

**CITY OF WARREN  
DOWNTOWN DEVELOPMENT AUTHORITY**

**AMENDED  
DEVELOPMENT PLAN  
AND  
TAX INCREMENT FINANCE PLAN**

**2005**

Approved by the Downtown Development Authority of the City of Warren  
on July 12, 2005  
for submittal to the Warren City Council.

Approved by the Warren City Council  
on March 28, 2006  
subsequent to a public hearing held on August 23, 2005.

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## **PART I. INTRODUCTION**

### **A. Purpose of the Downtown Development Act.**

The Downtown Development Authority Act, Act 197 of Public Acts of 1975 of the State of Michigan, as amended, (Act), was created to prevent and correct property value deterioration of business districts, promote economic growth and revitalization, encourage historic preservation, authorize the acquisition and disposal of interest in real and personal property, authorize the creation of a Downtown Development Authority (DDA), and to authorize the levy and collection of taxes, the issuance of bonds and the use of tax increment financing in the accomplishment of specific downtown development activities described in locally adopted development plans for the downtown development district of the community involved.

The Act provides communities with the necessary legal, monetary, and organizational tools to attack problems of urban decline and stagnation, and to revitalize downtown districts either through public initiated projects or in cooperation with private development projects.

Each DDA develops its own plan to make use of these tools to promote the revitalization of its community.

Some properties located within the boundaries of the City of Warren Downtown Development Authority, (DDA), have remained undeveloped or have been deteriorating for many years. In order to halt such deterioration and to stimulate development of the downtown area of the City, the Mayor and City Council decided that it is in the best interest of the City to create a DDA and to request that the DDA establish a plan for the development of the Downtown District.

The City showed its commitment to the purposes of the Act by lawfully approving a Development and Tax Increment Financing Plan on May 25, 1993 and later amending this plan on December 14, 1999 and March 26, 2002. This Development and Tax Increment Financing Plan is designed to replace the plan(s) currently in place.

### **B. Establishment of the Downtown Development Authority of the City of Warren and the Creation of the City of Warren Downtown Development District**

On April 27, 1993, the Warren City Council approved a Resolution of Intent Calling a Hearing Regarding Establishment of a Downtown Development Authority and Designation of a Downtown District. Notice of the time and place of the hearing was published, posted, and mailed in a timely fashion in accordance with the requirements of Section 18 of the Act.

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On May 25, 1993, the City of Warren Council held a public hearing on the establishment of a Downtown Development Authority and adopted Ordinance No. 80-432 creating the Downtown Development Authority of the City of Warren. The DDA was given all of the powers and duties prescribed for a DDA pursuant to the Act including the power to levy ad valorem taxes on the real and tangible personal property in the Downtown District. The Downtown District is the general area designated by the DDA for development activities and tax increment financing procedures as set forth in the Act. It is identified by ordinance as a "business district" and is zoned and used principally for business.

On May 25, 1993, the City of Warren Council approved by Resolution the appointment of eight (8) individuals to serve together with the City of Warren Mayor as Directors on the Downtown Development Authority Board.

### **C. Legal Authority for the Downtown Area**

Public Act 197 of 1975 provides the legal mechanism for the community to address the need for economic development and revitalization in its central business district. The DDA has the power to prepare development plans for specific areas within a downtown district, described in the Act as "development areas". The DDA has designated the entire area within the DDA Boundaries as the Development Area to be developed under this Development Plan.

In 2004, section 1(k) of the Act, the definition of "downtown district" was amended to allow the expansion of Warren's DDA District to include the southern portion of the Van Dyke corridor as proposed herein. The Act now states:

"Downtown district" means that part of an area in a business district that is specifically designated by ordinance of the governing body of the municipality pursuant to this act. A downtown district may include 1 or more separate and distinct geographic areas in a business district as determined by the municipality if the municipality is a city that surrounds another city and that other city lies between the 2 separate and distinct geographic areas. If the downtown district contains more than 1 separate and distinct geographic area in the downtown district, the separate and distinct geographic areas shall be considered 1 downtown district.

### **D. Findings for Authority's Determination of Necessity for the Development Area**

The need for establishing the Development Area stems from the City's desire to facilitate economic growth in the community through various public improvements. The activities of the DDA will encourage the development of new private uses, which will prevent further deterioration, create new jobs, attract new businesses, and generate an increase in the tax base of all taxing jurisdictions in the Development Area.

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Evidence of deterioration within the district is present albeit minimal. Deterioration is a concern and needs to be addressed so that its presence does not adversely impact the viable economic base found within the district. Those areas of concern are occurrences of deterioration found in three broad categories; streets and roads, land use, and present market conditions.

The DDA is convinced of the public necessity to participate in encouraging private enterprises to make new use of existing sites, to improve the appearance of existing sites, and to create new commercial, industrial, residential, recreational, and other facilities through a Downtown Development and Tax Increment Financing Plan. The public improvements the DDA will undertake will encourage private investments, create additional jobs, and increase the tax base in the Downtown District and throughout the City in general.

#### **E. Purpose of the Tax Increment Financing Plan for Development Area**

The purpose, under the Act, of the Tax Increment Financing Plan and Development Plan is to provide the legal authority for and to establish procedures for the public financial participation necessary to assist the DDA in accomplishing the public and private development activities necessary to meet the immediate needs outlined in Section D above.

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## **PART II. AMENDED DDA DEVELOPMENT PLAN**

**This Development Plan contains the information required by Section 17(2) of Act 197 of 1975. Additional information is available from the City Clerk.**

The property to which the Development Plan applies is a portion of the property running North from the I-696 Interstate Highway to Fourteen Mile Road and lying between Ryan Road to the West and Hoover Road to the East. The Downtown Development Authority has carefully considered each project detailed below.

The Development Plan also applies to the commercial and vacant uses along Van Dyke Avenue from Eight Mile Road to Stephens, and Nine Mile Road from Peters to Federal.

### **A. PRIORITY INITIATIVES, ESTIMATED PHASES AND TIMELINE, ESTIMATED COSTS AND FUNDING SOURCES**

**The following projects have been identified as initiatives of the Downtown Development Authority<sup>1</sup>:**

#### **1. MAXIMIZE VALUE OF CITY CENTER AREA**

As a mature City, Warren has very little undeveloped space. With space at a premium, we must redevelop properties and groups of properties that are under-utilized. The City Center Area, roughly defined as the area encompassed by Van Dyke Avenue on the West, and encircled on the north, east, and south by Kennedy Circle, plus some properties just outside Kennedy Circle fronting Van Dyke Avenue, is a prime example of under-utilized space and has been identified as a priority of this Development Plan.

The basic concept for the City Center focuses on creating a more urban environment in which users can park once and walk between uses. This requires elimination of the "seas of asphalt" that presently exist as unused parking spots and building a series of parking structures featuring street-level shops that meet the needs of City Center users while making a large amount of land available for new construction. A redesign of the road pattern to create smaller city blocks with on-street parking will promote the concept and make even more land available for new construction.

The Civic Center, a municipal complex consisting of the Police Station, Court House, City Hall, and some adjacent green space is located within the City Center. Redevelopment of the Civic Center is well underway, with new roads near complete, a municipal parking structure scheduled to open in July, 2005, and the construction of a new Library and City Hall as well as a City Square that will serve as a central gathering space in progress. A much needed renovation and expansion of City Hall

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<sup>1</sup> This addresses the requirements of Sections 17(2)(c), (d), and (e) of the Act.





has been deemed cost-prohibitive, particularly considering the value of the property on which City Hall presently sits. By making underutilized tax-neutral land available for private redevelopment and reuse, this portion of the Development Plan should pay for itself over time and may be viewed as a catalytic investment that will encourage redevelopment throughout the City of Warren.

Warren's Civic Center renovations have already received notoriety, being among the first 20 projects designated a "Cool Neighborhood in Progress" by the State of Michigan.

**a. Construction of Library/City Hall, Parking Structure for Civic Center, and surrounding infrastructure.**

<i>Time:</i>	<i>Begin design</i>	<i>Spring, 2002</i>
	<i>Begin construction</i>	<i>Spring, 2004</i>
	<i>Complete construction</i>	<i>Spring, 2007</i>
 <i>Cost:</i>	 <i>Library/City Hall</i>	 <i>\$32 Million</i>
	<i>Parking Structure</i>	<i>\$8 Million</i>
	<i>Project Contingency</i>	<i>\$3.5 Million</i>
	<i>Streets/Infrastructure</i>	<i>\$ (included in 1c, below)</i>

**b. Build City Square.**

<i>Time:</i>	<i>Begin Design</i>	<i>Spring, 2002</i>
	<i>Begin Construction</i>	<i>Spring, 2004</i>
	<i>Complete Construction</i>	<i>Fall, 2006</i>

*Cost: Approximately \$5 Million*

*Note: Warren's City Square is presently under construction and has received a grant through Michigan's Cool Cities project. City Square will feature a concert lawn, fountain/skating rink, pavilion, public art, and more. This space may be enjoyed on a daily basis as a public park but will also serve as a central gathering place for civic and community events.*

**c. Rework/rebuild City Center streets to maximize development.**

<i>Time:</i>	<i>Begin design</i>	<i>Spring, 2002</i>
	<i>Begin construction</i>	<i>Summer, 2004</i>
	<i>Complete construction</i>	<i>Fall, 2005</i>

*Cost: Approximately \$11 Million, including utility relocation*

*Note: Demolition and construction of roads throughout the City Center must be phased to accommodate existing and future users, and design as well as users will dictate the order in*

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*which roads are redeveloped. It is anticipated that road redevelopment within the City Center will occur in five phases spanning several construction seasons.*

*It is also anticipated that additional right-of-way and/or easements will be provided by property owners for minimal consideration in order to construct the necessary public streets and to relocate utilities as needed. However, the cost estimate for streets includes a contingency for property acquisition.*

**d. Connect Kennedy Circle to Twelve Mile Road (formerly listed as "Back-route connections to Tech Plaza Shopping Center").**

*Time:           Begin design                   Spring, 2002  
                  Begin construction       Spring, 2005  
                  Complete construction   Fall, 2005*

*Cost:           To be borne by private sector.*

*Note:           This connection will reduce traffic on Van Dyke Avenue and make shopping and conducting other business in the City Center more convenient for all users. It will also make 12 Mile Road more accessible to a large number of consumers.*

*The DDA, in conjunction with the Planning Commission, is working with the Developers of the Towne Center of Warren to connect Kennedy Circle to Cole Street and Longview leading to 12 Mile Road. The new Towne Center Drive will be dedicated as public right-of-way.*

**e. Demolition of existing City Hall, Sale of Property fronting Van Dyke Avenue, Construction of Parking Structure with Street Level Shops.**

*Time:           Begin marketing property   Spring, 2002  
                  Begin construction        Upon completion of new City Hall*

*Cost:           Construction of Parking Structure Approximately \$10 Million*

*Most of the costs associated with the reuse of surplus property on the current City Hall site will be assumed by private developers. Overall, this will be a revenue-generating project.*

*Note:           It is proposed that a portion of the excess property be allocated to construct structured parking to be used by patrons of several new users. It is anticipated that the*

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*structured parking will be integrated with street level shops and other commercial and residential spaces.*

*By creating urban-sized blocks in this area of the City Center, land use and values are maximized. Excess land will be sold by the DDA. All private development on that land will provide new revenue for the City of Warren and the State of Michigan.*

*The DDA has been working with the Brownfield Redevelopment Authority, the Michigan Economic Development Corporation, the Michigan Economic Growth Authority, and the Michigan Department of Treasury to utilize economic development opportunities as well as any additional funding and incentive options to maximize the value of the land that is proposed to be sold and to attract the most desirable long-term uses.*

*As a designated "Cool City", Warren's Downtown Project enjoys priority access to state resources.*

**f. Addition of Residential along redeveloped Kennedy Circle South.**

*Time:           Begin marketing property   Spring, 2002  
                  Begin construction            Fall, 2007  
                  Complete construction        Fall, 2009*

*Cost:           This is a revenue-generating project.*

*Note:           Narrowing Kennedy Circle has made a tract of land available for the development of several new homes. The new homes will provide a buffer between existing homes and proposed new commercial, retail, and civic uses.*

**g. Additional Parking Structures with Street Level Shops where desirable.**

*Time:           Begin Design                       Spring, 2002  
                  Begin Construction               2006-2025  
                  Complete Construction         2006-2025*

*Cost:           Approximately \$20 Million to \$40 Million, depending on number of spaces needed and construction costs at time structures are built.*

*Note:           It is anticipated that at least one and up to four additional parking structures will become necessary as redevelopment of the City Center progresses. The time line for this portion*

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*of the project is dependent upon private redevelopment. The cost of the street level shops and other integrated commercial and/or residential space will be borne by the developer(s).*

**h. Street Lighting, Street Scaping, Pedestrian Trails, Street Furniture, and Public Gathering Places**

*Time:           Begin Design                   Spring, 2002  
                  Begin Construction       Spring, 2003  
                  Complete Construction   Phase 1--Fall, 2006  
  Phases 2 and 3--2007-2013*

*Cost:           Approximately \$2.5 to \$3.5 Million*

*Note:           The majority of street lighting, street scaping, and the creation of public gathering places has begun and will be complete in the early phases of this Development Plan. However, it is anticipated that time may reveal that additional enhancements are commenced in later phases of development.*

**2. IMPROVE INFRASTRUCTURE THROUGHOUT DEVELOPMENT AREA**

Improving both the function and the appearance of our streets will promote redevelopment and economic growth throughout the Development Area. Changes to the streets can improve safety and promote pedestrian traffic. Infrastructure improvements are viewed as a catalytic investment and an opportunity to encourage private investment in existing as well as new businesses.

**a. Improvements to Van Dyke Avenue from 8 Mile Road to Stephens and I-696 to 14 Mile Road, Mound Road, 12 Mile Road, Chicago Road, and 13 Mile Road, plus Major Intersections throughout the Development Area**

*Time:           Begin design                   Spring, 2002  
                  Begin Construction       Spring, 2004  
                  Complete Construction   Throughout term of plan*

*Cost:           Approximately \$70 Million*

*Note:           The Michigan Department of Transportation previously earmarked approximately \$27.5 Million Dollars for improvements to Van Dyke Avenue and 12 Mile Road. The State of Michigan withdrew that funding commitment as part of the overall effort to balance the state's budget. The reinstatement of funding is likely when the economic situation of the state improves. Additional funding sources*

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*are being pursued and other opportunities will be pursued and utilized as they arise. The design and cost for the optimum plan is unknown at this time. The design will be cost-conscious, and construction will be phased as funding dictates.*

*Other improvements throughout the Development Area may be funded as needed by the DDA or any other lawful source.*

**b. Landscape/Streetscaping, Pedestrian Trails, Street Furniture, and Public Gathering Places throughout Development Area**

*Time:           Begin Design                   Spring, 2002  
                  Begin Construction         Spring, 2002  
                  Complete Construction    Throughout term of plan*

*Cost:           Approximately \$9 Million to \$15 Million*

*Note:           Aesthetic improvements to public spaces throughout the Development Area will promote increased property values as well as encourage private investment in the beautification of private property. The cost of this item is highly dependent upon design which has not yet been determined. The cost indicated above should allow for very dense planting and several miles of pedestrian trails. It also includes a contingency for acquisition of right-of-way, should it become necessary to cross private property to establish a well connected trail system.*

**c. Bury Overhead Utilities throughout Development Area**

*Time:           Begin Design                   Spring, 2002  
                  Begin Construction         Summer, 2004  
                  Complete Construction    Throughout term of plan*

*Cost:           Approximately \$10 Million*

*Note:           Civic Center utilities are presently being constructed underground as part of the DDA's utility coordination plan. Burying overhead utilities throughout the Development Area will improve the aesthetics of the Development Area. Additionally, considering the inclement weather of Michigan as well as the possibility of traffic accidents, this project serves to promote the health and welfare of the public. A City ordinance requiring that utilities be located underground may be desirable.*

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*Utility relocation, upgrades, or replacement may also be necessary to promote public safety and economic development.*

**d. Improved Parking throughout Development Area**

*Time: To be determined by public need as redevelopment dictates*

*Cost: Cannot be determined at this time*

*Note: The Downtown Development Authority recognizes that land has become a valuable resource in the City of Warren. It is the intent of this Plan to assist with parking alternatives in the interest of economic development on a project by project basis.*

**e. Construct Davy Street Bridge**

*Time: Begin design Unknown at this time  
Begin construction Unknown at this time  
Complete Construction Unknown at this time*

*Cost: Approximately \$1.8 to \$3.3 Million*

*Note: This improvement would facilitate the new residential development near Eckstein Park detailed herein.*

**f. Improve Denton Road Bridge**

*Time: Begin design Unknown at this time  
Begin Construction Unknown at this time  
Complete Construction Unknown at this time*

*Cost: \$1.2 to 1.8 Million*

*Note: The DDA has already substantially improved this area by connecting Hollingsworth South to Denton Road. This would complete that project by widening the Denton Road bridge to provide a 38 foot wide 8 inch thick concrete pavement on Denton Road and its connection through to Chicago Road (13 Mile Road) to allow the bridge to carry loads up to the state weight limit.*

**g. Connect Convention Boulevard to Hollingsworth**

*Time: Begin design Unknown at this time  
Begin construction Unknown at this time  
Complete construction Unknown at this time*

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Cost: \$400,000 to \$500,000

Note: This project is intended only if it becomes necessary to promote the redevelopment of nearby properties that are presently underutilized including the Van Dyke Sports Center and Rec-Rest.

**~~h. Align Hollingsworth at 14 Mile Road to the Sterling Pond Drive~~**

~~Time: Begin design Unknown at this time  
Begin construction Unknown at this time  
Complete construction Unknown at this time~~

~~Cost: \$1.5 Million to \$3.5 Million~~

~~Note: This project is intended only if it becomes necessary to promote the redevelopment of nearby properties that are presently underutilized including the Van Dyke Sports Center and Rec-Rest.~~

**3. LIBRARIES; AND PARKS AND RECREATION AND COMMUNITY CENTER**

The Development Area presently lacks the recreational opportunities that are desired by current residents and employees of the District. Improved libraries and parks and recreational facilities will provide amenities that add to the quality of life of residents, employees, and visitors.

**a. Improve and increase recreational opportunities throughout Development Area**

Time: Begin Design Throughout term of plan  
Begin Construction throughout term of plan  
Complete Construction throughout term of plan

Cost: Cannot be determined at this time

**b. Community Center construction and equipment needs--COMPLETED**

Time: Continue Construction Spring, 2002  
Complete Construction Fall, 2003

Cost: \$7 Million (future costs unknown at this time)

Note: The DDA contributed to the Warren Community Center project, and intends to continue as a funding option for capital improvements.



**c. Relocate and expand Miller Branch Library at the Warren Community Center--COMPLETED**

*Time:           Continue Construction      Spring, 2002  
                  Complete Construction     Fall, 2003*

*Cost:           Included in 3(b), above.*

**d. Renovation and expansion of Owen Jax Recreation Center**

*Time:           Begin Design                   Summer, 2005  
                  Begin Construction         Summer, 2006  
                  Complete Construction     Summer, 2007*

*Cost:           Approximately \$10.5 Million*

*Note:           The Owen Jax Community Center will be designed to compliment existing recreational facilities. Amenities may include an outdoor splash pad, additional gym space, community meeting space, an Expanded Burnette Branch Library, and more. An efficient building design and equipment selection will be utilized to minimize operational costs.*

**e. Relocate and Expand the Burnette Branch Library**

*Time:           Begin Design                   Summer, 2005  
                  Begin Construction         Summer, 2006  
                  Complete Construction     Summer, 2007*

*Cost:           Included in 3(d), above.*

*Note:           The Burnette Branch Library on Van Dyke at Studebaker is the city's oldest, and is in great need of building upgrades. An opportunity exists to substantially decrease operational costs, including maintenance, while providing an infrastructure to support modern technology.*

*The Burnette Branch must provide convenient pedestrian access to area residents coming from all sides of the 9 Mile and Van Dyke Intersection, so pedestrian enhancements at that intersection are planned. An expanded computer lab is also very important.*

**f. Create gateway and improve access to the Warren Community Center**

*Time:           Begin Design                   Winter, 2005*

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**f. Create gateway and improve access to the Warren Community Center**

*Time:*            *Begin Design*                      *Winter, 2005*  
                      *Begin Construction*            *Summer, 2006*  
                      *Complete Construction*        *Spring, 2007*

*Cost:*            *Approximately \$300,000 to \$900,000*

*Note:*            *The Warren Community Center serves as a hub of activity for our community. Signage on Mound Road could be improved to emphasize the importance of the Community Center, to draw attention to it to drivers on Mound Road, and to make access easier for first-time visitors. A pedestrian bridge over the Red Run may be incorporated into this project. A foot bridge will provide a safer route than Mound or Ryan roads.*

**g. Community Center Debt Service**

*Time:*            *Throughout Term of Plan*

*Cost:*            *Approximately \$900,000 per year*

*Note:*            *The DDA may assist with the payment of obligations incurred during the construction of the Warren Community Center.*

**h. Purchase Circulation and Reference Materials for Libraries Located in the Development Area**

*Time:*            *Throughout Term of Plan*

*Cost:*            *Approximately \$2,000,000*

*Note:*            *The DDA may assist with the acquisition of circulation and reference materials for libraries located in the Development Area.*

**4. REVITALIZATION OF THE OLD VILLAGE OF WARREN**

**a. Redevelop Eckstein Park including construction of homes surrounding the park**

*Time:*            *Begin Design*                      *Unknown at this time*  
                      *Begin Construction*            *Unknown at this time*



**Cost:** *Approximately \$300,000*

**Note:** *The future use of this site should be discussed with the appropriate boards and commissions, recognizing and preserving its historical significance. Funding may be supplemented by grant opportunities that become available.*

**c. Support preservation/rehabilitation of other Historically Significant Buildings**

**Time:** *Begin Design*                      *Throughout term of plan*  
*Begin Construction*                *Throughout term of plan*  
*Complete Construction*          *Throughout term of plan*

**Cost:** *Approximately \$500,000*

**Note:** *The Old Village of Warren has traditionally provided gathering space for a variety of community events. Enhancement of the Village by assisting the efforts of the appropriate boards and commissions is desirable.*

**5. ELIMINATE/REHABILITATE VACANT, BLIGHTED, UNDERUTILIZED, FUNCTIONALLY OBSOLETE, OR NON-CONFORMING USES THROUGHOUT DEVELOPMENT AREA**

**Time:** *Begin Plans*                      *Spring, 2002*  
*Begin Rehabilitation*                *Fall, 2002*  
*Complete Rehabilitation*          *Throughout term of plan*

**Cost:** *Unknown at this time. The majority of expenses associated with this project should be met by working with the Brownfield Redevelopment Authority and utilizing grants and other funding sources as opportunities arise. Expenses assumed by the Downtown Development Authority will be dictated by the availability of funding at various times throughout the life of the Development Plan.*

**6. IMPROVE FIRE STATIONS THROUGHOUT THE DEVELOPMENT AREA**

**Time:** *Unknown at this time*

**Cost:** *Unknown at this time*

**Note:** *Several stations of the Warren Fire Department are located in the Development Area. The Development Plan has been designed to promote increased density wherever*

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*appropriate, including taller buildings along Van Dyke. The DDA may contribute to capital improvements at fire stations to promote public safety and maximize development opportunities.*

**7. ASSIST THE TAX INCREMENT FINANCE AUTHORITY (TIFA) WITH IMPLEMENTATION OF ITS VAN DYKE COORIDOR STUDY AND DEVELOPMENT PLAN**

*It is the intention of the DDA to work with the TIFA throughout the term of the DDA Development Plan runs concurrent with the TIFA Development Plan. Projects may include but are not limited to the following:*

**a. Implementation of Façade Improvement Program**

*Time:           Begin plans                           Already underway through TIFA  
                  Begin construction           Fall, 2005  
                  Complete construction       Throughout term of plan*

*Cost:           Approximately \$1500 to \$2500 per participating building*

*Note:           TIFA, through the V-8 Gateway Collaborative, has secured grant funding to begin this program. TIFA intends to work with building owners to design update building exteriors. TIFA will provide a loan for an architect's services. If the improvements are implemented, the loan will be forgiven. Several property owners have already expressed interest in this program.*

**b. Renovation of Peacock Building**

*Time:           Begin plans                           Already underway through TIFA  
                  Begin construction           Fall, 2005  
                  Complete construction       Spring, 2006*

*Cost:           Approximately \$100,000*

*Note:           The Peacock Building, located on Van Dyke, is very visible and will be renovated and prepared for sale or lease and example of results that can be accomplished through the façade improvement program listed above.*

**c. Other TIFA projects that overlap with the DDA Development Plan**

*Time:           Begin plans                           Already underway through TIFA  
                  Implement plans               Throughout duration of plan*

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**Cost:** *Unknown at this time*

**Note:** *Many TIFA projects are included elsewhere in this Plan, such as improvements to Van Dyke Avenue, increased recreational opportunities, enhancements to public parking, etc. The DDA and TIFA may enter implementation agreement where their development areas overlap. Any capture of taxes by the DDA shall be subordinate to the existing TIFA capture.*

## **8. FACILITATE MULTIPURPOSE BUSINESS/ENTERTAINMENT/CULTURAL SPACE**

**Time:** *Begin design* *Unknown at this time*  
*Begin construction* *Unknown at this time*  
*Complete construction* *Unknown at this time*

**Cost:** *To be determined*

**Note:** *A primary objective of the DDA is to create a sense of place and to attract Warren's residents and visitors to Warren's Downtown. The DDA may help facilitate the creation of public places such as a theater, convention center, museum, or similar public gathering space that promote that objective within the confines of the applicable laws regarding public funding.*

## **9. DEVELOP AND IMPLEMENT MARKETING AND IMAGE CAMPAIGN**

**Time:** *Begin Campaign* *Spring, 2002*  
*Sustain campaign as desirable throughout life of plan*

**Cost:** *Unknown at this time*

**Note:** *As the City of Warren undertakes redevelopment, the impact of dollars and efforts expended throughout the life of the Development Plan will be maximized by the implementation of a professional marketing campaign.*

## **10. OTHER PROJECTS THAT THE DOWNTOWN DEVELOPMENT AUTHORITY DEEMS APPROPRIATE AND AFFORDABLE**

**Time:** *Throughout term of plan*

**Cost:** *Cannot be determined at this time*

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**B. A DESCRIPTION OF ANY PARTS OF THE DEVELOPMENT AREA TO BE LEFT AS OPEN SPACE AND THE USE CONTEMPLATED FOR THE SPACE.**

***Section 17(2)(I)***

The DDA plans to incorporate open space throughout the district as opportunities become available, including but not limited one or two parks in the City Center. The City Square, approximately 2 acres, is presently under construction. Additionally, Grand Sakwa is honoring General Motors' pledge to dedicate 100 of its 312 acres west of Mound Road for public use.

The Red Run Creek and the Bear Creek both run through the Development area. The DDA would like to assist with the restoration of these creeks, featuring pedestrian paths along side wherever possible.

The focus of the DDA is to increase and improve public recreational and leisure opportunities, to improve aesthetics throughout the Development Area, and to use open space and landscaping as a tool to calm traffic.

**C. A DESCRIPTION OF ANY PORTIONS OF THE DEVELOPMENT AREA THAT THE DDA DESIRES TO SELL, DONATE, EXCHANGE, OR LEASE TO OR FROM THE MUNICIPALITY AND THE PROPOSED TERMS.**

***Section 17(2)(I)***

The public facilities to be constructed and acquired by the expenditure of monies and/or the issuance of bonds by the DDA will be transferred to the City of Warren or to the City of Warren Building Authority. Some of the public facilities will be constructed and acquired by the City, using as revenues to retire bonds to be issued by the City, payments from the DDA to the City which will be provided for in a contract between the City and the DDA.

The DDA will not be paid any consideration for property that it transfers to the City.

Surplus public property shall be sold for private redevelopment either directly or through the DDA. The funds for the sale of the property shall be applied as revenue applied to the projects in the Development Area. Whether the excess property is sold by the City, through the DDA, or through the Building Authority, if applicable, any sale of public property shall be conditioned upon a development agreement to insure that the new project is desirable and consistent with this plan as well as the City's Comprehensive Development Plan.

Property owned by the City of Warren, the Building Authority, or the Tax Increment Finance Authority has been and shall continued to be transferred to the DDA by Quit Claim Deed as required when issuing bonds for public improvements.

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**B. A DESCRIPTION OF ANY PARTS OF THE DEVELOPMENT AREA TO BE LEFT AS OPEN SPACE AND THE USE CONTEMPLATED FOR THE SPACE.**

***Section 17(2)(l)***

The DDA plans to incorporate open space throughout the district as opportunities become available, including but not limited one or two parks in the City Center. The City Square, approximately 2 acres, is presently under construction. Additionally, Grand Sakwa is honoring General Motors' pledge to dedicate 100 of its 312 acres west of Mound Road for public use.

The Red Run Creek and the Bear Creek both run through the Development area. The DDA would like to assist with the restoration of these creeks, featuring pedestrian paths along side wherever possible.

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The DDA will not be paid any consideration for property that it transfers to the City.

Surplus public property shall be sold for private redevelopment either directly or through the DDA. **Surplus property shall be defined as: All property located within the Downtown Center and not used for the City Hall, Library, Parking Structure, Streets, Parks, Sanitary and Storm Sewers and Water Lines; Sidewalks and Surface Parking.**

The funds for the sale of the property shall be applied as revenue applied to the projects in the Development Area. **Net proceeds from the sale of surplus property within the Development Area shall be forwarded to the City Controller by the next business day following the closing of such sale. The City Controller shall immediately place said funds into a separate account to be created by the City for the express purpose of paying for capital projects defined as: road improvements; or other capital projects approved by resolution of the City Council as well as for the payment of long term City obligations defined as: VEBA**

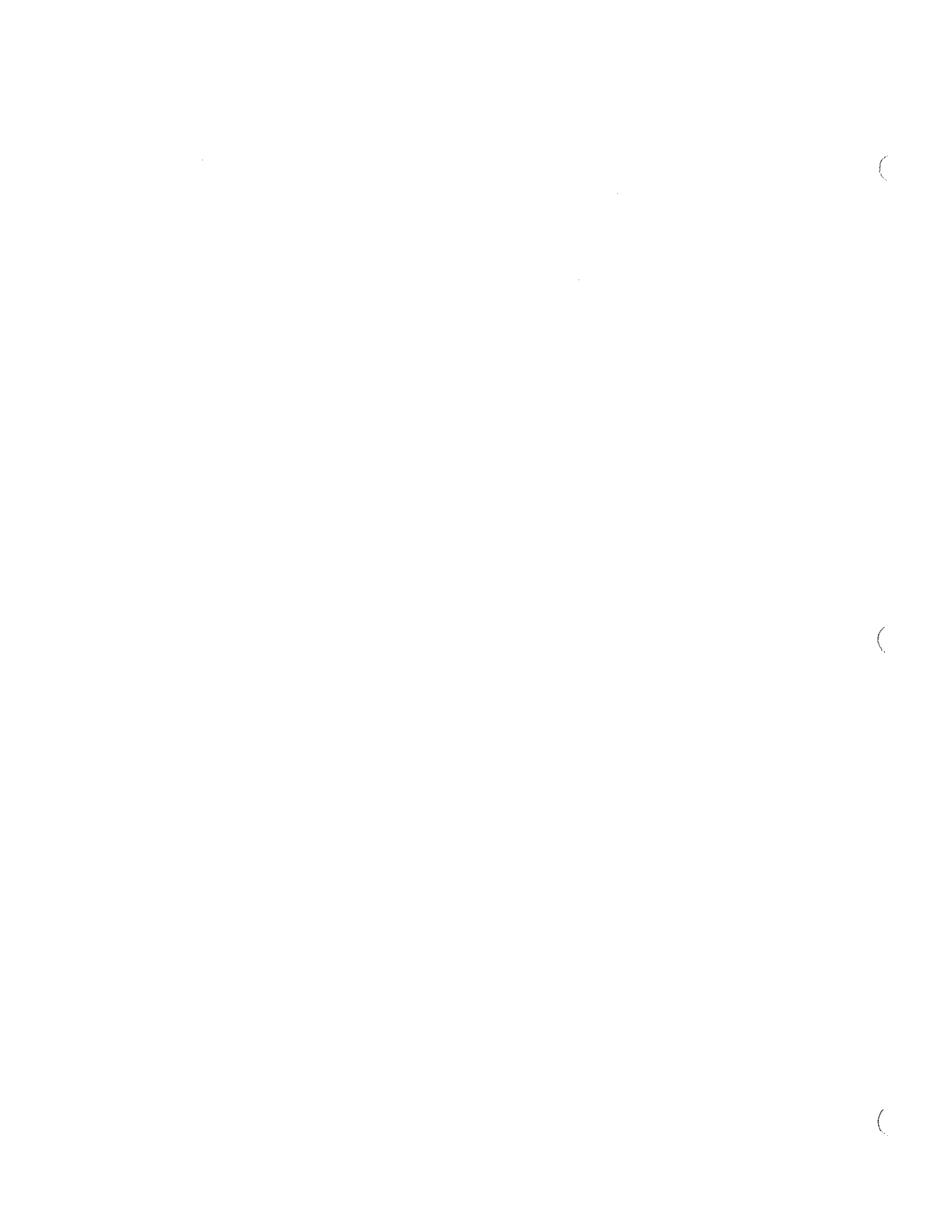
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**costs; pension costs for the City's defined benefit plan; and the payment of sick time to eligible employees.** Whether the excess property is sold by the City, through the DDA, or through the Building Authority, if applicable, any sale of public property shall be conditioned upon a development agreement to insure that the new project is desirable and consistent with this plan as well as the City's Comprehensive Development Plan. **Any public property from the Development Area that the DDA desires to sell shall follow the request for proposal procedure set forth in the Purchasing Ordinance Section 2-342. Upon receipt of the RFP Panel Recommendation, the City Council shall by resolution provide its recommendation to the Downtown Development Authority prior to award of the RFP by the Downtown Development Authority.**

Property owned by the City of Warren, the Building Authority, or the Tax Increment Finance Authority has been and shall continued to be transferred to the DDA by Quit Claim Deed as required when issuing bonds for public improvements.



At this time, Phase 1 is near complete within the original budget. The DDA intends to proceed immediately into the next phase.

<u>Phase</u>	<u>Years in Which Projects Are Expected to be Started</u>
I	2002 through 2007
II	2007 through 2012
III	2013 and beyond

Certain parts of each phase may be delayed for reasons that are not currently known. If this occurs it may be possible to begin projects expected to be started later in earlier phases.

**F. 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.**

***Section 17(2)(j)***

The DDA intends to sell excess public property to further the Development Plan in the interest of the public. Also with public welfare in mind, the DDA plans to examine several options regarding the series of parking structures to be constructed.

While details are unknown at this time, the DDA will abide by all applicable laws regarding this matter.

**G. 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 PERSON, NATURAL OR CORPORATE, THAT ALL OR A PORTION OF THE DEVELOPMENT WILL BE LEASED, SOLD, OR CONVEYED, IN ANY MANNER, TO THOSE PERSONS.**

***Section 17(2)(k)***

Details are unknown at this time, but the DDA will abide by all applicable laws regarding this matter.

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**H. ESTIMATES OF THE NUMBER OF PERSONS RESIDING IN THE DEVELOPMENT AREA AND THE NUMBER OF FAMILIES AND INDIVIDUALS TO BE DISPLACED. IF OCCUPIED RESIDENCES ARE DESIGNATED FOR ACQUISITION AND CLEARANCE BY THE AUTHORITY, A DEVELOPMENT PLAN SHALL INCLUDE A SURVEY OF THE FAMILIES AND INDIVIDUALS TO BE DISPLACED, INCLUDING THEIR INCOME AND RACIAL COMPOSITION; A STATISTICAL DESCRIPTION OF THE HOUSING SUPPLY IN THE COMMUNITY, INCLUDING THE NUMBER OF PRIVATE AND PUBLIC UNITS IN EXISTENCE OR UNDER CONSTRUCTION; THE CONDITION OF THOSE UNITS IN EXISTENCE; THE NUMBER OF OWNER-OCCUPIED AND RENTER-OCCUPIED UNITS; THE ANNUAL RATE OF TURNOVER OF THE VARIOUS TYPES OF HOUSING; 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.**

***Section 17(2)(l)***

No residences have been identified for acquisition and clearance by the DDA. In the event that relocation becomes necessary, the DDA will attempt to work in conjunction with the expiration of leases and will follow all statutory requirements. Since the Development Plan calls for a substantial amount of new housing and the City of Warren already has a large housing stock, suitable comparable housing will be available.

A 2005 census of the Development Area concluded that approximately 56 people reside in the Development Area. Most of these people live in apartments above commercial uses which is encouraged as an efficient use of land through the Development Area where properly zoned. There is also a group of homeowners contemplating selling their property for redevelopment as a commercial use without the involvement of the DDA.

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

***Section 17(2)(m)***

No displacement is anticipated. If relocation becomes necessary, Warren's housing supply is sufficient such that any individual or family affected may be treated as a priority.



At this time, Phase 1 is near complete within the original budget. The DDA intends to proceed immediately into the next phase.

<u>Phase</u>	<u>Years in Which Projects Are Expected to be Started</u>
I	2002 through 2007
II	2007 through 2012
III	2013 and beyond

Certain parts of each phase may be delayed for reasons that are not currently known. If this occurs it may be possible to begin projects expected to be started later in earlier phases.

**F. 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.**

***Section 17(2)(j)***

The DDA intends to sell excess public property to further the Development Plan in the interest of the public. Also with public welfare in mind, the DDA plans to examine several options regarding the series of parking structures to be constructed.

While details are unknown at this time, the DDA will abide by all applicable laws regarding this matter, including but not limited to, the Warren City Charter.

**G. 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 PERSON, NATURAL OR CORPORATE, THAT ALL OR A PORTION OF THE DEVELOPMENT WILL BE LEASED, SOLD, OR CONVEYED, IN ANY MANNER, TO THOSE PERSONS.**

***Section 17(2)(k)***

Details are unknown at this time, but the DDA will abide by all applicable laws regarding this matter, including but not limited to, the Warren City Charter.

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## **PART III TAX INCREMENT FINANCING PLAN**

### **A. DETAILED EXPLANATION OF THE TAX INCREMENT PROCEDURE**

Tax increment financing permits the DDA to capture tax revenues attributable to increases in the value of real and personal property resulting from the acquisition and construction of eligible property as defined in the Act. Property value increases, in the case of the development within the district boundaries, will be attributable to the construction of projects.

At the time the tax increment-financing plan is approved by the City Council, the value of the eligible property to which the plan pertains (the initial value) is established. The initial value is the taxable value of the eligible property on that date.

In each subsequent year for the duration of the tax increment financing plan the "current value" of the eligible property will be determined. The current value for each year is the taxable value of the eligible property for that year.

The amount by which the current value exceeds the initial value in any one year is the captured value. For the duration of the tax increment-financing plan, the local taxing jurisdictions will continue to receive tax revenues based upon the initial value. The DDA, however, receives that portion of the tax levy of the City of Warren, Macomb County and applicable school districts (as taxing jurisdictions) paid each year on the captured value of the eligible property included in the tax increment financing plan; provided, however, that the DDA does not receive any part of millage specifically levied for the payment of principal of and interest on obligations approved by the electors or obligations pledging the unlimited taxing power of the local governmental unit.

For example, in year one a tax increment-financing plan relating to eligible property having a taxable value of \$500,000 is established. The initial value is \$500,000. Assume that the tax rate applicable to the eligible property is 52 mills and, of the 52 mills, 52 mills are levied for the payment of principal and interest on obligations described above. In year one, the taxes on the eligible property will be 52 mills times \$500,000 or \$26,000. None of those taxes will be paid to the DDA. In year two, because of the construction of eligible property, the taxable value of the eligible property is \$750,000. The current value in year two is \$750,000 and the captured value in year two is \$250,000 (\$750,000 less than the initial value of \$500,000). If there were no agreements for the sharing of captured value, the DDA would receive tax increments of \$13,000 (52 mills times \$250,000). The taxing jurisdictions would receive \$26,500 (52 mills times \$500,000 which represents the initial value, plus 52 mills times \$250,000 which represents the captured value). In each subsequent year for the duration of the tax increment-financing plan a similar computation would be made. If agreements to share captured value were in place the calculations would be adjusted to reflect the terms of those agreements.

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**B. MAXIMUM AMOUNT OF BONDED INDEBTEDNESS TO BE INCURRED**

The maximum amount debt repayment will not exceed 80% (eighty percent) of the tax revenues captured by the DDA in any given year.

**C. DURATION OF THE PROGRAM**

The development plan and the tax increment financing plan are to continue for the period of time needed to complete the plan and collect and disburse tax increments as may be needed to pay and retire any tax increment bonds issued by the DDA or other obligations.

It is anticipated that the program will extend 40 years.

**D. STATEMENT OF THE ESTIMATED IMPACT OF TAX INCREMENT FINANCING ON THE ASSESSED VALUES OF ALL TAXING JURISDICTION IN WHICH THE DEVELOPMENT AREA IS LOCATED.**

See Appendix K.

**E. STATEMENT AS TO WHETHER PLAN PROVIDES FOR THE USE OF SOME OR ALL OF THE CAPTURED VALUE.**

The use of all of the captured value is contemplated.

**F. METHOD FOR EXCLUDING GROWTH IN PROPERTY VALUE RESULTING SOLELY FROM INFLATION.**

Not Applicable.

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