TAX INCREMENT FINANCING

AND

DEVELOPMENT PLAN

Village of Milford

Downtown Development Authority

1998

TAX INCREMENT

FINANCING

And

DEVELOPMENT

PLAN

1998-2017

Respectfully submitted to the Milford Village Council March 16, 1998

Adopted by the Milford Downtown Development Authority February 19, 1998

Amended by the MDDA April 23, 1998

Adopted by the Milford Village Council May 4, 1998

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TAX INCREMENT FINANCING AND DEVELOPMENT PLAN

Downtown Development Authority
Village of Milford

In order to prevent further deterioration and to encourage historic preservation of the downtown district, the Village Council of Milford established the Downtown Development Authority (DDA) District pursuant to Act 197 of 1975 ("Act 197") in August of 1982 (Ordinance No. 192). On May 9, 1988, the Council approved a two-mill ad valorem tax to fund DDA projects. The DDA has been operating on the two-mill levy since that time. The tax levy generated approximately \$23,000 at the time, and since the District expansion in 1994, it currently generates approximately \$43,000. See Map I.

The DDA has accomplished numerous projects since its inception, including: development of Center Street Park; Southside streetscape improvements; Main Street streetscape project; the Union Street Parking project; Riverview Park; and is currently sponsoring the Mill Pond Pathway Project. All of these projects have been accomplished by a unique combination of public and private dollars. In every budget year since its inception, the DDA has expanded the original tax revenue by private contributions of time, money and labor, and most recently by grant writing and fundraisers. Twenty-five percent of the revenue for the Union Street Project budget was private donations, while close to 80% of the Mill Pond Pathway Project's revenue was "self-generated" by the DDA.

Although public improvements have helped improve the area, there is still more work to be done. The downtown area in particular continues to experience some physical and economic deterioration; vacancies within the downtown commercial district have become a concern. Unfortunately, those vacancies give the impression of a downtown under stress. The DDA is committed to reversing the potential trend of vacancies in order to stabilize an area that is the core of the community. Storefront improvements, especially in the downtown center of the community benefit every taxpayer in Milford.

Of most importance to the DDA is the completion of the Mill Pond Pathway Project, a vital link between northwest residential districts and Prospect Hill to the downtown area. Currently, the North Milford Road "Arc" is sorely in need of sidewalk and streetscape elements that mirror the success of Main Street and Southside improvements.

DDA members are also concerned about new development proposals that could threaten the small town, historic character of the Milford area. Milford has a history of success partly due to its dense, urban core. The reverse---Suburban sprawl---has led to the decline of many communities like Milford. Design guidelines and incentives are sorely needed in order to guide developers toward sensitive, pedestrian-friendly, traditional developments that exemplify the Milford lifestyle. It is imperative that we understand the

value of our unique community, and have in place a structure that protects it without inhibiting economic revitalization. Such issues will be discussed in the DDA's Corridor Plan, which will be reviewed by Council in the spring of 1998.

If the DDA is successful in placing new development along the core of the commercial district, the issue of adequate parking will need to be addressed. Although it is not a high concern at the current date, it is the DDA's intention to provide ample parking for future businesses without compromising the "urban" layout of the downtown area.

The DDA has identified the tax increment financing as a potential source for revenue. The purpose of the financing is to provide for the acquisition, construction and financing of necessary public improvements including major road repair, parking, streetscapes, sidewalks and other facilities in the development area; to carry out programmatic objectives of the DDA, such as façade improvement incentives and design guidelines; and to facilitate a continued economic rejuvenation of the commercial core of the area while preserving the historic character and small town ambiance to the benefit of all taxpayers and taxing units in the area.

DEVELOPMENT PLAN

Milford DDA January, 1998

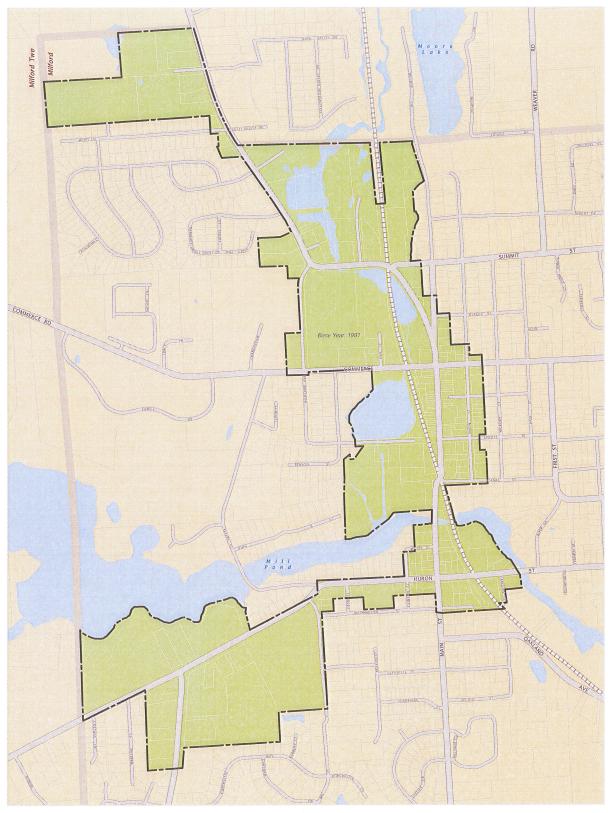
The following points A thru P as detailed in this Development Plan are pursuant to Section 17(2) of Act 197 of 1975 (as amended), and serve to meet the minimum standards that have been established by the Michigan State Legislature. Additional information concerning this act is available from the Downtown Development Director by request. This plan shall be used as a tool to guide the expenditure of Milford DDA Tax Increment Finance "TIF" monies. Any deviation from this plan may not be executed until it is presented as an amendment to the plan. Such as amendment may occur only after an opportunity for public discussion has been granted through a public hearing, and the Village Council approves, as outlined in Act 197, Section 19, (2).

Sec. 17. (1) When a board decides to finance a project in the downtown district by the use of revenue bonds as authorized in section 13 or tax increment financing as authorized in section 14, 15, and 16, it shall prepare a development plan.

- (2) The development plan shall contain all of the following:
- A. Boundaries of the development area in relation to highways, streets, streams or otherwise.

The Village of Milford Tax Increment Finance Authority is bounded in general to the north by Milford Road and the north Village municipal boundaries, to the south by Milford Road and south Village municipal boundaries, to the east by Union Street and to the west along Huron Street (between Main and General Motors Road on the south side of the road). It should be noted that the boundaries of the development area directly parallel/coincide with the boundaries of the Milford Downtown Development Authority District, as they currently exist (May, 1998). See Map 1.

- B. Description of existing streets; public facilities; location; character and extent of existing public and private land uses; legal description of development area.
 - 1. Existing Streets:
 - a. S. Milford Road from 180 S. Milford Road (on the west) to General Motors Road and from the commercial district (on the east) to General motors road.
 - b. Huron Street, from Milford Road to Clinton Street on the south side only; and from Clinton Street to the Huron River on the north and south (both) sides.







Village of Milford Downtown Development Authority

Contact Ann Barnette 1100 Atlantic Milford, MI 48381 248-684-9719

Statistics Authority: 276 acres Dev. Area: 276 acres Millage: Yes

Legend







Feet 90 400 800



Map date: August 1st, 2006 Created by: Oakland County Planning and Economic Development Services

The information provided herewith has been compiled from recorded deeds, plats, tax maps, surveys and other public records. It is not a legally recorded map or survey and is not intended to be used as one. Users should consult the information sources mentioned above when questions arise.

- c. Main Street, from Washington Street to Detroit Street, on the east and west (both) sides.
- d. N. Milford Road, from Highland Road to the Village boundaries on both sides.
- e. Summit Street, from the CSX Railroad property to Highland Avenue, north and south (both) sides of the street.
- f. Union Street, from Liberty to Commerce.

2. Existing public uses of property within the district.

- a. Central Park; an open space active park located on Main Street bounded on the north by Liberty Street and on the south by the Huron River, on the east by Main Street and on the west by a residential development.
- b. Center Street Park; an open space passive urban area located on Main Street at the West End of Center Street.
- c. Hubbell Pond Park, an open space passive park located north of General Motors Road, south of the Huron River and bounded on the east by 750 General Motors Road and on the west by the Village Municipal boundary lines (the portion that is within the DDA).
- d. Riverview Park; an open space passive park located across Main Street from Central Park and bounded by the north and east by the CSX Railroad, on the south by the Huron River and on the west by Main Street.
- e. Southside Park, an open space active park bounded on the south by Washington Street, on the north by Huron Street, on the west by the 325 W. Huron (currently the Fire Department) and on the east by 213 Huron Street, a private residence.
- f. East Municipal Parking Lot. Parking lot located south of Commerce, east of Main, west of Union Street and north of Center Street.
- g. West Municipal Parking Lot. Parking Lot located west of Main Street, south of Commerce and east of the CSX Railroad property.
- h. Milford Historical Society. 124 E. Commerce. Municipal building located between Union Street and Main Street, south of Commerce, on the north side of the East Municipal Parking Lot.
- i. Michigan Secretary of State Office. 236 W. Summit. Auto licensing division. Located at 236 West Summit.
- j. Village of Milford vacant lot. An open space currently being used as auxiliary parking for Central Park. Bounded on the north by W. Liberty Street, on the south by Central Park, on the east by the CSX Railroad property and on the west by the residential district.

It is not anticipated that any of these current public land uses will be removed or otherwise altered from their current public uses.

2. Location, character and extent of the categories of public and private land uses then existing and proposed for the development area.

See Map 2, Village of Milford Zoning Map See Map 3, Future Land Use Map

Commercial land use dominates the development District, and is zoned according to three types of business operation: (1) O-1 Office District, (2) B-2 Central Business District; (3) B-3 General Business District; and (4) I Industrial District.

See Map 2, Village of Milford Zoning Map

4. Legal Description of the district.

The Downtown Development Authority District and the Development Area described in this plan are identical. A legal description of the Development District is provided in Appendix A.

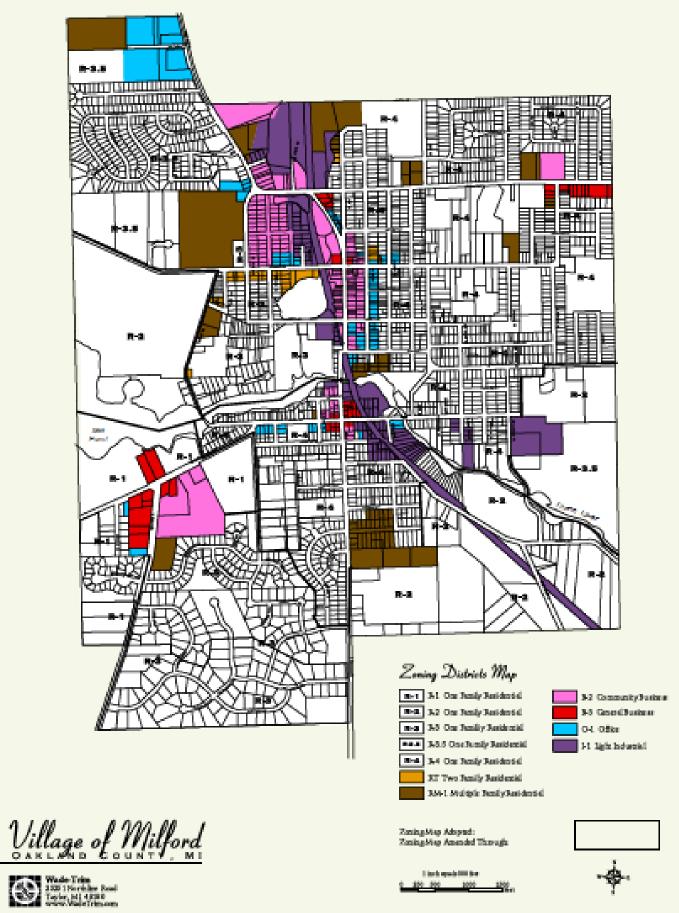
C. Description of existing improvements in the development area to be demolished, repaired, or altered; description of any repairs and alterations, and estimation of time required for completion.

Please see Section D and Attachment B

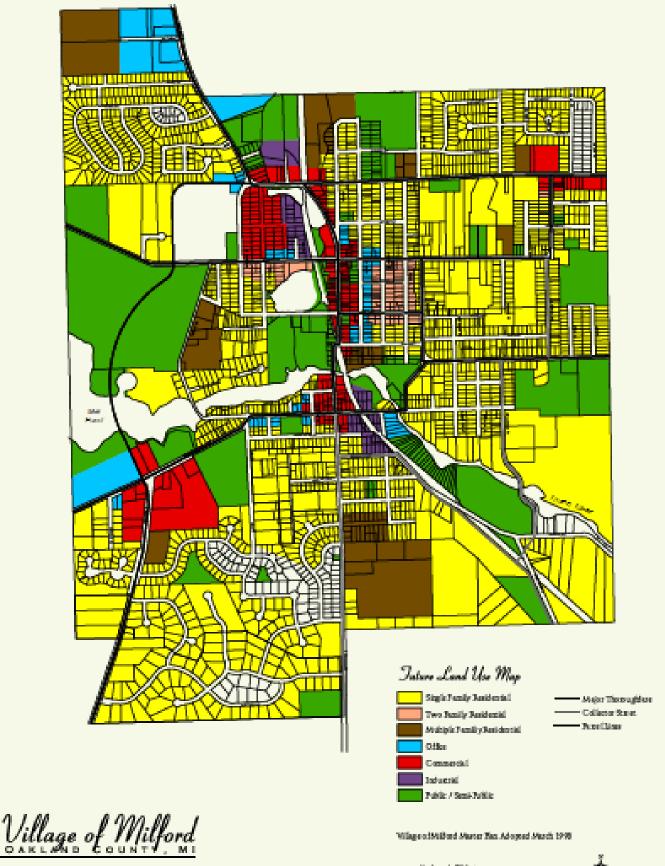
It is the intention of the DDA to work with the Village of Milford Engineer, the DDA Landscape Architect and various consultants to further define the design, cost and time frame for these improvements. The DDA will plan for TIF funding of the projects as they correlate with other factors, such as volunteer labor, monetary donations and private developments. The DDA will provide an annual budget outlining projects to the Village Council, subject to one budget amendment process per year. All potential improvements are subject to the DDA Board of Directors, with final approval dependent on Village Council approval.

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 Milford DDA has proposed a total number of improvements whose costs may exceed available revenues. For this reason, the DDA is prioritizing the desired improvements. The following is a list of the improvements as identified at the adoption of this Plan. The DDA may, however, re-prioritize the projects as and when other funding opportunities become available.



the garden state of the state of







Short term:

High priority projects to take place in the first five years.

Long Term:

Low priority projects are planned to begin in approximately 4 to 5

years, as funds become available

On-going:

Programs and administration functions to be funded on an annual

basis.

(1) Village of Milford Major Road Improvement Program

Participate in the Village of Milford's Phase II Road Program, as adopted by the Village Council in January of 1998. This includes:

a. Main Street from Huron Street to Commerce: Remove and replace pavement along with spot curb and gutter removal and replacement.

Estimated Cost:

\$720,000

Completed by:

Year 2001

b. North Milford Road from Commerce to Summit: Reconstruct pavement with drainage and curb

Estimated Cost:

\$460,000

Completed by:

Year 2001

c. Summit Street from Milford Road to Highland Avenue:

Reconstruct pavement with drainage and curb.

Estimated Cost:

\$460,000

Completed by:

Year 2001

d. Phase III Road Program

North Milford Road from Summit Street/Highland Avenue to the north village limits, plus ongoing maintenance in the District.

Estimated Cost:

\$720,000

Completed by:

Year 2006

e. Commerce, from Union Street to Highland: Reconstruct pavement with drainage and curb.

Estimated Cost:

\$184,000

Completed by:

Year 2001

f. Portions of Liberty Street from Main to Union and portions of Canal from Union to Main (areas within the District).

Estimated Cost:

\$92,000

Completed by:

Year 2001

(2) Mill Pond Pathway Project. Completion of the Mill Pond Pathway Project includes completing the conceptual plan to install a sidewalk, traditional streetlights, benches, sod, and plantings on the edge of the Upper millpond.

Estimated cost for entire project:

\$119,600

Estimated time of completion:

Short term

(3) Development of Downtown Design Guidelines

Development and implementation of a set of design guidelines to guide development in the District in terms of site plans and architectural considerations such as scale, proportions, massing, setbacks, historic preservation, rhythm of openings and the relationship of the building to its site and to adjoining development.

Estimated cost for development and codification:

\$18,400

Estimated time of completion:

Short term

(4) Implementation of Corridor Plan

Implement physical improvements identified in the Corridor Plan along the central corridors of Milford, including but not limited to Milford Road, Commerce Road, Huron Street and Summit Street. The Corridor Plan may include:

a. Installations of plantings along major Milford Road/Main Street/Milford Road Corridor, including decorative lighting and irrigation systems.

Estimated Cost:

\$460,000

Estimated Time of Completion:

Short term

b. Development of "Entrance Nodes" for the Village entrances at the south and north boundary lines along Milford Road.

Estimated Cost

\$9,200

Estimated Time of Completion:

Short term

c. Installation of plantings, irrigation system in the "Pie" intersection at General Motors and Milford Road.

Estimated Cost:

\$9,200

Estimated Time of Completion:

Short term

d. Installation of plantings, irrigation system in the "Triangle" intersection at N. Milford Road and N. Main Street intersection

Estimated Cost:

\$4,900

Estimated time of completion:

Short term ...

(5) Parking Lot Development in the Downtown Area

Develop a parking plan for the downtown area, which will identify new locations for additional parking. The parking plan may include:

- a. Costs for property acquisition if so needed.
- b. Construction costs for parking spaces.
- c. Pedestrian crossing improvements at the railroad.
- d. Feasibility study and parking needs analysis.

Estimated Cost:

\$920,000

Estimated Time of Completion:

Long term

(6) Façade Improvement Program

After the creation of the Downtown Design Guidelines, administer a matching grant program to encourage property owners to improve facades

along the Central Corridor. Expenditures could include providing architectural design services and administration costs.

Estimated Expenditure:

\$73,600 (or \$3,680 annually)

Estimated time of completion:

Ongoing

(7) Sidewalk Improvements

Identify a circuitous, contiguous route throughout the District and create sidewalks in those identified areas; repair and replace damaged brick or concrete sidewalks in the downtown area; prepare and implement plan for brick pedestrian crossings throughout the District.

Estimated expenditure:

\$92,000

Estimated time of completion:

Long term

(8) Market Analysis/ Business Retention and Recruitment Program
Hire a marketing firm to create a general market analysis of the
commercial viability of the entire District; make report available to
prospective businesses; develop database of existing businesses; create a
downtown brochure to recruit ideal businesses to the area; provide
research and professional assistance to existing businesses in terms of
promotional events, joint advertising and marketing and in-store
marketing.

Estimated expenditure:

\$55,200 (or \$2,760 annually)

Estimated time of completion:

Ongoing

(9) Improved Signage and Banners for Special Events in the District. This would include parking signs, directional signage and banners for various festivals and promotions

Estimated annual expenditure:

\$36,800 (or \$1,840 annually)

Estimated time of completion

Ongoing

(10) Recruit and Assist in Locating a Civic Building in the Downtown Area.

Encourage various boards and commissions to locate new facilities in the downtown area by: assisting in site plan development and assisting in necessary infrastructure improvements such as parking, pedestrian accessibility and water and sewer hook-ups. This could include the Milford Library or the Milford Post Office.

Estimated expenditure:

\$184,000

Estimated time of completion:

Long Term

(11) Administration and Contingencies.

Executive Director, office supplies, consultant fees, public notices, legal opinions, and architects program brochures and management. May also include a contribution to the Village Refuse Collection within the DDA District at such times when normal refuse collection funds are deficient to cover such costs.

Estimated expenditure:

\$1,331,508 (or \$66,575 annually)

Estimated time of completion:

Ongoing

(E) Statement of the construction or stages of construction planned, and the estimated time of completion of each stage.

Refer to Section D.

(F) Description of any parts of the development area to be left as open space and the use contemplated for the space.

All open space areas (Village Parks in particular) will remain in their current configuration. The public use of these parcels is not expected to change.

(G) A description of any parts of the development area which the DDA desires to sell, donate, exchange or lease to or from the municipality and the proposed terms.

It is not presently proposed that the DDA would sell, donate, exchange or lease properties to or from the Village of Milford.

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

At this time changes in zoning uses are not proposed. Any changes in streets, street levels, intersections or utilities will be according to adopted Village Council plans and will comply with Village of Milford Engineering Standards.

(I) Estimate of cost of development, statement of proposed method of financing the development and the ability of the DDA to arrange the financing.

The total cost for undertaking the projects identified under Section 17(2)(d) is approximately \$6.6 million.

The activities of the DDA and the development of public improvements shall be financed from one or more of the following sources. Where receipt of specific funds are indicated as being anticipated by the DDA, methods of repayment will be established as necessary. Where repayment is not necessary, funds shall be credited to the general fund of the DDA for the purpose of financing only those activities, as indicated in this plan or otherwise appropriate as provided by in PA 197 of 1975, as amended.

- a. Donation to the DDA for the performance of its functions.
- b. Proceeds of a tax imposed pursuant to Section 12.
- c. Revenues from any property, building, or facility owned, leased, licensed, or operated by the DDA or under its control, subject to the limitation imposed upon the DDA by trusts or other agreements.

- d. Proceeds of a tax increment financing plan, established under Sections 14 to 16.
- e. Proceeds from a special assessment district created as provided by law.
- f. Money obtained from other sources approved by the governing body of the municipality.

Revenues obtained from the 2-mill downtown development levy will continue to be collected on all properties within the development district.

(I) 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 DDA.

The improvements planned in the development area are predominately public in nature. At the adoption of this ordinance, there are no plans to lease, sell or convey in any manner portions of the projects undertaken by the DDA. In some cases, as with a façade improvement incentive program, any particular person, natural or corporate may benefit privately from such improvements. Such projects, however, are intended to serve the public benefit in general.

(J) 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 DDA 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.

At the adoption of this ordinance, there are no plans to lease, sell or convey in any manner portions of the projects undertaken by the DDA.

(K) 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 DDA, 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 and the range of rents and sale prices, and 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.

It is estimated there are less than forty persons living in the DDA District. It is not anticipated that anyone will be displaced as a result of the proposed projects or developments in the District.

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

Not applicable.

(M) 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 U.S.C. Sections 4601, et seq.

Not applicable.

(N) 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. It is anticipated that no persons will be displaced and relocated as a result of this Development Plan. In the event that condemnation is exercised to achieve the purposes of this Plan, a plan will be developed to comply with said act and section of the Michigan Compiled Laws.

(O) Other material that the DDA, local public agency, or governing bodies considers pertinent.

Not applicable.

TAX INCREMENT FINANCING PLAN

A. Tax Increment Financing Procedure; Detailed explanation. Section 14(1)

The tax increment revenue to be transmitted to the DDA is generated when the current assessed value of all properties within the development district exceeds the initial assessed value of the properties. The initial assessed value of the District as defined by Act 197 is the assessed value of all properties as shown by the most recent assessment roll of the municipality for which equalization has been completed at the time of adoption. Assessed value refers to both real and personal properties. The amount in any one year by which the current assessed value exceeds the initial assessed value is defined as "captured assessed value".

New construction, renovation or rehabilitation of existing properties, and increases due to inflation can generate increases in the assessed value of properties in the District.

Captured taxes can be used for the purposes described in the Development Plan, can be accrued annually or can be pledged for debt service.

For the purposes of this Plan as presently proposed for adoption, the "initial assessed value" will be based on the assessment roll in place on December 31, 1996, for which equalization was completed in May of 1997. According to the Milford Treasurer's Department, the Initial Assessed Value in the DDA District is \$22,638,290.

The tax increment is determined by applying the total millage (with the exception of local school taxes, Fire Department, Police Department and Library Fund) to the captured value of properties in the District. Each year, the taxes transmitted to the DDA are based on captured assessed value only. Throughout the duration of this Plan, the taxing jurisdictions will continue to collect property taxes which are based on the initial assessed value.

The political process for adopting the plan is as follows:

- 1. The local DDA adopts the Plan and forwards the Plan to the local legislative body (Village of Milford Council).
- 2. Council must set a Public Hearing pursuant to Section 18 of Act 197. Notice of the time and place of the hearing shall be given by publication twice in a newspaper of general circulation designated by the municipality, the first of which shall not be less than 20 days before the date set for the hearing. Notice of the hearing shall be posted in at least 20

conspicuous and public places in the downtown district not less than 20 days before the hearing. Notice shall also be mailed to all property taxpayers of record in the downtown district not less than 20 days before the hearing. In addition, all taxing jurisdictions will be notified and allowed to comment in writing or in person.

- 3. The notice of the Hearing shall contain a description of the development area and a statement of the development plan and shall be made available in a public location to all interested persons. The Hearing shall provide the fullest opportunity for expression of opinion, for argument on the merits, and for introduction of documentary evidence pertinent to the development plan.
- 4. The governing body after a public meeting shall then approve or reject the plan, or approve it with modification, by ordinance based on the following considerations:
 - (a) The findings and recommendations of a development area citizens council, if a development area citizens council was formed. (Not applicable with this Plan. There are less than 100 persons living in the DDA District)
 - (b) The plan meets requirements set forth in Section 17 (2) of PA 197, The "Development Plan".
 - (c) The proposed method of financing the development is feasible and the DDA has the ability to arrange the financing.
 - (d) The development is reasonable and necessary to carry out the purposes of this act.
 - (e) The land included within the development area to be acquired is reasonably necessary to carry out the purposes of the plan and of this act in an efficient and economically satisfactory manner.
 - (f) The development plan is in reasonable accord with the master plan of the municipality.
 - (g) Public services, such as fire and police protection and utilities are reasonably necessary for the project and for the municipality.
- 5. Amendments to an approved development plan or tax increment plan must be submitted by the DDA to the governing body for approval or rejection.

See Table I. Estimated Revenue

B. The Maximum Amount of Bonded Indebtedness and Duration of Program.

The TIF plan program shall not exceed a maximum life of 20 years. The plan shall be in effect from July of 1998 through June of 2018.

TIF funds received under this plan shall be spent only in accordance with the Development Plan. Any surplus funds collected under the TIF plan shall revert proportionately to the respective taxing bodies.

Table 1
ESTIMATED DDA REVENUE: 20 Year Plan (Final)

Year	Taxable Value	Projected Increase	Total	Captured Value	TIF Revenues	Two Mills Ad valorem Tax	Total Estimated Revenue	Disbursement Year
					713,5140			
	-	7	m	4	ĸ	7	œ	
1997	~22,638,290	. 3,156,855	~ 25,795,145	3.156.855	SCO.	454 EAG		,
1998	25,795,145	3,170,674	28,965,819	6,327,529	077 47 44 44 44 44 44 44 44 44 44 44 44 44 44	0501-050 664-050	\$83,519	1998
1999	28,965,819	753,111	29,718,930	7.080.640	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 5	\$143,442	1999
2000	29,718,930	3,272,692	32,991,622	10,353,332	7100014	554,554	\$155,126	2000
2001	32,991,622	857,782	33,849,404	11,211,114	\$151.507	564 th	\$205,898 \$740,206	2001
2002	33,849,404	880,085	34,729,489	12,091,199	\$163.400	500 A	\$219,206	2002
2003	34,729,489	. 902,967	35,632,456	12,994,166	\$175.603	24.55 24.55 24.55	\$227,639	2003
2004	35,632,456	926,444	36,558,899	13.920.609	\$188.123	27 CAG	\$240,000	2004
2005	36,558,899	950,531	37,509,431	. 14,871,141	0.000	0.000	\$201,241	2005
2006	37,509,431	975,245	38,484,676	15,846,386	\$214.148	0.00 A7A	\$27.3,967	2006
2007	38,484,676	1,000,602	39,485,278	16,846,988	\$227,670	\$78 Q74	111,1824	7007
2008	39,485,278	1,026,617	40,511,895	17,873,605	\$241 544	12(12) 4(17)	#300,041	2008
2009	40,511,895	1,053,309	41,565,204	18,926,914	\$255 TTR	tot can	\$322,388	2003
2010	41,565,204	1,080,695	42,645,899	20,007,609	\$270.383	55 55 55 55 55 55 55 55 55 55 55 55 55	\$338,909	2010
2011	42,645,899	1,108,793	43,754,693	21,116,403	\$285.367	40.2 KPA KPA C	6/0,0004	7102
2012	43,754,693	1,137,622	44,892,315	22:254,025	\$300741	Section 1	\$37,2,670	2012
2013	44,892,315	1,167,200	46,059,515	23.421.225	77. 72.00 A		97C'DSC#	2013
2014	46,059,515	1,197,547	47.257.062.	24 618 772	0000000	n	\$408,633	2014
2015	47,257,062	1 228 684	48 485 746	OK 847 466	2 2	4 in 1	\$427,212	2015
2016	48 485 746	1 250 520	40 740 210	23,047,436	505 PAS	\$36,971	\$446,274	2016
<u>:</u>	OF 1,001,101	1,400,023	49,740,575	27,108,085	\$366,339	\$99,493	\$465,831	2017
:		1						
(Millage first	(Millage first year≕ 12.244)				\$4,393,129	\$1,557,280	\$5,950,408	

Rate of Inflation = 2.6% Development \$10 Million investment spread over year two and four (\$5 Mill Taxable Value)

If bonds are to be sold, the municipality may not pledge for annual debt service requirements in excess of 80% of the estimated annual tax increment revenues. Should actual tax increment revenues fall below projections, any previously accumulated revenue would be devoted to retirement of the bonds. The bonds are subject to the Michigan Municipal Finance Act and may not mature in more than fifteen years. The maximum amount of bonded indebtedness is as follows:

Total 20-Year Revenue: \$5,950,408 est. $\times \underline{80}$ Maximum Amount of Bonded Indebtedness = \$4,760,326 est.

C. Statement of the estimated impact of the TIF on other taxing jurisdictions:

Adoption of this tax increment financing plan will initially result in the use of all revenues derived from increases in assessed value of the real and personal property of the development area for purposes of the Development Plan. In concert with the overall philosophy behind the creation and implementation of tax increment financing, it is anticipated that while this plan will temporarily divert proportionate revenues from area taxing jurisdictions, the economic development that is spurred by the plan will provide more than adequate long-term returns to the taxing jurisdictions in question. As soon as adequate increments have been generated to pay debt service on all bonds and to pay for the remaining development projects, excess tax captures will be returned to the taxing jurisdictions.

Given a 2.6% inflation rate and an anticipation of potential new development, the following impacts are estimated for each taxing jurisdiction affected by the Milford DDA TIF plan. Local school taxes, and Fire, Police and Library millages are omitted from capture. The total captured from the other jurisdictions (over 20 years) is approximately \$4,164,540 million.

Revenue reallocation amounts were based on applying a total millage rate of 13.5140, the sum of the following millages:

Taxing Jurisdiction	Millage Rate
Village of Milford (operating)	4,0000
Village Refuse	1.8600
Township Operating	1.1524
Oakland County	4.8416
O.C.C.	1.6600

See Table 2., Estimated Revenue Reallocation, Taxing Jurisdictions.

Table 2
Estimated Revenue Reallocation by Taxing Jurisdiction
1998-2012

20 Year Plan (Final)

\$2,484,240	SA PER RESE			\$1,898,889				61
	\$540,951	\$1,577,752	\$375,537		\$606,126	\$1,292,763	\$325,874,053	Total
207,485	44,999	131,247	31,239	1,00,000	177,00			
197,836	42,907	125,143	79,101	17 C	50 421	108,432	27,108,085	2017
188,432	40,867	105,124	20,03	<u>7</u>	48.076	103,390	25,847,456	2016
179,266	20,679	110 101	28,371	144 266	45,791	98,475	24,618,772	2015
1/0,332	26,942	112.75	26 901 26 901	137.248	43,563	93,685	23,421,225	2014
161,625	33,033	107,705	* 25 646	130 409	41,392	89,016	22,254,025	2013
153,138	35,213	100,009	24 335	123,742	39,277	84,466	21,116,403	2012
144,867	31,419	96,860	23.057	117 245	37,214	80,030	20,007,609	2011
136,805	29,670	86,53/	21,390	110015	35,204	75,708	18,926,914	2010
128,947	27,966	61,566	30 500	104 730	33.245	71,494	17,873,605	2009
121,288	26,305	16,722	10,701	8 7 3 7 3 7 3 7 3 7 3 7 3 7 3 7 3 7 3 7 3	31,335	67,388	16,846,988	2008
113,824	24,686	72,000	10 761	92.860	29.474	63,386	15,846,386	2007
106,548	23,108	72 22	17 138	87 1.75 75. (27,660	59,485	14,871,141	2006
99,457	21,570	62,913	18,040	81 575	25,892	55,682	13,920,609	2005
92,545	20,071	36,341	17077	76146	24.169	51,977	12,994,166	2004
018'58	18,610	54,260	750 51	70.854	22,490	48,365	12,091,199	2003
79,244	17,187	50,127	12020	65 697	20,853	44,844	11,211,114	2002
54,195	11,/54	50,407	11 031	80 671	19,257	41,413	10,353,332	2001
8.5 1	10,304	34,202	8 160	41 493	13,170	28,323	7,080,640	2000
24,163	10,7240	#63 0E	7 292	37.079	11,769	25,310	6,327,529	1999
		1,00,31	3 638	7.766	5,872	1,894	3,156,855	1998
	1.6600	4.8416	1.1524		1.8600	4.0000		rate
(Jamo)	o.c.c.	County	Township		Refuse	Village	Value*	Millage
Total				Total (Village)	Village		Captured	

D. Compliance with Section 15 of Act 197, P.A. 1975 As Amended.

The DDA shall expend the tax increment revenues received for the development program only pursuant to the tax increment finance plan. Surplus funds shall revert proportionately to the respective taxing bodies. These revenues shall not be used to circumvent existing property tax limitations. The governing body of the municipality may abolish the tax increment financing plan when it finds that the purposes for which it was established are accomplished. However, the tax increment financing plan shall not be abolished until the principal of, and interest on, bonds issued pursuant to Section 16 of Act 197 have been paid or funds sufficient to make the payment have been segregated.

Annually the DDA shall submit to the governing body of the municipality and the state tax commission a report on the status of the tax increment financing account. The report shall be published in a newspaper of general circulation in the municipality and shall include the following:

- 1. The amount and source of revenue in the account.
- 2. The amount in any bond reserve account.
- 3. The amount and purpose of expenditures from the account.
- 4. The amount of principal and interest on any outstanding bonded indebtedness.
- 5. The initial assessed value of the project area.
- 6. The captured assessed value retained by the DDA.
- 7. The tax increment revenues received.
- 8. The number of jobs created as a result of the implementation of the tax increment finance plan.
- 9. Any additional information the governing body or the state tax commission considers necessary.

E. Statement of usage of part or all of the captured assessed value, and the portion to be used by the Downtown Development Authority.

The DDA proposes to enhance the Development Area physically, economically and functionally by implementing aesthetic beautification projects, improving major public works systems and establishing business recruitment and retention programs. One hundred percent of the collected revenues will be used for the above purposes (including administrative costs). It is anticipated that the activities of the DDA will spur private development and improvements. In addition, the DDA expects to receive private donations of money, time, materials and labor to implement some projects.

As provided for by Act 197, tax revenues generated from within the development area prior to the adoption of this plan will continue to be distributed to all taxing

jurisdictions. Upon completion of the objectives of this plan, all additional revenues having been captured by the DDA will be distributed proportionately to the taxing jurisdiction.

The Milford Road-Main Street-Milford Road Corridor serves as the heart of the community for the Village and the Township. It is expected that the protection, beautification and enhancement of this area will provide long-term stability and controlled growth for the entire community. This should have a positive affect on all taxing jurisdictions. As property values rise within the District due to improvements, they will rise in adjacent areas, and eventually should have an impact on the entire community. Although taxing jurisdictions will be sacrificing a portion of the expected increases in their respective budgets (only within the District), property values as a whole should rise as a result of the projects outlined in this plan.

Attachment A

AREA A District boundaries are as follows:

Commencing at the intersection of the east right-of-way line of Highland Avenue and the south right-of-way line of Commerce Road, then north along the east right-of-way line of Highland Avenue continuing northerly along the east right-of-way line of Milford Road to Eaton, then east on Eaton to Pettibone Creek, then north along Pettibone Creek to the Village corporate limit line (northern boundary line of sidwell parcels 16-03-476-018 and 16-03-476-019) then west along the corporate Village limit (northern boundary of 16-03-476-018 and 16-03-476-019) to the center of the roadway of Millord Road, then north along the center line of Millord Road to the Village corporation limit line then west along the northern boundary line of sidwell parcels 16-03-326-011 and 16-03-326-012, to the northwest corner of sidwell parcel 16-03-326-011 then south along the western boundary line of sidwell parcel 16-03-326-011 to the southwest corner of parcel 16-03-326-011, then west along the northern boundary line of parcel 16-03-326-003, then south along the western boundary line of sidwell parcel 16-03-326-003 (also the Village corporation limit line) to the southwestern corner of sidwell parcel 16-03-326-003, then east along the southern boundary line of sidwell parcel 16-03-326-003, then to the northwest corner of sidwell parcel 16-03-403-008, then south along the western boundary line of 16-03-403-008 to the Abbey Lane south road right-of-way line, then east along the south Abbey Lane right-of-way line to the northwest corner of sidwell parcel 16-03-451-024, then south along the western boundary line of sidwell parcel 16-03-451-024 to the southwest corner of 16-03-451-024, then west to northwest corner of 16-03-451-010, then south along the western boundary of 16-03-451-010 to the southwest corner of that parcel, then east along the southern boundary line of sidwell parcel 16-03-451-010 to western right-of-way line of Milford Road, then south along Millord Road to the northeast corner of sidwell parcel 16-03-453-019, then west along the northern boundary line of 16-03-453-019 and the northern boundary line of 16-03-453-016 to the northwest corner of sidwell parcel 16-03-453-016, then south along the western boundary line of sidwell parcel 16-03-453-016 and continuing south along the western boundary line of parcel number 15-03-453-021 to the northern boundary line of sidwell parcel 16-10-201-006, then east along the northern boundary line of sidwell parcel 16-10-201-006 to the western boundary of parcel number 16-10-201-010, then south along the western boundary line of parcel number 16-10-201-010, then east along the south boundary line of 16-10-201-010 to the west right-of-way line of Highland Road, then south to the north boundary line of 16-10-201-005 then west along the north boundary line of 16-10-201-005, then south along west boundary line of 16-10-201-005 to the south right-of-way line of Commerce Rd, then east along the south right-of-way of Commerce Road to the east right-of-way line of Highland Ave.

Sidwells:	16-03-326-012	16-03-451-010
	16-03-326-013	16-03-453-016
	16-03-326-011	16-03-453-019
	16-03-401-002	16-03-453-021
	16-03-401-003	. 16-03-476-018
	16-03-326-003	16-03-476-019
	16-03-403-008	16-03-476-017
	16-03-451-024	16-03-476-016
	16-10-451-015	16-10-201-010
	16-10-201-005	

AREA B District boundaries are as follows:

Commencing at the intersection of the east right-of-way line of Clinton and the north right-of-way line of Huron, then west along Huron to the southwest corner of 16-10-404-010, then south to the north right-of-way line of General Motors Road, then west on General Motors Road to the southeast corner of sidwell parcel 16-10-402-001, then north along the eastern boundary line of sidwell parcel number 16-10-402-001 to the northern boundary line of sidwell parcel 16-10-402-001, then west along the northern boundary line of sidwell parcel 16-10-402-001, continuing west along the northern boundary line of sidwell parcel number 16-10-301-009 and continuing westerly following the Huron River to the northwest corner of sidwell parcel 16-10-301-007, then south along the western boundary line of sidwell parcel 16-10-301-007 to the south right-of-way line of General Motors Road, then east along the south right-of-way line of General Motors Road to the northwest corner of sidwell parcel 16-10-376-021, then south along the western boundary line of the following sidwell parcels 16-10-376-021, 16-10-376-010, 16-10-376-018, 16-10-376-019, and 16-10-376-020, to the southwest corner of 16-10-376-020, then east along the southern boundary line of sidwell parcel number 15-10-376-020 and across Milford Road to the east right-of-way line of Milford Road then north to the southwest corner of sidwell parcel 16-10-451-008, then east along the southern boundary line of sidwell parcels 16-10-451-010 and 16-10-451-008 to the southeast corner of 16-10-451-010, then north to the southwest corner of sidwell parcel 16-10-451-002, then east to the southeast corner of sidwell parcel 16-10-451-002, then east to the east right-of-way line of Mill Street, then north along the east right-of-way line of Mill Street to the north right-of-way line of Washington Street. Then east along the north right-of-way line of Washington Street to the southeast corner of sidwell parcel 16-10-430-006, then north along the western boundary line of sidwell parcel 16-10-430-006 and 16-10-430-005, to the southeast corner of sidwell parcel 16-10-430-002, then east along the southern borders of sidwell parcels 16-10-430-003 and 16-10-430-004, crossing Dean Street, and continuing east along the southern boundary line of sidwell parcel 16-10-431-001 to the southeast corner of sidwell parcel 16-10-431-001, then south along the western boundary line of sldwell parcel 16-10-431-003 to the southwest corner of sidwell parcel 16-10-431-003, then east along the southern boundary line of sidwell parcel 16-10-431-003 to the southeast corner of sidwell parcel 16-10-431-003, then north along the eastern boundary line of 16-10-431-003 to the southwest corner of 16-10-431-004, then east along the southern boundary line of 16-10-431-004 to the east right-of-way line of Clinton, then north to the north right-of-way line of Huron Street.

• •		
4 4 9 4 9 1 9 9 9 9 9 9 9 9 9 9 9 9 9 9		
		16-10-451-015
		16-10-451-014
16-10-431-003		16-10-451-003
15-10-431-001		16-10-301-008
16-10-430-004		16-10-301-009
16-10-430-003		16-10-376-021
16-10-430-002		16-10-376-014
16-10-430-001		16-10-376-018
16-10-430-005		16-10-376-010
16-10-430-006		16-10-376-019
16-10-451-002	•	16-10-376-020
16-10-402-001		16-10-301-007
16-10-451-011		16-10-451-010
	16-10-430-004 16-10-430-003 16-10-430-002 16-10-430-001 16-10-430-005 16-10-430-006 16-10-451-002 16-10-402-001	16-10-431-004 16-10-431-003 15-10-431-001 16-10-430-004 16-10-430-002 16-10-430-002 16-10-430-005 16-10-430-006 16-10-451-002 16-10-402-001

AREA C District boundaries are as follows:

Commencing at the Intersection of the Huron River and the west right-ofway of Main Street, then north along Main Street, to the CSX Railroad rightof-way, then north along the western CSX Railroad right-of-way to the north right-of-way line of Liberty Street, then west along Liberty Street to the southeast corner of sidwell parcel 16-10-277-021, then south to the south right-of-way line of Liberty Street, then east on Liberty Street to the northeast corner of sidwell parcel 16-10-279-010, then southwest along the eastern boundary line of sidwell parcel 16-10-279-010 to the southeast corner of 16-10-279-010, then west along the southern boundary line of 16-10-279-010 to the southwest corner of 16-10-279-010, then north along the west boundary of sidwell parcel 16-10-279-010 to the southeast corner of sidwell 16-10-279-001, then southwest along the southern boundary line of sidwell parcel 16-10-279-001 to the southwest corner of 16-10-279-001, then south along the western boundary line of sidwell parcel 16-10-279-011 to the Huron River, then east along the Huroh River to the west right-of-way line of Main Street.

Sidwells:	16-10-279-003	16-10-279-007
	16-10-279-004	16-10-279-009
	16-10-279-005	16-10-279-011
	16-10-279-006	

AREA D District boundaries are as follows:

Commencing at the Intersection of the Huron River and the southeast corner of sidwell parcel 16-11-307-001, then northwest along the Huron River to the western CSX Railroad right-of-way, then south along the western railroad right-of-way to the north right-of-way of Washington Street, then east across the railroad right-of-way to the east right-of-way line of Caroline Street, then north along Caroline to the southwest corner of sidwell parcel 16-11-307-001, then east along the southern boundary line of 16-11-307-001 to the Huron River.

Sidwells:	16-11-302-001	16-11-326-037 (part)
	16-11-302-002	16-11-501-004
	16-11-302-003	16-11-501-006
	16-11-307-001	16-11-501-007
	16-11-305-001	16-11-501-008

AREA E Area is described as sidwell parcel number 16-03-478-002, 16-03-478-004, 16-03-478-007 and the south half of 16-03-501-004.

Sidwells:	16-03-478-004	16-03-478-007
	16-03-478-002	16-03-501-004 (south half)

Attachment B

VILLAGE OF MILFORD

ORDINANCE NO. 192

AN ORDINANCE ESTABLISHING THE VILLAGE OF MILFORD DOWNTOWN DEVELOPMENT AUTHORITY IN ACCORDANCE WITH PUBLIC ACT 197 OF THE PUBLIC ACTS OF 1975 OF THE STATE OF MICHIGAN, AND DESCRIBING THE POWERS AND DUTIES OF SAID DOWNTOWN DEVELOPMENT AUTHORITY AND ITS BOUNDARIES WITHIN THE VILLAGE OF MILFORD.

THE VILLAGE OF MILFORD ORDAINS:

Section 1. Short Title

This Ordinance shall be known and may be cited as the "Village of Milford Downtown Development Authority Ordinance."

Section 2. Purpose

The Village of Milford Council, having determined that it is necessary and in the best interest of the public to halt property value deterioration and to increase property tax valuation where possible in the Village of Milford business district, to eliminate the causes of said deterioration and to promote economic growth, a Downtown Development Authority is hereby established pursuant to Act 197 of the Public Acts of 1975 for the State of Michigan to be known as the "Village of Milford Downtown Development Authority."

Section 3. References in the Act

References in Act 197 of the Public Acts of 1975 for the State of Michigan to "chief executive officer" shall mean the President of the Village Council for the Village of Milford; to "governing body of the municipality" shall mean the Village of Milford Council; to "municipality" shall mean the Village of Milford; to "the Authority" shall mean the Village of Milford Downtown Development Authority; and to "the agency which is chiefly responsible for planning in the municipality" shall mean the Village of Milford Planning Commission.

Section 4. Powers and Duties

The Village of Milford Downtown Development Authority shall have all the powers and duties as set forth in Public Act 197 of the Public Acts of 1975 of the State of Michigan as presently enacted or as may hereafter be amended.

Section 5. Boundaries

The Village of Milford Downtown Development Authority shall exercise its powers and duties within the Downtown Development District being specifically described as follows:

Village of Milford Ordinance No. 192 Page Two

Section 5. Boundaries (continued)

The District is bounded as follows: Commencing at the intersection of Eaton and N. Hilford Rd. then southerly along Highland St. to Commerce St. then east to the C & O Railroad right-of-way then southerly along the easterly line of the Mill Pond, excluding Sidwell #16-10-277-011, to Liberty St. west to Pettibone Creek, south along the Creek to Water St. then along Clinton St., excluding Sidwell #16-10-429-001 and 002, to the rear lot line of property on the south side of Huron St., then east to S. Main St. and south on S. Main to Washington, then east on Washington to the C & O Railroad, excluding Sidwell #16-11-304-006, then northerly to Canal St. then east to the rear lot line of property on the east side of Union St. thence north to first lot north of Commerce St., then west to Union St., then north on Union to the northerly lot line of Sidwell #16-11-104-013, then west to the rear lot lines of the residential lots then north to Detroit St. then west to Main St. then north to Summit St., excluding Sidwell #16-10-229-005, 006 and 007, then west to the C & O Railroad then north to the rear lot lines of property zoned B-1 or B-2 then westerly to Eaton St. thence to the point of beginning. The District includes the following properties as described by their Sidwell Identification Numbers:

16-03-476-007	16-10-275-028	16-11-104-001	16-11-155-001
16-03-476-008	15-10-275-029	16-11-104-002	16-11-135-005
16-03-476-009	16-19-278-030	16-11-104-003	16-11-155-006
16-03-476-010	16-10-175-031	16-15-104-004	16-11-115-008
16-03-476-011	14-10-278-032	16-11-104-005	16-11-155-009
16-03-476-012	16-10-278-033	14-11-104-004	16-11-155-010
	14-10-278-034	16-11-104-007	16-11-155-011
16-03-477-003	16-10-178-035	14-11-104-013	16-11-135-012
16-03-477-004	14-10-278-036	14-11-194-014	14-11-155-013
16-03-477-005	14-10-278-037	14-11-104-013	16-11-155-014
16-03-477-006	16-10-278-038		
	16-10-278-039	1611105006	16-11-156-001
16-10-127-005	16-10-278-040		16-11-156-002
16-10-227-007	14-10-278-041	16-11-107-002	16-11-156-004
16-10-227-015	15-10-275-042	16-11-107-005	14-11-134-010
16-10-227-016	16-10-278-043	16-11-107-006	16-11-156-011
16-10-227-017	16-10-278-044	14-11-107-007	
16-10-127-014	16-10-278-045	16-11-107-008	16-11-301-001
16-10-227-011		16-[1-107-009	16-11-101-002
	16-10-279-003	16-11-107-010	16-11-301-001
15-10-223-002	16-10-279-004	16-11-107-011	14-11-301-004
16-10-228-003	14-10-279-005	14-11-107-014	14-11-301-005
	14-10-279-004	16-11-107-014	16-11-201-004
16-10-229-001	14-10-279-007	16-11-107-021	16-11-301-007
16-10-225-002	16-10-279-008	16-11-107-022	16-11-301-006
14-10-229-023		16-11-107-073	16-11-301-009
16-10-229-004	16-10-250-001		16-11-301-011
14-10-229-004	16-10-140-002	100-001-11-61	16-11-301-012
16-10-229-009	16-10-250-001	16-11-10#-00Z	16-11-301-013
1		16-11-108-003	14-11-301-014
16-10-277-011	16-10-426-002		
14-10-277-012	16-10-426-006		14-11-304-001
16-10-277-013	16-10-426-009	16-11-131-003	16-11-304-002
14-10-277-014		16-11-151-004	16-11-304-004
	16-10-427-003	16-11-151-006	16-11-304-009
16-10-278-001	16-10-429-004	14-11-151-007	16-11-304-010
16-10-278-002	16-10-429-005	16-11-151-004	14-11-304-011
16-10-278-003	14-10-429-006	16-11-151-013	16-11-304-012
16-10-278-004	16-10-421-007	14-11-151-014	14-11-304-013
14-10-276-005	16-10-129-004	IA-11-151-015	14-11-304-014
16-10-278-004	16-10-429-009	16-11-151-017	10-11-20-
14-10-278-010	16-10-129-010	16-11-151-01A	16-10-301-001-009
14-10-214-022	14-10-429-011	16-11-151-019	16-11-501-001
16-10-278-023		14-11-151-020	[Adlread preperty]
16-10-178-024	16-10-432-001		(2011)
14-10-174-021	14-10-4 12-005	16-11-152-001	
16-10-178-026	16-10-4 32-010	16-11-157-002	
16-10-276-027		16-11-132-003	

16-11-152-004

Village of Milford Ordinance No. 192 Page 4

CERTIFICATION OF CLERK

I hereby certify that the foregoing is a true and complete copy of an Ordinance adopted by the Village Council of the Village of Milford on <u>December 27, 1982</u> which was a regular meeting. I further certify that at said meeting there were present the following Council members: President Danley, Councilmembers Upleger, Perkins, Strauss, Riley, Goike.

I further certify that the adoption of said Ordinance was moved by Council member Goike and supported by Council member Strauss.

I further certify that the following Council members President Danley, Councilmembers Upleger, Perkins, Strauss, Riley, Goike.

voted for the adoption of said Ordinance and that the following Council members voted against the adoption of said Ordinance: None

I further certify that Council member(s) None

abstained from voting.

I hereby certify that said Ordinance has been recorded in the Ordinance Book in said Village and that such recording has been authenticated by the signature of the Village President and Village Clerk.

Barbara A. Tressler, Village Clerk

k

VILLAGE OF MILFORD

ORDINANCE 192-B

AN ORDINANCE AMENDING THE BOUNDARIES OF THE VILLAGE OF MILFORD DOWNTOWN DEVELOPMENT DISTRICT.

THE VILLAGE ORDAINS:

Section 1 The present Section 5 in Ordinance 192 as amended by Ordinance 192-A is hereby further amended to include the following additional areas in the Downtown Development District.

Description attached.

Section 2 That all sections of the amended Ordinance No. 192 unamended by this ordinance shall remain in full'force and effect.

Section 3 Severability

If any section, paragraph, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions hereof.

Section 4 Repeal of Conflicting Ordinances

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

Section 5 Saving Clause

Nothing in this Ordinance shall be construed to affect any suit or proceeding impending in any court, or any rights acquired or liability incurred, or any cause or causes of action acquired or existing under any act or ordinance hereby repealed; nor shall any just or legal right or remedy of any character be lost, impaired or affected by this Ordinance.

ELLY,
/LEYSEC 1D
5 AT LAW
MCREE #8.
HICH. 46599

Village of Milford Ordinance No. 192-B Page Two

Section 6 Adoption

This Ordinance is hereby declared to have been adopted by the Village of Milford Council, at a regular meeting duly called and held on the 2nd day of May , 1994, and ordered to be given effect upon passage and publication as mandated by Charter and statute.

R. Roy Danley, President

Deborah S. Bridgers Clerk

Village of Milford Ordinance No. 192-B Page Three

CERTIFICATION OF CLERK

I hereby certify that the foregoing is a true and complete copy of an Ordinance adopted by the Village Council of the Village of Milford on Hay 2, 1994 which was a regular meeting. I further certify that at said meeting there were present the following Council members:

President Danley, Councilmembers Crane, Fleming, Lengeman, Luckey, Nimmo and Smith

I further certify that the adoption of said Ordinance was moved by Council member Lengeman and supported by Council members Smith

I further certify that the following Council members

Danley, Crane, Fleming, Lengeman, Luckey, Nimmo, Smith

voted for the adoption of said Ordinance and that the following
Council members voted against the adoption of said Ordinance

None

I further certify that Council member(s)

None

abstained from voting.

I hereby certify that said Ordinance has been recorded in the Ordinance Book in said Village and that such recording has been authorized by the signature of the Village President and Village Clerk.

Deborah S. Bridgers, Village Clerk

ELLY. VLEY. SE VD '3 AT L...V IMERCE #0.

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VILLAGE OF MILFORD

ORDINANCE NO. 192-A

AN ORDINANCE AMENDING THE BOUNDARIES OF THE VILLAGE OF MILFORD DOWNTOWN DEVELOPMENT DISTRICT.

THE VILLAGE OF MILFORD ORDAINS:

Section 1 The present Section 5 in Ordinance No. 192 is hereby amended to read as follows:

Section 5. Boundaries

The Village of Milford Downtown Development Authority shall exercise its powers and duties within the Downtown Development District being specifically described as follows:

part of Sections 3, 10 and 11, Town 2 North, Range 7 East, Village of Milford, Oakland County, Michigan, described as follows:

Beginning at the intersection of the centerlines of Eaton Street (as platted) and N. Milford Road (formerly called Highland Road);

thence South 21 degrees 08 minutes 30 seconds East 385.00 feet, more or less, along the centerline of N. Milford Road to the intersection of N. Milford Road, Summit Street and Highland Street;

thence southerly along the centerline of Highland Street to the intersection of Highland Street and Commerce Road;

thence easterly along the centerline of Commerce Road to a point 351.40 feet west of the Chesapeake and Ohio Railroad (formerly Pere Marquette Railway) right of way;

thence South 02 degrees 57 minutes 43 seconds East to the water's edge of the Mill Pond;

thence westerly and southerly along the westerly water's edge of the Mill Pond to the North line of Liberty Street;

thence East on Liberty Street to the West right of way line of the Chesapeake and Ohio Railroad;

thence South along the West right of way line of the Chesapeake and Ohio Railroad to Main Street;

thence South along the West right of way line of Main Street to the southerly bank of the Huron River;

thence West along the southerly bank of the Huron River to a point North of the West lot line of Lot 3 Meads Addition to the Village of Milford;

thence South along said lot line to the southerly right of way line of Water Street;

thence West along the South right of way line of Water Street to the West right of way line of Clinton Street;

thence South along the West right of way line of Clinton Street to the North property line of Lot 46, Meads Addition to the Village of Milford;

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thence East along the North property line of Lots 49, 50, 53 and 54 of Meads Addition to the Village of Milford to the West right of way line of Main Street;

thence South to the South right of way line of Washington Street;

thence East along the South line of the right of way of Washington Street to the easterly line of the Chesapeake and Ohio Railroad right of way;

thence northwesterly along the East line of the Chesapeake and Ohio Railroad right of way to the Northwest corner of Lot 4, Block 14, Phelp's Addition to the Village of Milford and a point on the South line of the right of way of Canal Street;

thence East along the South line of the right of way of Canal Street to the Northeast corner of Lot 4, Block 13, Phelp's Addition;

thence, North along the East lot lines of Lots I through 4 inclusive, Block 5, Phelp's Addition continuing North 34 feet along the East boundary line of Lot 5, Block 5, Phelp's Additions;

thence West 63 feet and thence North to the North right of way line of Liberty Street;

thence East to the East property line of Lot 1, Block 6, Phelp's Addition;

thence North along the East lot lines of Lots 1 through 11, inclusive, Block 6, Phelp's Addition (including that portion of Lot 7 thereof as dedicated or occupied for Center Street), and as extended across the right of way of Commerce Road to the South line of Lot 1, Block 32, Phelp's Addition;

thence North along the East lot line of said Lot 1, Block 32, Phelp's Addition to the Northeast corner thereof;

thence West along the North lot line of Lot 1, Block 32, Phelp's Addition to the easterly right of way of Union Street;

thence North along the easterly right of way line of Union Street to a point located twelve feet (12') South of the North lot line of Lot 3, Block 32, Phelp's Addition:

thence West to the West line of the right of way of Union Street;

thence continuing West along a line located twelve feet (12') South of and parallel to the North lot line of Lot 12, Block 31, Phelp's Addition to the West lot line of said Lot 12, Block 31;

thence North twelve feet (12') along the East lot line of Lot 3, Block 31, Phelp's Addition;

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thence continuing North along the East lot line of Lots 4 through 7, inclusive, Block 31, Phelp's Addition, as extended across Detroit Street to the Southeast corner of Lot 1, Block 21, Phelp's Addition and the North right of way line of Detroit Street;

thence West along the North right of way line of Detroit Street and the South lot line of Lot 1, Block 21, Phelp's Addition to the Southwest corner of said lot and the East right of way line of Main Street;

thence North along the East right of way line of Main Street to the Northwest corner of Lot 3, Block 21, Phelp's Addition;

thence West across Main Street to the Northeast corner of Lot 14, Block 22, Phelp's Addition;

thence West along the North lot line of said Lot 14 to the West line of Section 11 and the East line of Section 10;

thence North along said line between Sections 10 and 11 to the North line of the right of way of Summit Street;

thence West 427.85 feet, more or less, along the North right of way line of Summit Street to the West line of the Chesapeake and Ohio Railroad right of way;

thence North 03 degrees 11 minutes 38 seconds West 1,305.29 feet, more or less, along the West line of the Chesapeake and Ohio Railroad right of way to the Northern limits of the Village of Milford and the South one-eighth (S 1/8) line of Section 3;

thence along said Northern limits of the Village of Milford and South one-eighth (S 1/8) line North 89 degrees 19 minutes 23 seconds West 330.00 feet, more or less, to the centerline of Pettibone Creek;

thence southwesterly, southerly and southeasterly along the centerline of Pettibone Creek 1040 feet, more or less, to the centerline as extended of Eaton Street (as platted);

thence from said centerline of Pettibone Creek South 70 degrees 21 minutes 30 seconds West 370.80 feet, more or less, along the said centerline of Eaton Street to the point of intersection with the centerline of N. Milford Road (formerly called Highland Road) and the point of beginning.

Section 2 That all sections of Ordinance No. 192 unamended by this ordinance shall remain in full force and effect.

Section 3 Severability

If any section, paragraph, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions hereof.

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necessary to give this Ordinance full force and effect.

Section 5 Saving Clause

That nothing in this ordinance shall be construed to affect any suit or proceeding impending in any court, or any rights acquitted or liability incurred, or any cause or causes of action acquired or existing under any act or ordinances hereby repealed; nor shall any just or legal right or remedy of any character be lost, impaired or affected by this ordinance.

Section 6 Adoption

This Ordinance is hereby declared to have been adopted by the Village Council of the Village of Milford at a regular meeting duly called and held on the $\underline{24th}$ day of $\underline{\text{August}}$, $\underline{198}$, and ordered to be given effect upon passage and publication as mandated by Charter and statute.

R. Roy Danley, President

Barbara A. Tressler, Clerk Cir.

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Attachment C

Attachment C

Statement of Goals and Objectives Community Economic Development Action Plan

The Village of Milford Downtown Development Authority

1994

The Milford Downtown Development Authority (DDA) has embarked on a challenging effort to develop a plan to revitalize the commercial core of the Village. The DDA recognizes the unique historic character of the downtown area and considers it an attractive, vital community in which to live, work, shop and play. In the past, the DDA has accomplished considerable aesthetic and physical redevelopment projects with a relatively small budget. Those projects include: Center Street Park, Riverview Park, Downtown sidewalk improvements, significant tree and flower plantings (an ongoing endeavor), sidewalk and curb improvements at Southside, the Union Street Redevelopment Project and the Mill Pond Pathway Project.

Although very proud of its accomplishments in these areas, the DDA recognizes that physical improvements are but one piece of a larger effort aimed at sustaining a viable commercial core. The Village of Milford has an attractive, architecturally pleasing downtown with a potential consumer base that continues to expand.

According to a Business survey conducted by the Milford Revitalization Committee, 68% of Village business owners polled said that attracting new businesses to occupy vacant buildings was their primary concern. Many communities, including Howell, Brighton and Northville have responded to this challenge by establishing a program to attract and retain businesses in their downtowns. ("Downtown" refers to those areas which serve as a commercial, retail, service and entertainment core for the entire Township, i.e., GM/Milford Road intersection, Prospect Hill, etc.)

In 1994, the DDA adopted the following:

Statement of Goals

- 1. To coordinate and foster a positive relationship between local governmental agencies and the business community and serve as a resource center of information for businesses.
- 2. To promote economic growth and increase property values in the village business districts.
- 3. To enhance the attractiveness and image of the Districts to residents, shoppers and businesses alike.

- 4. To preserve and promote the architectural heritage and aesthetic quality provided by existing buildings and to preserve the historic flavor of the area.
- 5. To create business districts that:

are active and attractive are clean, convenient, safe and comfortable are pedestrian-oriented (in the traditional section of town) will serve as a center for business, social and cultural and community activities

6. To nurture pride in and support for the Milford business districts.

The following are components of an Economic Development Action Plan proposed by the DDA. They are submitted for your review to aid in understanding of the next phase of objectives the DDA would like to accomplish. Currently, the DDA is considering expanding the boundaries to encourage additional businesses' involvement and participation with a unified, community-wide economic development program, particularly for retail businesses.

MARKETING AND DEVELOPMENT

According to retail consultant Robert Sprague, the Village of Milford is not clearly and understandably accessible to an outsider. Therefore, the Village needs to promote its businesses and community activities to outlying communities. This marketing program should included the following:

- Improve Downtown Signage. Signs should be strategically placed to direct people to the commercial areas in downtown, particularly from I-96 and from all entrance roads to the Village.
- Improve access to Downtown Businesses. Research and analyze potential traffic considerations. The temporary "jam" during rush hour could be a positive "captured" market to businesses if harnessed and controlled.
- Consider a Downtown logo to define the retail and office spaces.
- Organize joint advertising programs that would benefit "business partnerships" who are companion businesses.
- Initiate a public relations program which would promote downtown activities, issue press releases, publish a newsletter to inform the public of DDA activities.

- Establish common business hours. (Continue working with the Milford Business Association in its ongoing endeavor.)
- Initiate common "lights on" hours for businesses to extend until 9 p.m. every evening except Sunday.

BUSINESS RECRUITMENT

The DDA has sanctioned the formation of the Milford Revitalization Committee, chiefly to oversee the business recruitment function of revitalization. The following is the Action Plan it has developed:

■Information Gathering.

Have a realistic understanding of the market served by the downtown area. Establish a committee consisting of representatives from DDA, Chamber of Commerce, the Village, the Council, business owners, property owners, area residents and other interested parties. This group should come to some consensus on a business recruitment philosophy--an ideal vision for the downtown area. Conduct the following:

- * Group philosophy statement; to identify the views of the members of the committee.
- * Consumer survey; to identify the views of the community.
- * Business survey; to identify the views of the downtown merchants.
- ▶ Present a quality environment for the successful operation of businesses.

 Act as a liaison/lobbying group to council on behalf of the local merchants.

 Identify needs in the following areas:
 - * Parking
 - * Signage
 - * Tap Fees
 - * Business support
 - * Pedestrian accessibility
 - * Aesthetic appearance of downtown
- * Inventory and Promotion.
 - * Conduct an inventory of existing business uses and available

property.

* Create a promotional packet outlining positive aspects of the business, social and cultural elements of Milford.

Business Recruitment.

Create and execute a business recruitment strategy. Business owners and committee members identify and entice existing, successful businesses to consider a downtown Milford location. Obtain funding to hire a professional recruiter.

REAL ESTATE DEVELOPMENT

The DDA should establish a Real Estate Development Program which assists existing property owners with improving their buildings. Currently, the DDA is researching potential assistance such as subsidizing specific fees for new businesses, finding grant programs and developing relationships with local banks. The objective is to encourage physical improvements to the downtown and to facilitate new construction. Specific goals of this program:

- Provide technical assistance: Assist new businesses in the permitting and licensing process.
- Furnish market analysis information.
- Assist in leasing negotiations.
- Approach local banks for neighborhood involvement loan programs.
- Continue with the water and sewer fee analysis; find a solution to the current process of charging fees, which is widely regarded as detrimental to business recruitment.
- Expand on research for parking requirements.
- Encourage property owners to allow the front windows of empty buildings to be filled with products of nearby stores, artwork by local school children, Festival displays or promotions of Village activities to give the impression of less vacant space.
- Lobby local design professionals to consult with downtown businesses for facade improvement ideas and sign improvements.

RETAIL MARKET ORIENTATION

- Plan for and implement a strategy to lure another successful, entrepreneurial, quality restaurant to the downtown. Currently, the existing restaurants attract many patrons from outside the village limits, in addition to encouraging local residents to venture downtown at night. The activity offers downtown businesses much more exposure at night. Patrons walking to and from their cars can be seen peering into storefront windows and perhaps contemplating a return visit. The parking accommodations are already in place for another restaurant on the East side of Main Street, especially for evening use. Studies show that companion businesses actually compliment and accelerate earnings of the "competing" business, thus the competition should not erode the success of the entrepreneurs who have already invested in the downtown.
- Recruitment of retailers with an entrepreneurial spirit rather than businesses that satisfy the traditional commercial mix. A drug store, shoe store, and department store would be ideal, but will probably go unsatisfied, as these services are provided by large, national chains at a huge discount. Therefore, the market orientation should be focused on unique, entrepreneurial endeavors, favoring products that can not be found at chain stores and malls.

LAND USES AND PATTERNS

The DDA would like to be more involved in the planning process concerning downtown/retail interests. Currently, discussion is underway to appoint a liaison who would attend planning commission meetings and oversee (for the DDA) proposals for downtown development. The following is a list of strategies that would enhance the unique character of the downtown:

- Create Downtown entrances at General Motors Road/Milford Road and at the North entrance to the district.
- Create linkages between Central Park and the commercial districts on either side of the Park.
- Encourage an integrated mix of land use patterns, such as residential, retail and office uses in a fairly compact area, rather than segregated uses. Foster first floor retail and second floor office and residential uses. (Second floor residential is an essential component to an active, vital urban environment.)
- Pursue governmental entities to locate downtown.
- Encourage pedestrian linkages to the adjacent residential neighborhoods.