



Development Plan and Tax Increment Financing Plan

Taylor

Downtown Development Authority

Development Plan and Tax Increment Financing Plan

**Downtown Development Authority
City of Taylor, Michigan**

Final Approved Plan

DOA Adoption Date: April 14, 1999
Public Hearing Date: May 18, 1999
City Council Adoption Date: May 18, 1999

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Dorothy R. West, City Clerk
Jack Haydon, Treasurer

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1.0 Executive Summary

In April 1999, the City of Taylor adopted an ordinance to establish a Downtown Development Authority (DOA) and to designate Development District boundaries within which the ODA may exercise powers. The Development District covers properties along Goddard Road, between Telegraph Road and Allen Road.

The intent of the DOA is to promote economic growth, to correct and prevent deterioration, to increase property tax valuation, and to enhance the physical environment of the Development District.

The ODA prepared a Development Plan and Tax Increment Finance Plan that is designed to enhance the overall image of the Goddard Road corridor by carrying out a series of improvement activities and programs. The Development Plan defines project activities planned for implementation within the Development District as well as indicates the timing of these activities. The Tax Increment Financing Plan identifies funding mechanisms, derived from several sources, to finance the project activities described in the Development Plan.

The Development Plan and Finance Plan consist of projects and programs that the ODA will implement during the next 30 years and the means to finance the costs of each. The projects and programs are a combination of public facility improvements and operational programs. They include:

Public/Physical Facility Improvements

- Civic Center Improvements (Public plaza with focal point elements such as clock tower, public art)
- Street Trees and Landscaping
- DOA Welcome Sign/District Identification Signage
- Traffic Calming Improvements (if recommended)
 - Intersection Improvements (Pardee and Mortenview)
 - Pedestrian Amenities
- Linear Park along Kilfoil County Drain
- Commercial Facade Improvement Program

Promotional/Operational Activities

- Business Recruitment and Retention Program
- Zoning Overlay District (Zoning Ordinance Amendment)
- Traffic Calming Analysis and Plan
- Commercial Facade Improvement Guidelines

The Financing Plan for the DOA is based upon the initial assessed taxable value of private properties in the District of \$6,934,497. Growth in property values is projected to be based upon inflation and new investment. Over 30 years, the projected capture of incremental tax revenues is estimated to total \$14,963,623. The total cost of projects is estimated at \$16,598,624.

It is the intent of the City and DOA to pay for projects as tax revenue is generated and costs are incurred, with supplemental funding from grant sources. At this time, no special assessment or ODA millage is planned. Grants will be pursued to partially finance installation of pedestrian amenities and landscaping. Grants will also be sought to support the construction and installation of improvements to intersections at Pardee and Mortenview, a linear park along the Kilfoil County Drain and traffic calming improvements throughout the length of the District. At least \$1,635,000 in grant funds will be sought.

2.0 Introduction

The City of Taylor is located in the southeastern portion of Wayne County. Incorporated since 1968, the City is the most populous among the Downriver communities. The boundaries of the City are Inkster Road to the west, Allen Road to the east, Van Born Road to the north, and Pennsylvania Road to the south. There are four major roadways with stretches of economic activity; they include Eureka Road, Goddard Road, Northline Road, and Telegraph Road. Each of these corridors has experienced new commercial and/or residential development activities. The City seeks to encourage and promote economic growth along the Goddard Road corridor with the establishment of the Downtown Development Authority.

The legislative body of a municipality is authorized under Public Act 197 of 1975 as amended (PA 197) to create a Downtown Development Authority. The Ordinance establishing the authority must also designate the boundaries of the Development District within which the authority may exercise its powers. The Board of Directors of the Authority must consist of between 8 and 12 members, plus the municipality's Chief Executive Officer.

On April 6, 1999, the City of Taylor City Council adopted Ordinance Number 99-326 creating the Taylor Downtown Development Authority and establishing designated boundaries of the DOA Development District in accordance with PA 197. The designated boundaries of this District, which follows Goddard Road between Telegraph Road and Allen Road, serve as the development area under which the Authority may exercise its powers. This Ordinance also includes by reference a development and tax increment plan for the development area to be implemented by the Authority. The planning horizon used in setting project objectives spans 30 years.

The basic purpose of the DOA is to correct and prevent deterioration; to encourage historic preservation; and to promote economic growth in the development district. This is intended to be achieved through project activities set forth in this Development Plan. The Authority is responsible for developing and adopting a development plan as well as implementing the activities explicitly stated in the Plan.

The Development Plan is organized to correspond to requirements of the Act. The Development Plan outlines public facilities that will be improved or constructed over the next 30 years, from 1999 through 2028. The Plan may include projects for construction, renovation, repair, remodeling, or rehabilitation of public facilities. These projects are intended to encourage and promote economic growth; satisfy the needs of existing businesses; to reduce deterioration in the district; and to establish the identity of the DOA district and the entire City.

The Development Plan must include an estimate of the cost of development, a statement of the proposed method of financing the development; and, a statement on the authority's ability to arrange the financing. Separate plans or guidelines of areas within the development district may be developed, adopted, and incorporated into the development plan. PA 197 also seeks to accomplish its goals by providing local units of government with the necessary legal, monetary and organizational tools to promote economic growth through publicly initiated projects undertaken cooperatively with private sector participation. The Taylor DOA retained all powers and duties prescribed for a downtown development authority pursuant to PA 197.

The Development Plan should be periodically amended to carry out the goals and objectives prescribed by the DOA. Any amendment must be made in accordance with the requirements of PA 197.

The Tax Increment Financing Plan is also organized to correspond to the requirements of PA 197. This plan is structured to serve as a mechanism that maximizes revenue and allocates funds from this revenue to finance Development Plan projects. Funds to finance projects of the authority may be derived from several sources including taxes, revenues generated from the use of assets, proceeds from revenue bonds, municipal funds including state and federal grants, special assessment levies, and tax increment financing receipts.

3.0 Development Plan

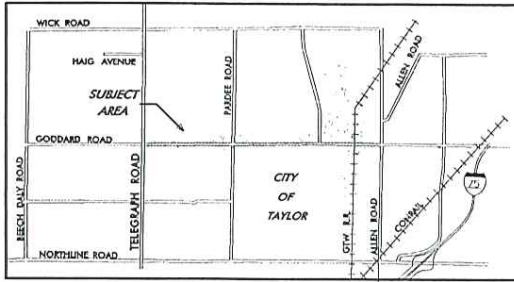
The Development Plan is organized to correspond to requirements of the Act. The Development Plan outlines public facilities that will be improved or constructed over the next 30 years, from 1999 through 2028. The Plan may include projects for construction, renovation, repair, remodeling, or rehabilitation of public facilities. These projects are intended to encourage and promote economic growth; satisfy the needs of existing businesses; to reduce deterioration in the district; and to establish the identity of the ODA district and the entire City.

Section 17.(2)(a)

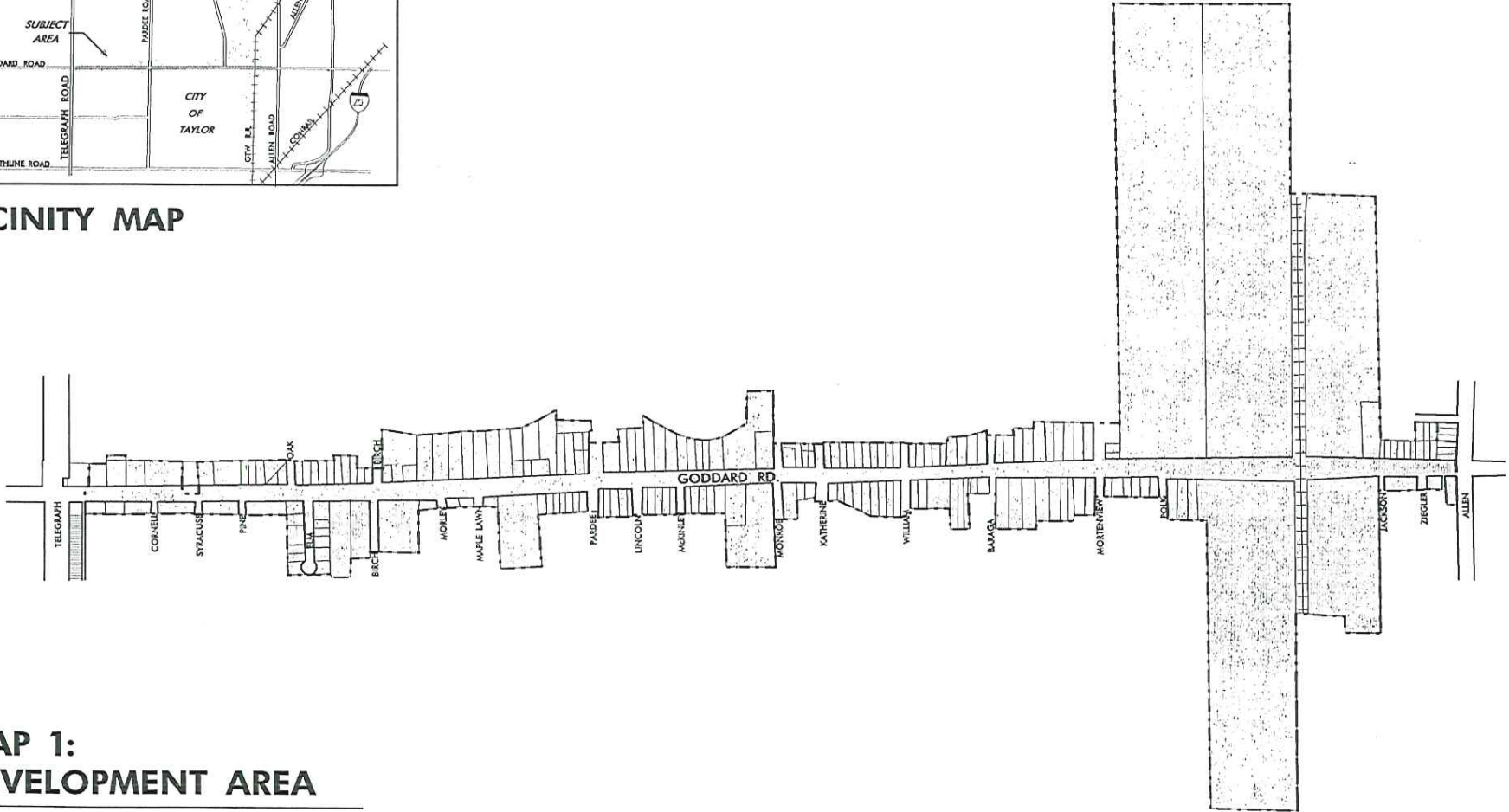
The designation of boundaries of the development area in relation to highways, streets, streams, or otherwise.

The City Council approved the establishment of the development area on April 6, 1999, following the requisite notification and public hearing on February 2, 1999. Map 1 illustrates the boundaries of the development area in relation to the streets and surrounding properties. The

development area also includes properties adjacent to the rights-of-way.

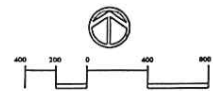


VICINITY MAP



**MAP 1:
DEVELOPMENT AREA**

Taylor Downtown Development Authority



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Section 17.(2)(b)

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

In February 1999, an existing land use and conditions survey was conducted to identify and delineate the location, character, and extent of existing public and private land uses within the Development Area. Each parcel of property inside the DOA Development District was inspected and its use characteristics recorded onto a property line base map. The physical and aesthetic characteristics of the development area's built environment were also noted from a design standpoint. Recorded data was transferred from the field notes to a digital format.

Existing Land Use and Conditions

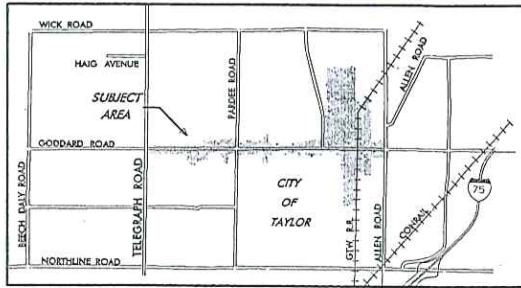
The location and extent of existing public and private land uses within the development area are described below and presented on Map 2. Seven land use designations were developed to identify the existing public and private land uses within the development area. They are: residential, commercial, office/professional business, public, industrial, right of way, and vacant.

An evaluation of existing conditions within the development area was conducted to identify representative design features of the built environment that give shape to the corridor's identity and overall character. The resulting analysis is described below and is graphically presented on the four sheets that follow. Each sheet covers an approximate one-half mile segment of the Goddard Road corridor from east to west.

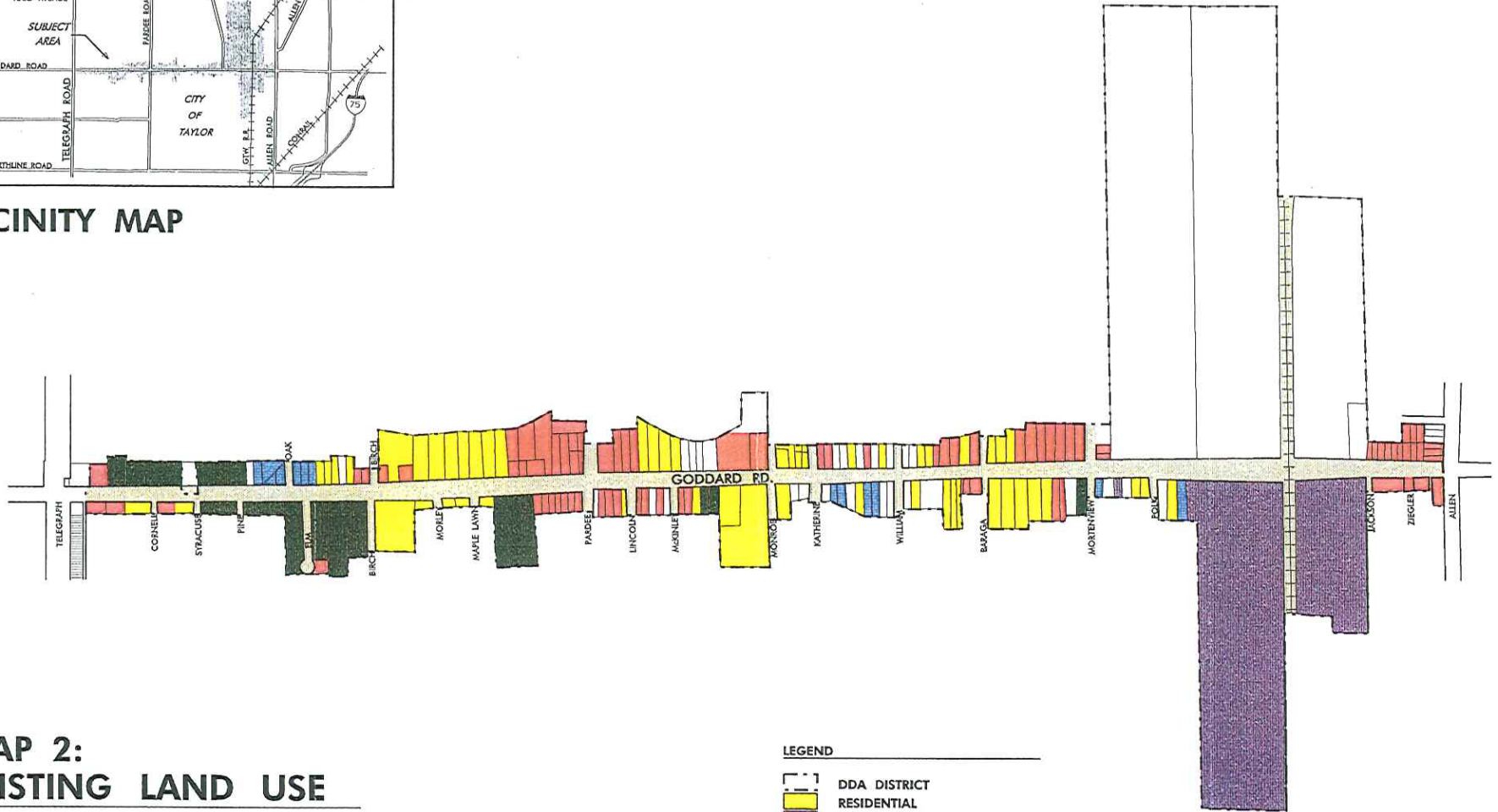
Telegraph Road to Birch Street (Sheet 1)

This area serves as the primary entry-point into the DOA District via Telegraph Road. The dominant uses in this area of the District include the F.O.E. building, Voran Funeral Home, Standard Federal Bank, the Taylor Baptist Church, the Taylor Center Church, and the City of Taylor Municipal Center and 23rd District Court. These facilities give this section of Goddard Road a public service/institutional character, with the City of Taylor Municipal Center serving as its anchor. This area also includes a few single-family residences, commercial buildings and businesses converted from residential housing stock.

Vehicular traffic on the five-lane road is heaviest at the Telegraph/Goddard intersection. This section of roadway has fewer curb cuts than other areas, and services large institutional parking lots and off-site apartment complexes. Emergency vehicles are prevalent as a consequence of the municipal center location. Ingress and egress points can be congested due to funerals, church services, and peak hour neighborhood access. Sidewalks in the area are in good condition and well separated from the edge of the roadway.



VICINITY MAP

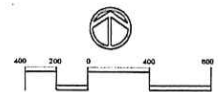


**MAP 2:
EXISTING LAND USE**

Taylor Downtown Development Authority

LEGEND

-  DDA DISTRICT
-  RESIDENTIAL
-  COMMERCIAL
-  OFFICE/PROFESSIONAL BUSINESS
-  PUBLIC
-  INDUSTRIAL
-  RIGHT-OF-WAY
-  VACANT



Morley Street to McKinley Street (Sheet 2)

This area can be categorized as the commercial core of the ODA District. Dominant influences in the area are centered around the Goddard-Pardee intersection. These include the new Arbor Drug Store and retail complex, the vacant Farmer Jack site, and restaurant and retail establishments on the south corners of the Pardee intersection. The Taylor Parks and Recreation Center is located to the west of the intersection. This segment's east and west ends provide access to attractive, well-maintained neighborhoods.

Vehicular traffic on this section of Goddard Road is heaviest at the Pardee/Goddard intersection. This section of roadway has a significant number of curb cuts, and services both large commercial parking lots and individual driveways to small free-standing businesses. Pardee Road is an important link between this area of the District and Heritage Park, new residential developments and the Southland Mall. To the north, Pardee provides the principle access to densely developed neighborhoods and schools. Ingress and egress points become congested near the intersection at peak traffic hours. The condition of sidewalks in the area vary with age and proximity to parking areas. New sidewalks and right-of-way landscaping are in place along the northeast portion of the intersection.

Monroe Street to Mortenview Street (Sheet 3)

An open residential character describes this segment of the ODA District. There are no structures that dominate the area, it is a mix of single-family residences, businesses converted from residential housing stock, and small-scale commercial development. Area uses include the Goddard View Shopping Plaza and the Cedar Plaza office building, a neighborhood party store, a pizza shop, pet grooming, automotive repairs and appliance repairs. Access to Beechwood Estates, a new residential development is at the west boundary of this segment, as is access to Kinyon Elementary School and West Junior High School. At the east end of this segment, larger commercial parking areas are located at the intersection of Mortenview and Goddard. Older residential areas adjacent to this segment of Goddard are characterized by narrow deep lots and low density development.

Vehicular traffic in this segment is light, with relatively few turning movements and no observed traffic congestion. Sidewalks in the area are in good condition and well separated from the edge of the roadway.

Mortenview Street to Allen Road (Sheet 4)

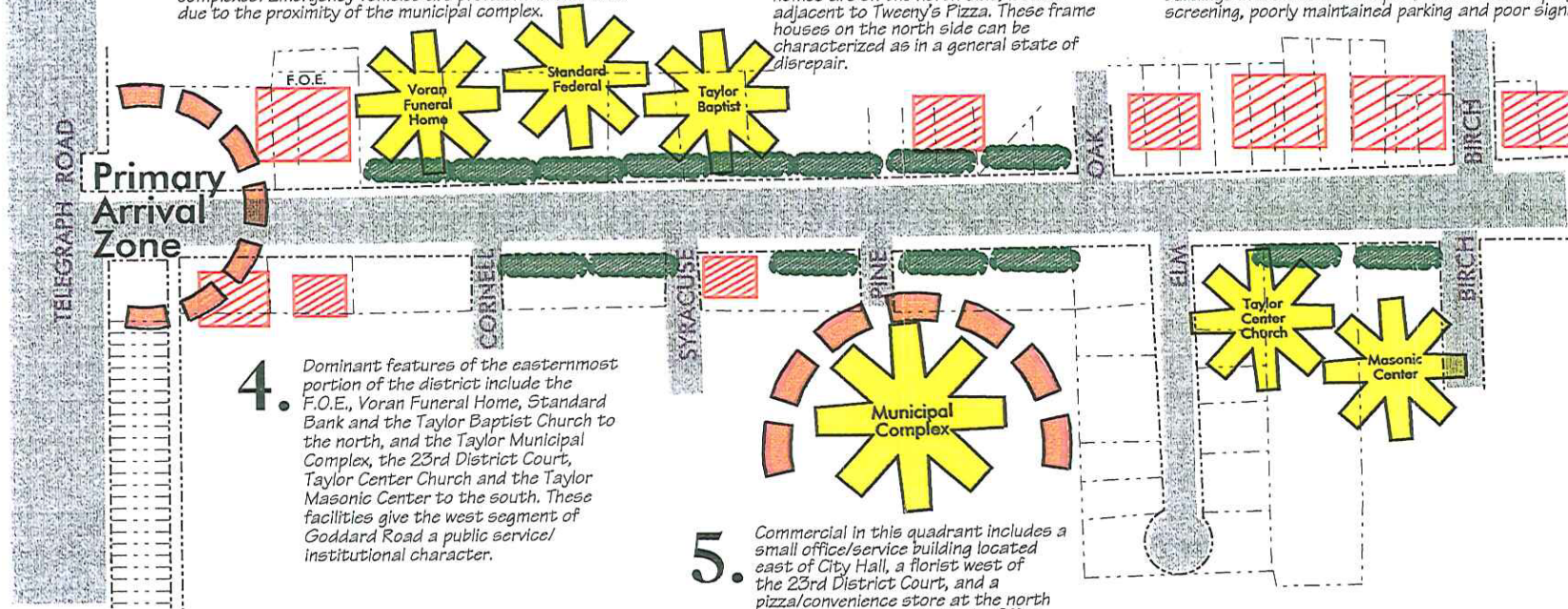
This final segment can be categorized as having a predominantly industrial and open space character. Its terminus serves as a principal entry-point into the ODA District via Allen Road. The dominant uses in the include a concrete pipe plant (Co-Pipe Products, Inc.) the Detroit Toledo Ironton Railroad, a utility right-of-way, a landscape supply yard, an industrial site, and large tracts of vacant land. A rental store and a pub lead into the commercial development at the intersection of Allen Road and Goddard Road. This consists of a new Walgreen's store, a new Taco Especial restaurant, and an older retail/service oriented strip center on the southwest corner.

Destination DOWNTOWN

Development District Identity Analysis

Taylor DDA

1. Vehicular traffic on this five-lane road is heaviest at the Telegraph/Goddard intersection. This section has fewer curb cuts than other areas of Goddard, and services large institutional parking lots and off-site apartment complexes. Emergency vehicles are prevalent in this area due to the proximity of the municipal complex.
2. There is some modest, well-maintained housing west of City Hall on the south side of Goddard. Only four residential homes are on the north side, located adjacent to Tweeny's Pizza. These frame houses on the north side can be characterized as in a general state of disrepair.
3. Positive features of the area include the well-maintained buildings, landscaped grounds and appropriate signs of most of the facilities. Negative elements include some buildings in a state of disrepair, lack of landscaping and screening, poorly maintained parking and poor signage.

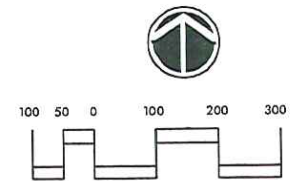


4. Dominant features of the easternmost portion of the district include the F.O.E., Voran Funeral Home, Standard Bank and the Taylor Baptist Church to the north, and the Taylor Municipal Complex, the 23rd District Court, Taylor Center Church and the Taylor Masonic Center to the south. These facilities give the west segment of Goddard Road a public service/institutional character.
5. Commercial in this quadrant includes a small office/service building located east of City Hall, a florist west of the 23rd District Court, and a pizza/convenience store at the north west intersection with Birch. Office use also includes a realty company, medical and law offices.

Sheet 1

Telegraph
to Birch

- Landscape buffer
- Needs Maintenance, Facade or Sign Improvement
- Church/Institutional
- Significant Feature



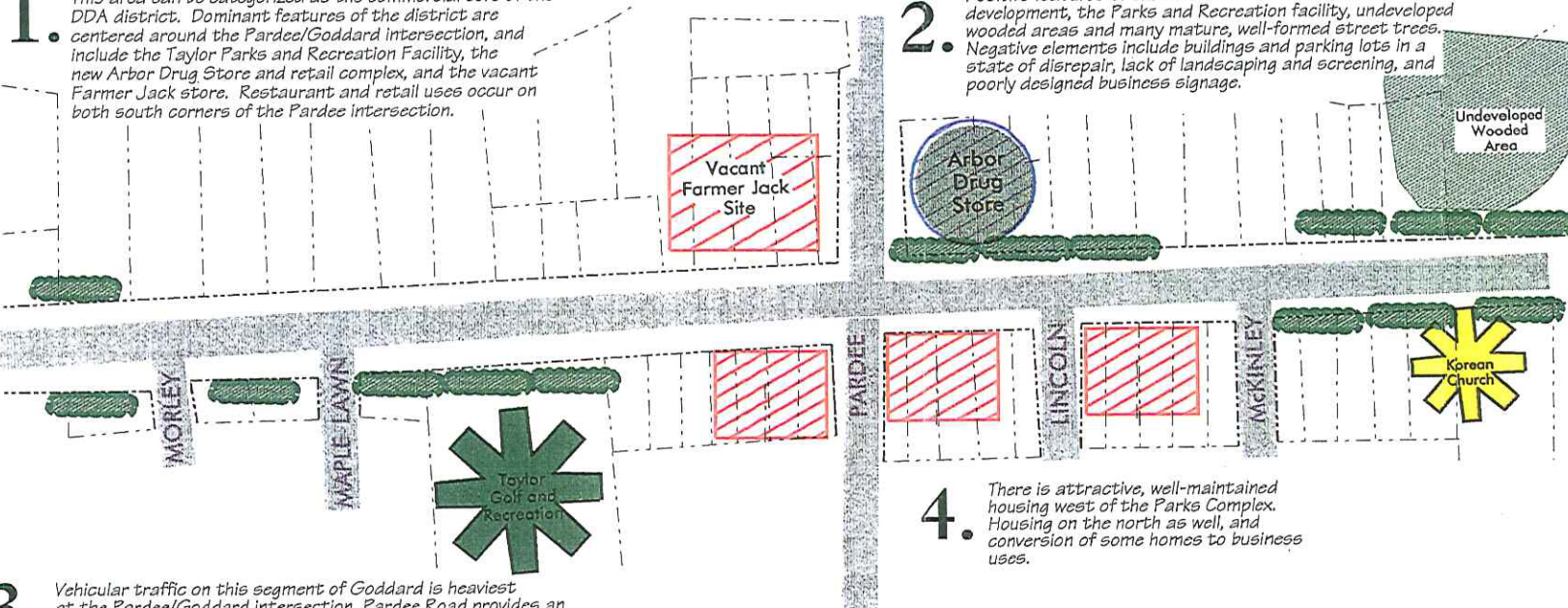
Representative Design Features

Destination DOWNTOWN

Taylor DDA

Development District Identity Analysis

1. This area can be categorized as the commercial core of the DDA district. Dominant features of the district are centered around the Pardee/Goddard intersection, and include the Taylor Parks and Recreation Facility, the new Arbor Drug Store and retail complex, and the vacant Farmer Jack store. Restaurant and retail uses occur on both south corners of the Pardee intersection.



2. Positive features of the area include the new commercial development, the Parks and Recreation facility, undeveloped wooded areas and many mature, well-formed street trees. Negative elements include buildings and parking lots in a state of disrepair, lack of landscaping and screening, and poorly designed business signage.

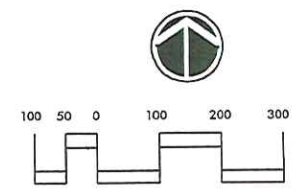
3. Vehicular traffic on this segment of Goddard is heaviest at the Pardee/Goddard intersection. Pardee Road provides an important link to Heritage Park, Southland Mall, established neighborhoods and new residential developments. This section has large parking lots, however many are poorly maintained with excessive curb cuts. Ingress and egress around the intersection becomes congested at peak traffic hours.

4. There is attractive, well-maintained housing west of the Parks Complex. Housing on the north as well, and conversion of some homes to business uses.

-  New Construction
-  Recreation
-  Church/Institutional
-  Needs Maintenance, Facade or Sign Improvement
-  Landscape buffer

Sheet 2

Morley
to McKinley



Representative Design Features

Destination DOWNTOWN

Development District Identity Analysis

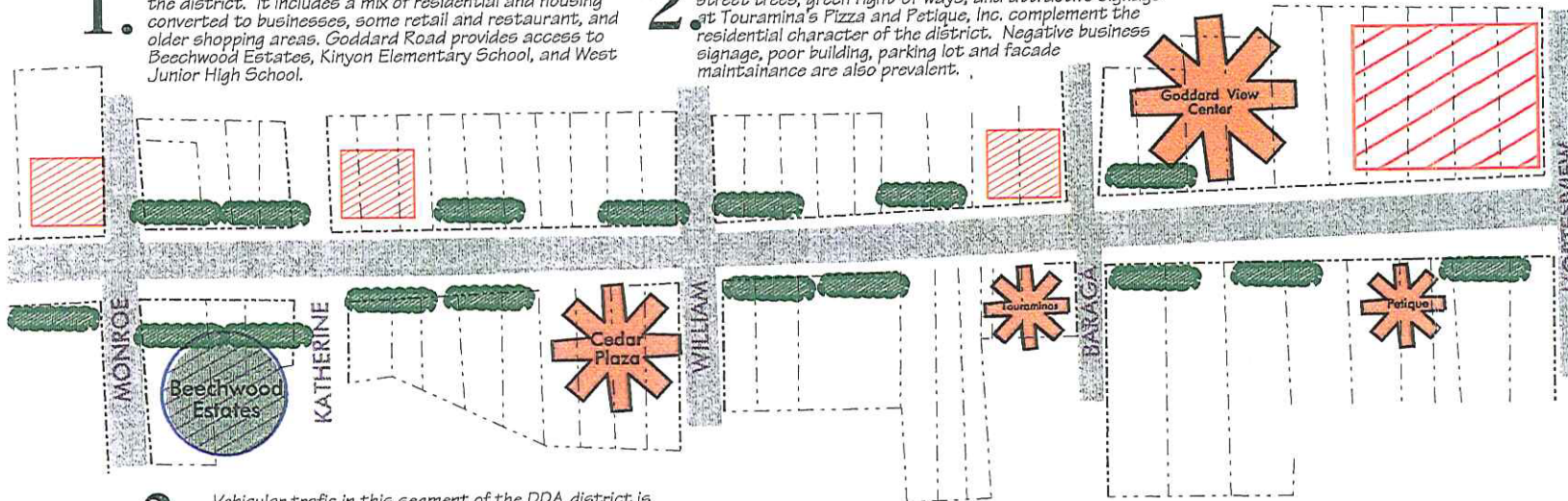
Taylor DDA

1.

This area can be categorized as having an open residential character. Few dominant features exist in this portion of the district. It includes a mix of residential and housing converted to businesses, some retail and restaurant, and older shopping areas. Goddard Road provides access to Beechwood Estates, Kiryon Elementary School, and West Junior High School.

2.

The entry sign and landscaping at Beechwood Estates project a positive image of this area. Mature well-shaped street trees, green right-of-ways, and attractive signage at Touramina's Pizza and Petique, Inc. complement the residential character of the district. Negative business signage, poor building, parking lot and facade maintenance are also prevalent.



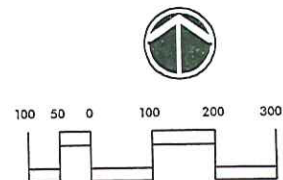
3.

Vehicular traffic in this segment of the DDA district is light, with relatively few turning movements and no obvious traffic congestion. Sidewalks are in good condition and are well separated from the roadway.

Sheet 3

Monroe to
Mortenview

Representative Design Features



Destination DOWNTOWN

Taylor DDA

Development District Identity Analysis

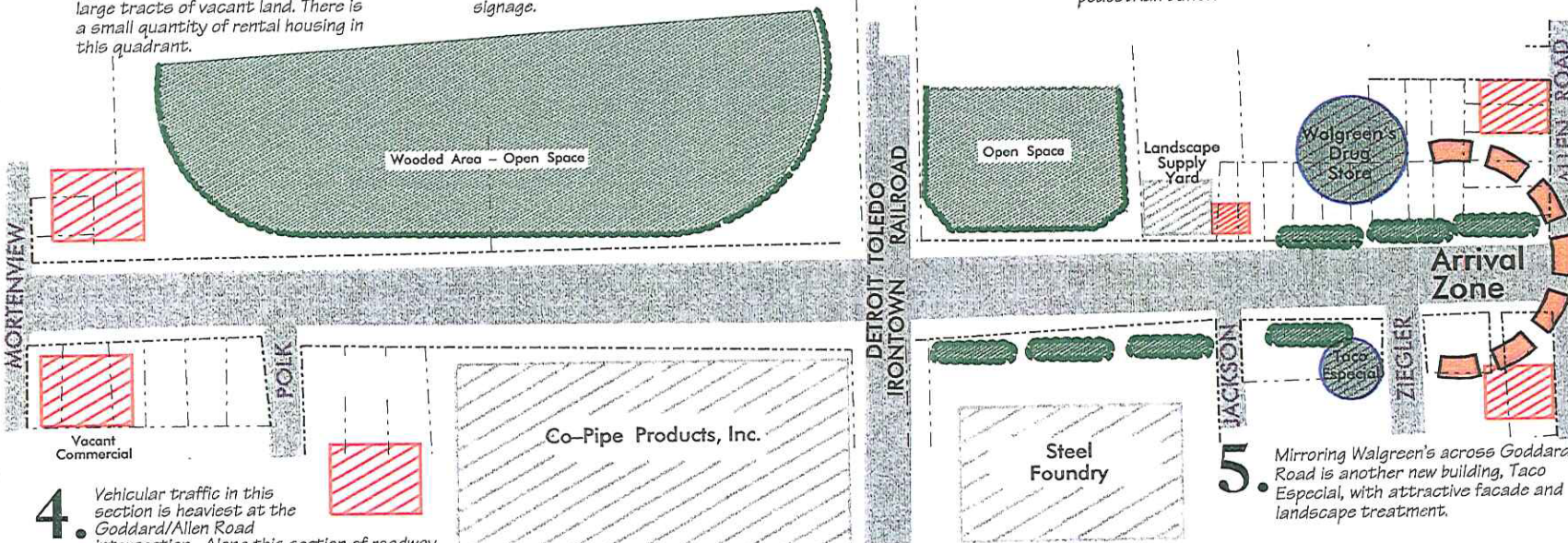
1. This quadrant is characterized as having an industrial and open space character. Dominant features of this portion of the district include a concrete plant, railroad, utility right-of-way, landscape supply yard and large tracts of vacant land. There is a small quantity of rental housing in this quadrant.

2. To the west of the vacant land, at the north east Mortenview intersection is the Brewery bar and restaurant. Angled front yard parking creates an indefinite border between parking, driveway and right-of-way. The southeast Mortenview intersection contains a vacant bank building and a small building with no identifiable signage.

3. New commercial development and new City signage at the intersection of Allen Road and Goddard Road provides a positive impact at the eastern gateway to the district. An abundance of regulatory signage and advertising detract from the impact of the new construction. Older development occurs at the southwest corner, where the parking lot is paved from building to sidewalk, with no landscaping or pedestrian buffer.

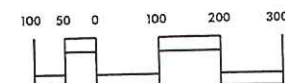
4. Vehicular traffic in this section is heaviest at the Goddard/Allen Road intersection. Along this section of roadway are large parking lots and several curb cuts. At peak traffic hours it is difficult for traffic to exit westbound from the south side of Goddard.

5. Mirroring Walgreen's across Goddard Road is another new building, Taco Especial, with attractive facade and landscape treatment.



Sheet 4

Mortenview
to Allen



- New Construction
- Landscape buffer
- Needs Maintenance, Facade or Sign Improvement
- Significant Feature
- Industrial

Representative Design Features

Vehicular traffic on this section of Goddard Road is heaviest at the Allen/Goddard intersection. Along this section of roadway are large parking lots and several curb cuts. At peak traffic hours it is difficult for traffic to exit from the south side egress points in a westbound direction. Allen Road is the entrance to the City of Taylor from the City of Southgate, and new City signage at the intersection announces this entry.

In general, the existing sidewalk is well separated from the edge of the roadway, however the sidewalk is close to the edge of pavement at the point where the railroad tracks cross Goddard Road. New sidewalks and right-of-way landscaping are in place along the northwest portion of the intersection of Allen and Goddard, but the south sidewalk is in a state of disrepair and is encroached upon by the parking lot at the southwest corner.

Legal Description

A detailed legal description of the Development District defining its boundaries follows as Exhibit A.

Exhibit A
Legal Description
DOA Development District Boundaries
City of Taylor

THE TAYLOR'S DOA DISTRICT IS COMPRISED OF PORTIONS OF THE NORTHEAST QUARTER AND SOUTH HALF OF SECTION 15, THE SOUTH HALF OF SECTION 16, THE NORTH HALF OF SECTION 21 AND THE NORTH HALF OF SECTION 22, TOWN 3 SOUTH, RANGE 10 EAST, CITY OF TAYLOR, WAYNE COUNTY, MICHIGAN; ALSO BEING THE LAND BOUNDED BY A LINE DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE CENTERLINE OF GODDARD ROAD AND THE CENTERLINE OF ALLEN ROAD AND BEING MORE PARTICULARLY DESCRIBED AS THE NORTHEAST CORNER OF SECTION 22 (ALSO BEING THE SOUTHEAST CORNER OF SECTION 15), TOWN 3 SOUTH, RANGE 10 EAST, CITY OF TAYLOR, WAYNE COUNTY, MICHIGAN; PROCEEDING THENCE ALONG THE EAST LINE OF SAID SECTION 22, ALSO BEING THE EAST CORPORATE LIMITS OF THE CITY OF TAYLOR TO THE INTERSECTION OF SAID EAST LINE WITH THE EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 132, "CHAS. S. KING'S ALLEN GARDENS SUBDIVISION" AS RECORDED IN UBER 53 OF PLATS, PAGE 78, WAYNE COUNTY RECORDS; THENCE WESTERLY ALONG THE EASTERLY EXTENSION AND SOUTH LINE OF SAID LOT 132 AND ITS WESTERLY EXTENSION TO THE INTERSECTION OF SAID SOUTH LINE WITH THE CENTERLINE OF A NORTH - SOUTH 20 FOOT WIDE ALLEY, ADJOINING LOTS 132 THROUGH 134, SAID"ALLEN GARDENS SUBDIVISION; THENCE NORTHERLY ALONG SAID ALLEY CENTERLINE TO ITS INTERSECTION WITH THE CENTERLINE OF AN EAST - WEST 20 FOOT WIDE ALLEY ADJOINING LOTS 140 THROUGH 266, SAID"ALLEN GARDENS SUBDIVISION"; THENCE WESTERLY ALONG SAID ALLEY CENTERLINE AND ITS WESTERLY EXTENSION TO THE EAST LINE OF PARCEL 22A1A (TAX 1.D. NO. 60-061-99-0001-003); THENCE ALONG THE EAST LINE OF SAID PARCEL 22A1A TO THE SOUTHEAST CORNER OF SAID PARCEL 22A1A; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID PARCEL 22A1A TO AN ANGLE POINT IN SAID SOUTH LINE IN A NORTHERLY DIRECTION; THENCE NORTHERLY ALONG THE WEST LINE OF SAID PARCEL 22A1A TO AN ANGLE POINT IN SAID WEST LINE IN A WESTERLY DIRECTION; THENCE WESTERLY ALONG SAID SOUTH LINE OF SAID PARCEL 22A1A TO THE SOUTHWEST CORNER OF SAID PARCEL 22A1A, THENCE NORTHERLY ALONG THE WEST LINE OF SAID PARCEL 22A1A, ALSO BEING THE EAST LINE OF THE DETROIT, TOLEDO AND IRONTON RAILROAD TO ITS INTERSECTION WITH THE SOUTH LINE OF GODDARD ROAD (VARIABLE WIDTH), SAID INTERSECTION ALSO BEING THE NORTHWEST CORNER OF SAID PARCEL 22A1A; THENCE WESTERLY TO THE NORTHEAST CORNER OF PARCEL 22B1 (TAX 1.D. NO. 60-061-99-0002-000); THENCE SOUTHERLY ALONG THE EAST LINE OF SAID PARCEL 22B1, ALSO BEING THE WEST LINE OF THE DETROIT, TOLEDO AND IRONTON RAILROAD TO A POINT ON THE EAST - WEST QUARTER LINE OF SAID SECTION 22, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF SAID PARCEL 22B1; THENCE WESTERLY ALONG SAID EAST-WEST QUARTER LINE TO THE SOUTHWEST CORNER OF SAID PARCEL 22B1; THENCE NORTHERLY ALONG THE WEST LINE OF SAID PARCEL 22B1, ALSO BEING THE EAST LINE OF "SUPERVISOR'S TAYLOR PLAT NO. 8, AS RECORDED IN LIBER 66 OF PLATS, PAGE 12, WAYNE COUNTY RECORDS, TO ITS INTERSECTION WITH THE SOUTH LINE OF LOTS 396 THROUGH 399, INCLUSIVE, SAID "SUPERVISOR'S TAYLOR PLAT NO.8" (SAID INTERSECTION ALSO BEING THE SOUTHEAST CORNER OF SAID LOT 396; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID LOTS 396 THROUGH 399, INCLUSIVE AND ITS WESTERLY EXTENSION TO THE CENTERLINE OF POLK AVENUE (50 FEET WIDE); THENCE NORTHERLY ALONG THE CENTERLINE OF POLK AVENUE TO A POINT 130 FEET SOUTH OF THE SOUTH LINE OF GODDARD ROAD; THENCE WESTERLY ALONG A LINE 130 FEET SOUTH OF AND PARALLEL WITH THE SOUTH LINE OF GODDARD ROAD, ALSO BEING THE SOUTH LINE OF PARCEL 22B460D,461D,462D,463D (TAX I.D. NO. 60-061-020-460-004) 240.00 FEET; THENCE SOUTHWESTERLY 61 FEET TO A POINT ON THE WEST LINE OF LOT 463, SAID "SUPERVISOR'S TAYLOR PLAT NO. 8"; THENCE SOUTHERLY ALONG THE WEST LINE OF SAID LOT 463, 9 FEET; THENCE WESTERLY ALONG A LINE 150 FEET SOUTH OF AND PARALLEL WITH THE SOUTH LINE OF GODDARD ROAD, ALSO BEING THE SOUTH LINE OF PJ.\RCEL 22B464A,465A (TAX 1.0. NO. 60-061-

020-464-001) AND ITS WESTERLY EXTENSION TO THE CENTERLINE OF MORTENVIEW DRIVE (60 FEET WIDE; THENCE SOUTHERLY ALONG THE CENTERLINE OF MORTENVIEW DRIVE, 128 FEET; THENCE WESTERLY ALONG A LINE 50 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF LOTS 498 AND 499 SAID "SUPERVISOR'S TAYLOR PLAT NO. 8" TO THE WEST LINE OF SAID LOT 499; THENCE NORTHERLY ALONG THE WEST LINE OF SAID LOT 499, 72 FEET; THENCE SOUTHWESTERLY ALONG THE SOUTHERLY LINE OF PARCEL 22B500A2,501A2,502B2 (TAX I.D. NO. 60-061-020-500-307) TO A POINT ON THE EAST LINE OF LOT 502, SAID "SUPERVISOR'S TAYLOR PLAT NO. 8"; THENCE SOUTHERLY ALONG SAID EAST LINE 50 FEET TO THE MOST SOUTHERLY LINE OF SAID PARCEL 22B500A2,501A2,502B2; THENCE WESTERLY TO THE SOUTHWEST CORNER OF SAID PARCEL 22B500A2,501A2,502B2 AND THE EAST LINE OF LOT 503 SAID "SUPERVISOR'S TAYLOR PLAT NO.8"; THENCE SOUTHERLY ALONG EAST LINE OF SAID LOT 503 TO THE SOUTHEAST CORNER OF SAID LOT 503; THENCE WESTERLY ALONG THE SOUTH LINE OF LOTS 503 THROUGH 505, SAID "SUPERVISOR'S TAYLOR PLAT NO. 8" AND ITS WESTERLY EXTENSION TO THE CENTERLINE OF BARAGA AVENUE (50 FEET WIDE), THENCE NORTHERLY ALONG THE CENTERLINE OF BARAGA AVENUE TO A POINT 120 FEET SOUTH OF THE SOUTH LINE OF GODDARD ROAD; THENCE WESTERLY ALONG A LINE 120 FEET SOUTH OF AND PARALLEL WITH THE SOUTH LINE OF GODDARD ROAD TO A POINT ON THE EAST LINE OF LOT 542, SAID "SUPERVISORS TAYLOR PLAT NO.8"; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID LOT 542 TO A POINT 73.75 FEET NORTH OF THE SOUTHEAST CORNER OF SAID LOT 542; THENCE SOUTHWESTERLY TO A POINT ON THE SOUTH LINE OF SAID LOT 542, SAID POINT 25.50 FEET EAST OF THE SOUTHWEST CORNER OF SAID LOT 542; THENCE WESTERLY ALONG THE SOUTH LINE OF LOTS 542 AND 543, SAID "SUPERVISOR'S TAYLOR PLAT NO. 8" TO THE SOUTHWEST CORNER OF SAID LOT 543, ALSO BEING THE EAST LINE OF "MEADOW GARDENS SUBDIVISION", AS RECORDED IN LIBER 67 OF PLATS, PAGE 40, WAYNE COUNTY RECORDS; THENCE NORTHERLY ALONG THE WEST LINE OF SAID LOT 543 TO THE SOUTHEAST CORNER OF LOT 1, SAID "MEADOW GARDENS SUBDIVISION"; THENCE WESTERLY ALONG THE SOUTH LINE OF LOTS 1 THROUGH 3 AND THE SOUTH LINE OF LOTS 68 THROUGH 71, INCLUSIVE, SAID "MEADOW GARDENS SUBDIVISION" TO THE SOUTHWEST CORNER OF SAID LOT 71; THENCE NORTHERLY ALONG A LINE COMMON TO LOTS 71 AND 72, SAID "MEADOW GARDEN SUBDIVISION" TO A POINT 195.60 FEET SOUTH OF THE SOUTH LINE OF GODDARD ROAD; THENCE WESTERLY ALONG A LINE 195.60 SOUTH OF AND PARALLEL WITH THE SOUTH LINE OF GODDARD ROAD, ALSO BEING THE SOUTH LINE OF PARCEL 22F72A (TAX I.D. NO. 60-062-010-072-300) TO THE SOUTHWEST CORNER OF SAID PARCEL 22F72A, ALSO BEING THE SOUTHEAST CORNER OF LOT 99, "ROSE GARDENS SUBDIVISION", AS RECORDED IN UBER 88 OF PLATS, PAGES 7 AND 8, WAYNE COUNTY RECORDS; THENCE NORTHWESTERLY ALONG THE SOUTHERLY LINE OF LOTS 99 THROUGH 101, SAID "ROSE GARDENS SUBDIVISION" TO THE SOUTHWEST CORNER OF SAID LOT 101, ALSO BEING THE SOUTHEAST CORNER OF LOT 102, SAID "ROSE GARDENS SUBDIVISION"; THENCE SOUTHWESTERLY ALONG THE SOUTHERLY LINE OF SAID LOT 102 AND ITS WESTERLY EXTENSION TO THE CENTERLINE OF KATHERINE AVENUE (86 FEET WIDE); THENCE NORTHERLY ALONG THE ARC OF A CURVE TO THE RIGHT APPROXIMATELY 46 FEET TO THE INTERSECTION OF THE CENTERLINE OF KATHERINE AVENUE WITH THE EASTERLY EXTENSION OF THE SOUTH LINES OF LOTS 68 AND 69 SAID "ROSE GARDENS SUBDIVISION"; THENCE SOUTHWESTERLY ALONG THE EASTERLY EXTENSION AND THE SOUTH LINE OF SAID LOTS 68 AND 69 TO THE SOUTHWEST CORNER OF SAID LOT 68, ALSO BEING A POINT ON THE EAST LINE OF PARCEL 22E2 (TAX I.D. NO. 60-062-99-0001-000); THENCE SOUTHERLY ALONG THE EAST LINE OF SAID PARCEL 22E2 TO THE SOUTHEAST CORNER OF SAID PARCEL 22E2; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID PARCEL 22E2 AND ITS WESTERLY EXTENSION TO THE WEST LINE OF SAID SECTION 22 AND THE EAST LINE OF SAID SECTION 21, ALSO BEING THE EAST LINE OF PARCEL 21A1A1 (TAX I.D. NO. 60-057-99-0001-000); THENCE SOUTHERLY ALONG THE EAST LINE OF SECTION 21 TO THE SOUTHEAST CORNER OF SAID PARCEL 21A1A1; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID PARCEL 21A1A1 TO THE SOUTHWEST CORNER OF SAID PARCEL 21A1A1, ALSO BEING THE EAST LINE OF "TREE PARK SUBDIVISION", AS RECORDED IN UBER 68 OF PLATS, PAGE 1, WAYNE COUNTY RECORDS; THENCE NORTHERLY ALONG THE EAST LINE OF SAID "TREE PARK SUBDIVISION" TO THE SOUTH EAST CORNER OF LOT 15, SAID "TREE PARK SUBDIVISION"; THENCE WESTERLY ALONG THE SOUTH LINE OF LOTS 1 THROUGH 15, INCLUSIVE OF SAID "TREE PARK SUBDIVISION" AND ITS WESTERLY EXTENSION TO THE CENTERLINE OF PARDEE ROAD (66 FEET WIDE); THENCE NORTHERLY ALONG THE CENTERLINE

OF SAID PARDEE ROAD APPROXIMATELY 57 FEET TO THE INTERSECTION OF THE CENTERLINE OF PARDEE ROAD WITH THE EASTERLY EXTENSION OF THE SOUTH LINE OF LOTS 1 THROUGH 7, INCLUSIVE, "EMERY J. LEE'S SUBDIVISION", AS RECORDED IN UBER 70 OF PLATS, PAGE 80, WAYNE COUNTY RECORDS; THENCE WESTERLY ALONG THE EASTERLY EXTENSION AND THE SOUTH LINE OF SAID LOTS 1 THROUGH 7, INCLUSIVE TO THE SOUTHWEST CORNER OF SAID LOT 7, ALSO BEING THE EAST LINE OF PARCEL 21B1B1 (TAX 1.0. NO. 60-057-99-0005-000); THENCE SOUTHERLY ALONG THE EAST LINE OF SAID PARCEL 21B1B1 TO THE SOUTHEAST CORNER OF SAID PARCEL 21B1B1; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID PARCEL 21B1B1 TO THE SOUTHWEST CORNER OF SAID PARCEL 218181, ALSO BEING A POINT ON THE EAST LINE OF LOTS 13 THROUGH 21, INCLUSIVE, "BILTMORE MEADOWS SUBDIVISION", AS RECORDED IN UBER 87 OF PLATS, PAGES 97 THROUGH 99, WAYNE COUNTY RECORDS; THENCE NORTHERLY ALONG THE WEST LINE OF SAID PARCEL 21B1B1 TO THE SOUTHEAST CORNER OF SAID LOT 21; THENCE WESTERLY ALONG THE SOUTH LINE OF LOTS 21, 22, 66 AND 67, SAID "BILTMORE MEADOWS SUBDIVISION", TO THE SOUTHWEST CORNER OF SAID LOT 67, ALSO BEING A POINT ON THE NORTH - SOUTH QUARTER LINE OF SAID SECTION 21; THENCE SOUTHERLY ALONG THE NORTH - SOUTH QUARTER LINE OF SAID SECTION 21 TO THE SOUTHEAST CORNER OF PARCEL 21D29 (TAX I.D. NO. 60-058-99-0022-000); THENCE WESTERLY ALONG THE SOUTH LINE OF SAID PARCEL 21029 AND THE SOUTH LINE OF PARCEL 2101 (TAX I.D. NO. 60-058-99-0001-000) TO THE SOUTHWEST CORNER OF SAID PARCEL 2101, ALSO BEING A POINT ON THE EAST LINE OF PARCEL 21D25,26,27,28 (TAX I.D. NO. 60-058-99-0020-000); THENCE SOUTHERLY ALONG THE EAST LINE OF SAID PARCEL 21D25,25,27,28 TO THE SOUTHEAST CORNER OF SAID PARCEL; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID PARCEL 21025,26,27,28 TO AN ANGLE POINT IN THE SOUTH LINE OF SAID PARCEL IN A SOUTHERLY DIRECTION; THENCE ALONG THE EAST LINE OF SAID PARCEL 21D25,26,27,28 TO THE MOST SOUTHERLY SOUTHEAST CORNER OF SAID PARCEL; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID PARCEL 21D25,26,27,28 TO THE SOUTHWEST CORNER OF SAID PARCEL; THENCE NORTHERLY ALONG THE WEST LINE OF SAID PARCEL 21D25,26,27,28, APPROXIMATELY 26 FEET TO THE SOUTHEAST CORNER OF LOT 6, "GERDOM SUBDIVISION", AS RECORDED IN UBER 84 OF PLATS, PAGE 67, WAYNE COUNTY RECORDS; THENCE WESTERLY ALONG THE SOUTHERLY LINE OF SAID LOT 6 AND ITS WESTERLY EXTENSION TO THE WEST LINE OF ELM STREET (60 FEET WIDE); THENCE NORTHERLY ALONG THE WEST LINE OF SAID ELM STREET TO THE SOUTHEAST CORNER OF LOT 7, SAID "GERDOM SUBDIVISION"; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID LOT 7 TO THE SOUTHWEST CORNER OF SAID LOT 7, ALSO BEING A POINT ON THE EAST LINE OF "TAYLOR CENTER LITTLE FARMS SUBDIVISION", AS RECORDED IN UBER 48 OF PLATS, PAGE 75, WAYNE COUNTY RECORDS; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID TAYLOR CENTER LITTLE FARMS SUBDIVISION" TO ITS INTERSECTION WITH THE EASTERLY EXTENSION OF A LINE 1.20 FEET SOUTH OF THE NORTH LINE OF LOTS 318 AND 345, SAID "TAYLOR CENTER LITTLE FARMS SUBDIVISION"; THENCE WESTERLY ALONG THE EASTERLY EXTENSION AND THE SOUTH LINE OF SAID LOTS 318 AND 345 AND ITS WESTERLY EXTENSION TO THE CENTERLINE OF PINE AVENUE (50 FEET WIDE); THENCE NORTHERLY ALONG THE CENTERLINE OF SAID PINE AVENUE TO ITS INTERSECTION WITH EASTERLY EXTENSION OF THE SOUTH LINE OF LOTS 251 AND 304, SAID "TAYLOR CENTER LITTLE FARMS SUBDIVISION"; THENCE WESTERLY ALONG THE EASTERLY EXTENSION AND THE SOUTH LINE OF SAID LOTS 251 AND 304 AND ITS WESTERLY EXTENSION TO THE CENTERLINE OF SYRACUSE AVENUE (50 FEET WIDE); THENCE NORTHERLY ALONG THE CENTERLINE OF SAID SYRACUSE AVENUE TO ITS INTERSECTION WITH THE EASTERLY EXTENSION OF THE CENTERLINE OF A VACATED 20 FOOT WIDE ALLEY ADJACENT TO LOTS 15 THROUGH 52, INCLUSIVE, SAID "TAYLOR CENTER LITTLE FARMS SUBDIVISION"; THENCE WESTERLY ALONG THE CENTERLINE OF SAID VACATED ALLEY TO ITS INTERSECTION WITH THE EAST LINE OF PARCEL 21H (TAX 1.0. NO. 60-058-99-0003-000); THENCE SOUTHERLY ALONG THE EAST LINE OF SAID PARCEL 21H TO THE SOUTHEAST CORNER OF SAID PARCEL 21H; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID PARCEL 21H TO THE SOUTHWEST CORNER OF SAID PARCEL; THENCE NORTHERLY ALONG THE WEST LINE OF SAID PARCEL 21H TO ITS INTERSECTION WITH THE CENTERLINE OF A 20 FOOT WIDE ALLEY ADJACENT TO LOTS 53 THROUGH 59, SAID "TAYLOR CENTER LITTLE FARMS SUBDIVISION"; THENCE WESTERLY ALONG SAID ALLEY CENTERLINE TO ITS INTERSECTION WITH THE CENTERLINE OF A 20 FOOT WIDE ALLEY ADJACENT TO SAID LOT 59; THENCE NORTHERLY ALONG SAID ALLEY CENTERLINE TO ITS

INTERSECTION WITH THE NORTH LINE OF SAID SECTION 21 (ALSO BEING THE SOUTH LINE OF SAID SECTION 16); THENCE ALONG THE NORTH LINE OF SAID SECTION 21, ALSO BEING THE CENTERLINE OF GODDARD ROAD (120 FEET WIDE), APPROXIMATELY 42 FEET TO ITS INTERSECTION WITH THE SOUTHERLY EXTENSION OF THE WEST LINE OF PARCEL 16Z1A1A1 (TAX I.D. NO. 60-039-99-0001-000); THENCE NORTHERLY ALONG THE SOUTHERLY EXTENSION AND THE WEST LINE OF SAID PARCEL 16Z1A1A1 TO THE NORTHWEST CORNER OF SAID PARCEL; THENCE EASTERLY ALONG THE NORTH LINE OF SAID PARCEL 16Z1A1A1 TO THE NORTHEAST CORNER OF SAID PARCEL, ALSO BEING A POINT ON THE WEST LINE OF PARCEL 16Z1A1B (TAX I.D. NO. 60-039-99-0003-000); THENCE NORTHERLY ALONG THE WEST LINE OF SAID PARCEL 16Z1A1B TO THE NORTHWEST CORNER OF SAID PARCEL; THENCE EASTERLY ALONG THE NORTH LINE OF SAID PARCEL 16Z1A1B AND THE MOST NORTHERLY NORTH LINE OF PARCEL 16Z1A1C1B2 (TAX I.D. NO. 60-039-99-0004-000) TO THE NORTHERN MOST NORTHEAST CORNER OF SAID PARCEL 16Z1A1C1B2; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID PARCEL 16Z1A1C1B2 TO AN ANGLE POINT IN SAID EAST LINE IN AN EASTERLY DIRECTION; THENCE EASTERLY ALONG THE NORTH LINE OF SAID PARCEL 16Z1A,1C1B2 AND THE NORTH LINE OF PARCEL 16Z1A1C1A (TAX I.D. NO. 60-039-99-0004-000) TO THE NORTHEAST CORNER OF SAID PARCEL 16Z1A1C1A; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID PARCEL 16Z1A1C1A TO THE SOUTHEAST CORNER OF SAID PARCEL, ALSO BEING A POINT ON THE NORTH LINE OF SAID GODDARD ROAD; THENCE EASTERLY ALONG THE NORTH OF SAID GODDARD ROAD TO THE SOUTHWEST CORNER OF PARCEL 16Z1A1C1B1 (TAX I.D. NO. 60-039-99-0005-000); THENCE NORTHERLY ALONG THE WEST LINE OF SAID PARCEL 16Z1A1C1B1 TO THE NORTHWEST CORNER OF SAID PARCEL; THENCE EASTERLY ALONG THE NORTH LINE OF SAID PARCEL 16Z1A1C1B1 AND THE NORTH LINE OF PARCEL 16Z1A1C2 (TAX I.D. NO. 60-039-99-0009-000) TO ITS INTERSECTION WITH THE WEST LINE OF "GLADDING ESTATES SUBDIVISION", AS RECORDED IN UBER 68 OF PLATS, PAGE 36, WAYNE COUNTY RECORDS; THENCE NORTHERLY ALONG THE WEST LINE OF SAID "GLADDING ESTATES SUBDIVISION" TO THE NORTHWEST CORNER OF LOT 1, SAID "GLADDING ESTATES SUBDIVISION"; THENCE EASTERLY ALONG THE NORTH LINE OF LOTS 1 THROUGH 3 AND THE NORTH LINE OF LOT 6, SAID "GLADDING ESTATES SUBDIVISION" AND ITS EASTERLY EXTENSION TO THE CENTERLINE OF OAK AVENUE (60 FEET WIDE); THENCE SOUTHERLY ALONG THE CENTERLINE OF SAID OAK AVENUE TO ITS INTERSECTION WITH A LINE 188 FEET NORTH OF THE NORTH LINE OF SAID GODDARD ROAD; THENCE EASTERLY ALONG A LINE 188 FEET NORTH OF AND PARALLEL WITH THE NORTH LINE OF SAID GODDARD ROAD TO ITS INTERSECTION WITH THE WEST LINE OF LOT 38, SAID "GLADDING ESTATES SUBDIVISION"; THENCE NORTHERLY ALONG THE WEST LINE OF SAID LOT 38 TO THE NORTHWEST CORNER OF SAID LOT 38; THENCE EASTERLY ALONG THE NORTH LINE OF LOTS 38 THROUGH 40, INCLUSIVE, SAID "GLADDING ESTATES SUBDIVISION" TO THE NORTHEAST CORNER OF SAID LOT 40, ALSO BEING A POINT ON THE WEST LINE OF LOT 41, SAID "GLADDING ESTATES SUBDIVISION"; THENCE NORTHERLY ALONG THE WEST LINE OF SAID LOT 41 TO THE NORTHWEST CORNER OF SAID LOT 41; THENCE EASTERLY ALONG THE NORTH LINE OF LOTS 42 THROUGH 43, INCLUSIVE, SAID "GLADDING ESTATES SUBDIVISION", TO THE NORTHEAST CORNER OF SAID LOT 43; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID LOT 43 APPROXIMATELY 134 FEET TO THE NORTHWEST CORNER OF PARCEL 16D44A1, 45A1 (TAX I.D. NO. 60-039-020-0044-003); THENCE EASTERLY ALONG THE NORTH LINE OF SAID PARCEL 16D44A1, 45A1 AND ITS EASTERLY EXTENSION TO THE CENTERLINE OF BIRCH AVENUE (60 FEET WIDE); THENCE NORTHERLY ALONG THE CENTERLINE OF SAID BIRCH AVENUE TO ITS INTERSECTION WITH THE WESTERLY EXTENSION OF THE NORTHERLY LINE OF PARCEL 16EE71B2 (TAX I.D. NO. 60-039-99-0014-002); THENCE SOUTHEASTERLY ALONG THE NORTHERLY LINE OF SAID PARCEL 16EE71B2 TO THE NORTHEAST CORNER OF SAID PARCEL, ALSO BEING A POINT ON THE NORTH - SOUTH QUARTER LINE OF SAID SECTION 16; THENCE NORTHERLY ALONG THE NORTH - SOUTH QUARTER LINE OF SAID SECTION 15, ALSO BEING THE WEST LINE OF "SUPERVISOR'S TAYLOR PLAT NO. 3", AS RECORDED IN UBER 66 OF PLATS, PAGE 7, WAYNE COUNTY RECORDS, TO THE NORTHWEST CORNER OF LOT 41, SAID "SUPERVISOR'S TAYLOR PLAT NO. 3"; THENCE EASTERLY ALONG THE NORTH LINE OF LOTS 41 THROUGH 47, INCLUSIVE, SAID "SUPERVISOR'S TAYLOR PLAT NO. 3", TO THE NORTHEAST CORNER OF SAID LOT 47; THENCE NORTHEASTERLY ALONG THE NORTH LINE OF LOTS 48 THROUGH 51, SAID "SUPERVISOR'S TAYLOR PLAT NO. 3" TO THE NORTHEAST CORNER OF SAID LOT 51; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID LOT 51 TO ITS INTERSECTION WITH THE NORTH LINE OF LOT

56, SAID "SUPERVISOR" TAYLOR PLAT NO.3"; THENCE EASTERLY ALONG THE NORTH LINE OF SAID LOT 56 AND ITS EASTERLY EXTENSION TO THE CENTERLINE OF PARDEE ROAD (VARIABLE WIDTH); THENCE SOUTHERLY ALONG THE CENTERLINE OF SAID PARDEE ROAD APPROXIMATELY 92 FEET TO ITS INTERSECTION WITH THE WESTERLY EXTENSION OF THE NORTH LINE OF PARCEL 16JJ1A, 2A (TAX I.D. NO 60-040-99-0013-000), SAID POINT BEING 350 FEET NORTH OF THE NORTH LINE OF SAID GODDARD ROAD; THENCE EASTERLY ALONG A LINE 350 FEET NORTH OF AND PARALLEL WITH THE NORTH LINE OF SAID GODDARD ROAD TO THE NORTHEAST CORNER OF PARCEL 16JJ5 (TAX I.D. NO. 60-040-99-0018-000), ALSO BEING A POINT ON THE WEST LINE OF PARCEL 16JJ6 (TAX I.D. NO. 60-040-99-0019-000); THENCE NORTHERLY ALONG THE WEST LINE OF SAID PARCEL 16JJ6 TO THE NORTHWEST CORNER OF SAID PARCEL; THENCE SOUTHEASTERLY AND EASTERLY ALONG THE CENTERLINE OF THE SEXTON KILFOIL DRAIN AND THE NORTHERLY LINE OF PARCELS 16JJ6 THROUGH 16JJ11, (TAX I.D. NO. 60-040-99-0026-000), INCLUSIVE TO THE NORTHEAST CORNER OF SAID PARCEL 16JJ11, ALSO BEING A POINT ON THE WEST LINE OF PARCEL 16KK1A1B (TAX I.D. NO. 60-040-99-0048-000); THENCE NORTHERLY ALONG THE WEST LINE OF SAID PARCEL 16KK1A1B TO THE NORTHWEST CORNER OF SAID PARCEL; THENCE NORTHEASTERLY ALONG THE NORTHERLY LINE OF SAID PARCEL 16KK1A1B TO AN ANGLE POINT IN THE NORTHERLY LINE IN A NORTHERLY DIRECTION; THENCE NORTHERLY ALONG THE WEST LINE OF SAID PARCEL 16KK1A1B TO THE MOST NORTHERLY NORTHWEST CORNER OF SAID PARCEL; THENCE EASTERLY ALONG THE NORTHERLY LINE OF SAID PARCEL 16KK1A1B TO THE NORTHEAST CORNER OF SAID PARCEL, ALSO BEING A POINT ON THE EAST LINE OF SAID SECTION 16 AND THE WEST LINE OF SAID SECTION 15; THENCE SOUTHERLY ALONG THE WEST LINE OF SAID SECTION 15, ALSO BEING THE WESTERLY LINE OF "SUBURBAN ESTATE:S SUBDIVISION", AS RECORDED IN LIBER67 OF PLATS, PAGE 18, WAYNE COUNTY RECORDS TO ITS INTERSECTION WITH THE WESTERLY EXTENSION OF THE NORTH LINE OF PARCEL 15N2 (TAX I.D. NO. 60-035-99-0006-000); THENCE EASTERLY ALONG THE WESTERLY EXTENSION AND THE NORTH LINE OF SAID PARCEL 15N2 TO THE NORTHEAST CORNER OF SAID PARCEL; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID PARCEL 15N2, ALSO BEING THE WEST LINE OF LOT 1, SAID "SUBURBAN ESTATES SUBDIVISION", 50 FEET TO THE NORTHWEST CORNER OF PARCEL 15E1A (TAX I.D. NO. 60-035-020-002-002), SAID CORNER BEING 150 FEET NORTH OF THE NORTH LINE OF SAID GODDARD ROAD; THENCE EASTERLY ALONG A LINE 150 FEET NORTH OF THE NORTH LINE OF SAID GODDARD ROAD TO THE CENTERLINE OF KATHERINE STREET (60 FEET WIDE); THENCE NORTHERLY ALONG THE CENTERLINE OF SAID KATHERINE STREET TO ITS INTERSECTION WITH THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 31, SAID "SUBURBAN ESTATES SUBDIVISION"; THENCE EASTERLY ALONG THE WESTERLY EXTENSION AND THE NORTH LINE OF LOTS 31 THROUGH 40, INCLUSIVE AND THE NORTH LINE OF LOTS 69 THROUGH 72, INCLUSIVE, SAID "SUBURBAN ESTATES SUBDIVISION" TO THE NORTHEAST CORNER OF SAID LOT 72; THENCE NORTHERLY ALONG A LINE 55.74 FEET WEST OF THE EAST LINE OF LOT 68, SAID "SUBURBAN ESTATES SUBDIVISION" TO THE NORTH LINE OF SAID LOT 68, THENCE SOUTHEASTERLY ALONG THE NORTHERLY LINE OF SAID LOT 68 TO THE NORTHEAST CORNER OF SAID LOT 68, ALSO BEING A POINT ON THE EAST LINE OF SAID "SUBURBAN ESTATES SUBDIVISION" AND THE WEST LINE OF "SUPERVISOR'S TAYLOR PLAT NO. 5, AS RECORDED IN UBER 66 OF PLATS, PAGE 9, WAYNE COUNTY RECORDS; THENCE NORTHERLY ALONG THE WEST LINE OF SAID "SUPERVISOR'S TAYLOR PLAT NO. 5" TO THE NORTHWEST CORNER OF LOT 208, SAID "SUPERVISOR'S TAYLOR PLAT NO.5"; THENCE NORTHEASTERLY ALONG THE NORTHERLY LINE OF LOTS 208 THROUGH 211, INCLUSIVE, SAID "SUPERVISOR'S TAYLOR PLAT NO. 5" AND ITS EASTERLY EXTENSION TO THE CENTERLINE OF BARAGA AVENUE (50 FEET WIDE); THENCE SOUTHERLY ALONG THE CENTERLINE OF SAID BARAGA AVENUE TO A POINT 100 FEET NORTH OF THE NORTH LINE OF SAID GODDARD ROAD; THENCE EASTERLY ALONG A LINE 100 FEET NORTH OF AND PARALLEL WITH THE NORTH LINE OF SAID GODDARD ROAD TO THE NORTHEAST CORNER OF PARCEL 15C212A1, 213A1A (TAX I.D. NO. 60-035-010-212-005), SAID POINT BEING 20 FEET WEST OF THE EAST OF LOT 213, SAID 'SUPERVISOR'S TAYLOR PLAT NO. 5"; THENCE NORTHERLY ALONG A LINE 20 FEET WEST OF THE EAST LINE OF SAID LOT 213 TO THE NORTHWEST CORNER OF PARCEL 15C213A2, 214A1 (TAX I.D. NO. 60-035-010-213-004), SAID POINT BEING 180 FEET NORTH OF THE NORTH LINE OF SAID GODDARD ROAD; THENCE EASTERLY ALONG A LINE 180 FEET NORTH OF THE NORTH LINE OF SAID GODDARD ROAD TO THE NORTHEAST CORNER OF PARCEL 15C215A2 (TAX I.D. NO. 60-035-0)0-215-005), ALSO BEING A POINT ON THE

WEST LINE OF LOT 267, SAID "SUPERVISOR'S TAYLOR PLAT NO. 5"; THENCE NORTHERLY ALONG THE WEST LINE OF SAID LOT 267 TO THE NORTHWEST CORNER OF SAID LOT 267; THENCE EASTERLY ALONG THE NORTH LINE OF LOTS 267 THROUGH 269, INCLUSIVE, SAID "SUPERVISOR'S TAYLOR PLAT NO.5" TO THE NORTHEAST CORNER OF SAID LOT 269; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID LOT 269 TO THE NORTHWEST CORNER OF PARCEL 15C270B, 2718, 2728 (TAX I.D. NO. 60-035-010-270-002), SAID POINT BEING 140 FEET NORTH OF THE NORTH LINE OF SAID GODDARD ROAD; THENCE EASTERLY ALONG A LINE 140 FEET NORTH OF AND PARALLEL WITH THE NORTH LINE OF SAID GODDARD ROAD TO THE CENTERLINE OF MORTENVIEW DRIVE (60 FEET WIDE); THENCE NORTHERLY ALONG THE CENTERLINE OF SAID MORTENVIEW DRIVE TO ITS INTERSECTION WITH THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 273, SAID "SUPERVISOR'S TAYLOR PLAT NO. 5; THENCE EASTERLY ALONG THE WESTERLY EXTENSION AND THE NORTH LINE OF SAID LOT 273 TO THE NORTHEAST CORNER OF SAID LOT 273, ALSO BEING A POINT ON THE NORTH - SOUTH QUARTER LINE OF SAID SECTION 15; THENCE NORTHERLY ALONG THE NORTH - SOUTH QUARTER LINE OF SAID SECTION 15, ALSO BEING THE WEST LINE OF PARCEL 15J (TAX I.D. NO. 60-033-99-0018-000) TO THE CENTER CORNER OF SAID SECTION 15; THENCE CONTINUING ALONG THE NORTH- SOUTH QUARTER LINE OF SAID SECTION 15 AND THE WEST LINE OF SAID PARCEL 15J TO THE NORTHWEST CORNER OF SAID PARCEL 15J; THENCE EASTERLY ALONG THE NORTH LINE OF SAID PARCEL 15J AND THE NORTH LINE OF PARCEL 151 (TAX I.D. NO. 60-033-99-0017-000) TO THE NORTHEAST CORNER OF SAID PARCEL 151; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID PARCEL 151 TO ITS INTERSECTION WITH THE WEST LINE OF THE DETROIT, TOLEDO AND IRONTON RAILROAD; THENCE CONTINUING ALONG THE EAST LINE OF SAID PARCEL 151 AND THE WEST LINE OF THE DETROIT, TOLEDO AND IRONTON RAILROAD TO THE SOUTHEAST CORNER OF SAID PARCEL 151 ON THE NORTH LINE OF SAID GODDARD ROAD; THENCE EASTERLY TO THE SOUTHWEST CORNER OF PARCEL 15018 (TAX I.D. NO. (60-036-99-0001-002) ON THE NORTH LINE OF SAID GODDARD ROAD; THENCE NORTHERLY ALONG THE WEST LINE OF SAID PARCEL 1501B, ALSO THE EAST LINE OF THE DETROIT, TOLEDO AND IRONTON RAILROAD TO THE NORTHWEST CORNER OF SAID PARCEL 1501B; THENCE EASTERLY ALONG THE NORTH LINE OF SAID PARCEL 15Q1B TO THE NORTHEAST CORNER OF SAID PARCEL 15Q1B; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID PARCEL 15Q1B TO THE NORTHWEST CORNER OF LOT 1 "PELHAM ORCHARD SUBDIVISION", AS RECORDED IN UBER 68 OF PLATS, PAGE 10, WAYNE COUNTY RECORDS; THENCE EASTERLY ALONG THE NORTH LINE OF LOTS 1 THROUGH 6, INCLUSIVE, SAID "PELHAM ORCHARD SUBDIVISION" TO THE NORTHEAST CORNER OF SAID LOT 6, ALSO BEING THE SOUTHWEST CORNER OF LOT 18, SAID "PELHAM ORCHARD SUBDIVISION"; THENCE NORTHERLY ALONG THE WEST LINE OF SAID LOT 18 TO THE NORTHWEST CORNER OF SAID LOT 18; THENCE EASTERLY ALONG THE NORTH LINE OF LOTS 15 THROUGH 18, INCLUSIVE, SAID "PELHAM ORCHARD SUBDIVISION" TO A POINT 30 FEET EAST OF THE NORTHWEST CORNER OF SAID LOT 15; THENCE SOUTHERLY ALONG A LINE 30 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF LOTS 13 THROUGH 15, INCLUSIVE, TO A POINT 30 FEET NORTH OF THE SOUTH LINE OF SAID LOT 13; THENCE EASTERLY ALONG A LINE 30 FEET NORTH OF THE SOUTH LINE OF SAID LOT 13 AND ITS EASTERLY EXTENSION TO THE EAST LINE OF SAID SECTION 15; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID SECTION 15, ALSO BEING THE EAST CORPORATE LIMITS OF THE CITY OF TAYLOR TO THE INTERSECTION OF THE CENTERLINE OF ALLEN ROAD AND THE CENTERLINE OF GODDARD ROAD, MORE PARTICULARLY DESCRIBED AS THE SOUTHEAST CORNER OF SAID SECTION 15 AND THE POINT OF BEGINNING.

Section 17.(2)(c)

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

A full description (including the type of changes listed above) of all projects is provided in

Section 17.(2)(d) which begins on the following page.

Section 17.(2)(d)

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

..
The Downtown Development Authority Board is empowered to undertake a variety of assignments in the development and rejuvenation of its Downtown District. These include:

- o Plan and propose the construction, the renovation, repair, remodeling, rehabilitation, restoration, preservation, or reconstruction of a public facility, an existing building, or a multiple-family dwelling unit which may be necessary or appropriate to the execution of a plan which, in the opinion of the Board, aids in the economic growth of the Downtown District;
- e Plan, propose, and implement an improvement to a public facility within the development area to comply with the barrier-free design requirements of the State of Michigan;
- Acquire by purchase or otherwise, on terms and conditions and in a manner the authority deems proper, or own, convey, or otherwise dispose of, or rights of interests therein, which the Authority determines is reasonably necessary to achieve the purpose of this Act, and to grant or acquire licenses, easements and options with respect thereto; and
- o Improve land and construct, reconstruct, rehabilitate, restore, and preserve, equip, improve, maintain, repair, and operate any building, including multiple-family dwellings, and any necessary or desirable appurtenances thereto, within the Downtown District for the use, in whole or in part, of any public or private person or corporation, or a combination thereof.

Specific projects anticipated to be undertaken during the 30-year planning period are categorized as public/physical facility improvements or operational/promotional projects. Table 1 provides a summary of each project and its cost. Table 2 describes the schedule of the project implementation and expenditures relative to the DOA revenue stream. At the end of this section is a large pullout graphic (Map 3) which illustrates the location and relationship of these projects one to another.

**Table 1
Project Cost Summary
Taylor
Downtown Development Authority**

<i>Project Name</i>	Project Phasing	<i>Estimated Cost</i>
Development Plan	Immediate (1999-2000)	\$25,000
Zoning Overlay District Amendment	Immediate (1999-2000)	\$7,500
District Welcome Signs	Immediate (1999-2000)	\$5,000
	-	
Civic Center Improvements	Short-Term (1999-2003)	\$770,000
Traffic Calming Study	Short-Term (1999-2003)	\$25,000
Commercial Facade Design Guidelines	Short-Term (1999-2003)	\$15,000
Intersection Improvements at Pardee	Long-Term (2004-2028)	\$3,050,000
Intersection Improvements at Mortenvue	Long-Term (2004-2028)	\$3,050,000
Linear Park at Kilfoil	Long-Term (2004-2028)	\$1,490,000
Traffic Calming Improvements	Long-Term (2004-2028)	\$3,000,000
Street Trees and Landscaping	On-going (1999-2028)	\$1,650,000
Street Banners	On-going (1999-2028)	\$125,000
Business Recruitment & Retention	On-going (1999-2028)	\$920,000
Commercial Façade Improvement Program	On-going (1999-2028)	\$630,000
Pedestrian Amenities	On-going (1999-2028)	\$800,000
Property Purchase	On-going (1999-2028)	\$950,000
Contingencies and Administration	On-going (1999-2028)	\$671,124
Total Cost of Projects		- \$1-6,598,624

Table 2
Project Schedule
Taylor Downtown Development
Authority

Project Years	1999	2000	2001	2002	2003	2004-2008	2009-2013	2014-2018	2019-2023	2024-2028	Total
Projects											
<i>Immediate (1999-2000)</i>											
Development Plan	\$25,000										\$25,000
Zoning Overlay District Amendment	\$7,500										\$7,500
District Welcome Signs	\$5,000										\$5,000
<i>Short-Term (1999-2003)</i>											
Civic Center Improvements	\$20,000	\$100,000	\$100,000	\$50,000						\$500,000	\$770,000
Traffic Calming Study				\$25,000							\$25,000
Commercial Facade Design Guidelines				\$15,000							\$15,000
<i>Long-Term (2004-2028)</i>											
Intersection Improvements at Pardee						\$500,000	\$750,000	\$600,000	\$700,000	\$500,000	\$3,050,000
Intersection Improvements at Mortonview						\$500,000	\$750,000	\$600,000	\$700,000	\$500,000	\$3,050,000
Linear Park on Kilfoil Drain						\$25,000	\$15,000	\$200,000	\$500,000	\$750,000	\$1,490,000
Traffic Calming Improvements (as recorded)						\$250,000	\$500,000	\$500,000	\$750,000	\$1,000,000	\$3,000,000
<i>On-going (1999-2028)</i>											
Street Trees and Landscaping	\$15,000	\$25,000	\$25,000	\$25,000	\$50,000	\$150,000	\$125,000	\$150,000	\$250,000	\$250,000	\$1,065,000
Street Banners	\$10,000				\$5,000	\$10,000	\$10,000	\$20,000	\$20,000	\$50,000	\$125,000
Business Recruitment & Retention Program					\$20,000	\$100,000	\$100,000	\$150,000	\$250,000	\$300,000	\$920,000
Commercial Facade Improvement Program				\$10,000	\$20,000	\$100,000	\$100,000	\$100,000	\$100,000	\$200,000	\$630,000
Pedestrian Amenities		\$15,000	\$15,000	\$10,000	\$10,000	\$100,000	\$100,000	\$150,000	\$150,000	\$250,000	\$800,000
Property Purchase		\$20,000	\$20,000	\$20,000	\$40,000	\$125,000	\$75,000	\$150,000	\$250,000	\$250,000	\$950,000
Contingencies and Administration	\$5,897	\$3,244	\$8,388	\$3,835	\$4,592	\$15,156	\$26,487	\$57,814	\$64,642	\$481,069	\$671,124
TOTAL EXPENDITURES	\$88,397	\$163,244	\$168,388	\$158,835	\$149,592	\$1,875,156	\$2,551,487	\$2,677,814	\$3,734,642	\$5,031,069	\$16,598,624
REVENUES											
TIF Funds	\$88,397	\$103,244	\$118,388	\$133,835	\$149,592	\$1,125,156	\$1,801,487	\$2,677,814	\$3,734,642	\$5,031,069	\$14,963,623
Grants		\$60,000	\$50,000	\$25,000		\$750,000	\$750,000				\$1,635,000
TOTAL REVENUES	\$88,397	\$163,244	\$168,388	\$158,835	\$149,592	\$1,875,156	\$2,551,487	\$2,677,814	\$3,734,642	\$5,031,069	\$16,598,623

Destination DOWNTOWN

Taylor DDA

1.

The presence of several anchor developments and the sequence of land uses along Goddard Road provide the framework for complementary infill development within the DDA district. Due to the central location and the significance of the Goddard / Pardee intersection, this area is designated as the central core. Elements of importance are the availability and convenience of parking, selection of merchandise, visual quality and pedestrian interaction within the central core.

2.

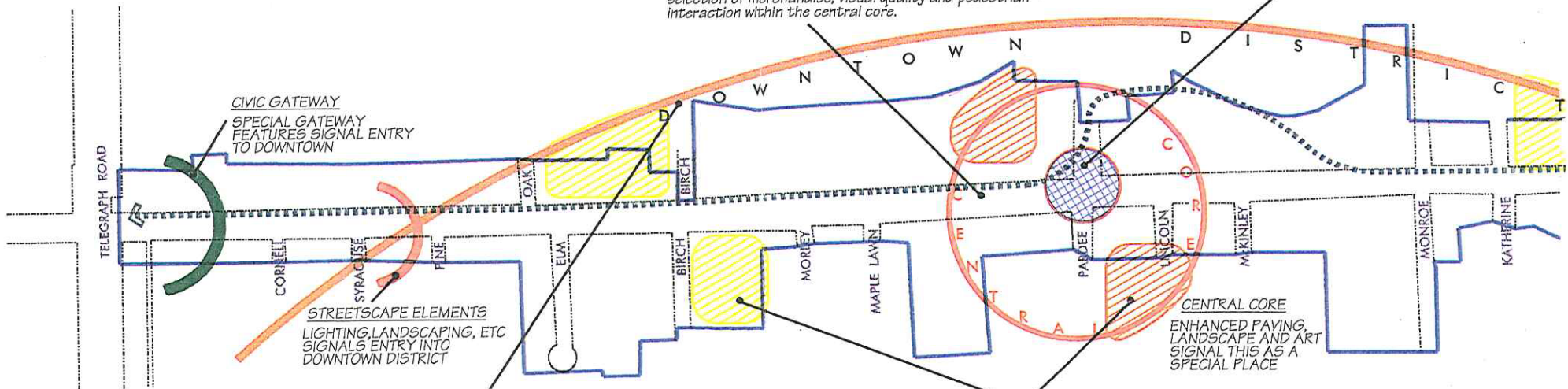
Within the central core, special paving, landscape, and building structure and mass should define the character of the space. A town square or related civic space should be developed within this area to signify the ceremonial heart of the downtown.

3.

A downtown district is defined which encompasses a compact area around the central core. This downtown district extends from the west at the Municipal Complex to the east at the new Beechwood Estates development. Within the downtown district, special lighting, right-of-way treatment and signage is used to define the character of the area.

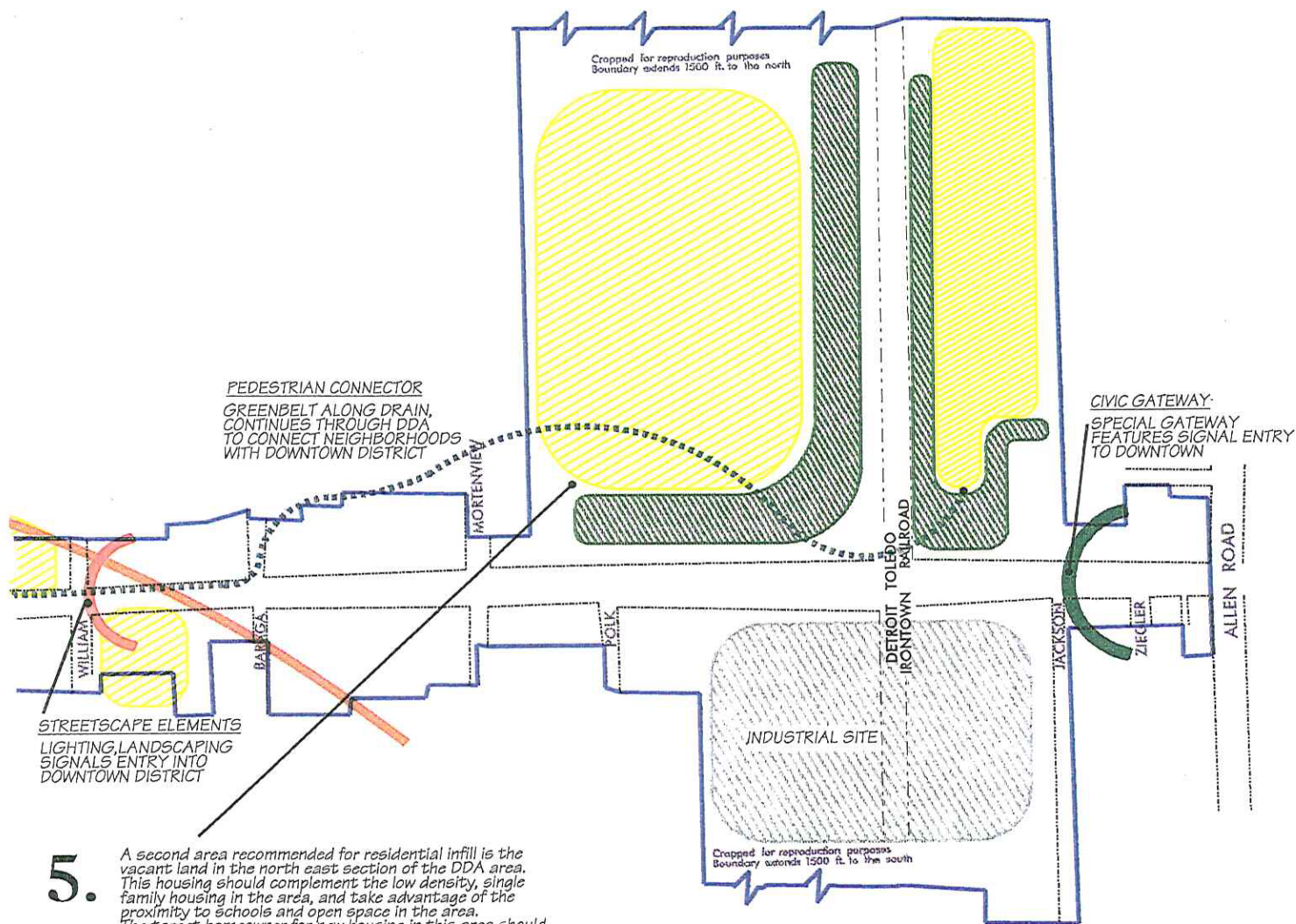
4.

A residential infill strategy is recommended to draw people to shop, live, and work in the DDA area and its periphery. Within the downtown district, this housing should supplement and complement the existing housing at each end. In addition, new townhouse type housing should be encouraged around the central core. The target homeowner for new housing in this area should fit a modified profile of those buying the Royal Oak / Dearborn townhouses.



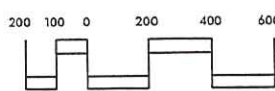
Development District Improvement Recommendations

DDA District Framework Plan



5. A second area recommended for residential infill is the vacant land in the north east section of the DDA area. This housing should complement the low density, single family housing in the area, and take advantage of the proximity to schools and open space in the area. The target homeowner for new housing in this area should fit a profile of young families and those with an interest in community open space, recreation trails, and convenient access to local shopping and services.

Map 3



Public/Physical Facility Improvements

Development Plan

1. The ODA will prepare a development plan and tax increment financing plan designed to facilitate the implementation of physical improvements of the Goddard Road corridor and operational/promotional activities.

2.

Civic Center Improvements

The ODA intends to expand the public plaza area within the City Center Complex to enhance the overall public image of this area. Public plaza improvements will include the installation of landscape elements, public art amenities such as a clock tower or a fountain, and decorative benches, and sidewalk pavers along the edge of the plaza square. This project will include development of a Civic Center design plan.

3. Street Trees and Landscaping

The DOA will purchase and install tree plantings and other landscaping elements throughout the District. An overall design plan for landscaped improvements will be coordinated with other project plans. In addition, landscaping elements will be along the right-of-way areas of the District.

4. Street Banners

The ODA will purchase and install seasonal and locational identification banners and other decorations on street light poles throughout the District.

5. ODA Welcome Sign/District Identification Signage

The ODA will purchase and install welcome signs to be located at the entry points of the District. Other signage, such as business directory signs and parking area signs, will also be purchased and installed to enhance consumer convenience within the District.

6. Traffic Calming Improvements

Based on recommended traffic calming mitigation measures determined in the Traffic Calming Analysis and Plan, the City will implement activities that may include, but not be limited to adjustment of signal timings in the District; installation of landscaped curb bump-outs; installation of traffic signals; and the construction of new median openings.

7. Intersection improvements (Pardee and Mortenview)

The DOA will provide structural improvements at the intersections of Pardee/Goddard and Mortenview/Goddard to enhance the traffic circulation movements for the District. The improvements may include, but not be limited to: widening of the lanes to support additional traffic; installation of traffic signals, and the installation of lighting apparatus at the intersections; left lane turning movement improvements; and pedestrian crossing improvements (decorative paved crossings and approaches with ramping at each corner).

8. Pedestrian Amenities

The DOA will install diverse types of streetscape amenities to enhance the image of the District and improve the pedestrian scale. A plan to improve pedestrian amenities will be developed and will include the design and plan for an overall pedestrian connector system. These amenities may include, but not be limited to the installation of benches, trash receptacles, bus shelters; and decorative, pedestrian-scale lighting throughout the Goddard Corridor as well as at key intersections and main commercial anchor establishments to create a unified street character and identifiable elements within the District.

9. Linear Park along Kilfoil County Drain

The ODA will develop a half-mile, asphalt-paved bike/walking path to continue along the Kilfoil County Drain, east of Mortenview Road. This path will provide access to pedestrians commuting between Linear Park and the ODA District. The improvements may include, but not be limited to: clearance of underbrush and unhealthy trees; the installation of landscaping improvements and signage; benches and trash receptacles; and exercise trail equipment.

10. Commercial Façade Improvement Program

It is envisioned that the DOA will work with financial institutions to create a revolving loan fund that will be used to finance improvements to the exterior of commercial buildings (such as facades, sidewalk, landscaping, parking lots, screening). The Commercial Façade Improvement Program will not be undertaken until a detailed implementation plan is developed which establishes the methods used to stimulate private investment in exterior building improvements that ultimately benefit the public ambiance of the ODA district. The implementation plan shall be fully reviewed and approved by the ODA Board and City Council to assure compliance with all state and local statutes regarding the expenditure of public funds and development regulations.

11. Property Acquisition

From time to time, as properties become available on the market, the DOA may consider the market purchase of properties within the District. Such properties may be purchased if they are non-conforming uses or structures, or to prevent and reduce blight in the District, or, as a result of other circumstances that may arise. No displacement of owners or property occupants, be these residents or businesses will occur as a result of DOA property acquisition activities.

Promotional/Operational Activities

12. Business Recruitment and Retention Program

The ODA will establish a Business Recruitment and Retention Program that involves activities such as, but not limited, working with existing businesses to improve their marketability to consumers; development of advertising strategies; implementation of community events designed to bringing residents into the District; and, identification of potential retailers to recruit into the District.

13. Zoning Overlay District

Since the current development pattern in the district is a range of mixed uses and the City of Taylor and the DOA wish to encourage the continuation of that development pattern, it is the intention of the DOA to finance the development of a zoning ordinance amendment to guide the development and redevelopment of properties within the District. It is the intent of the ODA and the City to allow for the continuation of mixed uses (residential, retail, business commercial and industrial) in the amendment. To achieve this, the amendment may take the form of an overlay district, a special downtown mixed use district or a planned unit development district.

14. Traffic Calming Analysis and Plan

The ODA will perform traffic evaluations of the ODA District to determine existing geometrics (i.e. number of lanes, length of turn bays, etc.), location and type of traffic control devices (signs, signals, and pavement markings), signal timings, and general conditions under peak traffic times. Once existing traffic deficiencies are established and the impacts associated with the District are determined, a plan of traffic calming measures will be developed to improve levels of service experienced under existing circulation conditions.

15. Commercial Facade Improvement Guidelines

The DOA will establish design guidelines aimed at providing a recommended standard for any commercial facade improvements undertaken by building and business owners in the ODA District.

Section 17.(2)(e)

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

The statement of the stages of planned construction is identified in Section 17.(2)(d). The DDA Board has established a 30-year time limit for completing the Development Plan (or portions thereof) within the availability of funding. For general planning purposes, projects in the immediate period are expected to be completed between 1999 and 2000. Short-term period projects are expected to be completed between 1999 and 2003. Long term projects represent activities to be completed between the years 2004 and 2028. On-going projects represent those activities to be continuously added to during the life of the Plan.

Section 17.(2)(f)

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

The development of a linear park for passive recreation use along the Kilfoil County Drain between Mortenvue and the Railroad has been identified as a long-term project. This is the only open space planned at this time.

Section 17.(2)(g)

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

Not Applicable.

Section 17.(2)(h)

A description of desired zoning changes and changes in streets, street levels, intersections, and utilities.

Zoning is an exercise of the police power in which utilization and development of privately owned land is regulated through the division of a community into various districts and the specification of permitted and/or prohibited uses for each district. Zoning also controls numerous aspects of development within each district, such as intensity of development, height and bulk of development, and requirements for parking, landscaping and signage. Zoning is also the principal tool for implementing the community's long-range development plan.

The City of Taylor is permitted to exercise zoning authority under the City-Village Zoning Act, Public Act 207 of 1921, as amended. The City of Taylor Zoning Districts for the DOA are presented in Map 4 on the following page. The Zoning Ordinance and Map establish districts where specified uses may occur. The Zoning District map reveals the DOA District is zoned primarily for business and public purposes.

The City of Taylor and the DOA intend to prepare a zoning ordinance amendment to promote continued development and redevelopment of properties within the district. To encourage development of properties of mixed uses (residential, retail, business commercial and industrial), the amendment may take the form of an overlay zoning district, as a special downtown mixed use district or a planned unit development district.

No changes to street levels or utilities are anticipated at this time. Improvements to the intersections at Pardee and Mortenvue are anticipated. Currently it is planned that these improvements will include signage, traffic signals, and pedestrian amenities (including installation of ramped curbs and decorative brick paves). Changes to the roadway at these intersections may occur, but would not be determined until preliminary studies such as the Traffic Calming Study were completed and the potential benefits were evaluated against the costs. Similarly, changes to streets in the District are not anticipated at this time although the Traffic Calming Study may make recommendations for some changes to the streets, the final determination of such changes will not be made until after the preliminary studies are complete.

Section 17.(2)(1)

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

The total cost for undertaking the projects identified under Section 17.(2)(d) is approximately \$16,598,623.

The activities of the Authority shall be financed from one or more of the following sources.

- A. Contributions to the Authority for the performance of its functions.
- B. Proceeds of an ad valorem tax of not more than two mills on the real property not exempt by law in the district.
- C. Money borrowed and to be repaid as authorized by Section 13 of PA 197.
- D. Revenues from any property, building, or facility owned, leased, licensed, or operated by the Authority or under its control, subject to the limitations imposed upon the authority by trusts or other agreements.
- E. Proceeds from a tax increment financing plan, as established under Sections 14 to 16 of PA 197.
- F. Proceeds from a special assessment district created as provided by law.
- G. Money obtained from other sources approved by the governing body of the municipality or otherwise authorized by law for use by the Authority or the municipality to finance a development program.

The ability of the Authority to arrange the financing is considered to be established on the basis of tax increment revenues currently available to the Authority. It is also intended that projects such as parks, road and streetscape improvements will be developed to take advantage of any and all grant programs (such as MOOT, TEA 21 and MDNR) to the maximum extent possible.

Section 17.(2)(j)

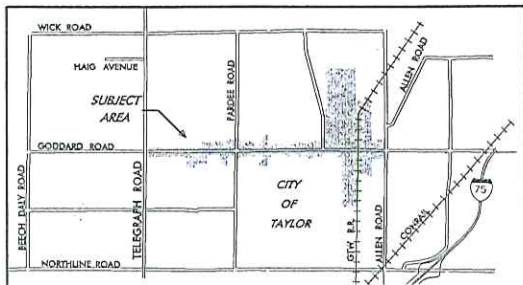
Designation of the person or persons, natural or corporate, to whom all or a portion of the development is to be leased, sold, or conveyed in any manner and for whose benefit the project is being undertaken if that information is available to the authority.

Not applicable.

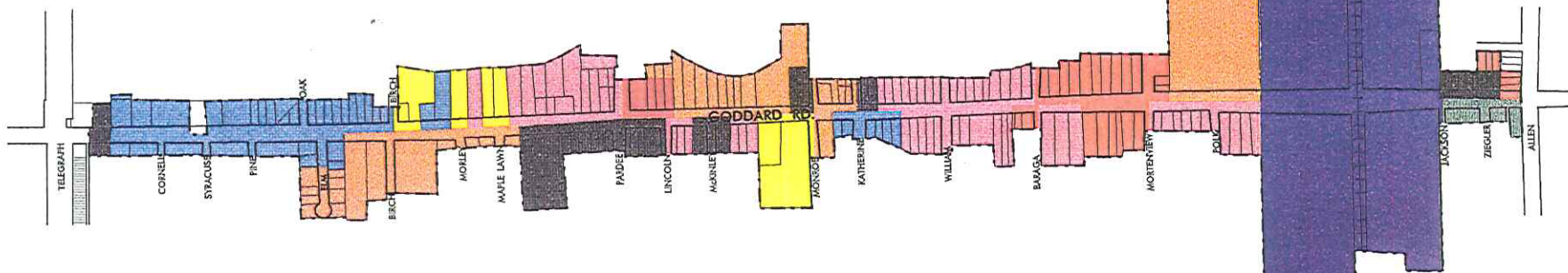
Section 17.(2)(k)

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

Not Applicable



VICINITY MAP



MAP 4: ZONING DISTRICTS

Taylor Downtown Development Authority

SOURCE: CITY OF TAYLOR ZONING DISTRICTS MAP DATED MAY 1998



LEGEND

- DDA DISTRICT
- R-1B ONE-FAMILY RESIDENTIAL
- R-1C ONE-FAMILY RESIDENTIAL
- RM-1 MULTIPLE-FAMILY RESIDENTIAL
- P-O PROFESSIONAL OFFICE
- B-1 LOCAL BUSINESS
- B-2 COMMUNITY BUSINESS
- B-3 GENERAL BUSINESS
- B-4 SPECIAL BUSINESS
- I-2 GENERAL INDUSTRIAL



Section 17.(2)(1)

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

A survey conducted by the City revealed that there are an estimated 150 residents living within the DOA District. Section 21 (1) of Act 197 of 1975, as amended, stipulates if a proposed development area has residing within it 100 or more residents, a Development Area Citizens Council must be established. This requirement has been met through the appointment of residents to serve as an advisory committee to the DOA.

No displacement of families and individuals is planned to occur from carrying out identified improvements stated in this Development Plan. Therefore, conducting a survey and statistical description is not required.

Section 17.(2){m}

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

Not Applicable.

Section 17.(2)(n)

Provision for the costs of relocating persons displaced by the development and financial assistance and reimbursement of expenses, including litigation expenses and expenses incident to the transfer of title, in accordance with the standards and provisions of the federal uniform relocation assistance and real property acquisition policies act of 1970, being Public Law 91-646, 42 USC sections 4601, et seq.

Not Applicable.

Section 17.(2)(0)

A plan for compliance with Act No. 227 of the Public Acts of 1972, being sections 213.321 to 213.332 of the Michigan Compiled Laws.

Not Applicable.

Section 17.(2)(p)

Other material which the authority, local public agency, or governing body deems pertinent.

Not Applicable.

Section 12.(1)

An authority with the approval of the municipal governing body may levy an ad valorem tax on the real and tangible personal property not exempt by law and as finally equalized in the downtown district. The tax shall not be more than 1 mill if the downtown district is in a municipality having a population of 1,000,000 or more, or not more than 2 mills if the downtown district is in a municipality having a population of less than 1,000,000. The tax shall be collected by the municipality creating the authority levying the tax. The municipality shall collect the tax at the same time and in the same manner as it collects its other ad valorem taxes. The tax shall be paid to the treasurer of the authority and credited to the general fund of the authority for purposes of the authority.

The Taylor ODA does not intend to request City Council action to implement this section of PA 197. This issue could be revisited at a later date if revenues and project funding from other sources cannot be secured in a timely manner.

4.0 Tax Increment Financing Plan

The Development Plan was designed to encourage the private sector to commit economic expansion within the Development Area. Proposed expenditures are intended to directly stimulate potential commercial development and mixed use development construction projects. A number of potential funding sources are available to the DOA. The following narrative describes how programming expenditures will be funded.

The ad valorem tax option was discussed previously (see Section 12(1) on the preceding page), and will not be activated by this Plan. It is the intention of the City of Taylor to leverage Downtown Development Authority TIF funds, other projects, and/or grant programs whenever possible to maximize the improvements provided.

Section 14(1)

A detailed explanation of the tax increment procedure, the maximum amount of bonded indebtedness to be incurred, the duration of the program, and a statement of the estimated impact of tax increment financing on the assessed values of all taxing jurisdictions.

Tax increment financing is a governmental financing program which contributes to economic growth and development by dedicating a portion of the tax base resulting from economic growth and development to certain public facilities and structures or improvements of the type designed and dedicated to public use and thereby facilitates certain projects which created economic growth and development.

For this Tax Increment Financing Plan, the ODA adopts by reference and incorporates into this Tax Increment Financing Plan, the contents of the Development Plan adopted by the ODA on April 14, 1999.

Tax Increment Procedure

TIF is a method of funding public investments in an area slated for (re)development by capturing, for a time, all or a portion of the increased tax revenue that may result if the (re)development stimulates private investment. The concept of tax increment financing is applied only to the downtown district for which a development plan has been prepared by a DOA and adopted by the community's legislative body.

PA 197 treats all increases in valuation resulting from the development plan whether in fact these increases bear any relation to the development or not. Tax increment revenues for a DOA result in the application of general tax rates of the community and all other governmental bodies levying taxes in the downtown district. These include the city, county, community college, drainage district(s), park authorities, etc. The amount to be transmitted to a ODA is that portion of the tax levy of all of these applicable taxing bodies paid each year on real and personal property.

"Captured value" means the amount in any one year by which the current taxable value of the district, including the value of property for which specific local taxes are paid in lieu of property taxes, exceeds the initial value. "Initial value" means the taxable value, of all the property within the boundaries of the district area at the time the ordinance establishing the tax increment financing plan is approved, as shown by the most recent assessment roll of the municipality at the time the ordinance is adopted. Property for which a commercial facilities exemption certificate, an industrial facilities exemption certificate, or a commercial housing facilities exemption certificate, is in effect shall not be considered to be property which is exempt from taxation. Tax dollars accruing from any incremental increase in taxable value above the initial value (base year total) may then be used by a ODA

Data presented in Table 3 reveal the anticipated capture on the taxable value for the Taylor Downtown Development Authority District through the Year 2028, and provides a disbursement cycle. The base year (1998) Taxable Value for the Development District is \$6,934,497.

Total Potential Revenue

The total potential TIF revenue available to the ODA from captured taxable value is displayed in Table 4. By the end of the planning period, it is estimated that approximately \$14,963,623 could be collected by the DOA and used for making public improvements within the Downtown District.

By definition of TIF financing this will result in a reallocation of tax revenues to the local taxing jurisdictions included as having capturable taxes. The effect of this reallocation of revenues on all the taxing bodies is displayed in Table 4. As documented, the majority of the captured monies will come from the City operating revenue.

Bonded Indebtedness to be Incurred

Certain state and federal grants, loans, loan guarantees and other funding sources will be sought for carrying out the activities listed in the Development Plan. (See Table 2). The Development Plan can be financed through the authorization, issuance, and sale of revenue bonds, general obligation bonds and tax increment bonds. It is expected that the DOA and the City will incur not-to-exceed \$5,000,000 in bond indebtedness to finance a portion of the improvement program. Improvements will also be implemented as a "pay-as-you-go" basis as tax increment revenues are transmitted to the ODA. The DOA intends to create a project fund to deposit captured tax increment revenues to be used to finance the projects described in the Development Plan as sufficient funds become available.

Duration of Program

The duration of this Development Plan and Tax Increment Financing Plan is 30 years, commencing on its adoption by the City Council in May 1999 and terminating at the end of the DDA's fiscal year on June 30, 2029 unless the Plan is amended to extend or shorten its duration.

Table 3
Estimate of Captured Taxable Value
Taylor Downtown Development Authority

	(1)	(2)	(3)	(4)	(5)	(6)
Year	Starting Value	Projected Increase	New Investment	Tax Day Value	Captured Value	Expenditure Period
1998	\$6,934,497	110,952	2,515,990	\$9,561,439	\$2,626,942	1999-2000
1999	9,561,439	191,229	250,000	\$10,002,668	3,068,171	2000-2001
2000	10,002,668	200,053	250,000	\$10,452,721	3,518,224	2001-2002
2001	10,452,721	209,054	250,000	\$10,911,776	3,977,279	2002-2003
2002	10,911,776	218,236	250,000	\$11,380,011	4,445,514	2003-2004
2003	11,380,011	227,600	500,000	\$12,107,611	5,173,114	2004-2005
2004	12,107,611	242,152	500,000	\$12,849,763	5,915,266	2005-2006
2005	12,849,763	256,995	500,000	\$13,606,759	6,672,262	2006-2007
2006	13,606,759	272,135	500,000	\$14,378,894	7,444,397	2007-2008
2007	14,378,894	287,578	500,000	\$15,166,472	8,231,975	2008-2009
2008	15,166,472	303,329	500,000	\$15,969,801	9,035,304	2009-2010
2009	15,969,801	319,396	500,000	\$16,789,197	9,854,700	2010-2011
2010	16,789,197	335,784	500,000	\$17,624,981	10,690,484	2011-2012
2011	17,624,981	352,500	500,000	\$18,477,481	11,542,984	2012-2013
2012	18,477,481	369,550	500,000	\$19,347,030	12,412,533	2013-2014
2013	19,347,030	386,941	750,000	\$20,483,971	13,549,474	2014-2015
2014	20,483,971	409,679	750,000	\$21,643,650	14,709,153	2015-2016
2015	21,643,650	432,873	750,000	\$22,826,523	15,892,026	2016-2017
2016	22,826,523	456,530	750,000	\$24,033,054	17,098,557	2017-2018
2017	24,033,054	480,661	750,000	\$25,263,715	18,329,218	2018-2019
2018	25,263,715	505,274	750,000	\$26,518,989	19,584,492	2019-2020
2019	26,518,989	530,380	750,000	\$27,799,369	20,864,872	2020-2021
2020	27,799,369	555,987	750,000	\$29,105,356	22,170,859	2021-2022
2021	29,105,356	582,107	750,000	\$30,437,464	23,502,967	2022-2023
2022	30,437,464	608,749	750,000	\$31,796,213	24,861,716	2023-2024
2023	31,796,213	635,924	1,000,000	\$33,432,137	26,497,640	2024-2025
2024	33,432,137	668,643	1,000,000	\$35,100,780	28,166,283	2025-2026
2025	35,100,780	702,016	1,000,000	\$36,802,795	29,868,298	2026-2027
2026	36,802,795	736,056	1,000,000	\$38,538,851	31,604,354	2027-2028
2027	38,538,851	770,777	1,000,000	\$40,309,628	33,375,131	2028-2029

- (1) Base year figure represents district value as of December 1998
- (2) Minimum projected increase of taxable value due to inflation (1998 = 1.6%, 1999-2027 = 2.0%)
- (3) Estimate of new investment (1998 = \$2.5M, then increasing from \$250K up to \$1M in segments)
- (4) Figure represents the sum of Columns 1 and 2 and 3.
- (5) Figures represent the difference between Column 3 values, for respective years, and 1998 base value
- (6) Year in which captured tax revenues are available for expenditure.

Table4
Estimated Revenue Reallocation
By Taxing Jurisdiction
Taylor Downtown Development Authority

Year	Captured Value	City Millage 18.2400	Chapter 20 Drain (Summer) 1.1100	Chapter20 Drain (Winter) 1.1200	EPA Judgement 3.5300	County Operating 6.7300	County Jail 0.9600	County Parks 0.2500	HCMA 0.2300	WCTA 0.3300	County Community College 1.1500	Capturable Incremental Tax Revenue 33.650	Expenditure Period
1998	\$2,626,942	\$47,915.42	\$2,915.91	\$2,942.17	\$9,273.11	\$17,679.32	\$2,521.86	\$656.74	\$604.20	\$866.89	\$3,020.98	\$88,397	1999-2000
1999	\$3,068,171	\$55,963.43	\$3,405.67	\$3,436.35	\$10,830.64	\$20,648.79	\$2,945.44	\$767.04	\$705.68	\$1,012.50	\$3,528.40	\$103,244	2000-2001
2000	\$3,518,224	\$64,172.41	\$3,905.23	\$3,940.41	\$12,419.33	\$23,677.65	\$3,377.50	\$879.56	\$809.19	\$1,161.01	\$4,045.96	\$118,388	2001-2002
2001	\$3,977,279	\$72,545.56	\$4,414.78	\$4,454.55	\$14,039.79	\$26,767.08	\$3,818.19	\$994.32	\$914.77	\$1,312.50	\$4,573.87	\$133,835	2002-2003
2002	\$4,445,514	\$81,086.18	\$4,934.52	\$4,978.98	\$15,692.66	\$29,918.31	\$4,267.69	\$1,111.38	\$1,022.47	\$1,467.02	\$5,112.34	\$149,592	2003-2004
2003	\$5,173,114	\$94,357.60	\$5,742.16	\$5,793.89	\$18,261.09	\$34,815.06	\$4,966.19	\$1,293.28	\$1,189.82	\$1,707.13	\$5,949.08	\$174,075	2004-2005
2004	\$5,915,266	\$107,894.46	\$6,565.95	\$6,625.10	\$20,880.89	\$39,809.74	\$5,678.66	\$1,478.82	\$1,360.51	\$1,952.04	\$6,802.56	\$199,049	2005-2006
2005	\$6,672,262	\$121,702.05	\$7,406.21	\$7,472.93	\$23,553.08	\$44,904.32	\$6,405.37	\$1,668.07	\$1,534.62	\$2,201.85	\$7,673.10	\$224,522	2006-2007
2006	\$7,444,397	\$135,785.80	\$8,263.28	\$8,337.72	\$26,278.72	\$50,100.79	\$7,146.62	\$1,861.10	\$1,712.21	\$2,456.65	\$8,561.06	\$250,504	2007-2008
2007	\$8,231,975	\$150,151.22	\$9,137.49	\$9,219.81	\$29,058.87	\$55,401.19	\$7,902.70	\$2,057.99	\$1,893.35	\$2,716.55	\$9,466.77	\$277,006	2008-2009
2008	\$9,035,304	\$164,803.95	\$10,029.19	\$10,119.54	\$31,894.62	\$60,807.60	\$8,673.89	\$2,258.83	\$2,078.12	\$2,981.65	\$10,390.60	\$304,038	2009-2010
2009	\$9,854,700	\$179,749.73	\$10,938.72	\$11,037.26	\$34,787.09	\$66,322.13	\$9,460.51	\$2,463.68	\$2,266.58	\$3,252.05	\$11,332.91	\$331,611	2010-2011
2010	\$10,690,484	\$194,994.43	\$11,866.44	\$11,973.34	\$37,737.41	\$71,946.96	\$10,262.86	\$2,672.62	\$2,458.81	\$3,527.86	\$12,294.06	\$359,735	2011-2012
2011	\$11,542,984	\$210,544.02	\$12,812.71	\$12,928.14	\$40,746.73	\$77,684.28	\$11,081.26	\$2,885.75	\$2,654.89	\$3,809.18	\$13,274.43	\$388,421	2012-2013
2012	\$12,412,533	\$226,404.61	\$13,777.91	\$13,902.04	\$43,816.24	\$83,536.35	\$11,916.03	\$3,103.13	\$2,854.88	\$4,096.14	\$14,274.41	\$417,682	2013-2014
2013	\$13,549,474	\$247,142.41	\$15,039.92	\$15,175.41	\$47,829.64	\$91,187.96	\$13,007.50	\$3,387.37	\$3,116.38	\$4,471.33	\$15,581.90	\$455,940	2014-2015
2014	\$14,709,153	\$268,294.96	\$16,327.16	\$16,474.25	\$51,923.31	\$98,992.60	\$14,120.79	\$3,677.29	\$3,383.11	\$4,854.02	\$16,915.53	\$494,963	2015-2016
2015	\$15,892,026	\$289,870.56	\$17,640.15	\$17,799.07	\$56,098.85	\$106,953.34	\$15,256.35	\$3,973.01	\$3,655.17	\$5,244.37	\$18,275.83	\$534,767	2016-2017
2016	\$17,098,557	\$311,877.68	\$18,979.40	\$19,150.38	\$60,357.91	\$115,073.29	\$16,414.61	\$4,274.64	\$3,932.67	\$5,642.52	\$19,663.34	\$575,366	2017-2018
2017	\$18,329,218	\$334,324.94	\$20,345.43	\$20,528.72	\$64,702.14	\$123,355.64	\$17,596.05	\$4,582.30	\$4,215.72	\$6,048.64	\$21,078.60	\$616,778	2018-2019
2018	\$19,584,492	\$357,221.14	\$21,738.79	\$21,934.63	\$69,133.26	\$131,803.63	\$18,801.11	\$4,896.12	\$4,504.43	\$6,462.88	\$22,522.17	\$659,018	2019-2020
2019	\$20,864,872	\$380,575.27	\$23,160.01	\$23,368.66	\$73,653.00	\$140,420.59	\$20,030.28	\$5,216.22	\$4,798.92	\$6,885.41	\$23,994.60	\$702,103	2020-2021
2020	\$22,170,859	\$404,396.48	\$24,609.65	\$24,831.36	\$78,263.13	\$149,209.88	\$21,284.03	\$5,542.71	\$5,099.30	\$7,316.38	\$25,496.49	\$746,049	2021-2022
2021	\$23,502,967	\$428,694.11	\$26,088.29	\$26,323.32	\$82,965.47	\$158,174.97	\$22,562.85	\$5,875.74	\$5,405.68	\$7,755.98	\$27,028.41	\$790,875	2022-2023
2022	\$24,861,716	\$453,477.70	\$27,596.50	\$27,845.12	\$87,761.86	\$167,319.35	\$23,867.25	\$6,215.43	\$5,718.19	\$8,204.37	\$28,590.97	\$836,597	2023-2024
2023	\$26,497,640	\$483,316.96	\$29,412.38	\$29,677.36	\$93,536.67	\$178,329.12	\$25,437.73	\$6,624.41	\$6,094.46	\$8,744.22	\$30,472.29	\$891,646	2024-2025
2024	\$28,166,283	\$513,753.00	\$31,264.57	\$31,546.24	\$99,426.98	\$189,559.08	\$27,039.63	\$7,041.57	\$6,478.25	\$9,294.87	\$32,391.23	\$947,795	2025-2026
2025	\$29,868,298	\$544,797.76	\$33,153.81	\$33,452.49	\$105,435.09	\$201,013.65	\$28,673.57	\$7,467.07	\$6,869.71	\$9,856.54	\$34,348.54	\$1,005,068	2026-2027
2026	\$31,604,354	\$576,463.42	\$35,080.83	\$35,396.88	\$111,563.37	\$212,697.31	\$30,340.18	\$7,901.09	\$7,269.00	\$10,429.44	\$36,345.01	\$1,063,487	2027-2028
2027	\$33,375,131	\$608,762.40	\$37,046.40	\$37,380.15	\$117,814.21	\$224,614.63	\$32,040.13	\$8,343.78	\$7,676.28	\$11,013.79	\$38,381.40	\$1,123,073	2028-2029
Total		\$8,111,040	\$493,599	\$498,046	\$1,569,735	\$2,992,725	\$426,897	\$111,171	\$102,277	\$146,746	\$511,387	\$14,963,623	

Captured Value from Table 3, Column 5.
Millage Rates from City of Taylor Assessor and for 1998. Millage rates subject to change.



Wade-Trim

Flint, MI
810.235.2555

Bay City, MI
800.322.4500
517.686.3100

Cadillac, MI
800.968.6660
616.775.9754

Detroit, MI
313.961.3650

Gaylord, MI
800.968.4440
517.732.3584

Grand Rapids, MI
800.931.9135
616.363.8181

Indian River, MI
616.238.6900

Tampa, FL
813.882.8366

Taylor, MI
800.482.2864
734.947.9700