase out residential south of Grove Street and by the North's strategic plan to retain industrial uses for the McCord, Diversey and Detroit Diamond branches.

Land Exchange The Central Development Area's policy of No Land Exchange will be the plan of the Consolidated Development Area except where the TIFA Board's direct involvement serves to accentuate the public purpose involved in the change of land use such as the phase out of residential in the South and such as the effort in the North to provide land-locked industry with some breathing room and space for possible expansion.

Beneficiaries There is no express or implied agreement between the Authority and persons, natural or corporate, that all or a portion of the Consolidated Development Area will be leased, sold or conveyed in any manner to those persons. However, the North plan, now being incorporated in the Consolidated plan, makes it clear that sales to retain industrial uses at McCord, Diversey and Detroit Diamond are not subject to the bidding requirements of the TIFA Land Sale Procedure since each of those companies is located in a separate branch and they are intended beneficiaries of the plan.

Estimated Cost of Development The estimated cost of development for the Central Development area- \$70 million will be amended to include the South- \$4.25 million and the North- \$23 million for a Consolidated total of \$97.25 million.

Construction Timetable, Financial Ability & Method

The construction timetable and the statements of financial ability and method set forth in the Central plan will serve for the Consolidated plan.

Rationale The rationale for the Central plan will be augmented by the rationales for the South and North plans.

Resident Priority Procedure for New Housing The sections of the South and North plans establishing a priority procedure for the relocation of persons displaced by development into new housing will be included in the Consolidated plan and are limited to those respective areas.

Federal Uniform Act- Accordance Acquisition of property in the Consolidated area will necessarily be governed by the provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970.

Relocation Assistance- Advisory Services (RA-AS) Sections of the South and North plans relating to relocation services for targeted properties remain applicable for the Consolidated plan.

Tax Increment Financing Procedures The Consolidated Development Area shall utilize the same procedures as in the existing plans.

Initial Assessed Value The initial assessed value for the Consolidated Development Area is the facts and circumstances of December 31, 1986 as finally equalized for 1987 except that the area formerly known as the South Wyandotte Renewal development area will continue to utilize the facts and circumstances of December 31, 1985 as finally equalized for 1986.

Bonds The South, North and Central plans all provide for bonding which is now being incorporated into the Consolidated plan. It is intended that the Consolidated Development Area will be utilized during 1992 in order to refund the 1989 tax increment bonds.

Use of Tax Increment Revenue Tax increment revenue generated by increases in any of the formerly separate development areas will now be available for use anywhere in the Consolidated Development Area.

Duration The 30 year duration of the Central plan commencing in 1988 will now serve at the duration for the Consolidated plan.

Impact on Taxing Jurisdictions The impact on taxing jurisdictions remains unchanged for Consolidated Development Area especially the finding of no negative impact on the schools.

City of Wyandotte Michigan

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JAMES R. DeSANA, MAYOR

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CHARLES F. BOSMAN

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JOHNNY A. KOLAKOWSKI

SAM A. PALAMARA

MARK A. PARYASKI

HELEN M. SAWICKI

MARTIN J. SHIMKUS

February 23, 1993

Peter J. McInerney
Director of Community Development
City of Wyandotte

RESOLUTION

By Councilperson Helen Sawicki
Supported by Councilperson Johnny A. Kolakowski

RESOLVED by the City Council that WHEREAS, the City of Wyandotte, County of Wayne, Michigan (the "City") is authorized by the provisions of Act 450, Public Acts of Michigan, 1980, as amended ("Act 450"), to create a tax increment finance authority; and

WHEREAS, the City Council of the City has established the Tax Increment Finance Authority of the City of Wyandotte (the "Authority") which exercises its power within the City; and

WHEREAS, in compliance with the provisions of Act 450, the City Council by adopting three resolutions on December 22, 1986, on April 18, 1988, and on May 16, 1988, approved Development and Tax Increment Financing Plans authorizing renewal projects in the South Wyandotte Renewal Development Area, the North Development Area and the Central Development Area, respectively; and

WHEREAS, on December 16, 1991, the City Council adopted a Plan Amendment to combine the three development areas into the Consolidated Development Area and

WHEREAS, on January 8, 1993, the Authority approved by resolution the 1993 Waterfront Recreational Amendments to increase the estimated cost of development for recreational facilities in the Consolidated Development Area by \$5 million in order to provide financing capability for waterfront recreational facilities such as golf, rowing, woodlands and trails, and has submitted the 1993 Waterfront Recreational Amendments to the City Council for review and adoption; and

WHEREAS, on February 8, 1993, the City Council provided an opportunity for the taxing jurisdictions in the Consolidated Development Area to express their view and recommendations regarding the 1993 Waterfront Recreational Amendments; and

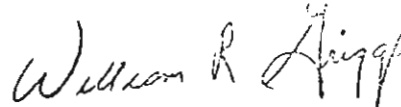
WHEREAS, also in compliance with Act 450, the City Council has held a public hearing this 22nd day of February, 1993 with respect to the 1993 Waterfront Recreational Amendments as requested by the Authority, and has given proper notice to the appropriate parties prior to said hearing;

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS: 1. The Council acknowledges receipt of the communication from the Development Area Citizens Advisory Council (DACAC) dated February 18, 1993, recommending adoption of the 1993 Waterfront Recreational Amendments by the City Council. 2. It is hereby determined by the City Council that it is in the best interest of the public provide financing capability for waterfront recreational facilities such as golf, rowing, woodlands and trails and to this end the City Council hereby approves and adopts the 1993 Waterfront Recreational Amendments as proposed by the Authority, attached hereto as Exhibit A. 3. All resolutions and parts of resolutions insofar as they conflict with the provisions of this resolution shall be, and the same hereby are, rescinded, but only to the extent of such conflict.

YEAS: Councilmembers Kelly, Kolakowski, Palamara, Paryaski, Sawicki, Shimkus
NAYS: None

RESOLUTION DECLARED ADOPTED

I, William R. Griggs, City Clerk for the City of Wyandotte, do hereby certify that the foregoing is a true and exact copy of a resolution adopted by the Mayor and Council of the City of Wyandotte, at a regular meeting held on February 22, 1993.



WILLIAM R. GRIGGS
CITY CLERK

cc: City Assessor
City Treasurer
W. C. Executive
W. C. Commission
W. C. Dir. Assessment & Equalization Div.
Huron-Clinton Metro Park Auth.
Wyandotte School District
W. C. Community College
W. C. Intermediate School
Dev. Area Citizens Adv. Council

Exhibit ATAX INCREMENT FINANCE AUTHORITY (TIFA)
OF THE CITY OF WYANDOTTECONSOLIDATED DEVELOPMENT AREA
Waterfront Recreational Amendments- 1993

Minutes of a special meeting of the Board of Tax Increment Finance Authority of the City of Wyandotte, County of Wayne, State of Michigan held on January 8, 1993 at 9:00 A.M., Eastern Standard Time.

The following preamble and resolution were offered by Member McInerney and supported by Member Mix:

WHEREAS, The Tax Increment Finance Authority's Development and Tax Increment Financing Plan, as consolidated in 1991, sets forth certain recreational facilities that may be developed pursuant to the Tax Increment Finance Authority Act, being Act 450 of the Public Acts of 1980, as amended; and

WHEREAS, The Plan provides for the establishment of improvements for shoreline access in the formerly separate Central Development Area in the amount of \$1 million (Page 18 of the Plan) and in the formerly separate North Development Area in the amount of \$2,864,250.00 (Page 55 of the Plan); and

WHEREAS, The Plan provides for the planting of trees in the amount of \$3 million (Page 18 of the Plan); and

WHEREAS, The Authority now wishes to amend the Plan to provide for certain other potential recreational facilities;

NOW THEREFORE BE IT RESOLVED THAT AS FOLLOWS:

The Estimated Cost of Development for the formerly separate Central Development Area for Recreation Facilities (Page 18 of the Plan) is hereby amended from \$5.6 million by an additional \$5 million for a revised total of \$10.6 million in to order provide financing capability for waterfront recreational facilities such as, but not limited to, the following: site preparation and construction of facilities for golf, rowing, skating, athletic fields, amphitheatres, open areas, woodlands, meadow gardens, picnic parks, play grounds, earthworks, commons, trails for running, walking, and jogging, and infrastructure for related commercial activities.

The Authority hereby affirms that the aforesaid increase of \$5 million, thereby increases the Consolidated Total from \$97.25 million to \$102.25 million (Page 16 of the Plan).

CDD 1/23/93; 2/16/93

DEVELOPMENT PLAN

Boundaries

The District, established April 5, 1982. is described as follows:

That part of the City of Wyandotte lying east of a line described as commencing at the intersection of the south boundary of the City of Wyandotte and the west line of the alley east of 15th Street thence north along the west line of the alley east of 15th Street and the extension thereof to Grove Street, thence north along the west line of 15th to the north line of Ford Avenue, thence east on Ford Avenue to the west line of electric Avenue and the extension thereof to the center line of the south branch of the Ecorse Creek thence northerly and easterly along the center line of the south branch of the Ecorse Creek to its intersections with the north branch of the Ecorse Creek.

The Consolidated Development Area includes all of the areas formerly known individually as the South Wyandotte Renewal, the North Development Area, and the Central Development Area. Generally, it is the eastern two-thirds of the city. Specifically, in the part of the city lying north of Ford Avenue, it is all of the area east of Electric Street and in the part of the city lying south of Ford Avenue, it is all of the area east of 15th Street except for the Downtown Development Area established in the central business district and except 25 acres owned by Atochem North America, Inc.

Maps: Land Use, Zoning, Future Land Use and Proposed Zoning

The maps for the Central Development Area are to be read as amended to include the respective maps from the South and North Development Areas.

See Contents page for location of Maps and Legal Descriptions.

Displacement

The Central Development Area's policy of No Displacement is the plan of the Consolidated Development Area except as necessarily modified by the South's plan to phase out residential south of Grove Street and by the North's strategic plan to retain industrial uses for the McCord, Diversey and Detroit Diamond branches.

Land Exchange

The Central Development Area's policy of No Land Exchange between the Authority and the City will be the plan of the Consolidated Development Area except where the Authority's direct involvement serves to accentuate the public purpose involved in the change of land use such as the phase out of residential in the South and such as the effort in the North to provide land-locked industry with some breathing room and space for possible expansion.

Beneficiaries

There is no express or implied agreement between the Authority and persons, natural or corporate, that all or a portion of the Consolidated Development Area will be leased, sold or conveyed in any manner to those persons. However, the North plan, as incorporated in the Consolidated plan, provides that sales to retain industrial uses at McCord, Diversey and Detroit Diamond are not subject to the bidding requirements of the TIFA Land Sale Procedure since each of those companies and their successors is located in a separate branch and they are intended beneficiaries of the plan.

Divisions

The formerly separate North Development Area, now consolidated, retains six divisions, generally described as follows:

1. The BASF North Works, approximately 232.86 acres, east of Biddle Avenue;
2. The McCord Branch, in the Bennett-Labadie-St. Johns area, west of Biddle Avenue;
3. The Diversey Branch, in the Clark-Alkali area, west of Biddle Avenue;
4. The Mulberry Branch, in the Cedar-Mulberry area, west of Biddle Avenue;
5. The Marina sector, having two parts, located north and south of the BASF North Works, respectively; and
6. Various properties fronting along Biddle Avenue.

Industrial Branches

The development area is designed through the device of its three branches reaching westerly to the railroad to strengthen and retain McCord, Diversey and Detroit Diamond as industries in Wyandotte. Each is located in a separate branch and they are intended beneficiaries of this Plan.

To that end, portions of the development area located closest to each company may be acquired by the City and exchanged between the City and the Authority on a cost basis to the City. Subsequently, those same portions would be conveyed to the particular company within that branch probably based on market or sub-market value.

An exception would be in the case of the Mulberry Branch between 4th and 2nd Streets where a change away from industrial is being sought.

Sales to McCord, Diversey and Detroit Diamond or their successors are not subject to the Land Sale Procedure of this Plan which is designed to cover conveyances where there is no express or implied agreement between the Authority and another that all or a portion of the development area will be conveyed to the other.

Marina Sector

The development area is also designed to achieve the highest and best use for land in the Marina Sector by encouraging a mixture of complementary uses utilizing planned district zones.

To that end, portions of the development area located in this Sector may be acquired by the City and exchanged between the City and the Authority on a cost basis to the City. Subsequently, those same portions would be conveyed on a market or sub-market value basis pursuant to the Land Sale Procedure section of this Plan.

LAND SALES

1. Transactions involving the sale of real property shall be authorized by Authority resolution and only after receipt of a report from the Community Development Department.

2. The Authority shall have the discretion to retain the services of a licensed real estate broker by entering into a listing agreement. Such broker, to be paid by commission only, shall be that firm or person deemed to possess the best combination of professional or technical skills, related experience and demonstrated responsibility.

3. The report of the Community Development Department concerning the sale of Authority-owned property shall include an analysis and summary of the following factors:

- a) Identification of the public purpose involved in the proposed land transactions.
- b) Determination of the market value of the property as indicated by the assessed and equalized values of the property from the Assessor's records or other qualified real estate appraiser.
- c) An opinion of value from the Assessor's office.
- d) The fact that the property has been advertised in all cases, and in cases where appropriate, that it has been posted including the use of a "For Sale" sign. Such advertisement must be at least twice in a newspaper of general circulation in the community with potential bidders given at least 30 days to respond from the date of first publication.
- e) Whether the bidder should receive some special consideration due to the fact that the proposed purchase is to assist relocation from some other location within the City of Wvandotte.
- f) Examining the use to which the property can or will be put and the ability of the proposed purchaser to undertake development within one year from the date of the closing of the sales transaction.
- g) Sale to the highest bidder is an important factor but is to be judged in combination with the other factors set forth above. Consideration to include dollar offer and such terms/items as identified by the Community Development Department that represent a legal obligation of the City or the Authority and value assigned thereto.
- h) The Authority shall reserve the right to reject all bids and proposals.

4. All land transactions involving City officers or employees, and Authority officers or employees shall be governed by applicable provisions of state law and City Charter on conflicts of interest and in any event, shall require a full disclosure of the officer or employee interest and non-voting of the person involved.

POPULATION

The 1980 Census showed that of the 13,287 dwelling units in Wyandotte, that 8,005 of those dwelling units (60%) were located in the Central Development Area.

While the 1980 Census also showed that the resident population of the development area was 20,082, current estimates place the population at 18,600 which is a loss of 7.37%.

A more detailed survey is not required since no occupied residences are designated for acquisition and clearance by the Authority. The acquisition of occupied residences shall remain the responsibility of the City, working on a voluntary basis to eliminate eyesores and improve neighborhoods.

If this plan were to be amended at some future time for the purpose of introducing displacement activity where now there is none, the TIFA Act (PA 450 of 1980, as amended) requires that any proposed displacement be in accord with the Federal Uniform Act and in compliance with the State Relocation Assistance Act. Such an amendment would then be permitted if approved by the City Council upon notice and after public hearings and agreements as are required for approval of the original plan.

Separate population statements for the South Wyandotte Renewal development area (1986) and the North Development Area (1988) follow.

POPULATION

DEVELOPMENT AREA: Formerly Separate South Wyandotte Renewal

Residential Type	Bldgs.	Dwelling Units	Sub- Total	Factor	Estimates Displaced Per fam/ind		
Single Family							
Biddle Avenue							
Private							
Owner	4	4					
Tenant	1	<u>1</u>	5	3.68*	18	5	18
Non-Biddle Ave.							
Private							
Owner	24	24					
Tenant	10	10					
Vacant	1	0					
City							
Tenant	4	<u>4</u>	38	3.68	140	38	140
Vacant	1	<u>0</u>					
Multiple Family							
Private							
Flats	1	2					
Duplex	1	<u>2</u>	4	3.68	15	4	15
Apt. Bldgs.	1	<u>13</u>	13	2.0	26	13	26
City	0	0					
Being Demolished	<u>7</u>	<u>0</u>					
TOTAL	55	60			199	60	199

*Population 34,006, Families 9,228 (1980 U. S. Census)
Average family size is 3.68

NOTE: The more detailed survey is not required since no occupied residences are designated for acquisition and clearance by the Authority. The Authority will only be acquiring land from the City as described previously.

POPULATION

The 1988 Estimated number of persons residing in the North Development Area and the maximum number of families and individuals to be displaced is summarized below.

<u>Division</u>	<u>Commercial</u>	<u>Residential Buildings</u>	<u>Residential Units (Families)</u>
BASF North Works	--	0	0
McCord Branch	--	3	3
Diversey Branch	1	26	29
Mulberry Branch	--	0	0
Marina Sector	--	1	1
Biddle Avenue	3	4	4
	-----	-----	-----
	4	34	37
		====	
Median Household size (Census Tract 5801)			<u>x 2.3</u>
Estimated Population			85
			=====

Citizens Council

Since there were not 100 residents within the North Development Area in 1988, a development area citizens council was not been formed under the TIFA Act.

Survey

The more detailed population survey is not required since no occupied residences are designated for acquisition and clearance by the Authority. The acquisition of occupied residences shall remain the responsibility of the City.

ESTIMATED COST OF DEVELOPMENT

The estimated cost of development for the formerly separate Central Development Area- \$70 million has been increased by including the- \$4.25 million and the North- \$23 million for a Consolidated total of \$97.25 million.

The 1993 Waterfront Recreation Amendments increase of \$5 million raise the Consolidated Total to \$102.25 million.

ESTIMATED COST OF DEVELOPMENT

SUMMARY: Formerly separate Central Development Area

CAPITAL IMPROVEMENTS

Streets	\$11,320,000.00	
Other Improvements	23,200,000.00	
Utilities	23,340,000.00	
Contingency	<u>\$ 1,540,000.00</u>	
		\$59,400,000.00

SITE PREPARATION

Residential	\$ 8,000,000.00	
Industrial	<u>\$ 1,000,000.00</u>	
		\$ 9,000,000.00

ADMINISTRATION

Feasibility Study	\$ 100,000.00	
Code Program	2,000,000.00	
General	<u>\$ 4,500,000.00</u>	
		<u>\$ 6,600,000.00</u>
		<u>\$75,000,000.00</u>

FORMERLY SEPARATE CENTRAL DEVELOPMENT AREA

Estimated Cost of DevelopmentSTREETS

Resurface (See Exhibit).....	\$8,700,000.00
Pave (See Exhibit).....	1,500,000.00
Alleys.....	60,000.00
Sidewalks.....	60,000.00
Resurface Parking Lots.....	<u>1,000,000.00</u>

TOTAL STREETS

\$11,320,000.00

OTHER CAPITAL IMPROVEMENTS

Railroads

Acquisition.\$	500,000.00	
Surfacing... 2,	200,000.00	
Back-fill..	200,000.00	
Crossing... 300,	000.00	
		\$3,200,000.00
Signage.....	200,000.00	
Boulevard.....	100,000.00	
Turn Lanes.....	100,000.00	
Viaduct.....	1,000,000.00	
Ecorse Bridge.....	1,000,000.00	
School Building Repairs....	<u>2,300,000.00</u>	
		\$ 7,900,000.00

New Facilities

Fire Station.....	1,500,000.00	
Parking Deck.....	<u>3,200,000.00</u>	
		4,700,000.00

Recreation Facilities

Waterfront.....	5,000,000.00	
Bishop Park.....	800,000.00	
Pulaski Park.....	600,000.00	
Shoreline Access.....	1,000,000.00	
Trees.....	3,000,000.00	
Electric Street R.O.W.....	<u>200,000.00</u>	
		<u>10,600,000.00</u>

TOTAL OTHER IMPROVEMENTS

\$23,200,000.00

TIFA - CENTRAL DEVELOPMENT AREA

Estimated Cost of Development

ContinuedUTILITIES

Substation #7.....	\$ 540,000.00
Substation #8.....	560,000.00
Street Light Conversion.....	220,000.00
Misc. Cutover.....	380,000.00
Grove Substation Retirement.....	600,000.00
No.8 Boiler installation (30%).....	7,800,000.00
Improvements to Water Plant.....	240,000.00
Water Main Replacement.....	6,000,000.00
Sewers.....	<u>7,000,000.00</u>

TOTAL UTILITIES

\$23,340,000.00

Capital Improvement Contingency

\$ 1,540,000.00

ACQUISITION

Residential.....	\$ 8,000,000.00
Industrial.....	<u>1,000,000.00</u>

TOTAL ACQUISITION

\$ 9,000,000.00

PLANNING & ADMINISTRATION

Ford Ave. Feasibility Study.....	\$ 100,000.00
Code Programs.....	2,000,000.00
General.....	<u>4,500,000.00</u>

TOTAL PLANNING
& ADMINISTRATION

\$ 6,600,000.00

GRAND TOTAL

\$75,000,000.00

CAPITAL IMPROVEMENTS

Descriptions

Streets

Resurface various streets in the Central Development Area. (See Exhibit .) Other may be added to list as they arise.

Pave

Pave various cinder streets in the Central Development Area. (See Exhibit .) Other may be added to list as they arise.

Alleys

Pave the following alleys in the Central Development Area: (other may be added as they arise)

- A. Alley South of Ford Avenue 12th to 15th Streets.
- B. Alley South of Eureka Road 11th to 12th Streets.
- C. Alley North of Chestnut Street 6th to Railroad.
- D. Alley South of Maple Street 5th to 6th Streets.
- E. Alley South of Ford Avenue 12th to 15th Streets.
- F. Alley South of Eureka Road 11th to 12th Streets.

Sidewalks

Replace sidewalks on an "as-needed" basis in the Central Development Area.

Resurface Parking Lots

Resurface various parking lots in the Central Development Area, including the Schools parking lots.

OTHER CAPITAL IMPROVEMENTS

Railroads

Acquisition - Acquire property from the Railroad to construct a emergency vehicle access road, jogging and bike path/way throughout the Central Development Area, running from Central Street to Emmons Boulevard.

Resurface - The Service Drive near the Railroad tracks from the Creek to Pennsylvania Road needs to be resurfaced.

CAPITAL IMPROVEMENTS

Descriptions Continued

- Back-fill - Back-fill is needed along the Railroad tracks throughout Central Development Area.
- Crossing - Repair the rubber crossing and resurface the following crossings:
- | | |
|----------------------|------------------------|
| A. Oak Street | E. St. Johns Street |
| B. Vinewood Street | F. Emmons Boulevard |
| C. Goddard Road | G. Ford/Northline Ave. |
| D. Pennsylvania Road | |

Signage

Placement of banners, City marquees and signs at various locations in the Central Development Area.

Boulevard

A boulevard is proposed on Biddle Avenue from Walnut Street to Mulberry Street and Clinton Street to North Drive.

Turn Lanes

Turn lanes should be installed on Ford Avenue and 2nd Street to help control-traffic flow.

Viaduct

Repair and maintenance of the viaducts at Eureka Road.

Ecorse Creek

Construct a new bridge on Biddle Avenue, property may have to be acquired. Bridge will be 100 feet long and the same width as current bridge. However, it will be taller to allow boats to pass under.

School Building

General maintenance to school buildings such as new roof, asbestos removal, new boilers and windows, in the Central Development Area. The school buildings are as follows:

- A. McKinley Elementary School
- B. Garfield Elementary School
- C. Washington Elementary School
- D. Taft Elementary School
- E. Administration Building
- F. Maintenance Garage
- G. Roosevelt High School

CAPITAL IMPROVEMENTS

Descriptions ContinuedNEW FACILITIESFire Station

It may be desirable during the next 30 years to consolidate the two existing fire station into one centrally located site.

Parking Decks

Two parking decks may be desirable, probably located near the Downtown Central Business District. Structures in the following general areas:

- A. Wvandotte Saving Bank/Yack Arena
Bud's Tavern Area, and
- B. Waterfront/Bishop Park Area might be of necessity
situated partially in the Central Development Area

Cost is estimated at \$8,000.00 per space.

PARKSWaterfront

Facilities such as, but not limited to, the following: site preparation and construction of facilities for golf, rowing, skating, athletic fields, amphitheatres, open areas, woodlands, meadow gardens, picnic parks, play grounds, earthworks, commons, trails for running, walking, and jogging, and infrastructure for related commercial activities.

Bishop Park

Relocate the American Legion Hall within the park. screen coal pile, install a sprinkler system, and provide landscaping.

Pulaski Park

Build a Recreation Youth Center. Install skateboarding ramp, a sprinkler system and landscape the entire park.

Shoreline Access

Improve public access to shoreline where feasible.

CAPITAL IMPROVEMENTS

Descriptions ContinuedTrees

Plant trees at various location on City property in the Central Development Area.

Electric Street Right-of-way

A proposed pedestrian way and bike path on the right-of-way of Electric Street, to run from Vinewood Street to Goddard Road approximately 14 city blocks.

UTILITIESSubstation #7

System Control and Data Acquisition (SCADA) System to monitor system load and switching from a central point.

Substation #7 is part of the overall plan to upgrade our transmission and distribution voltage to meet increasing demand for electrical power throughout the City.

120 KV Intertie with Detroit Edison is to supplement the existing 40 KV Intertie with Detroit Edison and improve overall system reliability.

Substation #8

Prior to the installation of the #8 Switchyard, there was no ability to service major customers in the southend of the City. Presently, the yard is used to service Wayne County Sewage Plant at a 69,000 volt transmission level. Future load growth in the southend of the City would require the installation of transformers to a subvoltage of 13,000.

Street Light Conversion

Converting the street lights from incandescent to high pressure sodium is a more efficient method of street lighting.

CAPITAL IMPROVEMENTS

Descriptions ContinuedUTILITIESMisc. Cutover

Line work construction needed to increase to a higher voltage in conjunction with the new Substation #7 site.

Grove Substation Retirement

In 1970, the Commission began a long term project of upgrading the electrical system of the City of Wyandotte. The first phase was the installation of a transmission voltage of 69,000. Transformer substation voltage on the old system is 13,000/4,800. The new system substation voltage will be 69,000/13,000. The necessity of this is to meet the increasing electrical load throughout the entire City. The 4,800 volt system is no longer adequate for the modern day electrical needs of the City. The old substations with 13,000/4,800 volt transformers will be phased out, the first being the Grove Street Substation.

Boiler No. 8 Installation

Because of property constraints at the existing power plant site, a conventional boiler could not be installed and it would be necessary to install a state of the art circulation fluid bed boiler - 275,000 pounds per hour (28 MW).

Improvements to Water Plant

Rebuilding Rapid Sand Filters in the Filtration Plant and making valve changes and control upgrades.

Water Main Replacement

Replacement of 4" mains, approximately 20 miles, and additional mains in newly developed area.

Sewers

Reline existing sanitary sewers in the Central Development Area, including engineering, inspection, and total installation.

CAPITAL IMPROVEMENTS

Descriptions ContinuedACQUISITIONResidential

Acquire property on a voluntary bases in the Central Development Area that would be an eyesore to the neighborhood. The cost includes buying the property and any demolition costs.

Industrial

It may be desirable in some parts of the development area such as the area of 14th Street, Sycamore Street, 15th Street and Dee Street to remove obsolete industrial buildings and provide new residential opportunities.

PLANNING & ADMINISTRATIONFord Avenue Feasibility Study

It may be wise during the next 30 years to re-evaluate the function of this important street. Options to be considered could include widening and construction of a viaduct at the railroad.

Code Programs

Well administered code programs such as; a) the registration, inspection and rehabilitation of rental dwellings; and b) the inspection of owner-occupied residences at the time of sale are essential to maintaining viable neighborhoods for the next 30 years.

General Administration

Including legal, planning, and computerization.

RESURFACING EXHIBIT

<u>Street Name</u>	<u>From</u>	<u>To</u>	<u>Width</u>	<u>State</u>	<u>City</u>	<u>Conc/</u>	<u>Last</u>	<u>Cost</u>	<u>Curb</u>	<u>Total</u>
10th	Ford	Alkali	27	.20	.19953	Bit.	1951	to Resur. \$17101.69	Walk 40% \$6840.67	\$ 23942.36
10th	Alkali	Antoine	27	.17	.17497	conc.	1952	\$14536.43	\$5814.57	\$ 20351.01
10th	Antoine	Baurey	27	.12	.12140	conc.	1951	\$10261.01	\$4104.40	\$ 14365.42
10th	Baurey	Goddard	27	.15	.15095	conc.	1950	\$12826.26	\$5130.50	\$ 17956.77
10th	Ford	Vinewood	28	.45	.45465	bit.	1983	\$39903.94	\$15961.5	\$ 55865.52
10th	Oak	Superior	28	.23	.23485	bit.	1928	\$20395.35	\$8158.14	\$ 28553.49
10th	Superior	Vinewood	28	.11	.11000	bit.	1952	\$9754.298	\$3901.71	\$ 13656.01
11th	Adelaide	Eureka	30	.17	.17330	bit.	1977	\$16151.59	\$6460.63	\$ 22612.23
11th	Grove	Adelaide	31	.34	.33807	conc.	1954	\$33379.96	\$13351.9	\$ 46731.95
11th	Ford	Hudson	29	.32	.32085	conc.	1947	\$29389.57	\$11755.8	\$ 41145.40
11th	Hudson	Baurey	29	.17	.17348	conc.	1951	\$15613.21	\$6245.28	\$ 21858.49
11th	Eureka	Oak	30	.29	.28848	bit.	1984	\$27552.72	\$11021.0	\$ 38573.81
11th	Cedar	Ford	24	.15	.15360	bit.	1983	\$11401.12	\$4560.45	\$ 15961.57
11th	Baurey	Goddard	29	.15	.15057	bit.	1973	\$13776.36	\$5510.54	\$ 19286.90
11th	Oak	Vinewood	30	.23	.23368	bit.	1962	\$21852.16	\$8740.86	\$ 30593.02
12th	Eureka	Superior	30	.64	.64091	bit.	1985	\$60806.01	\$24322.4	\$ 85128.42
12th	Superior	Walnut	30	.21	.21000	bit.	1985	\$19951.97	\$7980.78	\$ 27932.76
12th	Walnut	Oxford Ct	30	.34	.34124	bit.	1985	\$32303.19	\$12921.2	\$ 45224.47
12th	Oxford Ct	Cedar	30	.05	.05000	bit.	1985	\$4750.47	\$1900.18	\$ 6650.658
12th	Cedar	Ford	30	.13	.13000	bit.	1985	\$12351.22	\$4940.48	\$ 17291.71
12th	Baurey	Goddard	29	.15	.15265	conc.	1952	\$13776.36	\$5510.54	\$ 19286.90
12th	Ford	Baurey	29	.49	.49299	bit.	1966	\$45002.78	\$18001.1	\$ 63003.90
12th	Lee	Pine	29	.06	.06250	conc.	1956	\$5510.545	\$2204.21	\$ 7714.763
12th	Pine	Eureka	28	.13	.13447	bit.	1965	\$11527.80	\$4611.12	\$ 16138.93
13th	Pennsylvania	268' Sof Grove	37	.43	.42741	conc.	1965	\$50386.65	\$20154.6	\$ 70541.31

Street Name	From	To	Width	State Mile	City Mile	Conc/ Bit.	Last Year	Cost to Resur.	Curb Walk 40%	Total
13th	268' South	Grove	37	.06	.05707	conc.	1964	\$7030.695	\$2812.27	\$ 9842.9
13th	Grove	Orchard	24	.16	.15625	conc.	1968	\$12161.20	\$4864.48	\$ 17025.68
13th	Cherry	Lee	20	.06	.06345	conc.	1969	\$3800.376	\$1520.15	\$ 5320.526
13th	Lee	Pine	29	.06	.06250	conc.	1965	\$5510.545	\$2204.21	\$ 7714.763
13th	Ford	N Antoine	29	.43	.43182	conc.	1947	\$39492.24	\$15796.8	\$ 55289.13
13th	N Antoine	Baume	29	.06	.06042	conc.	1951	\$5510.545	\$2204.21	\$ 7714.763
13th	Baume	Goddard	29	.12	.12349	conc.	1952	\$11021.09	\$4408.43	\$ 15429.52
13th	Eureka	Pine	28	.13	.13352	bit.	1973	\$11527.80	\$4611.12	\$ 16138.93
14th	Marshall	Grove	27	.11	.10663	conc.	1955	\$9405.930	\$3762.37	\$ 13168.30
14th	Grove	Eureka	29	.51	.50663	conc.	1951	\$46839.63	\$18735.8	\$ 65575.48
14th	Oak	Superior	31	.16	.15530	conc.	1954	\$15708.22	\$6283.28	\$ 21991.50
14th	Ford	Alkali	29	.20	.19886	conc.	1947	\$18368.48	\$7347.39	\$ 25715.87
14th	Eureka	Oak	31	.29	.29166	bit.	1984	\$28471.15	\$11388.4	\$ 39859.61
15th	Grove	S Pine	29	.30	.29356	conc.	1952	\$27552.72	\$11021.0	\$ 38573.72
15th	S Pine	Eureka	29	.22	.21875	conc.	1948	\$20205.33	\$8082.13	\$ 28287.46
15th	Eureka	Ally North	27	.03	.03258	conc.	1947	\$2565.253	\$1026.10	\$ 3591.355
15th	ally N Eureka	Oak	27	.26	.25909	conc.	1954	\$22232.19	\$8892.87	\$ 31125.07
15th	Oak	Superior	25	.16	.15581	conc.	1954	\$12667.92	\$5067.16	\$ 17735.08
15th	Superior	Vinewood	26	.07	.07131	conc.	1954	\$5763.903	\$2305.56	\$ 8069.465
15th	Vinewood	Walnut	29	.12	.12254	conc.	1947	\$11021.09	\$4408.43	\$ 15429.52
15th	Clark	Goddard	31	.35	.35265	conc.	1950	\$34361.73	\$13744.6	\$ 48106.42
15th	Walnut	Oxford Ct.	29	.34	.33901	bit.	1973	\$31226.42	\$12490.5	\$ 43716.99
15th	Oxford Ct.	Cedar	29	.17	.17000	bit.	1973	\$15613.21	\$6245.28	\$ 21858.49
15th	Ford	Clark	31	.25	.24564	bit.	1973	\$24544.09	\$9817.63	\$ 34361.73
15th	Cedar	Spruce	29	.06	.05871	bit.	1973	\$5510.545	\$2204.21	\$ 7714.763

Street Name	From	To	Width	State Mile	City Mile	Conc/ Bit.	Last Year	Cost to Resur.	Curb Walk 40%	Total
15th	Spruce	Ford	29	.06	.06038	bit.	1973	\$5510.545	\$2204.21	\$ 7714.763
1st	private dr.	Goddard	26	.17	.17386	conc.	1939	\$13998.05	\$5599.22	\$ 19597.27
1st	Walnut	Mulberry	30	.07	.07197	bit.	1983	\$6650.658	\$2660.26	\$ 9310.921
1st	Mulberry	Spruce	30	.14	.14394	bit.	1983	\$13301.31	\$5320.52	\$ 18621.84
1st	Goddard	Perry Pl	26	.09	.08807	bit.	1982	\$7410.733	\$2964.29	\$ 10375.02
1st	N. Drive	Emmons	24	.08	.07898	bit.	1982	\$6080.601	\$2432.24	\$ 8512.842
2nd	Hudson	Antoine	24	.05	.05265	bit.	1982	\$3800.376	\$1520.15	\$ 5320.526
2nd	Ford	Alkali	24	.20	.20000	bit.	1981	\$15201.50	\$6080.60	\$ 21282.10
2nd	Superior	Ford	36	.53	.52623	bit.	1967	\$60425.97	\$24170.3	\$ 84596.36
2nd	Goddard	Antoine	28	.30	.30360	bit.	1967	\$26602.63	\$10641.0	\$ 37243.68
2nd	Perry Pl	Goddard	26	.09	.08807	bit.	1982	\$7410.733	\$2964.29	\$ 10375.02
2nd	Emmons	Riverbank	26	.25	.25152	bit.	1981	\$20585.37	\$8234.14	\$ 28819.51
3rd	Oak	Superior	30	.69	.68510	bit.	1973	\$65556.48	\$26222.5	\$ 91779.08
3rd	Superior	Ford	30	.54	.54000	bit.	1973	\$51305.07	\$20522.0	\$ 71827.10
3rd	Goddard	Perry Place	27	.09	.08813	bit.	1966	\$7695.761	\$3078.30	\$ 10774.06
3rd	Alley South	Bauney	27	.03	.03420	conc.	1956	\$2565.253	\$1026.10	\$ 3591.355
3rd	Bauney	Goodell	27	.08	.07595	conc.	1945	\$6840.676	\$2736.27	\$ 9576.947
3rd	Ford	Alkali	26	.21	.20691	bit.	1979	\$17291.71	\$6916.68	\$ 24208.39
4th	Biddle	Eureka	36	.51	.50662	bit.	1977	\$58145.75	\$23258.3	\$ 81404.05
4th	Eureka	Ford	36	.97	.97359	bit.	1977	\$110590.9	\$44236.3	\$ 154827.3
4th	Ford	Alkali	26	.21	.20736	bit.	1979	\$17291.71	\$6916.68	\$ 24208.39
4th	Goddard	St. Johns	23	.15	.15218	bit.	1984	\$10926.08	\$4370.43	\$ 15296.51
4th	St. Johns	Emmons	26	.48	.47560	bit.	1984	\$39523.91	\$15809.5	\$ 55333.47
4th	Emmons	N. Drive	26	.06	.05739	bit.	1984	\$4940.488	\$1976.19	\$ 6916.684
5th	Grove	Forest	30	.51	.50568	bit.	1983	\$48454.79	\$19381.9	\$ 67836.71

Street Name	From	To	Width	State Mile	City Mile	Conc/ Bit.	Last Year	Cost to Resur.	Curb Walk 40%	Total
5th	Forest	Eureka	30	.10	.09811	bit.	1983	\$9500.94	\$3800.37	\$ 13301.31
5th	Grove	Central	26	.10	.09811	bit.	1979	\$8234.148	\$3293.65	\$ 11527.80
5th	Alley	Oak	30	.26	.26325	bit.	1966	\$24702.44	\$9880.97	\$ 34583.42
5th	Oak	Superior	30	.16	.15530	bit.	1966	\$15201.50	\$6080.60	\$ 21282.10
5th	Superior	Vinewood	30	.08	.07955	bit.	1966	\$7600.752	\$3040.30	\$ 10641.05
5th	Poplar	Alley N Waln	30	.11	.10795	conc.	1957	\$10451.03	\$4180.41	\$ 14631.44
5th	Antoine	Goddard	26	.30	.29589	conc.	1927	\$24702.44	\$9880.97	\$ 34583.42
5th	Goddard	St. Johns	26	.15	.15379	conc.	1939	\$12351.22	\$4940.48	\$ 17291.71
5th	NPL 112	Bondie	27	.12	.11504	conc.	1961	\$10261.01	\$4104.40	\$ 14365.42
5th	Vinewood	Poplar	30	.07	.07197	bit.	1983	\$6650.658	\$2660.26	\$ 9310.921
5th	Cedar	Ford	26	.16	.16278	bit.	1979	\$13174.63	\$5269.85	\$ 18444.49
5th	Ford	Alkali	26	.20	.20224	bit.	1979	\$16468.29	\$6587.31	\$ 23055.60
6th	Emmons	Clinton	26	.27	.27314	bit.	1978	\$22232.19	\$8892.87	\$ 31125.07
6th	Clinton	Bondie	27	.04	.03636	bit.	1978	\$3420.338	\$1368.13	\$ 4788.473
6th	St. Johns	Goddard	27	.16	.15739	bit.	1975	\$13681.35	\$5472.54	\$ 19153.89
6th	Goddard	Antoine	26	.29	.28636	bit.	1975	\$23879.02	\$9551.61	\$ 33430.64
6th	grove	forest	31	.07	.07197	conc.	1954	\$6872.346	\$2748.93	\$ 9621.285
6th	Forest	Orchard	31	.07	.07197	conc.	1950	\$6872.346	\$2748.93	\$ 9621.285
6th	Ford	Alkali	27	.20	.20066	conc.	1952	\$17101.69	\$6840.67	\$ 23942.36
6th	Alkali	Antoine	27	.17	.16734	conc.	1951	\$14536.43	\$5814.57	\$ 20351.01
6th	ST. Johns	Bondie	27	.15	.15303	conc.	1950	\$12826.26	\$5130.50	\$ 17956.77
6th	Orchard	Cherry	30	.14	.14394	bit.	1963	\$13301.31	\$5320.52	\$ 18621.84
6th	Cherry	Eureka	31	.21	.21780	bit.	1966	\$20617.03	\$8246.81	\$ 28863.85
6th	Alley S Mapl	Elm	30	.11	.10985	conc.	1939	\$10451.03	\$4180.41	\$ 14631.44
6th	Elm	Oak	31	.07	.07197	conc.	1954	\$6872.346	\$2748.93	\$ 9621.285

<u>Street Name</u>	<u>From</u>	<u>To</u>	<u>Width</u>	<u>State</u>	<u>City</u>	<u>Conc/</u>	<u>Last</u>	<u>Cost</u>	<u>Curb</u>	<u>Total</u>
6th	Chestnut	Superior	31	.08	.08106	conc.	1956	\$7854.110	\$3141.64	\$ 10995.75
6th	Emmons	N. Drive	27	.06	.05833	conc.	1954	\$5130.507	\$2052.20	\$ 7182.710
6th	Oak	Chestnut	30	.08	.07576	bit.	1983	\$7600.752	\$3040.30	\$ 10641.05
6th	Superior	Vinewood	30	.08	.08106	bit.	1983	\$7600.752	\$3040.30	\$ 10641.05
6th	Vinewood	Poplar	30	.07	.07197	bit.	1983	\$6650.658	\$2660.26	\$ 9310.921
7th	Maple	Elm	27	.07	.07197	conc.	1954	\$5985.592	\$2394.23	\$ 8379.829
7th	Elm	Chestnut	31	.15	.14773	conc.	1954	\$14726.45	\$5890.58	\$ 20617.03
7th	Alley South	Grove	30	.47	.46402	bit.	1962	\$44654.41	\$17861.7	\$ 62516.18
7th	Cedar	Ford	27	.15	.14784	conc.	1963	\$12826.26	\$5130.50	\$ 17956.77
7th	Walnut	Cedar	27	.16	.16046	conc.	1954	\$13681.35	\$5472.54	\$ 19153.89
7th	Ford	Alkali	26	.20	.19905	conc.	1938	\$16468.29	\$6587.31	\$ 23055.61
7th	Alkali	Antoine	27	.19	.18680	conc.	1951	\$16246.60	\$6498.64	\$ 22745.25
7th	Antoine	Baurey	27	.12	.12121	conc.	1952	\$10261.01	\$4104.40	\$ 14365.42
7th	Baury	Goddard	27	.15	.15379	conc.	1945	\$12826.26	\$5130.50	\$ 17956.77
7th	Goddard	St. Johns	26	.17	.16799	bit.	1984	\$13998.05	\$5599.22	\$ 19597.27
8th	Ford	Alkali	26	.20	.19924	bit.	1978	\$16468.29	\$6587.31	\$ 23055.61
8th	Alkali	Goddard	50	.45	.45175	conc.	1950	\$71257.05	\$28502.8	\$ 99759.87
8th	Orchard	Eureka	31	.27	.27462	conc.	1968	\$26507.62	\$10603.0	\$ 37110.67
8th	St. Johns	Bondie	27	.15	.15258	conc.	1954	\$12826.26	\$5130.50	\$ 17956.77
8th	Vinewood	Cedar	26	.30	.29735	bit.	1983	\$24702.44	\$9880.97	\$ 34583.42
8th	Goddard	St. Johns	26	.17	.17045	bit.	1984	\$13998.05	\$5599.22	\$ 19597.27
9th	Ford	Vinewood	30	.45	.45170	bit.	1975	\$42754.23	\$17101.6	\$ 59855.92
9th	Vinewood	Oak	30	.23	.23447	bit.	1967	\$21852.16	\$8740.86	\$ 30593.02
9th	Eureka	Oak	30	.28	.28258	conc.	1924	\$26602.63	\$10641.0	\$ 37243.68
9th	Goddard	Bondie	27	.32	.32037	conc.	1954	\$27362.70	\$10945.0	\$ 38307.79

<u>Street Name</u>	<u>From</u>	<u>To</u>	<u>Width</u>	<u>State</u>	<u>City</u>	<u>Conc/</u>	<u>Last</u>	<u>Cost</u>	<u>Curb</u>	<u>Total</u>
<u>Adelaide</u>	<u>Railroad</u>	<u>11th</u>	<u>29</u>	<u>Mile</u>	<u>Mile</u>	<u>Bit.</u>	<u>Year</u>	<u>to</u>	<u>Walk</u>	
				.12	.11888	conc.	1968	\$11021.09	\$4408.43	\$ 15429.52
Alfred	Riverbank	Emmons	18	.19	.19515	conc.	1968	\$10831.07	\$4332.42	\$ 15163.50
Alfred	Emmons	N. Drive	24	.06	.05999	bit.	1974	\$4560.451	\$1824.18	\$ 6384.631
Alkali	6th	Electric	27	.32	.32476	conc.	1965	\$27362.70	\$10945.0	\$ 38307.79
Alkali	15th	11th	29	.23	.22500	conc.	1951	\$21123.75	\$8449.50	\$ 29573.25
Alkali	11th	Electric	27	.23	.22500	conc.	1952	\$19666.94	\$7866.77	\$ 27533.72
Antoine	Biddle	2nd	24	.57	.56627	bit.	1981	\$43324.28	\$17329.7	\$ 60654.00
Antoine	2nd	McKinley	24	.10	.10000	bit.	1982	\$7600.752	\$3040.30	\$ 10641.05
Antoine	McKinley	Rail-Road	24	.10	.10000	bit.	1982	\$7600.752	\$3040.30	\$ 10641.05
Antoine	Rail-Road	8th	24	.27	.27000	bit.	1982	\$20522.03	\$8208.81	\$ 28730.84
Antoine	8th	11th	27	.26	.26383	conc.	1951	\$22232.19	\$8892.87	\$ 31125.07
Antoine	11th	12th	29	.06	.05652	conc.	1952	\$5510.545	\$2204.21	\$ 7714.
Antoine	15th	12th	29	.17	.16761	conc.	1952	\$15613.21	\$6245.28	\$ 21858.49
Arch	Railroad	11th	27	.06	.06998	conc.	1968	\$5130.507	\$2052.20	\$ 7182.710
Ash	9th	Railroad	28	.07	.07311	conc.	1940	\$6207.280	\$2482.91	\$ 8690.193
Baurey	Alley W 13th	13th	29	.02	.02954	conc.	1968	\$1836.848	\$734.739	\$ 2571.587
Baurey	10th	7th	27	.25	.24908	conc.	1964	\$21377.11	\$8550.84	\$ 29927.96
Baurey	13th	11th	29	.11	.11224	conc.	1956	\$10102.66	\$4041.06	\$ 14143.73
Baurey	11th	10th	27	.07	.06693	conc.	1956	\$5985.592	\$2394.23	\$ 8379.829
Baurey	Aly W. McKin	2nd	27	.13	.12860	conc.	1956	\$11116.09	\$4446.43	\$ 15562.53
Baurey	7th	5th	27	.20	.20454	conc.	1961	\$17101.69	\$6840.67	\$ 23942.36
Bennett	Alley	2nd	24	.53	.53030	bit.	1979	\$40283.98	\$16113.5	\$ 56397.57
Biddle	Bourse Creek	Road	80	1.4	1.4485	bit.	19NA	\$354701.7	\$141880.	\$ 496582.4
Bondie	9th	6th	29	.28	.27795	conc.	1968	\$25715.87	\$10286.3	\$ 36002.22
Bondie	5th	Railroad	27	.14	.13924	conc.	1964	\$11971.18	\$4788.47	\$ 16759.

<u>Street Name</u> Bondie	<u>From</u> 6th	<u>To</u> 5th	<u>Width</u> 27	<u>State</u> Mile .11	<u>City</u> Mile .10890	<u>Conc/</u> Bit. conc.	<u>Last</u> Year 1950	<u>Cost</u> to Resur. \$9405.930	<u>Curb</u> Walk 40% \$3762.37	<u>Total</u> \$ 13168.30
Bondie	Alley	Railroad	26	.14	.143267	bit.	1975	\$11527.80	\$4611.12	\$ 16138.93
Cedar	10th	7th	29	.27	.26818	conc.	1954	\$24797.45	\$9918.98	\$ 34716.43
Cedar	15th	12th	29	.18	.18011	bit.	1983	\$16531.63	\$6612.65	\$ 23144.28
Cedar	12th	10th	26	.13	.12898	bit.	1983	\$10704.39	\$4281.75	\$ 14986.14
Cedar	Biddle	3rd	30	.21	.21212	bit.	1974	\$19951.97	\$7980.78	\$ 27932.76
Cedar	3rd	4th	30	.08	.08140	bit.	1974	\$7600.752	\$3040.30	\$ 10641.05
Cedar	4th	Railroad	30	.16	.16174	bit.	1974	\$15201.50	\$6080.60	\$ 21282.10
Central	Penn	8th	30	.27	.75038	bit.	1979	\$25652.53	\$10261.0	\$ 35913.55
Central	8th	Biddle	30	.48	.48000	bit.	1979	\$45604.51	\$18241.8	\$ 63846.31
Cherry	13th	11th	37	.12	.12386	conc.	1954	\$14061.39	\$5624.55	\$ 19685.94
Cherry	Railroad	7th	30	.19	.18694	bit.	1982	\$18051.78	\$7220.71	\$ 25272.50
Cherry	7th	6th	30	.08	.08144	bit.	1982	\$7600.752	\$3040.30	\$ 10641.05
Cherry	6th	4th	30	.16	.16288	bit.	1982	\$15201.50	\$6080.60	\$ 21282.10
Cherry	4th	3rd	30	.08	.08240	bit.	1982	\$7600.752	\$3040.30	\$ 10641.05
Chestnut	2nd	7th	30	.44	.44129	bit.	1977	\$41804.13	\$16721.6	\$ 58525.79
Chestnut	15th	14th	29	.09	.08523	conc.	1952	\$8265.817	\$3306.32	\$ 11572.14
Chestnut	14th	11th	30	.16	.16288	conc.	1941	\$15201.50	\$6080.60	\$ 21282.10
Chestnut	9th	Railroad	28	.06	.05777	conc.	1940	\$5320.526	\$2128.21	\$ 7448.736
Clinton	6th	Alfred	28	.25	.26420	conc.	1938	\$22168.86	\$8867.54	\$ 31036.40
Clinton	6th	9th	26	.25	.25095	bit.	1973	\$20585.37	\$8234.14	\$ 28819.51
Clinton	Railroad	Alley	26	.11	.11054	bit.	1973	\$9057.562	\$3623.02	\$ 12680.58
Clinton	Railroad	Biddle	26	.16	.16383	bit.	1981	\$13174.63	\$5269.35	\$ 18444.49
Gora	Ford	Davis	27	.12	.11456	conc.	1948	\$10261.01	\$4104.40	\$ 14365.42
Gora	Davis	Anttoine	27	.26	.26080..	conc.	1952	\$22232.19	\$8892.87	\$ 31125.07

Street Name	From	To	Width	State Mile	City Mile	Conc/ Bit.	Last Year	Cost to Resur.	Curb Walk 40%	Total
Cora	Antoine	Goddard	31	.27	.27140	conc.	1950	\$26507.62	\$10603.0	\$ 37110.67
Cora	Goddard	Bondie	27	.32	.32273	conc.	1952	\$27362.70	\$10945.0	\$ 38307.79
Cora	Cedar	Vinewood	26	.30	.29773	bit.	1983	\$24702.44	\$9880.97	\$ 34583.42
Davis	10th	6th	27	.40	.39761	conc.	1965	\$34203.38	\$13681.3	\$ 47884.73
Davis	2nd	Biddle	24	.12	.12486	conc.	1920	\$9120.902	\$3648.36	\$ 12769.26
Davis	2nd	5th	24	.20	.20265	bit.	1979	\$15201.50	\$6080.60	\$ 21282.10
Dee	15th	14th	29	.08	.07955	conc.	1954	\$7347.393	\$2938.95	\$ 10286.35
Blcliff CT	S. Burons		20	.05	.05076	bit.	1968	\$3166.98	\$1266.79	\$ 4433.772
Electric	Oak	Superior	28	.13	.12557	conc.	1940	\$11527.80	\$4611.12	\$ 16138.93
Electric	Vinewood	Walnut	27	.45	.14205	conc.	1950	\$38478.80	\$15391.5	\$ 53870.32
Electric	Walnut	Rord	29	.31	.30928	conc.	1948	\$28471.15	\$11388.4	\$ 39859.61
Electric	Goddard	St. Johns	27	.17	.16706	conc.	1954	\$14536.43	\$5814.57	\$ 20351.01
Electric East	Rord	Antoine	27	.38	.37500	conc.	1952	\$32493.21	\$12997.2	\$ 45490.50
Electric East	Goddard	Antoine	27	.27	.27188	conc.	1951	\$23087.28	\$9234.91	\$ 32322.19
Electric West	Rord	Antoine	27	.37	.37481	conc.	1952	\$31638.13	\$12655.2	\$ 44293.38
Electric West	Antoine	Goddard	21	.27	.27197	conc.	1951	\$17956.77	\$7182.71	\$ 25139.48
Elm	3rd	4th	30	.08	.08144	bit.	1966	\$7600.752	\$3040.30	\$ 10641.05
Elm	15th	14th	28	.09	.08854	conc.	1940	\$7980.789	\$3192.31	\$ 11173.10
Elm	Det River	Van Alstyne	50	.03	.03409	bit.	1977	\$4750.47	\$1900.18	\$ 6650.658
Elm	7th	6th	30	.08	.08144	bit.	1979	\$7600.752	\$3040.30	\$ 10641.05
Elm	6th	5th	30	.08	.08144	bit.	1979	\$7600.752	\$3040.30	\$ 10641.05
Elm	5th	4th	30	.08	.0814	bit.	1979	\$7600.752	\$3040.30	\$ 10641.05
Elm	14th	9th	30	.32	.31970	bit.	1965	\$30403.00	\$12161.2	\$ 42564.21
Burons	Biddle	Railroad	30	.20	.19231	bit.	1978	\$19001.88	\$7600.75	\$ 26602.63
Burons	Rail-Road	4th	30	.21	.20871	bit.	1978	\$19951.97	\$7980.78	\$ 27932.75

Street Name	From	To	Width	State Mile	City Mile	Cnc/	Last	Cost to	Curb	Total
<u>Burns</u>	<u>4th</u>	<u>6th</u>	<u>30</u>	<u>.13</u>	<u>.12650</u>	<u>bit.</u>	<u>1978</u>	<u>Resur.</u>	<u>40%</u>	<u>\$</u>
Burns	6th	Riverside Dr	30	.15	.14678	bit.	1978	\$14251.41	\$5700.56	\$ 19951.97
Burns	Riverside Dr	Bridge	30	.06	.06089	bit.	1978	\$5700.564	\$2280.22	\$ 7980.789
Burns Ct.	W. Biddle		18	.13	.13447	bit.	1968	\$7410.733	\$2964.29	\$ 10375.02
Belice	2nd	McKinley	29	.10	.10322	bit.	1981	\$9184.242	\$3673.69	\$ 12857.93
Ford	Biddle	10th	52	.83	.82841	bit.	19NA	\$136686.8	\$54674.7	\$ 191361.5
Ford	10th	15th	52	.30	.29986	bit.	19NA	\$49404.88	\$19761.9	\$ 69166.84
Forest	Railroad	8th	30	.13	.13049	bit.	1974	\$12351.22	\$4940.48	\$ 17291.71
Forest	8th	Biddle	30	.36	.35795	bit.	1974	\$34203.38	\$13681.3	\$ 47884.73
Forest	11th	13th	27	.12	.12221	bit.	19NA	\$10261.01	\$4104.40	\$ 14365.42
Glenn Ct.	12th	East	29	.04	.03566	cnc.	1959	\$3673.696	\$1469.47	\$ 5143.175
Goddard	1st	7th	30	.47	.46520	bit.	1977	\$44654.41	\$17861.7	\$ 62516.18
Goddard	7th	8th	30	.42	.04223	bit.	1977	\$39903.94	\$15961.5	\$ 55865.52
Goddard	8th	Harrison	30	.37	.37348	bit.	1977	\$35153.47	\$14061.3	\$ 49214.86
Goddard	Harrison	15th	31	.16	.16224	cnc.	19	\$15708.22	\$6283.28	\$ 21991.50
Goodell	McKinley	2nd	27	.10	.10152	cnc.	1956	\$8550.846	\$3420.33	\$ 11971.18
Goodell	2nd	Biddle	26	.12	.11591	cnc.	1939	\$9880.977	\$3952.39	\$ 13833.36
Grove	15th	11th	31	.23	.22539	cnc.	1954	\$22580.56	\$9032.22	\$ 31612.78
Harrison	Goddard	City Limits	30	.11	.11364	bit.	1977	\$10451.03	\$4180.41	\$ 14631.44
Hazel	Riverroad	Electric	27	.09	.09001	cnc.	1954	\$7695.761	\$3078.30	\$ 10774.06
Highland	Riverside Dr	Alfred	26	.47	.47026	bit.	1975	\$38700.49	\$15480.1	\$ 54180.69
Hudson	11th	Electric E.	27	.14	.13802	cnc.	1952	\$11971.18	\$4788.47	\$ 16759.65
Hudson	Electric E.	7th	27	.18	.17652	cnc.	1951	\$15391.52	\$6156.60	\$ 21548.12
Hudson	7th	6th	27	.10	.10227	cnc.	1950	\$8550.846	\$3420.33	\$ 11971.18
Hudson	6th	Antoine	27	.09	.09489	cnc.	1951	\$7695.761	\$3078.30	\$ 10774.06

Street Name	From	To	Width	State	City	Conc/	Last	Cost	Curb	Total
Hudson	Railroad	2nd	24	Mile	Mile	Bit.	Year	to	Walk	
				.19	.18635	bit.	1979	Resur.	40%	
								\$14441.42	\$5776.57	\$ 20218.00
Kings Hwy	6th	Riverside	26	.16	.16098	bit.	1986	\$13174.63	\$5269.85	\$ 18444.49
Kings Hwy	Alfred	6th	26	.32	.32311	bit.	1986	\$26349.27	\$10539.7	\$ 36888.98
Lee	13th	11th	27	.13	.13068	conc.	1948	\$11116.09	\$4446.43	\$ 15562.53
Lincoln	Goddard	St. Johns	27	.16	.15568	conc.	1947	\$13681.35	\$5472.54	\$ 19153.89
Lincoln	ST. Johns	Bondie	26	.15	.15128	conc.	1940	\$12351.22	\$4940.48	\$ 17291.71
Lincoln	St. Johns	Bondie	26	.15	.15128	conc.	1940	\$12351.22	\$4940.48	\$ 17291.71
Lincoln	Goddard	Antoine	26	.29	.29034	bit.	1974	\$23879.02	\$9551.61	\$ 33430.64
Lindbergh	Alkali	Antoine	27	.17	.17492	conc.	1951	\$14536.43	\$5814.57	\$ 20351.01
Lindbergh	Goddard	Bondie	27	.31	.31439	conc.	1961	\$26507.62	\$10603.0	\$ 37110.67
Lindbergh	Ford	Alkali	26	.20	.19953	bit.	1974	\$16468.29	\$6587.31	\$ 23055.61
Lindbergh	Goddard	Antoine	28	.28	.28068	bit.	1974	\$24829.12	\$9931.64	\$ 34760.
Ludington	15th	14th	27	.03	.03239	conc.	1955	\$2565.253	\$1026.10	\$ 3591.355
Maple	3rd	4th	30	.08	.08144	bit.	1979	\$7600.752	\$3040.30	\$ 10641.05
Maple	7th	6th	31	.07	.06676	conc.	1954	\$6872.346	\$2748.93	\$ 9621.285
Maple	15th	14th	28	.10	.09943	bit.	1984	\$8867.544	\$3547.01	\$ 12414.56
Maple	14th	9th	30	.32	.31929	bit.	1973	\$30403.00	\$12161.2	\$ 42564.21
Maple	6th	4th	30	.16	.16288	bit.	1979	\$15201.50	\$6080.60	\$ 21282.10
Marshall	15th	14th	27	.06	.06150	conc.	1955	\$5130.507	\$2052.20	\$ 7182.710
McKinley	Antoine	Clark	26	.11	.11170	bit.	1966	\$9057.562	\$3623.02	\$ 12680.58
McKinley	Alkali	Ford	26	.21	.20726	bit.	1965	\$17291.71	\$6916.68	\$ 24208.39
McKinley	Antoine	Felice	27	.04	.04432	conc.	1947	\$3420.338	\$1368.13	\$ 4788.473
McKinley	Felice	Bailey	27	.06	.06318	conc.	1956	\$5130.507	\$2052.20	\$ 7182.710
McKinley	Bailey	Goodell	27	.08	.07595	conc.	1947	\$6840.676	\$2736.27	\$ 9576.947
Miller	Biddle	2nd	24	.12	.12418	bit.	1980	\$9120.902	\$3648.36	\$ 12769.26

Street Name	From	To	Width	State Mile	City Mile	Cnc/ Bit.	Last Year	Cost to Resur.	Curb Walk 40%	Total
Mollono	12th	10th	29	.16	.16023	cnc.	1945	\$14694.78	\$5877.91	\$ 20572.70
Mulberry	12th	10th	29	.13	.12898	cnc.	1945	\$11939.51	\$4775.80	\$ 16715.32
N.Drive	Emmons	6th	29	.19	.18826	cnc	1954	\$17450.05	\$6980.02	\$ 24430.08
N Drive	6th	4th	28	.15	.15152	bit.	1974	\$13301.31	\$5320.52	\$ 18621.84
N Drive	4th	Alfred	26	.21	.20978	bit.	1974	\$17291.71	\$6916.68	\$ 24208.39
N Drive	Biddle	Park Lane	24	.13	.13258	bit.	1981	\$9880.977	\$3952.39	\$ 13833.36
Oak	Biddle	14th	50	1.1	1.05208	bit.	1978	\$174183.9	\$69673.5	\$ 243857.4
Oak	14th	15th	36	.07	.07102	bit.	1985	\$7980.789	\$3192.31	\$ 11173.10
Oak	River	Van Alstyne	30	.03	.02841	bit.	1977	\$2850.282	\$1140.11	\$ 3990.394
Orange	3rd	4th	30	.08	.08143	bit.	1980	\$7600.752	\$3040.30	\$ 10641.05
Orange	11th	Railroad	27	.12	.122221	cnc.	1965	\$10261.01	\$4104.40	\$ 14365.42
Orange	Railroad	4th	30	.37	.37121	bit.	1980	\$35153.47	\$14061.3	\$ 49214.86
Orchard	15th	14th	27	.07	.07008	cnc.	1958	\$5985.592	\$2394.23	\$ 8379.829
Orchard	14th	11th	27	.18	.17505	cnc.	1958	\$15391.52	\$6156.60	\$ 21548.13
Orchard	4th	8th	30	.34	.33893	bit.	1981	\$32303.19	\$12921.2	\$ 45224.47
Orchard	8th	9th	30	.08	.08144	bit.	1981	\$7600.752	\$3040.30	\$ 10641.05
Oxford	12th	15th	37	.18	.17992	bit.	1973	\$21092.08	\$8436.83	\$ 29528.92
Penn (N. 1/2)	14th	Railroad	33	.09	.09198	bit.	1987	\$9405.930	\$3762.37	\$ 13168.30
Perry Pl	Biddle	3rd	26	.17	.16686	bit.	1981	\$13998.05	\$5599.22	\$ 19597.27
Perry Place	River Road	Electric	27	.10	.10249	cnc.	1954	\$8550.846	\$3420.33	\$ 11971.18
Pine	11th	13th	21	.10	.10473	cnc.	1965	\$6650.658	\$2660.26	\$ 9310.92
Pine	127' E	11th	21	.02	.02416	cnc.	1965	\$1330.131	\$532.052	\$ 1862.18
Pine	15th	13th	27	.12	.12159	cnc.	1958	\$10261.01	\$4104.40	\$ 14365.41
Pine	Railroad	4th	30	.40	.39963	bit.	1982	\$38003.76	\$15201.5	\$ 53205.21
Pine	4th	3rd	30	.08	.08144	bit.	1982	\$7600.752	\$3040.30	\$ 10641.05

Street Name	From	To	Width	State	City	Canc/	Last	Cost	Curb	
Plum	Railroad	3rd	30	Mile	Mile	Bit.	Year	to	Walk	Total
				.55	.55168	bit.	1981	Resur.	40%	\$ 73157.23
Poplar	Biddle	Van Alstyne	30	.07	.06818	bit.	1962	\$6650.658	\$2660.26	\$ 9310.921
Poplar	aly E 15	12th	29	.15	.14735	canc.	1952	\$13776.36	\$5510.54	\$ 19286.90
Poplar	Railroad	6th	30	.06	.05777	bit.	1979	\$5700.564	\$2280.22	\$ 7980.789
Poplar	1st	6th	30	.41	.41098	bit.	1979	\$38953.85	\$15581.5	\$ 54535.39
Poplar Ct.	12th	East	29	.22	.21780	canc.	1951	\$20205.33	\$8082.13	\$ 28287.46
Riverbank	Biddle	2nd	26	.21	.21307	bit.	1981	\$17291.71	\$6916.68	\$ 24208.39
Riverbank	2nd	Railroad	26	.09	.08883	bit.	1981	\$7410.733	\$2964.29	\$ 10375.02
Riverbank	Riverside Dr	Alfred	26	.52	.52356	bit.	1963	\$42817.56	\$17127.0	\$ 59944.59
RiverRoad	Goddard	Perry Pl	27	.11	.10528	canc.	1954	\$9405.930	\$3762.37	\$ 13168.30
Riverside Dr	Bondie	S Highland	27	.22	.22115	canc.	1961	\$18811.86	\$7524.74	\$ 26336.60
Riverside Dr.	S Highland	Emmons	27	.22	.22045	canc.	1961	\$18811.86	\$7524.74	\$ 2633
Service Dr	9th	Eureka	30	.10	.10473	canc.	1951	\$9500.94	\$3800.37	\$ 13301.31
Spruce	15th	alley East	29	.03	.02917	canc.	1955	\$2755.272	\$1102.10	\$ 3857.381
Spruce	alley E 15	12th	28	.15	.15030	canc.	1927	\$13301.31	\$5320.52	\$ 18621.84
Spruce	5th	4th	28	.20	.20492	bit.	1979	\$17735.08	\$7094.03	\$ 24829.12
Spruce	4th	Biddle	30	.28	.27936	bit.	1974	\$26602.63	\$10641.0	\$ 37243.68
St. Johns	6th	Rail-Road	24	.44	.44142	bit.	1974	\$33443.30	\$13377.3	\$ 46820.63
St. Johns	Creek	Cora	27	.13	.134845	canc.	1954	\$11116.09	\$4446.43	\$ 15562.53
St. Johns	Cora	8th	27	.05	.05038	canc.	1945	\$4275.423	\$1710.16	\$ 5985.592
St. Johns	8yh	6th	24	.16	.16213	bit	1973	\$12161.20	\$4864.48	\$ 17025.68
Stoll	Alley West	2nd	27	.08	.07746	canc.	1950	\$6840.676	\$2736.27	\$ 9576.947
Sullivan	2nd	Biddle	24	.13	.12713	bit	1973	\$9880.977	\$3952.39	\$ 13833.36
Superior	11th	10th	20	.04	.03996	canc.	1969	\$2533.584	\$1013.43	\$ 3547.017
Superior	15	11th	20	.26	.25947	canc.	1940	\$16468.29	\$6587.31	\$ 23055.61

Street Name	From	To	Width	State Mile	City Mile	Conc/ Bit.	Last Year	Cost to Resur.	Curb Walk 40%	Total
Superior	10th	9th	26	.11	.11042	conc.	1940	\$9057.562	\$3623.02	\$ 12680.58
Superior	9th	Railroad	28	.10	.09981	conc.	1928	\$8867.544	\$3547.01	\$ 12414.56
Superior	6th	3rd	20	.26	.26329	bit.	1980	\$16468.29	\$6587.31	\$ 23055.61
Superior	3rd	2nd	20	.25	.24812	bit	1980	\$15834.9	\$6333.96	\$ 22168.86
Sycamore	3rd	4th	30	.08	.08144	bit.	1966	\$7600.752	\$3040.30	\$ 10641.05
Sycamore	14th	11th	30	.16	.16288	conc.	1947	\$15201.50	\$6080.60	\$ 21282.10
Sycamore	11th	Railroad	30	.11	.11458	conc.	1941	\$10451.03	\$4180.41	\$ 14631.44
Sycamore	15th	14th	29	.10	.10038	bit	1984	\$9184.242	\$3673.69	\$ 12857.93
Sycamore	5th	4th	30	.08	.08144	bit.	1980	\$7600.752	\$3040.30	\$ 10641.05
Van Alstyne	Vinewood	100'N Poplar	30	.10	.09848	bit.	1975	\$9500.94	\$3800.37	\$ 13301.31
Vinewood	Rail-Road	6th	30	.56	.56428	bit.	1978	\$53205.26	\$21282.1	\$ 74487.36
Vinewood	6th	Biddle	30	.50	.5000	bit.	1978	\$47504.7	\$19001.8	\$ 66506.58
Vinewood	Rail-Road	9th	28	.18	.18105	bit.	1977	\$15961.57	\$6384.63	\$ 22346.21
Vinewood	9th	10th	28	.11	.10475	bit.	1977	\$9754.298	\$3901.71	\$ 13656.01
Vinewood	10th	12th	28	.12	.12365	bit.	1977	\$10641.05	\$4256.42	\$ 14897.47
Vinewood	12th	15th	28	.18	.17936	bit.	1963	\$15961.57	\$6384.63	\$ 22346.21
Virginia	Walnut	Regent DR.	27	.07	.07414	conc.	1964	\$5985.592	\$2394.23	\$ 8379.829
Walnut	10th	Railroad	29	.27	.27083	conc.	1951	\$24797.45	\$9918.98	\$ 34716.43
Walnut	aly e 15	aly w 10	29	.24	.24470	bit	1983	\$22042.18	\$8816.87	\$ 30859.05
Walnut	aly w 10	10th	29	.03	.03182	bit	1983	\$2755.272	\$1102.10	\$ 3857.381
Walnut	railroad	5th	30	.12	.12082	bit	1979	\$11401.12	\$4560.45	\$ 15961.57
Walnut	1st	5th	30	.33	.32821	bit	1979	\$31353.10	\$12541.2	\$ 43894.34

Total State Mileage 64.62
Total City Mileage 64.542703
Grand Total \$ 8699326.6903

PAVING EXHIBIT

39.

<u>STREET NAME</u>	<u>FROM</u>	<u>TO</u>	<u>WD</u>	<u>CITY MILE</u>	<u>TOTAL COST</u>
Baumey	Alley W. McKinley	Railroad	28	.01364	\$ 2192 .57
Baumey	Railroad	5th	27	.02015	28311.48
Cadon	11th	Railroad	22	.08013	76318.94
Cedar	Railroad	7th	50	.05976	124575.73
Garfield	St. Johns	Bondie	50	.07661	162935.70
Goodell	McKinley	Railroad	20	.02278	24827.53
Grove	11th	Railroad	25	.0295	35931.24
James	Goddard	Perry Place	24	.09083	92746.43
New	Biddle	River	26	.04735	55373.56
Orchard	Railroad	9th	30	.03656	50083.63
Parklane	Emmons	N. Drive	25	.08544	91016.48
Pine	Railroad	127.56 th E. 11th	21	.09966	89317.25
Superior	Railroad	6th	25	.0677	73547.54
4th	N. Drive	Creek	26	.03598	43729.44
6th	N. Drive	Creek	25	.04129	47552.28
7th	St. Johns	Alley North	25	.02897	35409.34
8th	Grove	Orchard	25	.04394	149672.59
9th	Forest	Pine	25	.28788	290888.2
		SUBTOTAL		1.16817	1,494,162.73

ESTIMATED COST OF DEVELOPMENT

SUMMARY: Formerly separate South Wyandotte Renewal

<u>LAND TRANSFERS</u>			\$800,000.00
<u>SITE PREPARATION</u>			
Acquisition 42 properties	\$878,542.00		
Demolition	113,400.00		
Contingency	<u>208,058.00</u>		
		\$1,200,000.00	
<u>RELOCATION</u>			
Moving Expenses and Dislocation Allowances 60 Familis	30,000.00		
Replacement Housing Payments	548,000.00		
Relocation Services	<u>122,000.00</u>		
		700,000.00	
<u>CAPITAL IMPROVEMENTS</u>			
Streets	517,000.00		
Utilities	393,000.00		
Contingency	<u>190,000.00</u>		
		1,100,000.00	
			3,000,000.00
<u>NON-RESIDENTIAL CLEARANCE</u>			450,000.00
			<u>\$4,250,000.00</u>

Land Transfers

The Authority seeks to eventually acquire all residential property in the formerly separate South Wyandotte Renewal development area. In 1986, there were 42 parcels.

No occupied residences are designated for direct acquisition and clearance by the Authority. The Authority only acquires land that is transferred to it by the City.

Continuing the process begun in 1986, the Authority, in exchange for the transfer of land (including land already owned by the City at that time which was acquired at a cost estimated to be approximately \$800,000) pays to the City from the proceeds of land sales, or the proceeds of bonds issued in accordance with the Plan, or both, or from any other Authority funds, the greater of:

- 1) an amount equal to costs incurred by the City in purchasing, clearing, and transferring to the Authority the parcels, including costs of relocation of residents; or

- 2) an amount representing the fair market value of the parcels.

<u>No.</u>	<u>Type</u>
5	<u>Biddle Avenue:</u> Total SEV \$48,268
	4164 Biddle - Dave Bartnicki (Tenant) - \$10,858
	4246 Biddle - Nick Romak (Owner) - \$14,085
	4252 Biddle - Lester Courtney (Owner) - \$7,586
	4324 Biddle - Dennis Keel (Owner) - \$7,769
	4330 Biddle - Jay Salisbury (Owner) - \$7,970
<hr/> 42	Total SEV \$439,271

RELOCATION

Estimated Costs

1a)	Fixed Payments for Moving Expenses		
	(5 or more rooms)	Maximum:	\$300
b)	Dislocation Allowance		<u>+200</u>
			\$500
	No. of families	<u>X 60</u>	\$ 30,000
2.	Replacement Housing Payments for OWNERS	Maximum:	\$15,000
	No. of Owners	<u>X 28</u>	420,000
3.	Replacement Housing Payments for TENANTS	Maximum:	\$ 4,000
	No. of Tenants	<u>X 32</u>	<u>128,000</u>
			\$578,000
4.	Relocation Assistance Services ADMINISTRATIVE (HUD est. 10-25%)		
	Estimated (17%)		<u>122,000</u>
			<u>\$700,000</u>

CAPITAL IMPROVEMENTS

SummaryStreets

Paving 8th Street from Grove to Central	\$165,000	
Resurface Central Avenue from Biddle to RR	43,000	
Remove Albion Street and sidewalks	36,000	
Extend Hillsdale S.E. to Central	16,000	
Reroute 7th Street S.E. to Central	15,000	
Remove southern portion of former 7th Street	10,000	
Remove 6th Street south of Marshall	7,000	
Improve intersection at Biddle and Central	2,000	
Remove Vassar and Negaunee streets from Biddle west to alley	6,000	
Narrow Ludington from Biddle west to alley	2,000	
Improvements to Wye Street	150,000	
Signage	20,000	
Sidewalks	25,000	
Landscaping	20,000	
		\$ 517,000

Utilities

Water Main (8") 8th Street Grove to Central	75,000	
Reroute phone lines from vacated streets & alleys	100,000	
Reroute electrical lines	163,000	
Concrete pad over underground utilities Grove Street from 8th Street to RR	30,000	
Street Lighting	25,000	
		\$ 393,000

<u>Contingency</u>	(17%)	\$ 190,000
		<u>\$1,100,000</u>

CAPITAL IMPROVEMENTS

Street Improvements

8th Street

8th Street will be paved from Grove south to Central probably during the second half of this 10 year Development and Tax Increment Financing Plan. A small portion of 8th Street will be vacated just north of Pennsylvania which is part of the County-owned facilities.

Central Avenue

Central is a major street that was resurfaced in 1979 and is not scheduled for resurfacing at least until 1995. The plan is to resurface it prior to the end of this 10 year plan, about 1996.

Albion Street

Albion Street will be removed when sufficient property is accumulated to permit the formation of a new industrial site.

Hillsdale, 7th and 6th Streets

In order to improve traffic flow and safety and to provide for maximum land utilization, Hillsdale will be extended southeasterly to Central. 7th Street will also be rerouted southeasterly to Central accompanied by removal of the unused portion of 7th Street. 6th Street will be removed where it presently extends south of Marshall.

These improvements will be made when sufficient land and funds are available to the City for the purpose of establishing new industrial sites, probably during the second half of the 10 year plan.

Biddle Avenue

To improve traffic flow and safety, the intersection of Biddle and Central will be improved. To provide for maximum land utilization and the elimination of multiple access points to the limited land available on the west side of Biddle south of Central, Vassar and Negaunee streets will be removed between Biddle and the alley to the west. Ludington Street will be narrowed between Biddle and the alley to the west. These corrections would be implemented nearer to the conclusion of the 10 year plan.

Wye Street

Wye Street is a major street because it provides access to the waterfront. Its improvements could occur at any time during this Plan depending on BASF's progress with their light industrial plans, final determination on disposition of the cement plant, developments south of the development area at the Pennwalt property, and a decision on utilization of Wye Street as a means of public access to the waterfront.

Signage, Sidewalks and Landscaping

New street and traffic signs will be installed by the City on an "as-needed" basis. Public sidewalks and the landscaping of public property such as tree plantings will be developed as appropriate to insure that the quality of the public spaces is maintained.

Utility Improvements

Water Main

A new eight (8) inch water main will be required on the west side of 8th Street from Central to Grove. Like most of the capital improvements, it will probably be constructed during the second half of the 10 year plan.

Phone and Electrical Lines

As residential uses are phased out and land is assembled for reuse as industrial sites, the rerouting of phone and electrical lines will accompany the installation of the new street alignments.

The closing and vacating of alleys will occur whenever possible which involves only an administrative cost.

A concrete pad will be constructed along the south side of Grove Street from 8th Street to the railroad to protect the underground utilities in that area.

Street Lighting

The street lighting system will be modified as appropriate to complement the industrial character of the area.

Construction

There will be two stages of construction. During the first half of this 10 year plan, the majority of construction activity will center on the acquisition and demolition of existing residential properties. Some capital improvements necessary for industrial redevelopment could also occur during this stage.

During the second half of this 10 year plan, the majority of the construction will center on the completion of the necessary capital improvements. Some acquisition and demolition of residential property may also occur during this stage.

All of the proposed capital improvements listed on page 45 are of such a nature that they would not require more than one construction season.

If all of the proposed capital improvements were scheduled for implementation at the same time, construction activity might have to be spread over two seasons.

Open Space

There are no specific parts of the development area designated to be left as open space. The zoning ordinance is currently being reviewed for the purpose of increasing some setback requirements in light industrial districts.

Clearance - Residential

The City will proceed expeditiously to have vacant, city-owned, former residences demolished. This process is estimated to take from a minimum of 3 months to a maximum of 6 months.

Clearance - Non-Residential

It may be necessary during the next 10 years to address the issue of the clearance of non-residential properties from the development area. The cost of such activity is estimated to be approximately \$450,000.

ESTIMATED COST OF DEVELOPMENT

SUMMARY: Formerly separate North Development Area

CAPITAL IMPROVEMENTS:

Streets	\$ 1,142,693.00	
Other Improvements	6,852,450.00	
Utilities	9,681,330.00	
Contingency	<u>\$ 1,133,527.00</u>	\$18,810,000.00

SITE PREPARATION:

Targeted	\$ 951,746.00	
Demolition of Properties	114,000.00	
Optional	2,000,000.00	
Contingency	<u>\$ 434,254.00</u>	\$ 3,500,000.00

RELOCATION:

Allowances 16 Owner Families	\$ 248,000.00	
Allowance 21 Tenant Families	94,500.00	
Contingency	<u>\$ 27,500.00</u>	\$ 370,000.00

ADMINISTRATION:

Legal, Planning, Computers	\$ 79,000.00	
General	188,728.00	
Contingency	<u>\$ 52,272.00</u>	\$ 320,000.00

\$23,000,000.00

CAPITAL IMPROVEMENTS

Descriptions

Streets

Resurfacing and paving of various street in the North Development Area. The paving of turn-arounds at Regent Drive and the paving of Perry Place.

Sidewalks - The replacement of various sidewalks in the North Development Area.

Turning Lanes

Construct turning lanes at corners of Biddle Avenue and Ford Avenue and Biddle Avenue and Goddard Road, including relocation of four (4) street lights, acquisition of property, demolition and other related widening costs.

Boulevards

Boulevard on Biddle Avenue from Mulberry Street to the area north of Clinton Avenue including the cost for materials, seed, mulch, trees and other related costs.

Shoreline Access

Acquisition

Purchase a strip of property approximately 50 feet wide running from Perry Place south to the end of the Boat Club.

Construction

Construct a boardwalk including necessary seawall and sheet piling from Perry Place to the end of Boat Club.

Municipal Boat Ramp

Boat ramp and parking lot improvements. Installation of a sprinkler system and a boom. The acquisition of two or more golf carts for the transportation of the boaters to and from their cars for a smoother operation and more efficient use of the ramp. A safe area should be built behind the restroom facility to secure the carts. The restroom facilities should be modernized and made accessible to the handicapped.

CAPITAL IMPROVEMENTS

DescriptionsDepartment of Public Service - Garage

A new garage may be required. In the meantime there will be repairs to the existing building, such as: computerized pumps, door replacement (9 roll-ups), two steel buildings for storage, new heating system (remove boilers and install roof-tops), window replacement and install interior lighting. Installation of a sprinkler system.

Copeland Center

There should be an addition to the building, a new roof and the parking lot should be resurfaced.

Court Building

Construct an addition to the Court area and the replacement of all windows.

Police Station

A new conference room to be construction and the expansion of the Communication room in the Police Department. Replace the engine for the emergency generator that supplies power to the Police building during power outages. Install a new heating system with the Department of Public Service, roof requires repairs along with the removal of asbestos. Construct a carport for 22 Department Vehicles, to be constructed at the rear of the Police Building (east side). In front of Police Station and Court on Biddle Avenue, parallel parking is proposed, enough for approximately eight (8) to ten (10) cars for easier access to and from Municipal Buildings. The City proposes to acquire the property, to the north, of the Police Station for more parking. The proposed lot acquisition would have to be resurfaced along with the existing parking lot. The replacement of all windows with tinted thermal pane windows.

Dog Pound

Various upgrading and improvements including a paved parking lot and install a new fence around dog pound and parking area.

UTILITIES

Descriptions

Water

Improvements to water main east of Biddle Avenue between Labadie and Riverbank Streets, also the water main east side of Second Street between Clark and Hudson Street. Fire protection water line to Diversey Corporation. Improvements to the Water Plant.

Sewer

Infrastructure for three (3) riverfront high rise buildings, one in the Mulberry Branch and two in the Marina Sector. Reline existing sanitary sewers in the North Development Area.

Electric

System Control and Data Acquisition (SCADA) System to monitor system load and switching from a central point.

Substation #7 is part of the overall plan to upgrade our transmission and distribution voltage to meet increasing demand for electrical power throughout the City.

120 KV Intertie with Detroit Edison is to supplement the existing 40 KV Intertie with Detroit Edison and improve overall system reliability.

Line work construction needed to upgrade to a higher voltage which will be fed from the new Substation #7 site.

Converting the street lights from incandescent to high pressure sodium which is a more efficient method of street lighting.

Other

Boiler No. 8 - Because of property constraints at the existing power plant site, a conventional boiler could not be installed and it was necessary to install a state of the art circulating fluid bed boiler - 275,000 pounds per hour (28MW).

District Heat - Phase I of High Temperature Hot District Heating will incorporate a relatively small area in close proximity to the power plant - south of Chestnut, north to Wyandotte Hospital and Medical Center, west to the east side of Biddle Avenue. High Temperature Hot Water District Heating System will consist of 2 large size pipes, one being sent out water and one being return water.

UTILITIES

DescriptionsOther Continued

From this piping system, taps will be made to individual buildings along its route. The water will go into a heat exchanger in the basement of the homes or businesses and from the heat exchanger, it will go to the existing furnaces which will replace natural gas as the energy source for heat within the furnace. High Temperature Hot Water District Heating is a much more efficient way to transport energy than a steam system which is currently being use.

CAPITAL IMPROVEMENTS

Streets - Paving or Resurfacing

1st St. from Lot 6 to Goddard Rd.....	\$ 7,572.59
2nd St. from Labadie to Bennett St.....	4,369.20
2nd St. from Alkali to Hudson St.....	12,000.94
3rd St. from Mulberry to Cedar St.....	8,564.68
3rd St. from Alkali to Clark St.....	6,386.38
4th St. from Lot 118 to Cedar St.....	6,113.17
4th St. from Alkali to Clark St.....	6,113.17
Alkali St. from Biddle Ave. to RR.....	25,258.35
Antoine St. from Biddle Ave. to Lot 38.....	2,385.71
Bennett St. from Biddle Ave. to Lot 189.....	2,821.99
Bennett St. from 2nd St. to the RR.....	9,029.96
Biddle Ave. from Lot 27 to Mulberry St.....	767,206.36
Bondie St. from Biddle Ave. to Lot 24.....	3,013.36
Cedar St. from 3rd St. to RR.....	31,386.96
Clark St. from Biddle Ave. to RR.....	38,023.17
Clifford St. from Perry Place to End of Lot 11	7,393.33
Clinton St. from Detroit River to Lot 73.....	5,003.05
Goddard Rd. from Biddle Ave. to 1st St.....	9,485.13
Hudson St. from Biddle Ave. to Lot 60.....	9,614.15
Labadie St. from Biddle Ave. to RR.....	9,568.05
McKinley St. from Alkali to Clark St.....	6,386.38
Mulberry St. from Detroit River to Biddle Ave.	51,937.19
Mulberry St. from Biddle Ave. to 4th St.....	18,929.92
Perry Place from Biddle Ave. to Lot 108.....	3,165.53
Perry Place from Detroit River to Biddle Ave.	adequate
Regent Dr. from Virginia to 6th St.....	8,301.15
St. Johns from Clifford St. to Biddle Ave....	3,793.52
St. Johns from Biddle Ave. to RR.....	20,046.60
Virginia St. from Lot 36 to Regent Dr.....	4,227.01
Sub. Total Streets.....	\$1,088,097.00
Perry Place from Clifford to Detroit River...	48,916.71
Paving turn-arounds at Regent Dr.....	3,184.50
Sidewalks at various locations.....	2,494.79
Sub. Total Other Pavings.....	\$ 54,596.00
Total Streets	\$1,142,693.00

CAPITAL IMPROVEMENTS

Other Capital Improvements

Turning Lanes.....	1,180,000.00	
Boulevarding.....	550,000.00	
Shoreline Access		
Acquisition.....	452,250.00	
Construction.....	2,412,000.00	
Municipal Boat Ramp.....	270,000.00	
Department of Public Service.....	1,500,000.00	
Copeland Center.....	80,000.00	
Court Building.....	182,000.00	
Police Station		
Building Maintenance..	89,000.00	
Parking	91,000.00	
Acquisition.....	24,000.00	
		204,000.00
Dog Pound.....	21,500.00	
Sub. Total Other Improvements		\$6,852,450.00

Utilities

Water

E.Biddle - Lab./S. Riv.....	78,500.00
E. 2nd-Clark/Hudson.....	135,500.00
Fire Protect-Diversey.....	53,154.00
Plant Improv. (15%).....	120,000.00

Sub. Total Water..... \$ 387,154.00

Sewer

Infrastructure for high rise.	450,000.00
Reline Existing Sewers.....	387,008.00

Sub. Total Sewer..... \$ 837,008.00

Electric

Sub. #7/SCADA/InTie (25%)....	450,000.00
Clinton/Wy. Grd./Yacht Club..	261,000.00
System Rely. '89.....	180,000.00
Street Lights.....	40,000.00

Sub. Total Electric... \$ 931,000.00

Other

Boiler No. 8 (10%).....	2,593,200.00
District Heat (70%).....	4,522,000.00
Contingency.....	410,968.00

Sub. Total Other..... \$ 7,526,168.00

Total Utilities

\$9,681,330.00

SITE PREPARATION

DescriptionsTargeted

The acquisition of 38 properties in the North Development Area. (See Exhibit)

Demolition

The demolition of the targeted 38 properties in the North Development Area.

Optional

Optional properties that might be bought and demolished in the North Development Area:

Marina District:

815 Clifford Street
1 St. Johns Street
2253 Biddle Avenue

Mulberry Branch:

2246 - 3rd Street
75 Goddard Road

RELOCATION

DescriptionMoving Expenses and Dislocation

Allowance for relocation of 16 owner occupied families in the targeted area. The maximum for relocation per family is \$15,500.00.

Allowance for relocation of 21 tenant occupied houses in the targeted area. The maximum for relocation per tenant is \$4,500.00.

EXHIBIT

Targeted Acquisition

<u>Single Family</u>	<u>Occupant</u>	<u>1988 SEV</u>	
1610 - 4th Street	Owner	\$17,700.00	
1616 - 4th Street	Owner	18,280.00	
393 Clark Street	Tenant	22,820.00	
387 Clark Street	Tenant	15,840.00	
379 Clark Street	Owner	22,580.00	
371 Clark Street	Owner	23,960.00	
361 Clark Street	Tenant	17,660.00	
357 Clark Street	Owner	43,000.00	
327 Clark Street	Owner	20,280.00	
323 Clark Street	Owner	18,320.00	
317 Clark Street	Owner	21,380.00	
313 Clark Street	Tenant	24,900.00	
239 Clark Street	Owner	28,400.00	
219 Clark Street	Owner	17,060.00	
333 Clark Street	Tenant	20,500.00	
229 Clark Street	Tenant	14,160.00	
225 Clark Street	Tenant	17,800.00	
1624 and 1626-3rd St.	Tenants	23,840.00	
1640 - 3rd Street	Owner	15,600.00	
1646 - 3rd Street	Owner	16,400.00	
1602 - 4th Street	Owner	15,220.00	
1639 - 4th Street	Owner	24,080.00	
44 St. Johns	Owner	21,240.00	
144 St. Johns	Owner	33,960.00	
130 St. Johns	Owner	22,860.00	
718 Biddle Ave.	Owner	67,790.00	
1424 Biddle Ave.	Owner	25,640.00	
1416 Biddle Ave.	Owner	7,008.00	
122 St. Johns	Owner	32,300.00	
			\$670,578.00
<u>Two Family Dwelling</u>			
337-339 Clark St.	Tenant	41,060.00	
305 Clark Street	Tenant	30,160.00	
233 Clark Street	Tenant	39,420.00	
1432 Biddle Ave.	Tenant	25,860.00	
1440-1444 Biddle	Tenant	69,140.00	
			\$205,640.00
<u>Three Family Dwelling</u>			
305 Clark Street	Tenant	30,160.00	
			\$ 30,160.00
<u>Commercial Building</u>			
*1616 McKinley - Commercial Building		-0-	
(357 Clark Street and 1616 McKinley are one property)			
1418 Biddle Ave.- Commercial Building		19,940.00	
1406 Biddle Ave.- Commercial Building		25,428.00	
728 Biddle Ave. - Commercial Building		25,000.00	
			\$ 70,368.00
			<u>\$976,746.00</u>

CONSTRUCTION TIMETABLE

The improvements set forth in the estimated cost of development summary are not to be considered as a one-time large construction project.

In order to insure the possibility of likely funding as well as phasing for orderly development, it is recommended that improvements be considered in a series of phases or packages that are responsive to reasonable funding potential and logical construction staging.

Even individual projects would involve more than one construction season. If two or more projects are grouped together, construction could extend over several construction seasons.

The projects are capable of implementation during the first fifteen years of this thirty year plan, permitting reimbursement of particular funds as set forth in the Financial Ability & Method section which follows.

Most projects are independent of each other and will be prioritized according to local desires at a later time.

FINANCIAL ABILITY & METHOD

The Authority is dependent upon the City for the ability and method of financing. This could take various forms, several of which are outlined below. The City could use any of the options either alone or in combination with one or more of the others.

1. The City has the option of implementing the Plan with local funds. These funds might be raised in the form of tax or through the sale of an asset, or combination thereof. The City would be reimbursed by the Authority from the tax increment revenue.

2. The City has the option of utilizing grants received directly or indirectly from other government bodies or agencies with reimbursement by the Authority.

3. The City has the option of borrowing sufficient funds to implement all or part of the Plan by conventional bond financing. In this case, the tax increment revenue would serve as security for repayment or as a reimbursement to the City for bond payments.

4. The City has the option of entering into agreements with private developers who may then undertake certain of the public improvements with reimbursement by the City payable from the tax increment revenue.

5. The City may authorize direct expenditures by the Authority to be financed from Authority funds which have accrued as a result of contributions, increment revenue or other approved sources except for the acquisition of occupied residences which shall remain the responsibility of the City.

RESIDENT PRIORITY PROCEDURE

NEW HOUSING

The plan for establishing priority for the relocation of persons displaced by the development in any new housing in the formerly separate South and North development areas only is as follows:

1. The City will notify such persons immediately upon receipt of knowledge that new housing will be built in the development area.

2. Persons seeking to reside in any new housing must promptly notify the City that they seek to exercise their right to priority.

3. Persons seeking to reside in such new housing are free to deal directly with the owner-developer of such housing if it is to their advantage after notifying the City of their intent.

4. If the City is directly involved in the creation of such new housing through land assembly, ownership or financing, then such qualified persons shall have an absolute priority for placement contingent upon their ability to comply with applicable program requirements such as income qualifications.

5. If the new housing is developed privately without direct City involvement, then the process of establishing priority cannot result in an absolute priority since the City will have no means of assuring that any priority-setting process will actually result in priority of treatment. However, in such cases, the City will do everything within its power of persuasion to convince such private housing owners-developers that residents or former residents who qualify as displaced actually receive a priority for the rent or purchase of a residential unit.

FEDERAL UNIFORM ACT
Accordance

Costs or relocating persons necessary to accomplish development program are to be in accordance with the standards and provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

RELOCATION ASSISTANCE - ADVISORY SERVICES
(RA-AS)
Program

Sections of the South and North plans relating to relocation services for targeted properties remain applicable for the Consolidated plan.

The City of Wyandotte through its Community Development Department shall be responsible for administering this program, which shall include at least the following:

1. Determine the needs of displaced persons for relocation assistance as required.
2. Assist owners of displaced businesses, if any, in obtaining and becoming established in comparable facilities.
3. Supply information on federal, state and local programs offering assistance to displaced persons.
4. Assist in minimizing hardships to displaced persons in adjusting to relocation.
5. Coordinate the relocation activities with the plans and programs of other state agencies which may affect the carrying out of the relocation program.
6. Assure that there will be available, within a reasonable time prior to displacement, decent, safe and sanitary dwellings in areas not less desirable with regard to public utilities and public and commercial facilities, within the geographical unit of government acquiring the property, at rents or prices within the financial means of the families and individuals displaced, persons requiring them and reasonably accessible to their places of employment free from discrimination of any kind.

RA-AS PROGRAM RULE

In order to assure fairness and promptness in this program the City hereby establishes the rule that a complainant is entitled to receive a municipal administrative hearing before a three person Review Panel consisting of the Director of Administrative Services or his/her representative and a representative of the Department of Legal Affairs. The administrative hearing shall not be open to the public and an appeal may be made to the City Council.

TAX INCREMENT FINANCING PLAN

Development Plan - Incorporated

The Consolidated Development Plans are hereby incorporated by reference and made a part of this Consolidated Tax Increment Financing Plan.

Rationale

Master Plan

The residential goal of the 1987 revised Master Plan is to preserve and continuously improve the residential area and provide for a cross section of high quality housing suitable for all segments of population while maintaining emphasis on the single family home. This plan provides a mechanism to achieve that goal.

Neighborhood Viability

The opening of the preamble to the TIFA law declares that it is an Act to prevent urban deterioration and encourage neighborhood revitalization.

In 1984, Wyandotte won a \$4 million Urban Development Action Grant (UDAG) from the U. S. Department of Housing and Urban Development. The money had to be lent to the troubled McLouth Steel Company, based in Trenton as a part of government efforts to save the steelmaker. With McLouth's survival, the loan is repaid to Wyandotte and the funds remain Wyandotte's which can be used for development purposes.

Only cities experiencing severe economic distress are eligible for UDAG grants to help stimulate economic activity needed to aid in economic recovery. Wyandotte, not Trenton, had the dubious distinction of being UDAG-eligible, having reached the required threshold of distress as evidenced by the advanced age of housing stock, in addition to other distress criteria.

Cities must prevent urban deterioration through continuous redevelopment featuring decent housing and a suitable living environment by the elimination of blighting influences. Knowing that even moderate blight creates a strong probability that severe blight will follow, the City in 1987 launched neighborhood revitalization by requiring the registration and certification of all rental dwellings and by beginning to purchase scattered residential eyesores on a voluntary basis utilizing the recently repaid UDAG funds.

Neighborhood Viability Continued

Two-thirds of the estimated cost of development set forth in this plan is for neighborhoods in the form of better roads and utilities accompanied by voluntary acquisition. The acquisition is essential because improved roads and utilities will not be enough to alleviate the distress recognized by the federal government.

When success is achieved as evidenced by new investment or general increases in value, or both, there will have been no other catalyst than this plan. The resulting tax increment revenue must be available to reimburse the funds that paid the costs of the public improvements.

A \$4 million federal grant is too valuable to spend only once and must be stretched as far as possible to accomplish the purpose for which it was intended.

Wyandotte has established three other tax increment plans, two industrial and one downtown, all three along the waterfront. Success along the waterfront will prove shallow if the neighborhoods in the City's interior decline. This plan for the Central Development Area is essential for a healthy Wyandotte.

Augmentation

The preceeding rationale for the Central Plan is augmented by the rationales for the South and North plans which follow.

1986 INTRODUCTION TO
FORMERLY SEPARATE SOUTH PLAN

The City of Wyandotte's 1974 Master Plan called for the establishment of a second industrial park to be located south of Grove Street between the railroad tracks and Biddle Avenue. The principal difficulty in reaching that goal continues to be the phasing out of existing residential uses in that area. The City has worked in the ensuing 12 years to make the industrial park a reality while utilizing a process that resulted in no involuntary displacement of residents.

In 1981, two important events occurred. First, the city-wide SEV decreased by \$14.5 million as a result of the razing of the BASF South Works located just east across Biddle Avenue. This meant that in addition to working to establish the second industrial park, it was necessary to be concerned about the entire southern part of the city.

Secondly in 1981, tax increment financing became effective under Public Act No. 450 of 1980, which enabled cities to utilize this financing mechanism in non-downtown areas.

Tax increment financing enables a city to determine a logical area for redevelopment and, by concentrating on that area, to retain some of the positive financial results from its effort as a reimbursement.

The 1986 Development and Tax Increment Financing Plan means that Wyandotte can spread some of the expected growth from the South Works by using it across the street in the portion of the development area west of Biddle Avenue.

This Plan sets forth \$4.25 million as the estimated development costs for the development area in order to: 1) achieve the 1974 Master Plan goal of a second industrial park, and 2) assist in returning the South Works site to economic viability.

Of the \$4.25 million, only about one-fourth of that amount will actually go for infrastructure improvements such as streets and utilities. The major cost will continue to be for site preparation in the form of acquisition and demolition of residential properties as well as providing for the relocation of area residents.

The City will continue to be responsible for moving this process forward. The City reserves the right to consider all possible sources of appropriate funding for the various projects. The City will continue working to assemble useable industrial sites, which prior to redevelopment, will be transferred to the Tax Increment Finance Authority (TIFA). The TIFA will then have two principal tasks to perform.

First, after promising to reimburse the City for the costs spent by the City in acquiring the property including demolition and relocation, the TIFA will sell the various parcels to private businesses for redevelopment. Second, the TIFA will repay the City from the revenue it receives based on the expected increase in property values throughout the development area.

The TIFA is also responsible for reimbursing to the City, the costs of the public improvements which have been advanced by the City.

The City reserves its right to exercise the power of eminent domain. It may be necessary, particularly during the second half of this 10 year Plan to take private property for the public purpose of completing this Plan. Such taking, in exchange for just compensation, would probably be limited to acquiring strategically located properties that continued to be used for residential purposes. Such residential properties, by that time, would have already been re-classified as non-conforming uses in an industrial zone.

If the City does acquire property via eminent domain, those properties will be transferred to the Authority for resale pursuant to this Plan.

Rationale

The 1980's represent the third time since the 1850's that decisions on waterfront land use will be made. These decisions on how to best use the land can no longer be made in the absence of public scrutiny as were the previous decisions regarding first- steel, then- chemicals. Those decisions, made in the 19th century, were prior to generally accepted views about the zoning power of local government which emerged in the 1920's.

The City of Wyandotte has an obligation to plan for orderly development and redevelopment of all of the land in the city, and no land is more significant than the waterfront.

The City also has a responsibility to be consistent in its planning. The 1974 decision to establish a second industrial park south of Grove Street should be fully implemented in a reasonably expeditious manner.

Therefore, it is this Development and Tax Increment Financing Plan that is setting the stage for the growth and redevelopment of the southern portion of the city. This Plan has addressed everything from the concerns of the residents to concerns about waterfront rezoning.

The City's prior activity in the preparation of industrial sites south of Grove is being neatly folded into the present plan. Without this Plan, the City would not be able to treat the development area as the entity it should be by moving to eliminate the present mixture of uneven development. Growth east of Biddle Avenue on the South Works would proceed without planning or appropriate zoning, independently of the slower process west of Biddle Avenue.

Lack of redevelopment west of Biddle Avenue south of Grove will inhibit the redevelopment east of Biddle on the South Works.

A sound redevelopment plan that takes into account both sides of the street will result in captured assessed value which will not otherwise occur in a manner that allows the City to meet its obligations to provide for the general welfare of the citizens of the city.

Rationale

Master Plan

The goals of the 1974 Master Plan call for stabilization of industry at the BASF North Works as well as in the three industrial branches west of Biddle Avenue. This plan provides a mechanism to achieve that goal.

Tax Abatement

The passage of Public Act 198 of 1974 authorizing industrial tax abatement has been a mixed blessing for Wyandotte and other communities. Industry, such as BASF could be encouraged to reinvest, but the tax revenue necessary for capital improvements to implement master plan goals was cut in half, necessitating the use of such tools as tax increment financing to compensate for the shortage.

Industrial Retention

The retention of existing industries, such as McCord, Diversey and Detroit Diamond, is an elementary principle of economic development. Failure to address the landlocked situation of all three companies will be avoided by following this plan.

Even Development

Through tax increment financing, the City can spread the growth from the BASF North Works across the street to the three industrial branches west of Biddle Avenue. This allows the City to treat the development area as the entity it should be by moving to eliminate the present mixture of uneven development. Otherwise, lack of redevelopment west of Biddle Avenue will inhibit the redevelopment at the North Works and in the Marina Sector.

The Waterfront

The City has an obligation to plan for the orderly development and redevelopment of all the land in the City, and no land is more significant than the waterfront. The highest and best use for the Marina Sector in both its parts will be achieved by encouraging a mixture of complementary uses utilizing planned district zones.

Neighborhoods

Preservation of the neighborhoods not far from the three industrial branches will be jeopardized if the City fails to move in a positive way to safeguard and strengthen its industrial base.

Procedure

The theory of tax increment financing is that public improvements in an area within a municipality will induce additional private development in the area, resulting in greater property tax revenues from the area than would otherwise accrue if no special public development were undertaken. Such increased tax revenues are, therefore, earmarked to pay the cost of such public development. The key to tax increment financing is the capturing of those revenues that result from development. Once the "initial" assessed value of the properties in the development area is determined, then each year thereafter, the assessed value of the same properties is recalculated and any net increase in the assessed value over and above the initial assessed value is the "captured" assessed value. Taxes levied by all of the taxing jurisdictions on the captured assessed value are paid over to the Authority and these taxes constitute the "tax increments" which are used to pay for public improvements within the development area. Taxpayers pay the same amount of tax they would have paid without tax increment financing. But, what has been paid, is diverted by law.

Initial Assessed Value

The initial assessed value for the Consolidated Development Area is the facts and circumstances of December 31, 1986 as finally equalized for 1987 except that the area formerly known as the South Wyandotte Renewal development area will continue to utilize the facts and circumstances of December 31, 1985 as finally equalized for 1986.

The initial assessed value of the formerly separate Central Development Area is the facts and circumstances of December 31, 1986 as finally equalized for 1987. The estimated values by roll are as follow: Real - \$110,394,930.00; Personal - \$7,963,930.00; Industrial Certificates Real - \$1,359,340.00; Industrial Certificates Personal - \$1,056,030.00; Commercial Certificates Real \$263,110.00; and Eureka Frontage Real - \$1,249,443.00.

The initial assessed value of the formerly separate South Wyandotte Renewal development area remains the facts and circumstances of December 31, 1985 as finally equalized for 1986. The estimated amount is approximately \$5,400,702.00 as follows: Land & Buildings South of Grove - \$2,030,735.00; BASF South Works ("Pine Street" - \$537,043.00 and "59.44 Acres" - \$997,564.00) Total - \$1,534,607.00; Cement Plant - \$433,630.00; Other personalty - \$1,065,500.00; Industrial Certificate- \$336,230.00.

The initial assessed value of the formerly separate North Development Area is the facts and circumstances of December 31, 1986 as finally equalized for 1987. The estimated values by rolls are as follow: real - \$13,571,222; personal - \$18,730,750; industrial certificates real - \$7,516,610; industrial certificates personal - \$6,992,750.

Following the individual adoption of the formerly separate plans, minor administrative corrections to the above rolls were necessitated due to inadvertent midcoding during preparation for original adoption.

ESTIMATED CAPTURED ASSESSED VALUE
AND
TAX INCREMENT REVENUE

In the formerly separate Central Development Area residential property, which comprises approximately 90% of the properties, was projected to increase 6.3% city-wide for 1988.

Tax increment revenue is calculated utilizing the annual millage rates (one-half for exemption certificates) whenever collected, and applied to the captured assessed value by roll. The estimated tax increment revenue for 1988 was approximately \$425,000.00.

In 1988 it was not necessary or meaningful to formulate elaborate growth scenarios and corresponding projections of captured assessed value. The formerly separate Central plan envisioned steady residential growth of approximately 2% annually generated by a program of neighborhood capital improvements and selected acquisitions of eyesores as more fully stated in the plan's rationale. Even in cases where specific numbers are attached to a steady growth scenario, revisions of such calculations of estimated captured assessed value and tax increment revenue are an annual matter which do not require notice and hearing as part of a formal amendment process to the Plan.

In the formerly separate South Wyandotte Renewal development area, increases in assessed value were difficult to estimate for the first half of the ten year plan beginning in 1987. The City was to proceed with as many of the improvements as feasible concentrating on acquisition and relocation. During the second half of the ten year plan, private investment was envisioned particularly on the South Works with resulting tax increment revenue annually in excess of \$800,000.00. Actual development has had to await completion and community approval of a risk assessment and land use evaluation completed by Environmental Resources Management, Inc. for BASF Corporation in late 1990.

In the formerly separate South development area south of Grove, approximately seven existing businesses had indicated their interest in expansion which could result in a doubling of their respective size and value. One business sought to triple its size. Those expansions were dependent upon the phasing out of residential uses and assembly of sites adjacent to the existing businesses. Also south of Grove, two new sites for potential newcomers to the area were identified that could accommodate investments of \$1 million each. Three other sites were proposed west of 8th St. on an 11.6 acre area, formerly owned by BASF, which if developed, could add another \$1 million investment for all three.

The total new investment for those thirteen developments was estimated at \$8.8 million, or \$4.4 million SEV. The projected investments were adjusted by the loss of residential values necessary to assemble the sites. Deductions of approximately \$400,000 for the loss of the 42 properties to be acquired, left a net increase of approximately \$4 million.

On the South Works, potential was seen for seven new industrial sites that could each accommodate projects ranging from \$2 million to \$10 million. If all seven were so developed with a \$6 million average cost, new investment was seen at \$42 million for an increased SEV of \$21 million. Adjusting for the possible loss of current value, such as the elimination of the cement plant, then valued as idle at approximately \$400,000 left a net increased SEV of approximately \$20.6 million. The majority of such new investment was not estimated to occur until the second half of the 10 year plan.

In summary, the estimated captured assessed value was \$4 million for south of Grove and \$20.6 million for the South Works totaling \$24.6 for the formerly separate South Wyandotte Renewal development area. The timing of this estimated \$24.6 million net increase for the development area was more difficult to predict than its amount. It could materialize in an even pattern or in major phases. If spread evenly over the ten years, new SEV would develop in equal increments generating at present tax rates (about 68 mills) several hundred thousand dollars during early years and only yielding the full potential during the last year. For this evenly distributed growth scenario, \$24.6 million SEV would generate about \$1.6 million at its peak (in year No. 10) without abatement, \$800,000 with abatement.

The more likely scenario for the South Works as envisioned in 1986 seemed the development in major phases with the majority of growth during the second five years. There could be some development during the first five years, such as \$2-3 million in the area south of Grove generating approximately \$100,000 per year based on a \$1.5 million SEV without abatement or \$50,000 with abatement.

Similarly, if the South Works realized some growth in the next couple years, possibly two (of the projected seven) developments, then such a \$12 million investment would generate about \$400,000 per year based on a \$6 million SEV without abatement or about \$200,000 with abatement.

Thus, phased development could generate annual revenue of \$500,000 for the area by the middle years of the Plan, one-half of that with abatement. Then, if all projects were implemented in the middle years, the Authority would receive the maximum annual revenue not just during the last year, but during the last couple of years.

In the formerly separate North Development Area established in 1988, estimated captured assessed value and tax increment revenue was stated as follows:

<u>Division</u>	<u>Initial AV 1987 Base</u>	<u>1st Update 1988</u>	<u>2nd-5th Updates 1988-1992</u>
BASF North Works	\$34.0 Million	\$44.1 Million	*\$47.1 Million
McCord Branch	\$ 3.9 " "	\$ 4.9 " "	*\$ 4.7 " "
Diversey Branch	\$ 3.2 " "	\$ 3.6 " "	\$ 4.1 " "(a)
Mulberry Branch	\$ 2.0 " "	\$ 1.7 " "	\$ 2.4 " "(b)
Marina Sector	\$ 1.6 " "	\$ 1.7 " "	\$ 4.1 " "(c)
Biddle Avenue	<u>\$ 1.3</u> " "	<u>\$ 1.2</u> " "	<u>\$ 1.3</u> " "
TOTAL	\$46.0 Million	\$57.2 Million	\$63.7 Million
Deduct Initial AV		\$46.0 " "	\$46.0 " "
Difference Captured AV		\$11.2 " "	\$17.7 " "

* In the absence of a 1988 bond issue, detailed depreciation for industrial personal property has not be calculated.

- (a) Growth assumption of a new \$1 million office building.
- (b) Growth assumption of a new 80,000 sq. ft. industrial building.
- (c) Growth assumption of a new \$6.4 million residential building.

Tax increment revenue is calculated utilizing the annual millage rates (one-half for exemption certificates) whenever collected, and applied to the captured assessed value by roll. The estimated tax increment revenue for 1988 was approximately \$444,000.00.

By 1992, tax increment revenue was estimated to increase to approximately \$790,000.00 based on projected growth of \$6.5 million in captured assessed value, of which \$3 million would be in the form of exemption certificates. Various depreciation options available to taxpayers could further reduce the amount of any capture.

It was not necessary or meaningful at that time to formulate more elaborate growth scenarios and corresponding projections of resulting captured assessed value for the 6th to 20th updates (1993-2007) in the formerly separate North area.

The North Plan envisioned steady annual growth of approximately 1.5% for real property values and 1.0% for personal property values generated by a program of public facilities and private investment as more fully stated in the plan's rationale.

Even in cases where specific numbers are attached to a steady growth scenario, revisions of such calculations of estimated captured assessed value and tax increment revenue are an annual matter which do not require notice and hearing as part of a formal amendment process to the plan.

USE OF TAX INCREMENT REVENUE

Revenue may be used directly to implement various projects, except for the acquisition of occupied residences which shall remain the responsibility of the City, or revenue may be used to reimburse expenditures made for various projects as set forth in the Ability & Method portion of this Plan (page 15).

No captured assessed value will be excluded.

The formerly separate North Development Area territory was also a part of the formerly separate Central Development Area territory. To the extent in any year that there were surpluses in the amount budgeted by the TIFA for that year's plan activities in the North Development Area, the tax increment revenues from the North Development Area would become a part of the tax increment revenues under the Central Development Area Plan to the extent that there were tax increment revenues under the Central Development Area Plan. In any event, all obligations of the North Development Area took precedence over those of the Central Development Area with respect to tax increments from the North Development Area.

Tax increment revenue generated by increases in any of the formerly separate development areas are available for use anywhere in the Consolidated Development Area.

BONDS

The formerly separate Central, South, and North plans all provided for bonding and bonds were sold in 1989. Such bonding ability is incorporated into this Consolidated plan. The City's intention is to utilize the Consolidated Development Area Plan during 1992 in order to refund the 1989 tax increment bonds.

The maximum amount of bonded indebtedness to be incurred is the Cost of Development as set forth in this Consolidated Plan plus the costs of issuance.

Impact On Taxing Jurisdictions

All taxing jurisdictions will benefit from a well-executed Plan. There will be a short term foregoing of future revenue by the County and other taxing jurisdictions during the term of the Plan.

Surplus funds may be retained by the Authority only for the payment of the principal and interest on outstanding bonds or for other purposes, that by resolution of the board, are determined to further the development program. Any surplus funds not so used shall revert proportionately to the respective taxing bodies as required by law.

Schools

The State of Michigan is a major contributor to local tax increment plans through the School Aid Fund. Normally, when SEV increases, school aid payments decrease proportionately.

However, the School Aid Act has been amended to exempt increased SEV included in a tax increment plan from the calculation of school aid. School aid payments to these (in-formula) districts, such as Wyandotte, are therefore increased from the levels that they would otherwise be.

The reason for excluding SEV included in a plan from School Aid formula calculations is that the revenue from this increased SEV does not benefit the school district, since it is diverted for development purposes. If SEV growth was not excluded, school districts would experience a reduction in school aid, with no increase in local tax revenues.

There will be no negative impact on the schools.

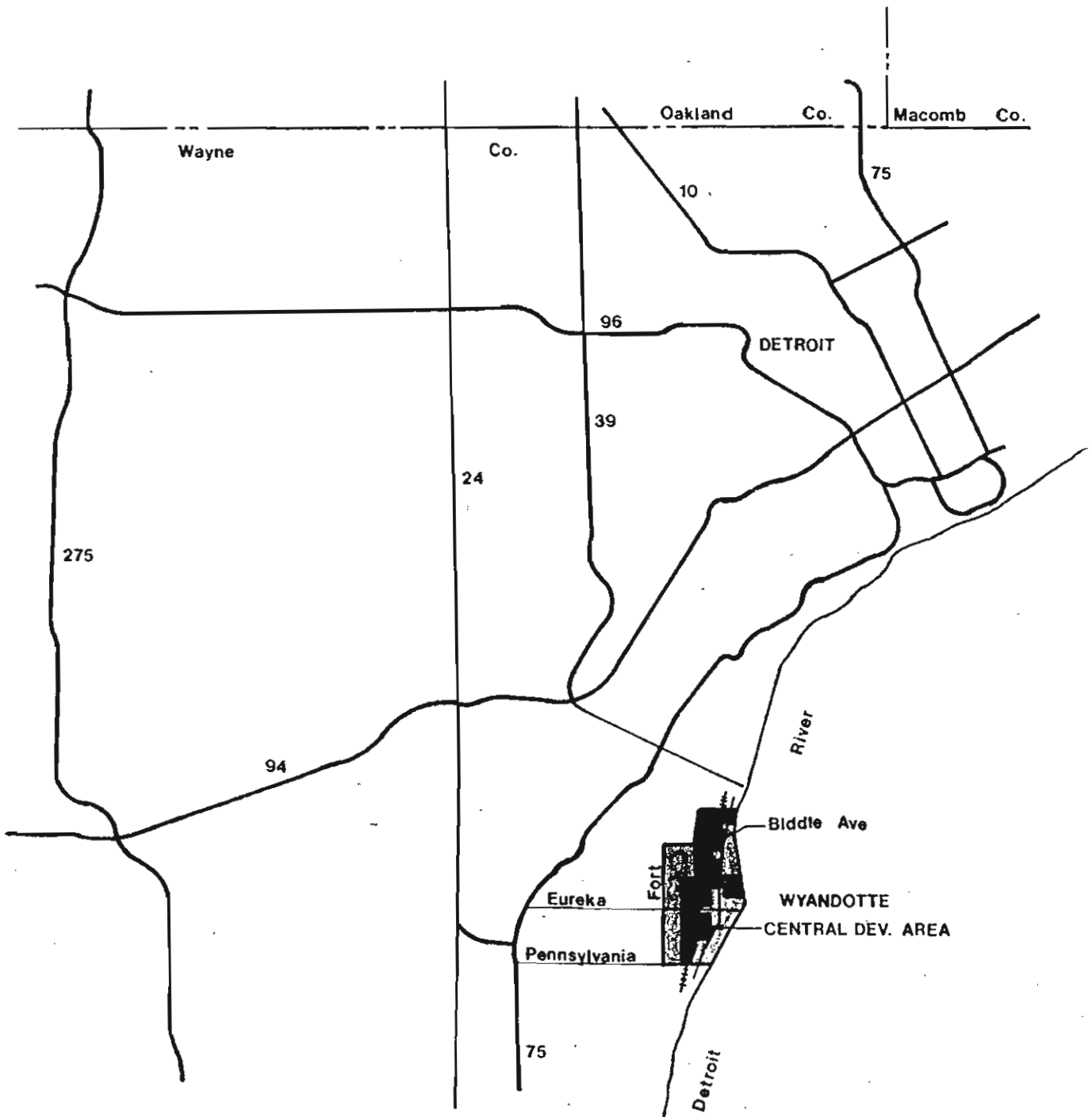
Duration

The thirty (30) year duration of the formerly separate Central plan commencing in 1988 now serves as the duration for the Consolidated Development Area Plan.

The effect of this change on the term of the formerly separate South plan is to extend it from ten (10) to thirty-one (31) years since it began a year earlier than the North and Central plans in 1987. Consequently, it maintains its 1986 initial assess value as a base as explained previously.

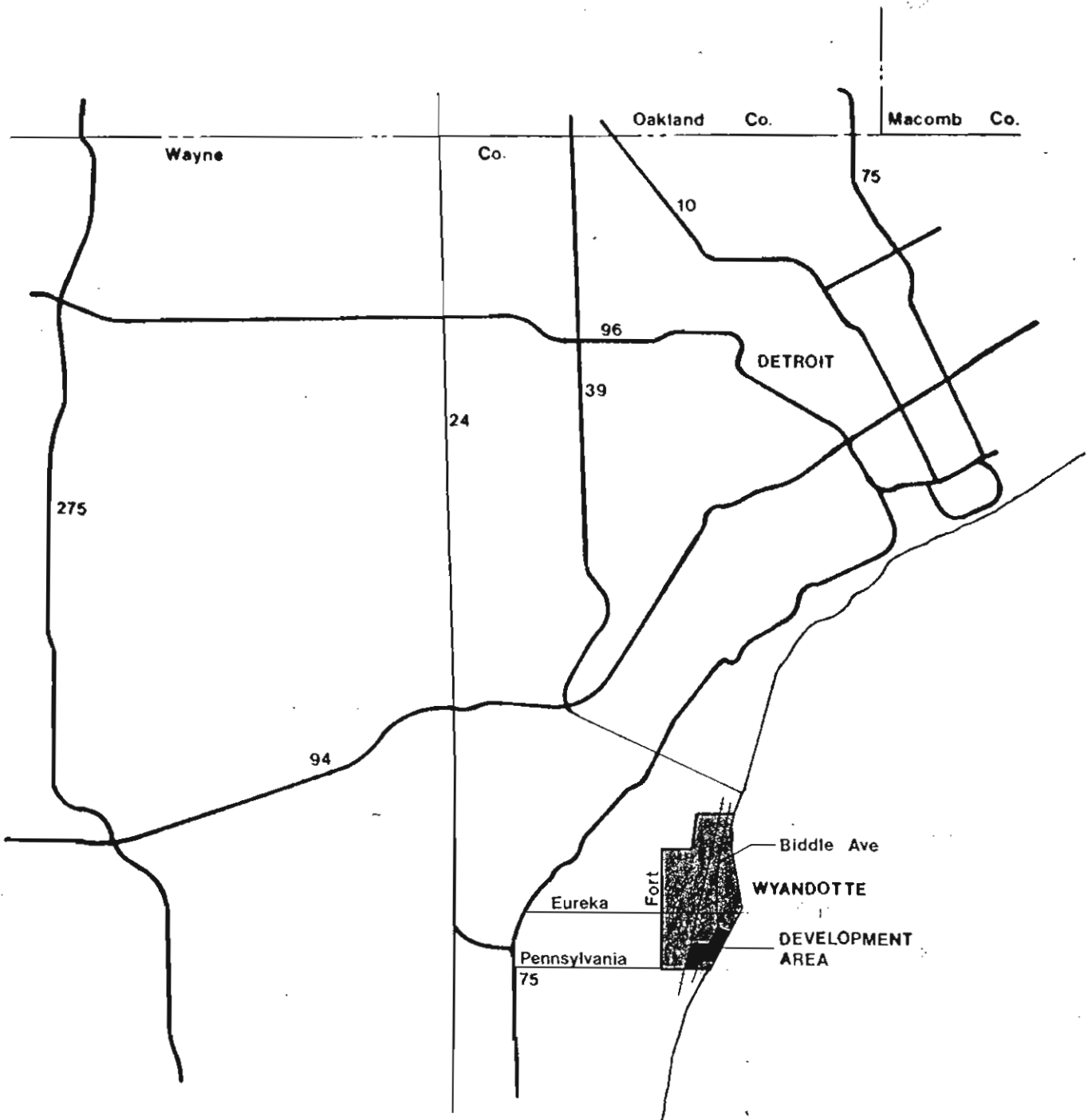
The effect on the formerly separate North Plan is to extend its original twenty (20) year term by ten (10) years.

This Plan shall be in effect for that time unless terminated earlier by the City Council except as required by law in the case of outstanding bonds where the Plan shall end when the bonds are retired.



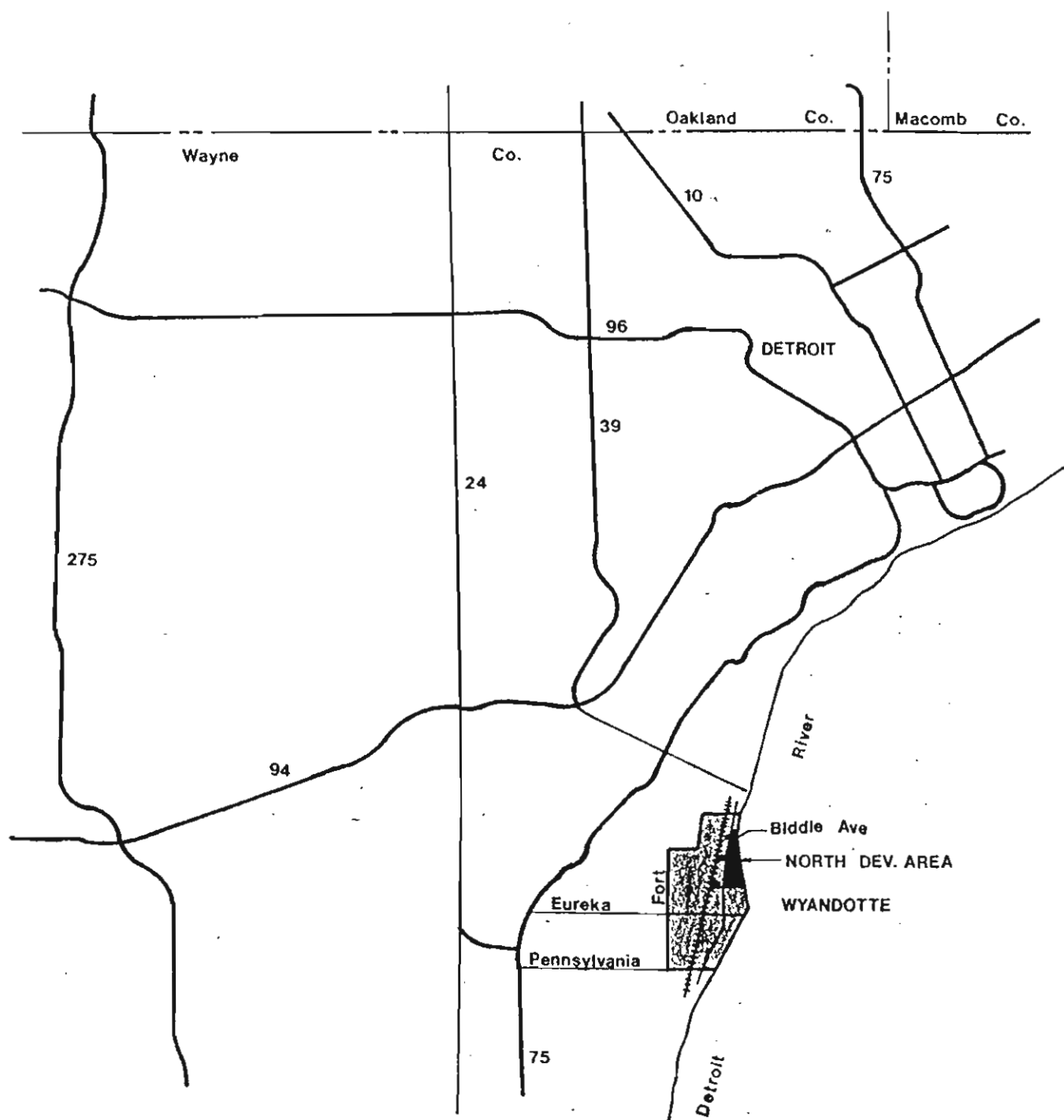
REGIONAL LOCATION MAP





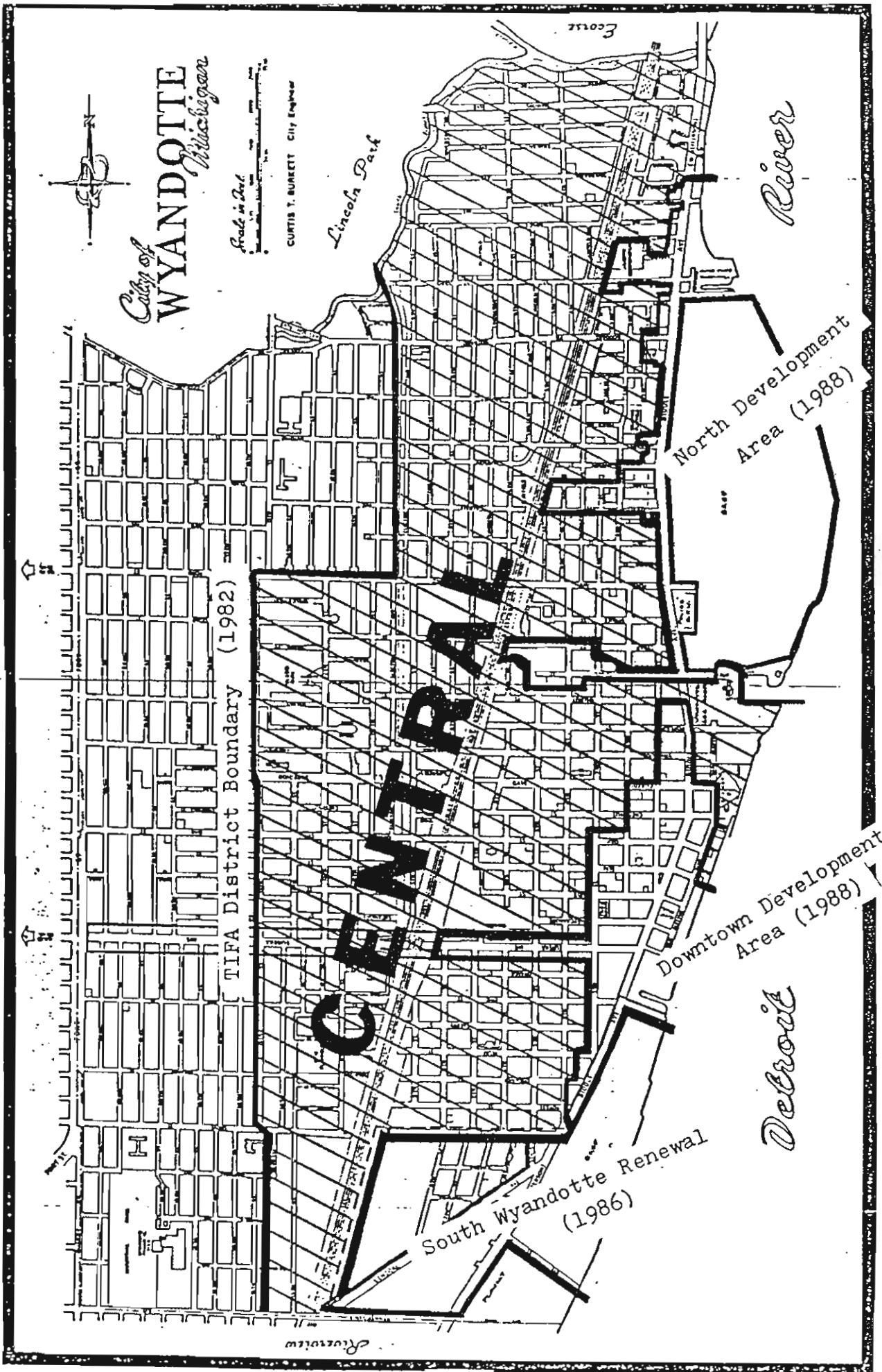
REGIONAL LOCATION MAP





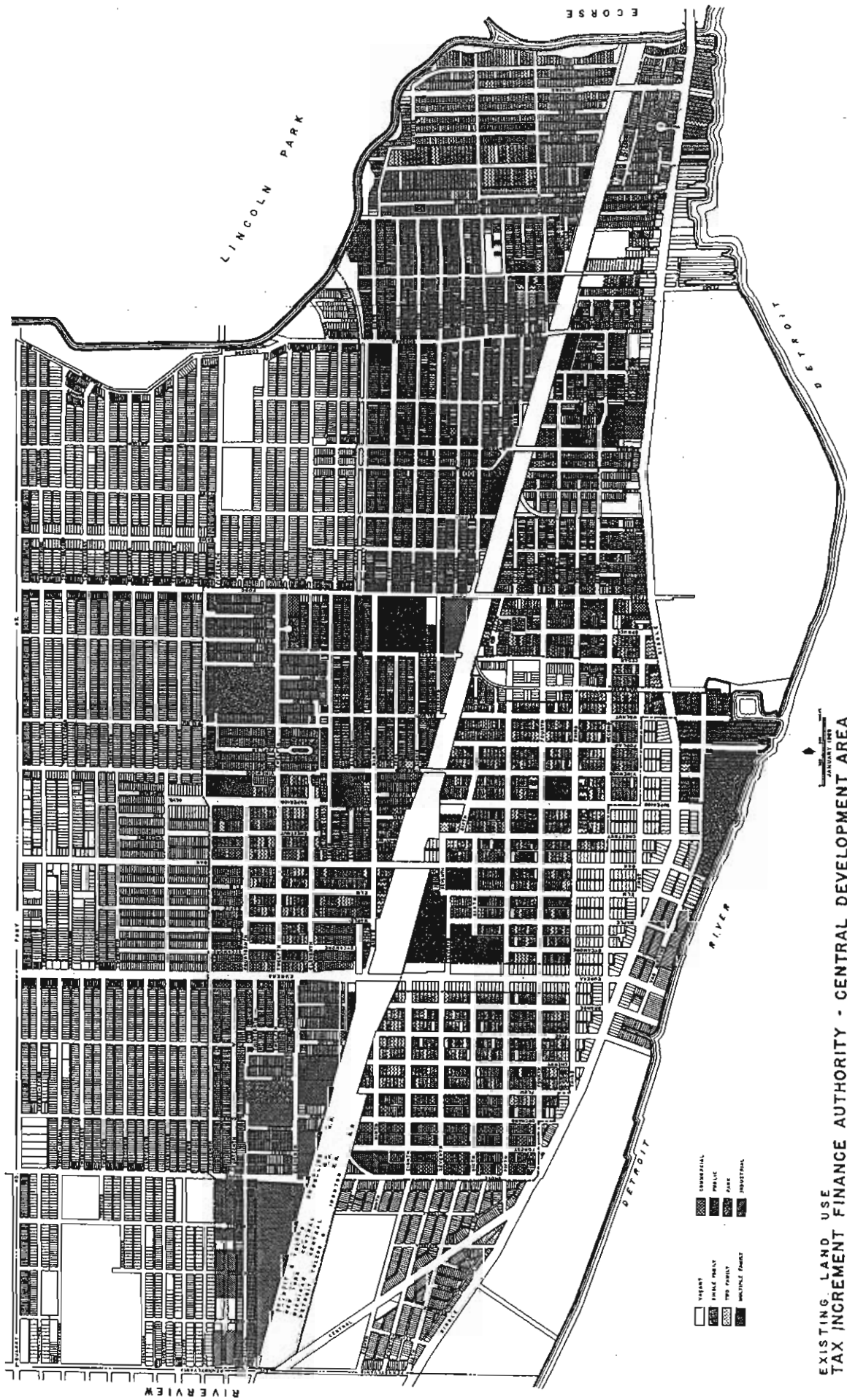
REGIONAL LOCATION MAP



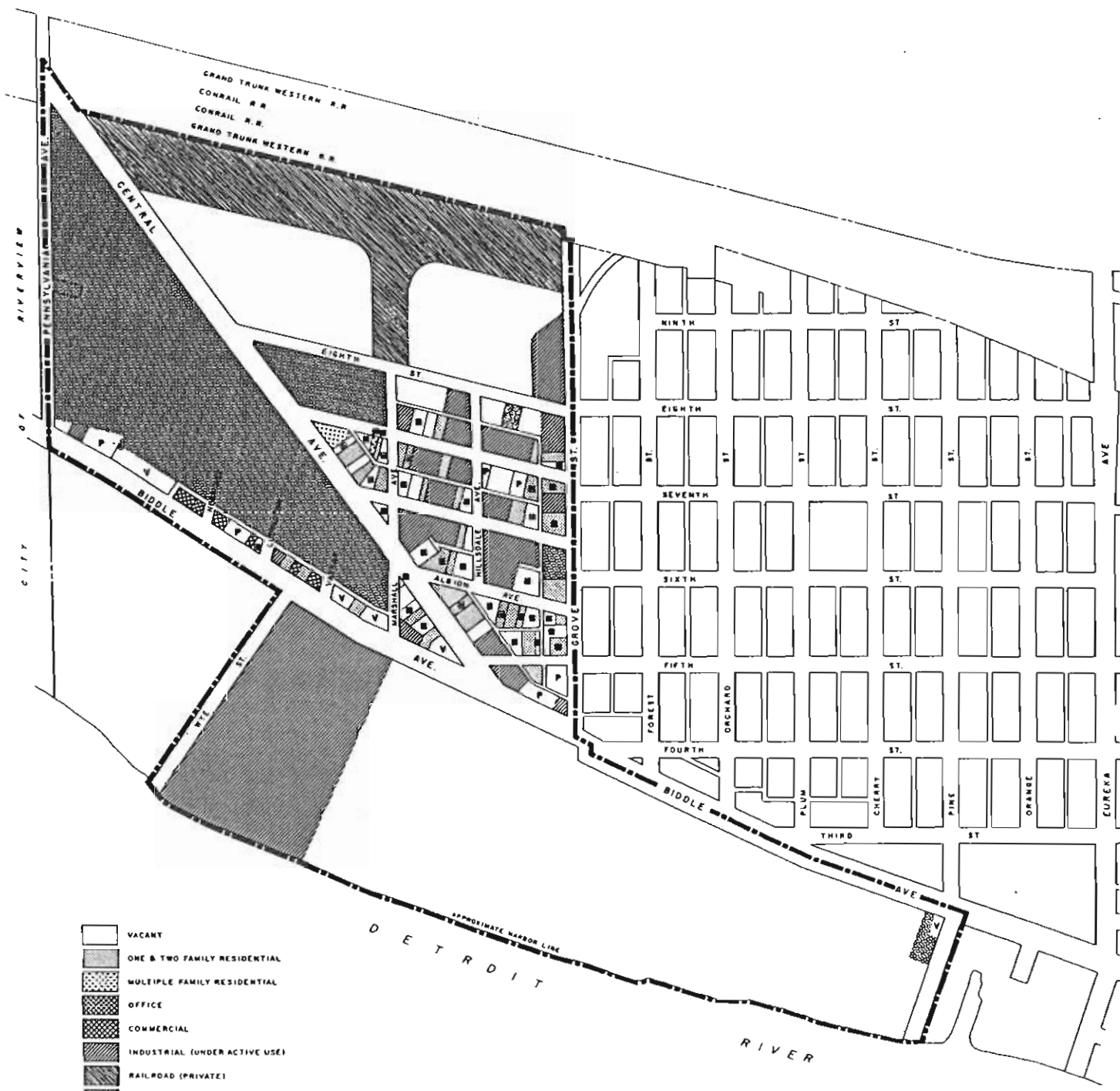


Central Development Area

CDD 3/2 '8



EXISTING LAND USE
 TAX INCREMENT FINANCE AUTHORITY - CENTRAL DEVELOPMENT AREA
 CITY OF WYANDOTTE - MICHIGAN

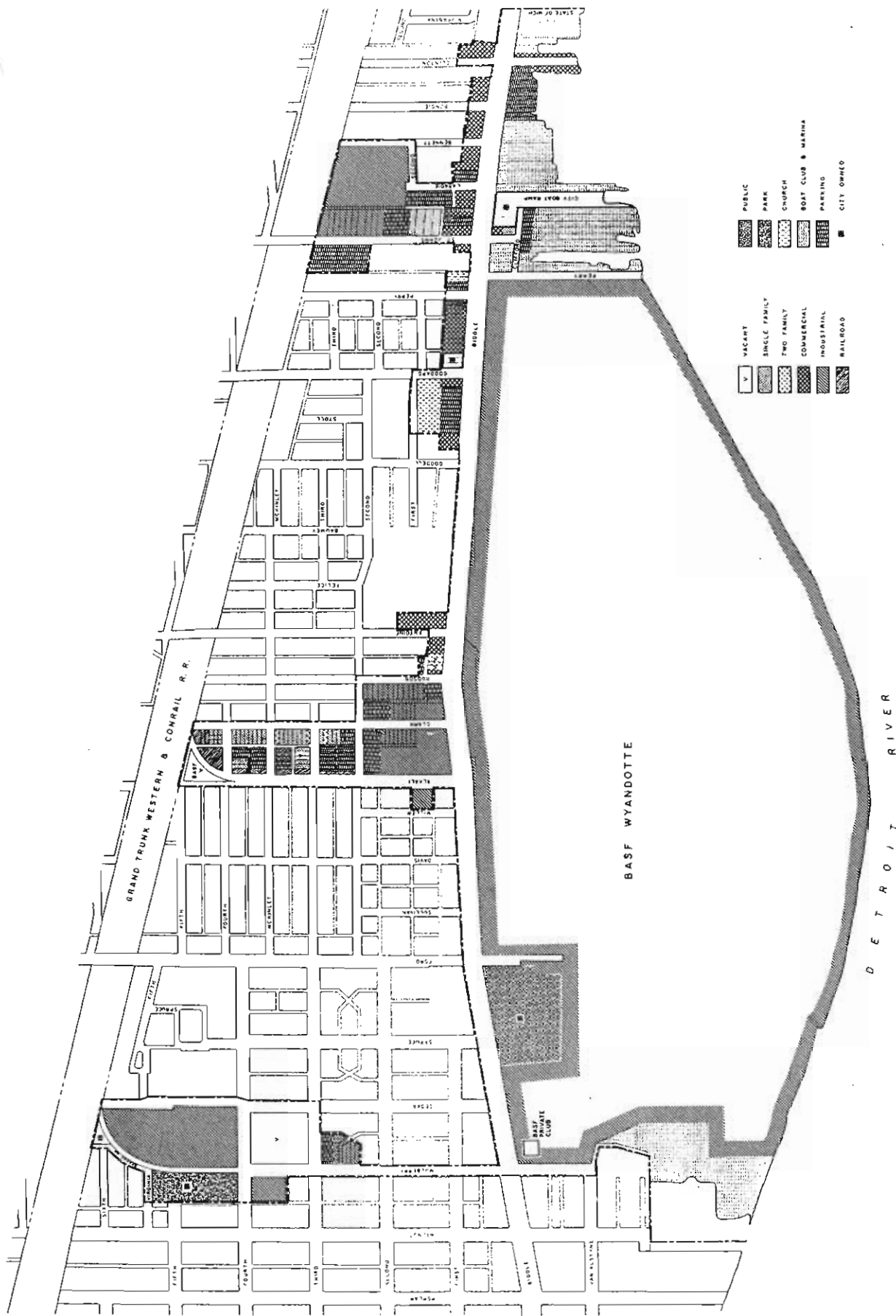


- VACANT
- ONE & TWO FAMILY RESIDENTIAL
- MULTIPLE FAMILY RESIDENTIAL
- OFFICE
- COMMERCIAL
- INDUSTRIAL (UNDER ACTIVE USE)
- RAILROAD (PRIVATE)
- PUBLIC UTILITY
- QUASI PUBLIC
- CITY OWNED
- P PARKING ASSOCIATED WITH ADJACENT USE
- V VACANT NONRESIDENTIAL BUILDING

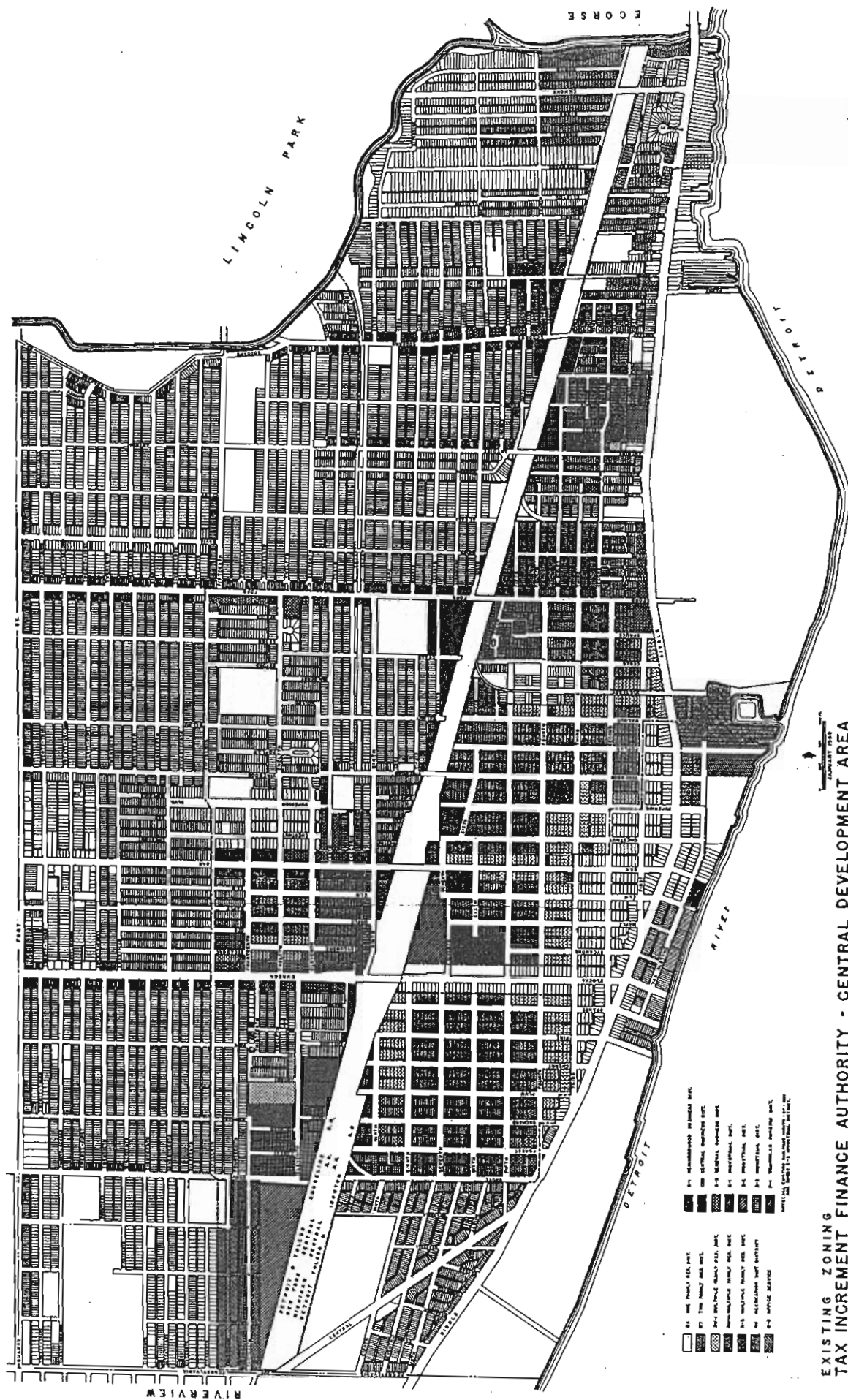


**EXISTING LAND USE
TAX INCREMENT FINANCE AUTHORITY - DEVELOPMENT AREA
CITY OF WYANDOTTE - MICHIGAN**

VULCAN-LEMAN & ASSOCIATES, INC.
LAND PLANNING CONSULTANTS

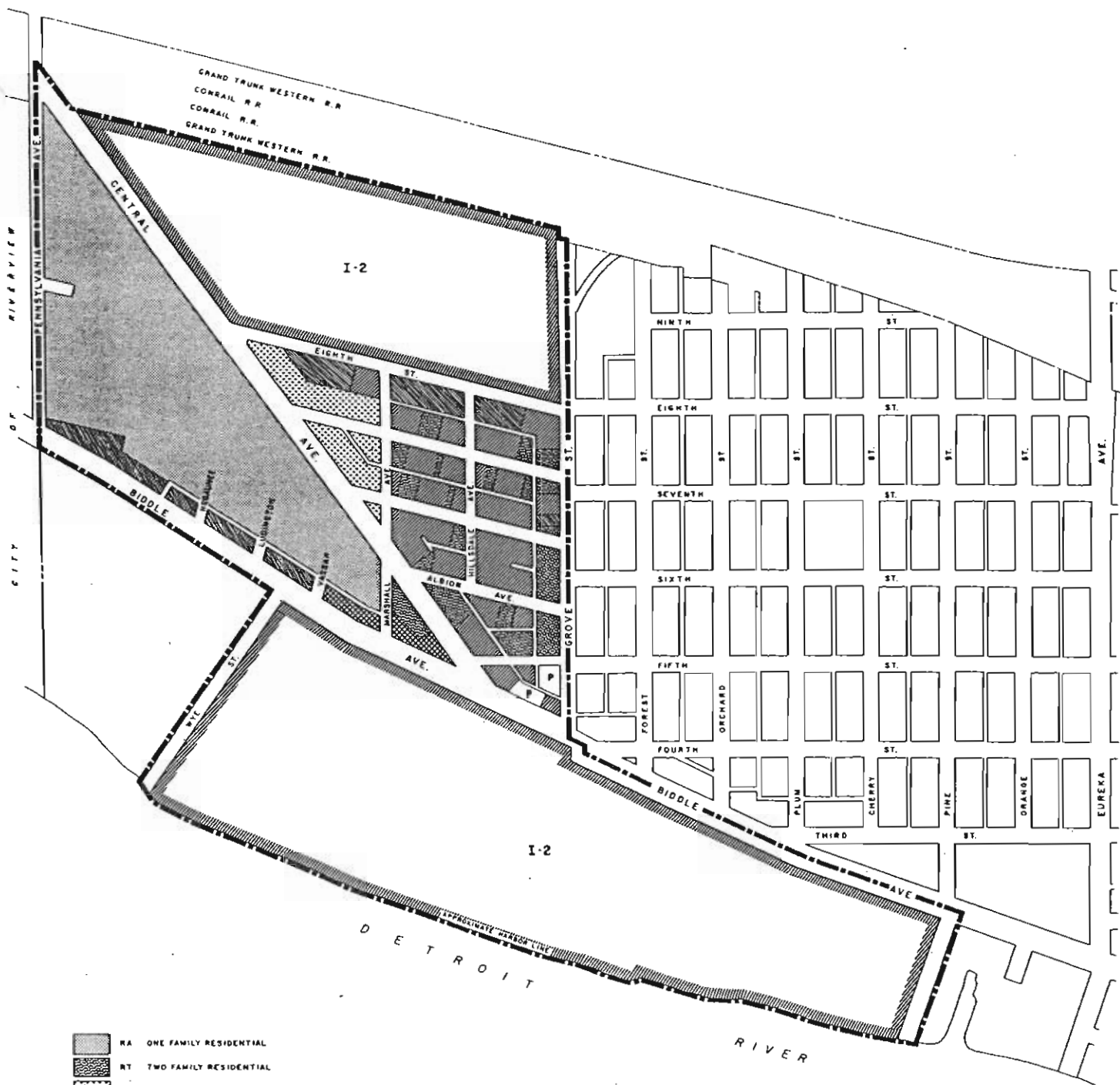


EXISTING LAND USE
 TAX INCREMENT FINANCE AUTHORITY - NORTH DEVELOPMENT AREA
 CITY OF WYANDOTTE - MICHIGAN
 JANUARY 1985
 VULCANHEIM & ASSOCIATES, INC.
 CONSULTING ENGINEERS, ARCHITECTS, PLANNERS



- 1-1 RESIDENTIAL SINGLE-FAMILY DISTRICT
 1-2 RESIDENTIAL SINGLE-FAMILY DISTRICT
 1-3 RESIDENTIAL SINGLE-FAMILY DISTRICT
 1-4 RESIDENTIAL SINGLE-FAMILY DISTRICT
 1-5 RESIDENTIAL SINGLE-FAMILY DISTRICT
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 1-93 RESIDENTIAL SINGLE-FAMILY DISTRICT
 1-94 RESIDENTIAL SINGLE-FAMILY DISTRICT
 1-95 RESIDENTIAL SINGLE-FAMILY DISTRICT
 1-96 RESIDENTIAL SINGLE-FAMILY DISTRICT
 1-97 RESIDENTIAL SINGLE-FAMILY DISTRICT
 1-98 RESIDENTIAL SINGLE-FAMILY DISTRICT
 1-99 RESIDENTIAL SINGLE-FAMILY DISTRICT
 1-100 RESIDENTIAL SINGLE-FAMILY DISTRICT

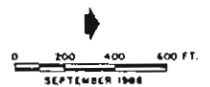
EXISTING ZONING
 TAX INCREMENT FINANCE AUTHORITY - CENTRAL DEVELOPMENT AREA
 CITY OF WYANDOTTE MICHIGAN

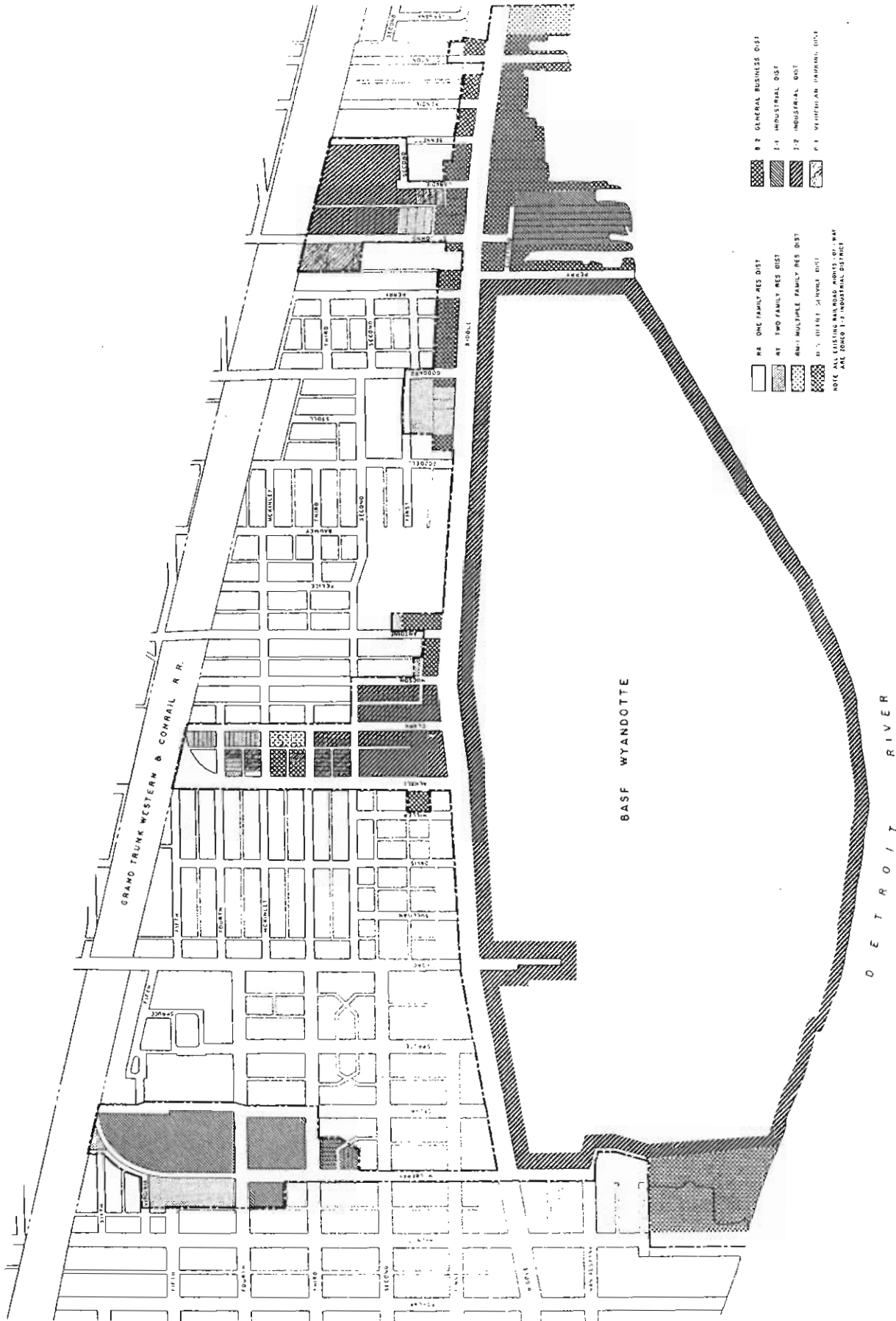


- RA ONE FAMILY RESIDENTIAL
- RT TWO FAMILY RESIDENTIAL
- RM-1 MULTIPLE FAMILY RESIDENTIAL
- B-2 GENERAL BUSINESS
- I-1 INDUSTRIAL
- I-2 INDUSTRIAL
- P-1 VEHICULAR PARKING

EXISTING ZONING
 TAX INCREMENT FINANCE AUTHORITY - DEVELOPMENT AREA
 CITY OF WYANDOTTE - MICHIGAN

VULCAN-LEMAN & ASSOCIATES, INC.
 COMMUNITY PLANNING CONSULTANTS

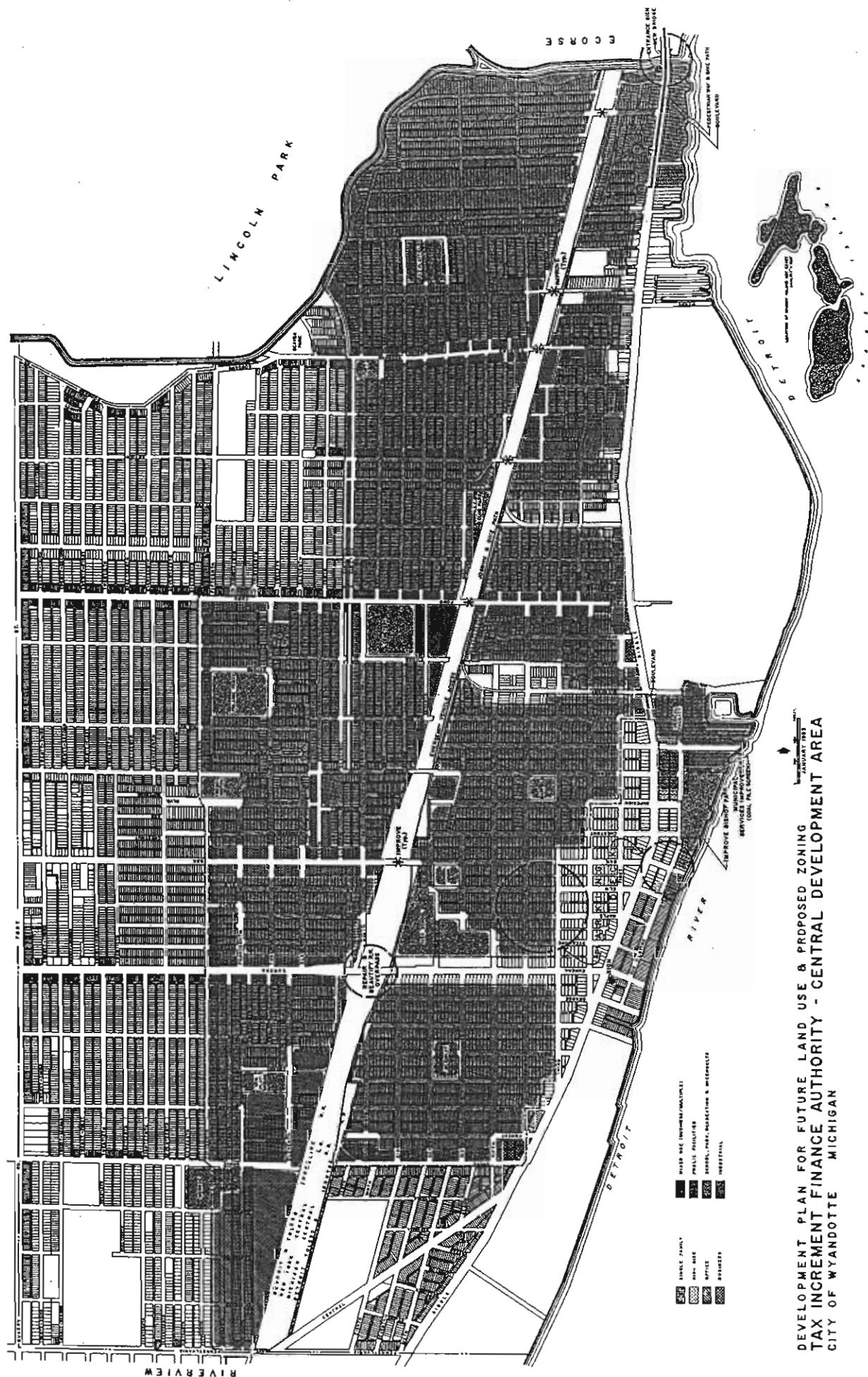


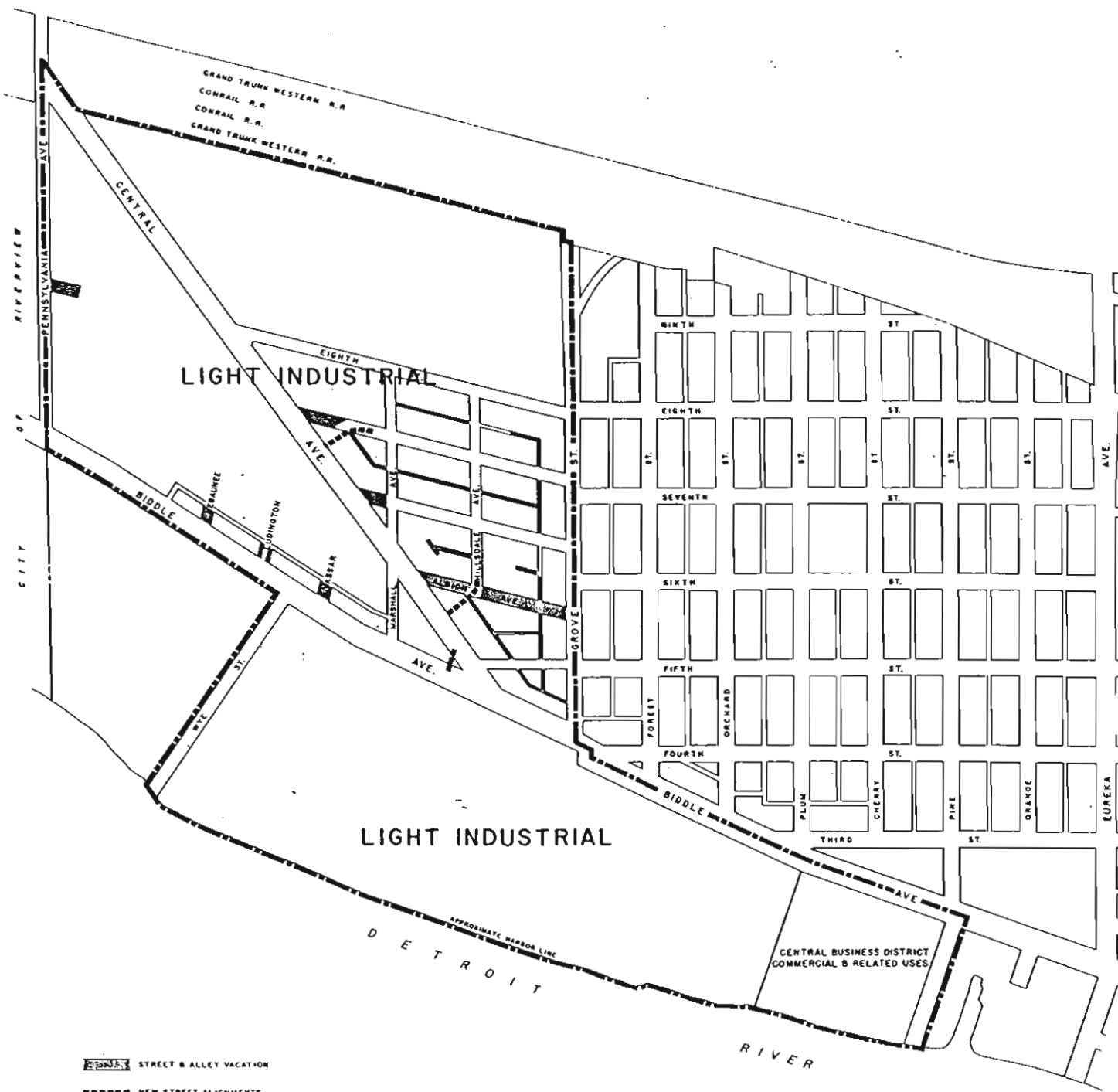


EXISTING ZONING
TAX INCREMENT FINANCE AUTHORITY - NORTH DEVELOPMENT AREA
CITY OF WYANDOTTE - MICHIGAN

JANUARY 1989

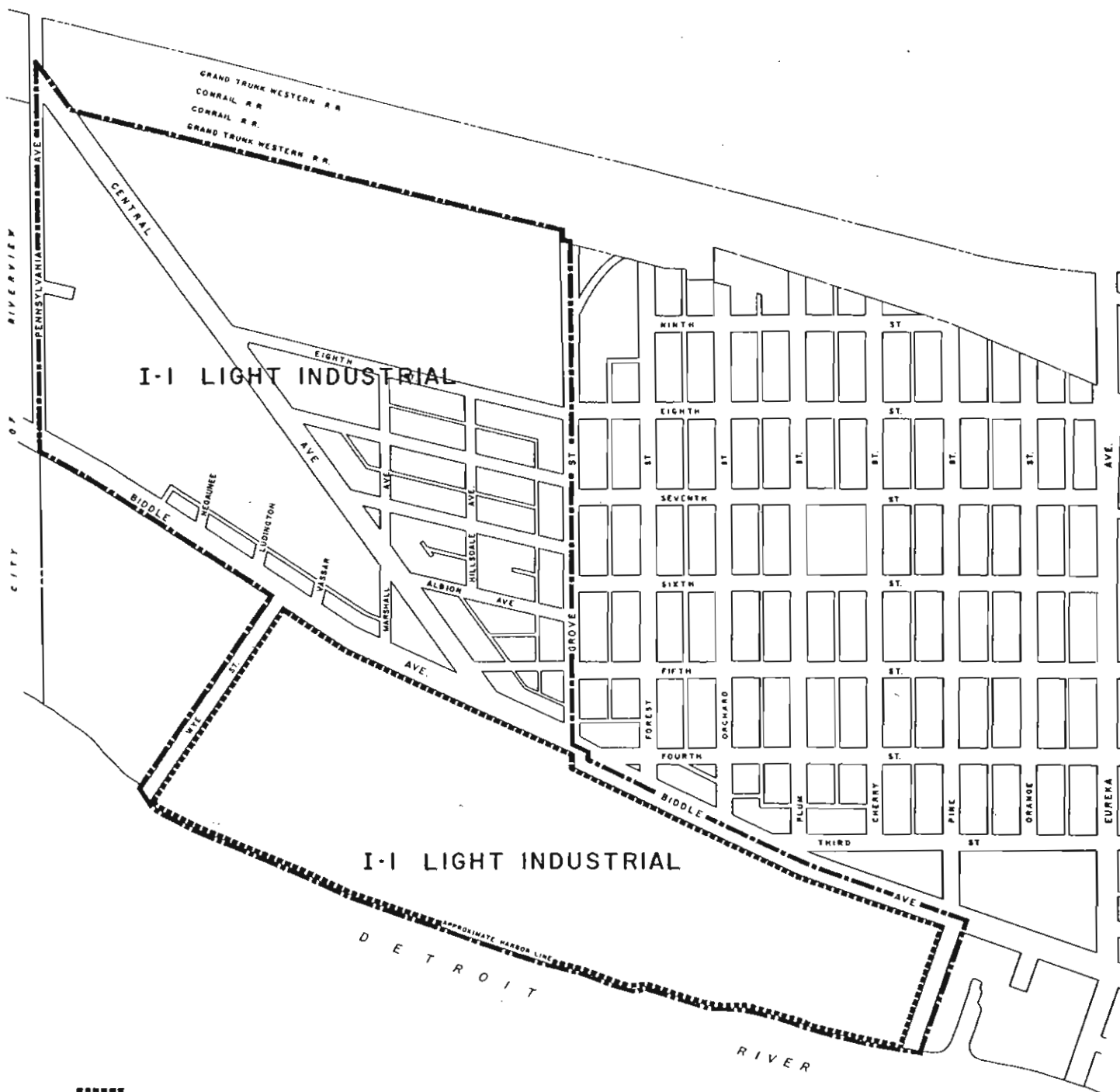
VULCAN LUMBER & ASSOCIATES, INC.
VULCAN LUMBER COMPANY





DEVELOPMENT PLAN FOR FUTURE LAND USE
 TAX INCREMENT FINANCE AUTHORITY - DEVELOPMENT AREA
 CITY OF WYANDOTTE - MICHIGAN

VULCAN-LEMAN & ASSOCIATES, INC.
 COMMUNITY PLANNING CONSULTANTS



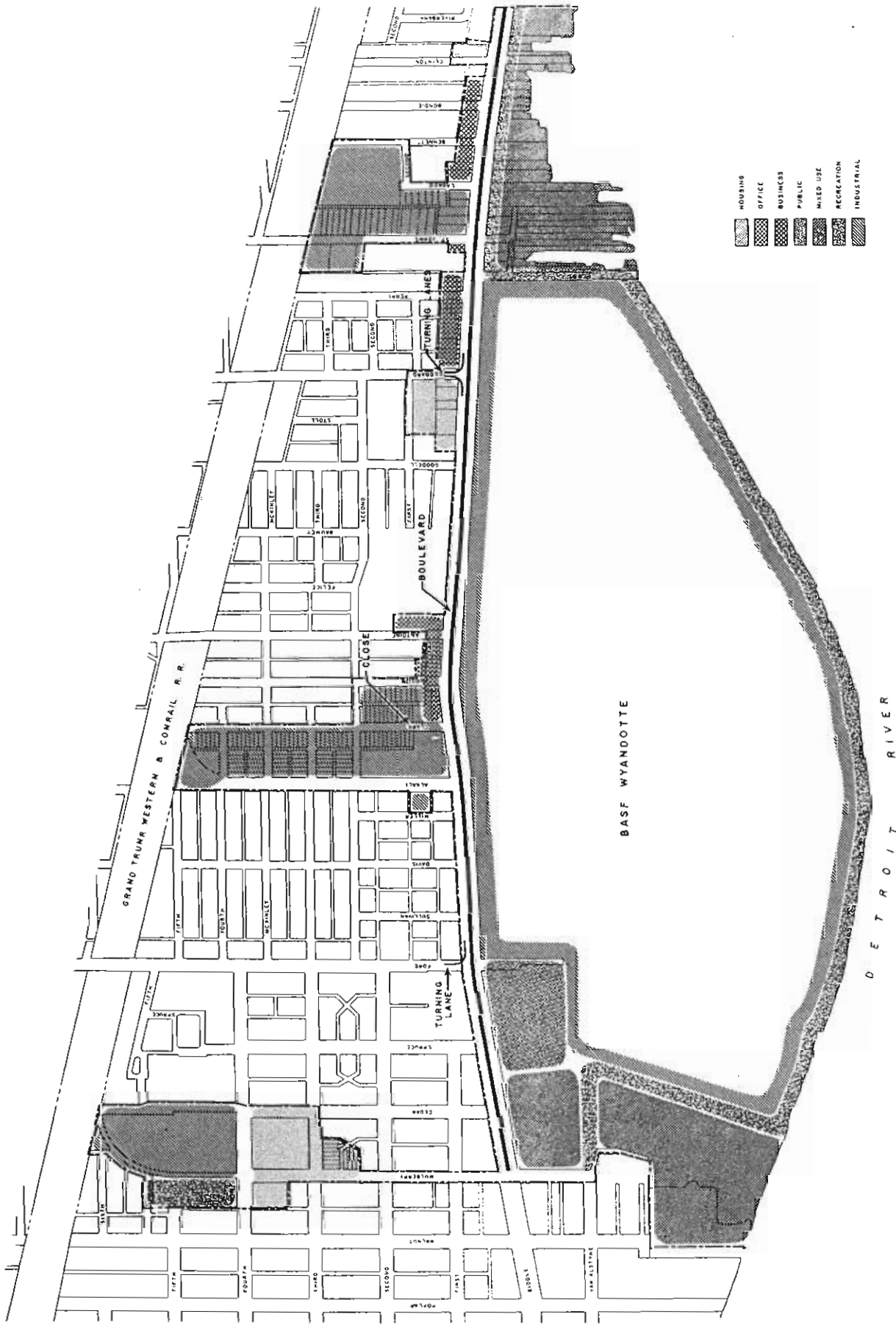
UNDER CONSIDERATION FOR PLANNED DEVELOPMENT DISTRICT ZONE

PROPOSED ZONING
TAX INCREMENT FINANCE AUTHORITY - DEVELOPMENT AREA
CITY OF WYANDOTTE - MICHIGAN



VILICAN-LEMAN & ASSOCIATES, INC.
CUMMUNITY PLANNING CORPORATION

MAP NO. 6



DEVELOPMENT PLAN FOR FUTURE LAND USE
 TAX INCREMENT FINANCE AUTHORITY - NORTH DEVELOPMENT AREA
 CITY OF WYANDOTTE - MICHIGAN

WILCAN LEMAN & ASSOCIATES, INC.
 CONSULTANTS

0 100 200 300 FEET
 JANUARY 1989

Beginning at a point where the centerline of the Sexton-Kilfoil Drain intersects the extended west property line of Electric Avenue. Thence southerly along said property line to the centerline of Antoine Street, thence westerly along said centerline to the extended west property line of Electric Avenue, thence southerly along said property line to the north property line of Ford Avenue, thence westerly along said property line to a point, said point being where the extended west property line of Fifteenth Street would intersect said property line, thence southerly from said point along the west property line of Fifteenth Street to the centerline of Superior Boulevard, thence easterly along said centerline to the extended west property line of Superior Boulevard, thence southerly along said property line to the centerline of Grove Street, thence easterly along said centerline to a point, said point being where the west property line of the alley east of Fifteenth Street and south of Marshall Avenue extended would intersect said centerline, thence from said point southerly along said property line to the north property line of Pennsylvania Avenue, thence easterly along said property line to the northerly property line of Central Avenue, thence northeasterly along said property line to the east right-of-way line of the easternmost Grand Trunk Western Railroad Company property. Thence northerly along said right-of-way line to the south property line of Grove Street, thence easterly along said property line extended to the centerline of Biddle Avenue, thence northerly along said centerline to a point, said point being where the extended centerline of Fourth Street would intersect said centerline, thence from said point northerly along the centerline of 4th Street to the centerline of Orchard Street. Thence easterly along said centerline to the extended centerline of the alley east of 4th Street. Thence northerly along said centerline to the centerline of the alley south of Plum Street. Thence easterly along said centerline to the centerline of the alley west of both 3rd Street and Biddle Avenue. Thence northerly along said centerline to the centerline of Plum Street. Thence easterly along said centerline to the west property line of 3rd Street. Thence northerly along said property line to the centerline of the alley south of Eureka Avenue. Thence westerly along said centerline to the centerline of 7th Street. Thence northerly along said centerline to the extended centerline of the alley south of Eureka Avenue and west of 7th Street. Thence westerly along said centerline to the centerline of 8th Street. Thence southerly along said centerline to the extended centerline of the alley south of Eureka Avenue and west of 8th Street. Thence westerly along said centerline to a point where said centerline intersects the east right-of-way line of the easternmost Grand Trunk Western Railroad Co. property. Thence northerly along said right-of-way line to a point. Said point being where a line 150 feet north of and parallel to the north property line of Eureka Avenue intersects said right-of-way line. Thence easterly along a line from said point to a point where the east property line of 5th Street intersects the centerline of the alley north of Eureka Avenue. Thence easterly along said centerline to the west property line of 3rd Street. Thence northerly along said property line to the extended centerline of the alley north of Oak Street. Thence easterly

along said centerline to the centerline of 2nd Street. Thence northerly along said centerline to the centerline of Superior Boulevard. Thence easterly along said centerline to the centerline of 1st Street. Thence northerly along said centerline to the centerline of Walnut St. Thence easterly along said centerline to the east property line of Biddle Avenue. Thence southerly along said property line to the north property line of Superior Boulevard. Thence easterly along said property line to the east property line of VanAlstyne Boulevard. Thence southerly along said property line to the south property line of Elm Street. Thence easterly along said property line to the harbor line of the Detroit River. Thence northerly along said harbor line to the south property line of vacated Walnut Street, thence westerly along said property line to a point where the extended east property line of vacated Water Street intersects said property line, thence northerly along said property line to the south property line of VanAlstyne Boulevard extension, thence westerly along said property line to the extended east property line of vacated VanAlstyne Boulevard, thence southerly along said property line to the south property line of Mulberry Street, thence westerly along said property line to the centerline of the alley west of Third Street, thence southerly along said centerline to the centerline of the alley south of Mulberry Street, thence westerly along said centerline extended to the southeast corner of Lot 48, Regent Subdivision, Liber 53 of Plats, Page 69 Wayne County Records. Thence northerly along the east property line of said lot 10 feet to a point, thence from said point westerly along a line 10 feet north of and parallel to the south property line of said lot extended to the west property line of Virginia Avenue, thence northerly along said property line to the south property line of Regent Drive, thence westerly along said property line to the east right-of-way line of the easternmost Grand Trunk Western Railroad Company property. Thence northerly along said right-of-way line to the north property line of Cedar Street, thence easterly along said property line to the centerline of Fifth Street, thence northerly along said centerline to the extended north property line of Cedar Street, thence easterly along said property line to the centerline of Fourth Street, thence southerly along said centerline to the extended north property line of Cedar Street, thence easterly along said property line to the east property line of Third Street, thence southerly along said property line to the centerline of the alley south of Cedar Street, thence easterly along said centerline 107 feet to a point, thence southeasterly along said centerline to the centerline of the easternmost alley west of Second Street, thence southerly along said centerline to the north property line of Mulberry Street, thence easterly along said property line to the west property line of Biddle Avenue, thence northerly along said property line to the northerly property line of Ford Avenue, thence north 89 Degrees 38 minutes west 85 feet, thence north 2 Degrees 14 minutes west 100 feet, thence south 89 Degrees 38 minutes east to the west property line of Biddle Avenue, thence northerly along said property line

to the south property line of Alkali Street, thence westerly along said property line to the centerline of the first alley west of Biddle Avenue, thence southerly along said centerline to the north property line of Miller Street, thence westerly along said property line to the centerline of the second alley west of Biddle Avenue, thence northerly along said centerline to the south property line of Alkali Street, thence westerly along said property line to the east right-of-way line of the easternmost Grand Trunk Western Railroad Company property. Thence northerly along said right-of-way line to the north property line of Clark Street, thence easterly along said property line to the west property line of Second Street, thence northerly along said property line to the north property line of Hudson Street, thence easterly along said property line to the west property line of Lot 48 Hudson's Sub'n, Liber 22 of Plats, Page 23, Wayne County Records. Thence northerly along said property line extended to the centerline of the alley south of Antoine Street, thence easterly along said centerline to the centerline of the alley west of Biddle Avenue, thence northerly along said centerline extended to the north property line of Antoine Street, thence westerly along said property line to a point, said point being North 89 degrees 29 minutes 30 seconds West, 286.99 feet from the west property line of Biddle Avenue, thence from said point North 01 Degrees 04 Minutes 16 Seconds East 115 feet, thence South 89 Degrees 29 Minutes 45 Seconds East 45.24 feet, thence South 0 Degrees 30 Minutes West 2.03 feet, thence North 89 Degrees 54 Minutes 04 Seconds East 249.91 feet to the west property line of Biddle Avenue, thence northerly along said property line to the southerly property line of Lot 5 The Estate of Joseph Goodell Dec'd Subdivision, Liber 21 of Plats, Page 16, Wayne County Records. Thence westerly along said property line to a point, said point being South 89 Degrees 30 Minutes East 130.95 feet from the east property line of First Street, thence from said point North 01 Degrees 03 Minutes West along a line to a point where said line intersects the northerly property line of Lot 5, thence westerly along said property line to a point, said point being South 89 Degrees 30 Minutes East 120 feet from the east property line of First Street, thence from said point North 01 Degree 03 Minutes West along a line to a point where said line intersects the northerly property line of Lot 6 The Estate of Joseph Goodell Dec'd Subdivision, Liber 21 of Plats, Page 16, Wayne County Records. Thence westerly along said property line extended to the west property line of First Street, thence northerly along said property line extended to the northerly property line of Goddard Road, thence easterly along said property line to the centerline of the alley west of Biddle Avenue, thence northerly along said centerline to the extended southernmost property line of Lot 16 Sub'n of Pri. Clm. No. 112 for the Heirs of Antoine Labadie deceased, Liber 4 of Plats, Page 35, Wayne County Records. Thence easterly along said property line to the westerly property line of Biddle Avenue, thence northerly along said property line to the southerly property line of Lot 18 Sub'n of Pri. Clm. No. 112 for the Heirs of Antoine Labadie deceased, Liber 4 of Plats, Page

35, Wayne County Records. Thence westerly along said property line 149.98 feet to a point, thence from said point northerly along a line 149.98 feet west of and parallel to the westerly property line of Biddle Avenue to the southerly property line of St. Johns Street, thence westerly along said property line to the westerly property line of Lot 71 of Assessor's Wyandotte Plat No. 4, Liber 65 of Plats, Page 31, Wayne County Records. Thence southerly along said property line extended to the centerline of the alley south of St. Johns Street, thence westerly along said centerline to the east right-of-way line of the easternmost Grand Trunk Western Railroad Company property, thence northerly along said right-of-way line to the northerly property line of Bennett Street, thence easterly along said property line to a point, said point being where the easterly property line of Second Street extended would intersect said property line, thence southerly from said point along the easterly property line of Second Street to the northerly property line of Labadie Street, thence easterly along said property line to the centerline of the alley west of Biddle Avenue, thence northerly along said centerline to the southerly property line of Lot 188 amended Plat of Assessor's Wyandotte Plat No. 10, Liber 70 of Plats, Page 29, Wayne County Records. Thence easterly along said property line to the easterly line of said Lot 188, thence northerly along said property line extended to the centerline of Bennett Street, thence easterly along said centerline to the extended centerline of the alley west of Biddle Avenue, thence northerly along said centerline to a point, said point being where a line 15 feet south of and parallel to the north property line of Lot 29 Salliotte & Clinton's Sub'n, Liber 25 of Plats, Page 36, Wayne County Records extended would intersect said centerline, thence from said point easterly along said line to the westerly property line of Biddle Avenue, thence northerly along said property line to the southerly property line of Clinton Street, thence westerly along said property line to a point, said point being where the centerline of the alley west of Biddle Avenue extended would intersect said property line, thence northerly from said point along said centerline to the centerline of the alley north of Clinton Street, thence easterly along said centerline to the centerline of the alley west of Biddle Avenue, thence northerly along said centerline to a point, said point being where the northerly property line of Lot 33 River Bank Manor Sub'n, Liber 28 of Plats, Page 100, Wayne County Records extended would intersect said centerline, thence easterly from said point along said northerly property line to the westerly property line of Biddle Avenue, thence northerly along said property line to a point, said point being where a line 5 feet north of and parallel to the south property line of Lot 13 River Bank Manor Sub'n, Liber 28 of Plats, Page 100, Wayne County Records extended would intersect said property line, thence easterly from said point along said line to the Harbor Line of the Detroit River, thence southerly along said Harbor Line to a point, said point being where the north property line of Ford Avenue extended would intersect said Harbor Line, thence easterly from said point along the extended north property line of Ford Avenue to the International Boundary Line of the United States and Canada, thence northerly along said International Boundary Line to the northerly Corporate Boundary Line of the City of Wyandotte, thence westerly along said Corporate Boundary line to the centerline of the Sexton Kilfoil Drain, thence westerly then southerly along said centerline to the point of beginning.

EXHIBIT

Legal Description

South Wyandotte Renewal Development Area

Beginning at the intersection of the South line of the City Limits and the East property line of Biddle Avenue, thence Northerly along said East line to the South property line of Wye Street, thence Easterly along said South line to the Harbor Line, thence Northerly along said Harbor Line to the North property line of Pine Street, thence Westerly along said North line extended to the center line of Biddle Avenue, thence Southerly along said center line to the extended center line of Grove Street, thence Westerly along said center line to the Easterly R.O.W. line of the Grand Trunk Western Railroad (formerly D.T. & I. R.R.), thence Southerly along said R.O.W. line to the South property line of Grove Street, thence Westerly along said South line to the Easterly R.O.W. line of the Grand Trunk Western Railroad (formerly D.T. & I. R.R.), thence Southerly along said R.O.W. line to the North property line of Central Avenue, thence Southwesterly along said North line extended to the South line of the City Limits, thence Easterly along said South line to the point of beginning.

EXHIBIT

Legal Description:

Beginning at the intersection of the Harbor Line of the Detroit River and the south property line of vacated Walnut Street, thence westerly along said property line to a point where the extended east property line of vacated Water Street intersects said property line, thence northerly along said property line to the south property line of Van Alstyne Boulevard extension, thence westerly along said property line to the extended east property line of vacated Van Alstyne Boulevard, thence southerly along said property line to the south property line of Mulberry Street, thence westerly along said property line to the centerline of the alley west of Third Street, thence southerly along said centerline to the centerline of the alley south of Mulberry Street, thence westerly along said centerline extended to the southeast corner of Lot 48, Regent Subdivision, Liber 53 of Plats, Page 69 Wayne County Records. Thence northerly along the east property line of said lot 10 feet to a point, thence from said point westerly along a line 10 feet north of and parallel to the south property line of said lot extended to the west property line of Virginia Avenue, thence northerly along said property line to the south property line of Regent Drive, thence westerly along said property line to the east right-of-way line of the easternmost Grand Trunk Western Railroad Company property. Thence northerly along said right-of-way line to the north property line of Cedar Street, thence easterly along said property line to the centerline of Fifth Street, thence northerly along said centerline to the extended north property line of Cedar Street, thence easterly along said property line to the centerline of Fourth Street, thence southerly along said centerline to the extended north property line of Cedar Street, thence easterly along said property line to the east property line of Third Street, thence southerly along said property line to the centerline of the alley south of Cedar Street, thence easterly along said centerline 107 feet to a point, thence southeasterly along said centerline to the centerline of the easternmost alley west of Second Street, thence southerly along said centerline to the north property line of Mulberry Street, thence easterly along said property line to the west property line of Biddle Avenue, thence northerly along said property line to the northerly property line of Ford Avenue, thence north 89 Degrees 38 minutes west 85 feet, thence north 2 Degrees 14 minutes west 100 feet, thence south 89 Degrees 38 minutes east to the west property line of Biddle Avenue, thence northerly along said property line to the south property line of Alkali Street, thence westerly along said property line to the centerline of the first alley west of Biddle Avenue, thence southerly along said centerline to the north property line of Miller Street, thence westerly along said property line to the centerline of the second alley west of Biddle Avenue, thence northerly along said centerline to the south property line of Alkali Street, thence westerly along said property line to the east right-of-way line of the easternmost Grand Trunk Western Railroad Company property. Thence northerly along said right-of-way line to the north property line of Clark Street, thence easterly along said property line to the west property line of Second Street, thence northerly along said

property line to the north property line of Hudson Street, thence easterly along said property line to the west property line of Lot 48 Hudson's Sub'n, Liber 22 of Plats, Page 23, Wayne County Records. Thence northerly along said property line extended to the centerline of the alley south of Antoine Street, thence easterly along said centerline to the centerline of the alley west of Biddle Avenue, thence northerly along said centerline extended to the north property line of Antoine Street, thence westerly along said property line to a point, said point being North 89 degrees 29 minutes 30 seconds West, 286.99 feet from the west property line of Biddle Avenue, thence from said point North 01 Degrees 04 Minutes 16 Seconds East 115 feet, thence South 89 Degrees 29 Minutes 45 Seconds East 45.24 feet, thence South 0 Degrees 30 Minutes West 2.03 feet, thence North 89 Degrees 54 Minutes 04 Seconds East 249.91 feet to the west property line of Biddle Avenue, thence northerly along said property line to the southerly property line of Lot 5 The Estate of Joseph Goodell Dec'd Subdivision, Liber 21 of Plats, Page 16, Wayne County Records. Thence westerly along said property line to a point, said point being South 89 Degrees 30 Minutes East 130.95 feet from the east property line of First Street, thence from said point North 01 Degrees 03 Minutes West along a line to a point where said line intersects the northerly property line of Lot 5, thence westerly along said property line to a point, said point being South 89 Degrees 30 Minutes East 120 feet from the east property line of First Street, thence from said point North 01 Degree 03 Minutes West along a line to a point where said line intersects the northerly property line of Lot 6 The Estate of Joseph Goodell Dec'd Subdivision, Liber 21 of Plats, Page 16, Wayne County Records. Thence westerly along said property line extended to the west property line of First Street, thence northerly along said property line extended to the northerly property line of Goddard Road, thence easterly along said property line to the centerline of the alley west of Biddle Avenue, thence northerly along said centerline to the extended southernmost property line of Lot 16 Sub'n of Pri. Clm. No. 112 for the Heirs of Antoine Labadie deceased, Liber 4 of Plats, Page 35, Wayne County Records. Thence easterly along said property line to the westerly property line of Biddle Avenue, thence northerly along said property line to the southerly property line of Lot 18 Sub'n of Pri. Clm. No. 112 for the Heirs of Antoine Labadie deceased, Liber 4 of Plats, Page 35, Wayne County Records. Thence westerly along said property line 149.98 feet to a point, thence from said point northerly along a line 149.98 feet west of and parallel to the westerly property line of Biddle Avenue to the southerly property line of St. Johns Street, thence westerly along said property line to the westerly property line of Lot 71 of Assessor's Wyandotte Plat No. 4, Liber 65 of Plats, Page 31, Wayne County Records. Thence southerly along said property line extended to the centerline of the alley south of St. Johns Street, thence westerly along said centerline to the east right-of-way line of the easternmost Grand Trunk Western Railroad Company property, thence northerly along said right-of-way line to the northerly property line of Bennett Street, thence easterly along said property line to a point, said point being where the easterly property line of Second Street extended would intersect said property line, thence southerly from said point along the easterly property line of Second Street to the northerly property line of Labadie Street, thence easterly along said property line to the centerline of the alley west of Biddle

Avenue, thence northerly along said centerline to the southerly property line of Lot 188 amended Plat of Assessor's Wyandotte Plat No. 10, Liber 70 of Plats, Page 29, Wayne County Records. Thence easterly along said property line to the easterly line of said Lot 188, thence northerly along said property line extended to the centerline of Bennett Street, thence easterly along said centerline to the extended centerline of the alley west of Biddle Avenue, thence northerly along said centerline to a point, said point being where a line 15 feet south of and parallel to the north property line of Lot 29 Salliotte & Clinton's Sub'n, Liber 25 of Plats, Page 36, Wayne County Records extended would intersect said centerline, thence from said point easterly along said line to the westerly property line of Biddle Avenue, thence northerly along said property line to the southerly property line of Clinton Street, thence westerly along said property line to a point, said point being where the centerline of the alley west of Biddle Avenue extended would intersect said property line, thence northerly from said point along said centerline to the centerline of the alley north of Clinton Street, thence easterly along said centerline to the centerline of the alley west of Biddle Avenue, thence northerly along said centerline to a point, said point being where the northerly property line of Lot 33 River Bank Manor Sub'n, Liber 28 of Plats, Page 100, Wayne County Records extended would intersect said centerline, thence easterly from said point along said northerly property line to the westerly property line of Biddle Avenue, thence northerly along said property line to a point, said point being where a line 5 feet north of and parallel to the south property line of Lot 13 River Bank Manor Sub'n, Liber 28 of Plats, Page 100, Wayne County Records extended would intersect said property line, thence easterly from said point along said line to the Harbor Line of the Detroit River, thence southerly along said Harbor Line to the point of beginning.

NOTES

