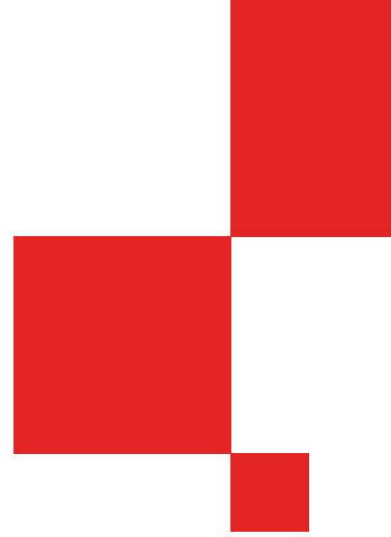




2017 Restated Development Plan and Tax Increment Financing Plan

SOUTHFIELD DOWNTOWN
DEVELOPMENT AUTHORITY
SOUTHFIELD, MICHIGAN

JANUARY 10, 2018



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2017 Restated Development Plan and Tax Increment Financing Plan

Southfield Downtown
Development Authority
Southfield, Michigan

Original Plan Adopted: March, 1996
Amended: June 12, 2000
Amended: January 18, 2011
Restated: January 10, 2018

Adopted by the Southfield Downtown Development Authority on: 11/17/17
Approved by the Southfield City Council on: 5/14/18

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BACKGROUND AND PURPOSES OF THE PLAN

ESTABLISHMENT OF THE DOWNTOWN DEVELOPMENT AUTHORITY

On May 23, 1988, the City Council adopted Ordinance #1246, creating the Southfield Downtown Development Authority (“SDDA”) of the City of Southfield (“City” or “Southfield”), formerly called the Cornerstone Development Authority. The SDDA was created pursuant to the Downtown Development Authority Act, Michigan Public Act 197 of 1975, as amended (“DDA Act”). The Preamble to Act 197 states that downtown development authorities are created for the following purposes:

“...to provide for the establishment of a downtown development authority; to prescribe its powers and duties; to correct and prevent deterioration in business districts; to encourage historic preservation; to authorize the acquisition and disposal of interest in real and personal property; to authorize the creation and implementation of development plans in the districts; to promote the economic growth of the districts; to create a board; to prescribe its powers and duties; to authorize the levy and collection of taxes; to authorize the issuance of bonds and other evidences of indebtedness; to authorize the use of tax increment financing; to reimburse downtown development authorities for certain losses of tax increment revenues; and to prescribe the powers and duties of certain state officials.”

PURPOSE OF THE SOUTHFIELD DOWNTOWN DEVELOPMENT AUTHORITY

When the SDDA was created, the City had identified the southeast portion of its community as an area experiencing increasing blight. Consistent with the purposes of the DDA Act, the City created the SDDA as a way to stabilize this area. By so doing, the City Council also acknowledged that the downtown district of the SDDA (“District”) was the historic retail center of Southfield (Northland Center), as well as an office and major employment center including Providence Hospital and Oakland Community College. The continued vitality of this District is critical for the City’s image. A 12-member SDDA Board plus the Mayor, was established and over the years since has made significant positive impacts.

For the first eight years of its existence, the SDDA did not capture tax increment revenue. In 1996, the SDDA and City Council determined that in order to more aggressively pursue revitalization and focus more heavily on the capital improvements needed to enhance the District, the institution of tax increment financing was necessary. Thus, the SDDA’s first Development Plan and Tax Increment Financing Plan (“TIF and Development Plan”) was adopted in March 1996. The TIF and Development Plan has been amended twice since, first in June 2000 and most recently in January 2011. The SDDA also obtains revenue from an approximate two-mill property tax levy on properties within the DDA.

RESTATED DEVELOPMENT PLAN AND TAX INCREMENT FINANCING PLAN

Much of the District developed during the 1950’s and 1960’s and reflects the pattern of suburban design popular in that era. Northland Center was cutting edge when it was built in 1954, drawing people from all over the metro Detroit region. At the time, it was the largest shopping center in the world and a major draw for Southfield and the region. In the early

1970's, the shopping center was transformed into an enclosed mall, consistent with the retail shopping preferences of that period. Other nearby development includes mid- and high-rise office and residential buildings, separated and surrounded by vast parking lots. A number of architecturally significant office buildings were constructed in the mid-century modern style of that period.

The District's auto-centric layout does not lend itself well to the preferences of the population of the 21st century. Over the decades since Northland's construction, population, lifestyle and economic preferences changed, the mall declined, and disinvestment and blight occurred. The mall closed in early 2015. In December 2015, the City, in cooperation with the SDDA acquired Northland Center (including approximately 115 acres) to facilitate coordinated redevelopment of the land.

The SDDA partnered with the City to prepare a conceptual master plan for the transformation and redevelopment of the Northland Center site. The conceptual master plan process included detailed analysis of existing land and market conditions, outreach for community engagement, and assessment of the land's development potential to create a design plan, strategic implementation recommendations and guidelines. The resultant Northland Concept Vision Redevelopment Plan ("Northland Plan"), completed in September 2016 anticipates using a combination of tax increment financing, brownfield incentives and several other economic development tools to encourage compatible private reinvestment in the property. The Northland Plan was subsequently incorporated into the City's Northland Subarea Redevelopment Plan (MP-06 adopted May 22, 2017) ("Northland Subarea Redevelopment Plan"). Consistent with the strategies in the Northland Subarea Redevelopment Plan, on March 27, 2017 the City adopted a Brownfield Plan ("Northland Brownfield Plan") to assist in funding redevelopment of the site. The restatement of the SDDA's Development and TIF Plan as proposed herein, is an essential component of the Northland redevelopment program, since tax increment revenues captured by the SDDA will be used to repay eligible project costs necessary for the desired redevelopment to occur.

In addition to the Northland Center site, the SDDA District includes Providence Hospital, Oakland Community College, Fox 2, Greenfield Road corridor retail, a variety of multiple family residential dwellings and other related uses. This balance of the District will be positively impacted by redevelopment of Northland Center and will contribute to the City's economic vitality with improvements, investments and employment. The SDDA's 2013 - 2015 Strategic Plan ("Strategic Plan"), the City's Non-Motorized Pathway and Public Transit Plan ("Non-Motorized Plan") for the SDDA subarea, the *Sustainable Southfield* City Master Plan ("*Sustainable Southfield*"), the Northland Subarea Redevelopment Plan ("Northland Subarea Redevelopment Plan"), and the Northland Overlay Development District (PZRODD17-0001, adopted May 22, 2017) ("Northland Overlay Development District") are among the other recent documents that prioritize and recommend future actions for the entire District.

This current restatement of the TIF and Development Plan considers the goals and objectives of the above-referenced plans: to enhance the infrastructure, walkability, and appearance of the District; to support the success of the District's key stakeholders as catalysts for new investment and economic vitality; and to continue marketing and

communications to improve the public's perception of the District. This Plan also continues to support the SDDA's ongoing activities including business recruitment and retention, planning, and facilitating potential catalyst project(s) to stimulate investment in the District.

A development plan and tax increment financing plan are required by the DDA Act before the SDDA may capture and spend tax increment. This Restated Development Plan and Tax Increment Financing Plan ("2017 Restated Plan") replaces the 2011 TIF and Development Plan and previous TIF and Development plans. It contains a development plan ("Development Plan") and a tax increment financing plan ("TIF Plan") in one document ("TIF and Development Plan").

It is the purpose of this 2017 Restated TIF and Development Plan to establish the legal basis for the capture and expenditure of tax increment revenues in accordance with the DDA Act, as amended, for the purpose of financing public improvements that are necessary to accomplish the objectives of the SDDA and the State of Michigan.

ESTABLISH INITIAL ASSESSED VALUE AND EXTEND DURATION OF PLAN

It is also the purpose of this 2017 Restated Plan to establish the total taxable value for all taxable property within the Development Area as of December 31, 2016 and finally equalized in May 2017 as the initial assessed value for the 2017 Restated Plan.

The duration of the Plan is also hereby extended to run through the tax collections attributable to tax year 2038.

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EXECUTIVE SUMMARY

HISTORY OF SUCCESS

The SDDA has a very successful record making public improvements, creating incentives for increased private sector investment, and intervening to purchase key district properties to allow them to be redeveloped and return as increased tax base. Among the SDDA's past projects and accomplishments are: public-private partnerships to develop the Clock Tower Plaza shopping center, redevelop the former Stouffer property, assemble the Develop America parcel and others; support for the recent Nine Mile Road and Greenfield Road reconstruction projects; construction and maintenance of public improvements in the District such as sidewalks, landscaping, bus stops and other streetscape amenities to improve walkability; installation of distinctive district identity signs; assisting with the Baseline obelisk project; offering incentive programs for new private investment including new or updated site landscaping, building exterior improvements and fencing; marketing the district as a good place for business via social media, advertising, market studies; and a program of financial incentives to entice new businesses to the district.

OVERALL PLAN

The SDDA last updated its vision of the District in the 2013-15 Strategic Plan. The Strategic Plan considered input from SDDA Board members and other stakeholders, and considered the effects of changes in the economy, population and housing trends. While several conditions have changed since then, most significantly Northland Center, the priorities in the Strategic Plan remain a useful guide and a foundation for this restated TIF and Development Plan.

The SDDA's basic concepts for the future development of the District focus on making the physical and economic environment a more successful, vital, attractive, desirable, comfortable and secure place that embraces 21st century needs and desires. That vision is combined with the recommendations in the Northland Plan and reflected on Map 3, Concept Master Plan, herein. The Concept Master Plan is not intended to be lot-line specific, or to dictate detailed land uses or boundaries. Rather, it is a big picture illustration – the SDDA District of tomorrow is envisioned as a fully walkable, pedestrian friendly, safe, sustainable, fine-grain mixed-use place with retail, services, offices, residential, public and other uses blended in a compatible and vital mix.

To a large extent, the District's success is tied to the success of its major anchors: the utilization of the former Northland Center parcels, Providence Hospital and Oakland Community College. The Northland Center property is undergoing major redevelopment and transformation; its success has yet to be realized, but when implemented the impacts of that redevelopment will be transformative. The SDDA's Concept Master Plan for this 2017 Restated Plan builds on the strength of the health care, education and mixed-use sectors, and recommends that attractive public and private spaces be created and blighting elements removed. Also, opportunities to increase development density, particularly by redeveloping under-utilized parking lots, vacant land, or obsolete buildings and sites, are planned to be capitalized upon for new tax base and a vital, energetic physical and economic environment. Measures are planned to encourage reinvestment in the District.

FOCUSED DEVELOPMENT

This Restated TIF and Development Plan proposes projects focused on alleviating problems and revitalizing the District. Projects are intended to accomplish the following:

- Enhance the District's physical layout
- Improve the District's public infrastructure and aesthetics
- Encourage healthy living, walkability and pedestrian amenities
- Promote sustainability
- Provide development and redevelopment assistance
- Encourage improvements on private properties
- Renovate and improve the District's facilities
- Continue maintenance and District operations
- Promote business development
- Promote public safety in the District
- Conduct District-wide marketing, on-going administration and planning.

The total anticipated cost of public improvements and projects under this Restated Plan is \$59,240,885. Implementation of the SDDA's Restated TIF and Development Plan will transform the District into a more vibrant place to live, work, shop, learn, and recreate.

BALANCED FUNDING

This Restated TIF and Development Plan calls for funding from a variety of sources. Although most of the proposed funding comes from tax increment revenues, funds may also come from federal and state grants, City funds, SDDA millage, private contributions and other sources to leverage maximum benefit from the tax increment. Although not planned at this time, bonds may be sold in the future to allow public improvements to be constructed in advance of the private construction and tax increment revenues accruing.

AN INVESTMENT IN ECONOMIC DEVELOPMENT

This Restated TIF and Development Plan provides an opportunity for Southfield, Oakland County, and the other taxing jurisdictions to partner in fostering expanded economic development opportunities. The proposed SDDA development projects will directly support redevelopment of Northland Center, which has a projected value of approximately \$130 million in new tax base, and which will be a revitalized center of mixed-use activity and a new regional focus and vitality for the City of Southfield, Oakland County and the State of Michigan. The projects proposed in the Development Plan also support continuation and expansion of the largest employer in Southfield, Providence Hospital, and will enhance the desirability of Oakland Community College's campus with better visibility and access to surrounding complimentary services, improving their ability to support economic development. Further, the projects will assist desirable redevelopment and maintain attractive, high quality public infrastructure in the District.

RESTATED DEVELOPMENT AND TIF PLAN

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DEVELOPMENT PLAN

1. Designation of Boundaries of the Development Area [Section 17(2)(a)] *Designation of the boundaries of the development area in relation to highways, streets, streams, or otherwise*

The SDDA's Development Area designated by the Plan ("Development Area") is located within the limits of the City of Southfield. Generally, the Development Area is bounded on the south by Eight Mile Road; on the west by the Southfield Freeway and Northwestern Highway; on the east by Greenfield Road; and on the north by Mount Vernon Road. The Development Area contains only two residential developments: the Village at Cornerstone and the Vistas.

Map 1 shows the boundaries of the Development Area and the Southfield Downtown Development Authority District.

2. Location and Extent of Existing Streets and Other Public Facilities within the Development Area; Location, Character and Extent of Existing Public and Private Land Uses [Section 17(2)(b)] *The location and extent of existing streets and other public facilities within the development area; the location, character, and extent of the categories of public and private land uses then existing and proposed for the development area, including residential, recreational, commercial, industrial, educational, and other uses; and shall include a legal description of the development area.*

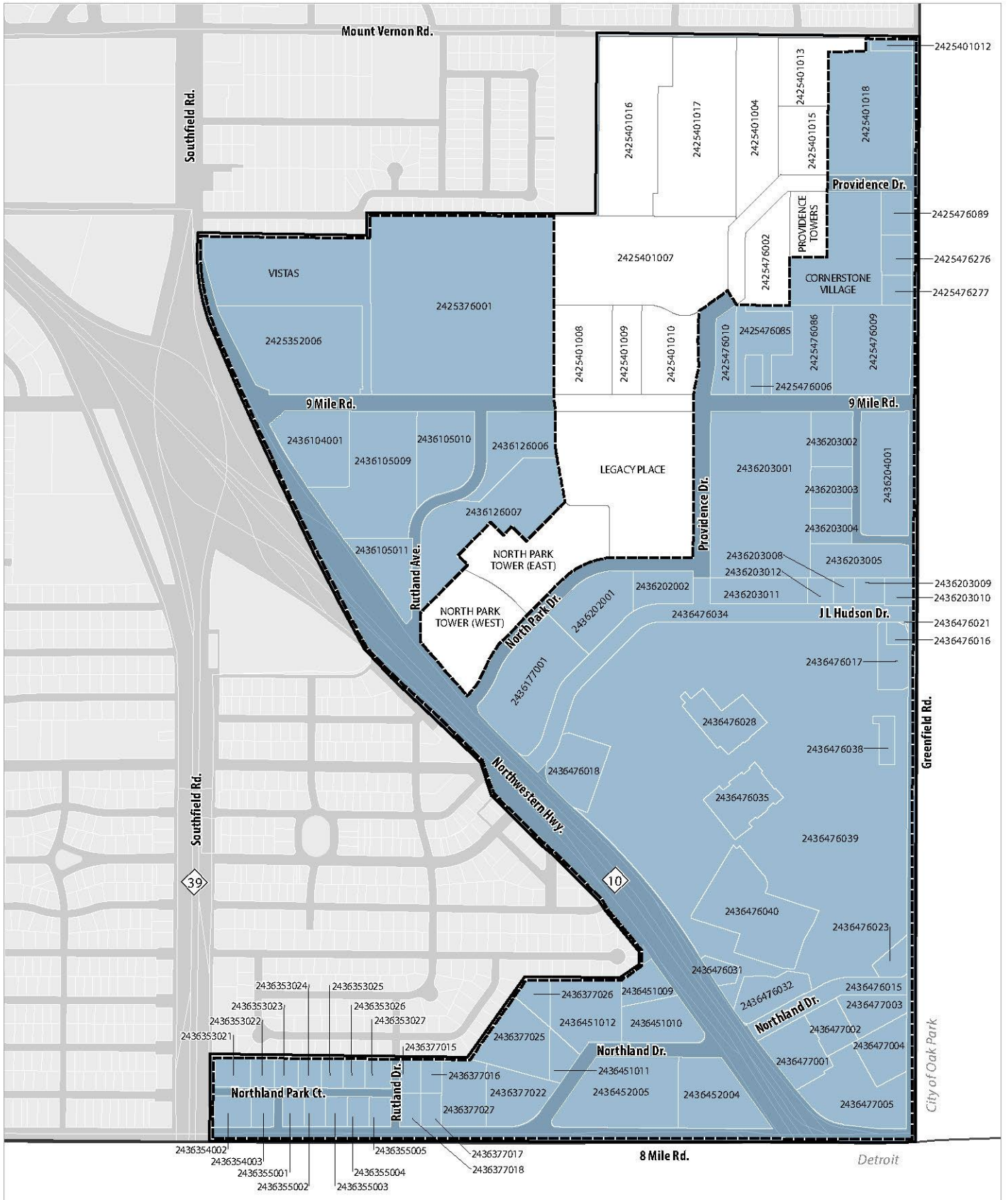
The Development Area contains the following streets, facilities and land uses:

A. STREETS AND OTHER PUBLIC FACILITIES

Public streets and highways in the Development Area are:

- Southfield Freeway (M-39), Lodge Freeway (M-10) including service drives, Eight Mile Road (M-102) (sections east and west of M-10)
- Greenfield Road, Nine Mile Road, Rutland Road (sections north and south of M-10)
- J.L. Hudson Drive, Providence Drive, Northland Drive (sections east and west of M-10), North Park Drive, Foster Winter Drive, Northland Park Court

North Park Place is a private road, located between the buildings of the North Park Place apartments. Other private roads are contained within the various condominium complexes in the Development Area.



Map 1: SDDA and Development Area Boundary

Southfield Downtown Development Authority, Southfield, Michigan

5.9.17



- LEGEND**
- Southfield Downtown Development Authority District
 - Development Area Boundary
 - 0000000000 Tax Parcel ID Number

FT 0 200 400

MCKenna
ASSOCIATES

Data Source: Oakland County GIS, 2016

B. EXISTING LAND USE

A mixture of land uses exists in the Development Area. Commercial, office, health care/institutional, utility and communications, educational, transportation, and residential uses are located in the Development Area. They are described in more detail below and on Map 2: Existing Land Use. Several existing buildings in the Development Area are notable examples of mid-century modern architecture.

1. PUBLIC USES

There are two public land uses currently in or adjacent to the Development Area. One is the small pocket park located at the southwest corner of Mount Vernon and Greenfield Road. The other is the small site with the Baseline obelisk marker at the intersection of Rutland Dr. and Eight Mile Rd. The Southfield “downtown” police substation formerly located at Northland Center mall has been relocated to the City civic complex. It will be moved back to the Development Area when the planned redevelopment occurs. The former Northland Center mall property and several out-lot parcels are currently owned by the City, are undergoing demolition and environmental remediation, and are vacant or have vacant buildings.

2. PRIVATE USES

- a. **Residential.** When the Development Area was originally created, it contained no residential uses. Since then, two condominium projects (The Village at Cornerstone and The Vistas) have been built and contain approximately 280 dwelling units. Other mid-rise and high-rise residential units are located inside the SDDA District, but are outside the Development Area.
- b. **Commercial.** Commercial land uses historically comprised a substantial portion of the Development Area. Northland Center, now vacant and planned for redevelopment was the most notable of these. The buildings on the Northland site are being demolished, and environmental issues on the 100+ acre site are being remediated in accordance with the adopted Northland Brownfield Plan. Formerly 2 million square feet of retail space, the Northland site has potential for mixed-use development because of the surrounding population density and excellent freeway access. Other commercial uses in the Development Area are located in freestanding buildings and in small shopping centers concentrated along Greenfield Road.

There are no longer any active hotels in the Development Area. The former Ramada Inn on Nine Mile Road has been demolished and its site purchased by Oakland Community College for future use. The Plaza Hotel at the corner of J. L. Hudson and Northwestern Highway has fallen into disrepair, owes back taxes and utility bills, and is part of a bankruptcy confirmation plan.

Eating establishments are predominantly fast food restaurants, and small carryout or casual dining in the small strip centers on Greenfield Road. The SDDA wishes to attract a variety of sit-down and family dining restaurants as more up-scale alternatives for the day time and night time populations.

- c. **Educational.** The Southfield campus of Oakland Community College (OCC) is located on Rutland Avenue. OCC is the largest community college in Michigan. The Southfield OCC campus features programs in diagnostic medical sonography, radiologic technology, respiratory therapy technology, and surgical technology. OCC has a cooperative arrangement with Providence Hospital for training and in-hospital experience.

OCC expanded its campus footprint in 2011 with a new building on Rutland Drive. The expansion and addition created an increase in floor space for labs in the health and science programs, new double classrooms, enhanced areas for counseling, enrollment services, financial aid/scholarships and career center operations, more study areas, an educational testing center and increased space for tutoring services, and a dedicated center for Student Life activities. In addition, and as noted above, OCC also recently purchased the former Ramada Inn and North Park Plaza parcels, and a parking lot adjacent to the campus for future development purposes.

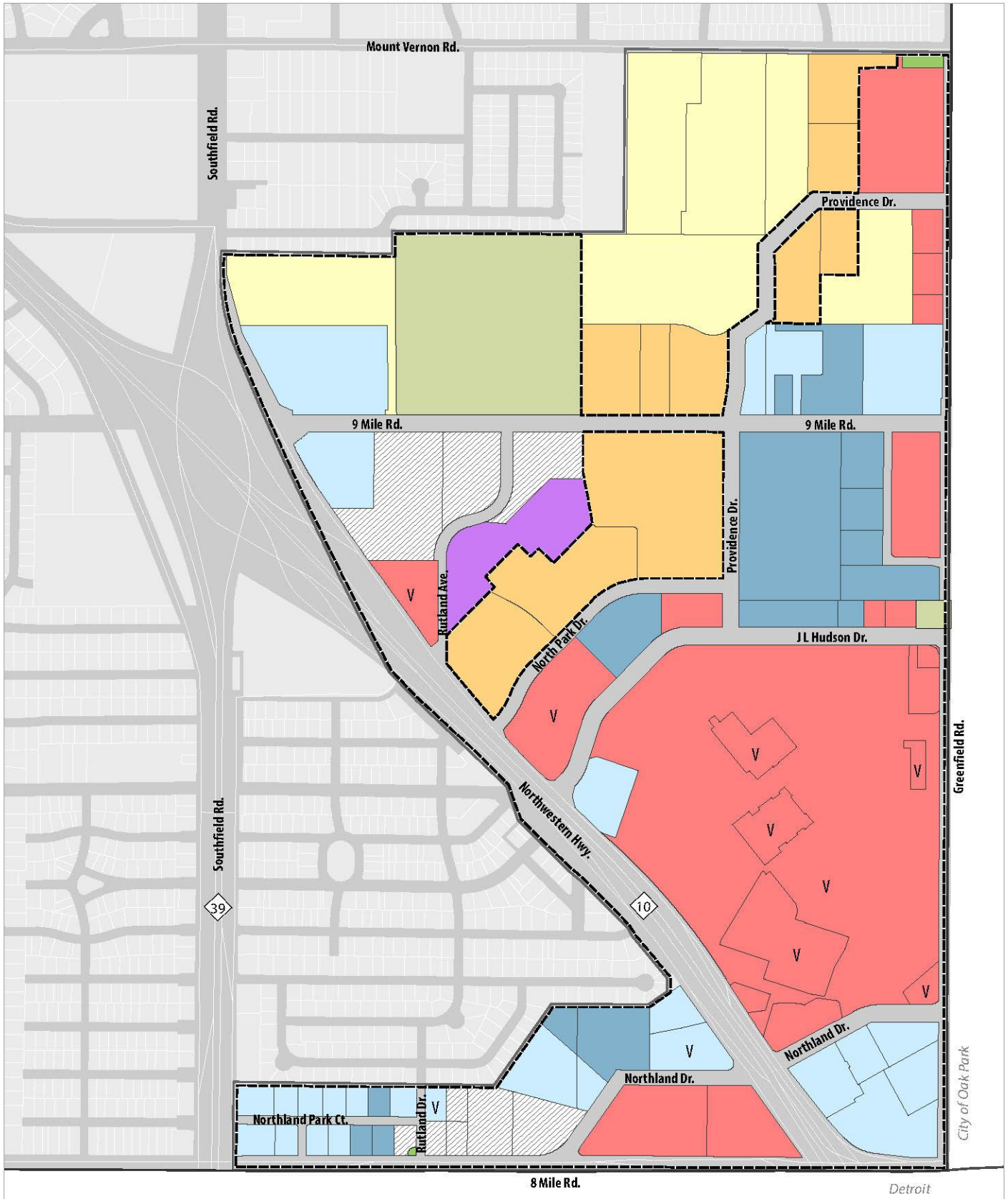
- d. **Institutional.** Institutional uses in the Development Area include Providence Hospital, Triumph Church located in the former Millennium Centre, and several non-profit service organizations. The Salvation Army Regional Headquarters is located on Northland Drive, west of M-10.
- e. **Office.** The Development Area is home to high-rise multi-tenant, mid-rise and small individual tenant office buildings. The IBM (Southfield Center) building, Nine Mile Crossing, Northland Towers and the Shonola building are among the largest. As noted above, the former North Park Plaza building on Nine Mile Road has been demolished and is being held by OCC for future use.
- f. **Transportation/Utility/Communication.** The WJBK - Fox 2 television office and studio, located north of Nine Mile Road, encompasses approximately 38 acres. A Detroit Edison substation is at the corner of J. L. Hudson Drive. Also, while it is vacant and part of the redevelopment, Northland Center's former power plant is on the north part of the mall site. DDOT/SMART bus system supports the redevelopment site with six-eight transfer points plus additional bus stops distributed throughout the district.
- g. **Recreational Uses.** There are currently no recreational uses in the Development Area. The former Bally's Total Fitness building north of Northland Drive is vacant.
- h. **Industrial Uses.** There are no industrial uses in the Development Area.

3. Location and Extent of Proposed Public and Private Land Uses. [Section 17(2)(b)] *The location and extent of existing streets and other public facilities within the development area; the location, character, and extent of the categories of public and private land uses then existing and proposed for the development area, including residential, recreational, commercial, industrial, educational, and other uses; and shall include a legal description of the development area.*

Map 3, Concept Master Plan presents the SDDA's vision and objectives for the Development Area and is based on the Strategic Plan, Northland Plan, and *Sustainable Southfield*. The SDDA's vision incorporates Northland Center as a dynamic mixed-use destination with a variety of activities focused around a series of unique public spaces linked through a greenspace network; OCC as a vital, active hub of higher education; Providence Hospital's expansion into cutting edge health care services; and the overall District as a safe and prosperous environment that advances values that care, share and grow the community. The SDDA's three main goals are as follows:

- A. Infrastructure and Aesthetics** - Work toward a vibrant, mixed-use district that is walkable, attractive, welcoming, clean, safe and comfortable with landscaping, lighting, streetscape, road, utility, attractive stormwater features and related improvements, in both the public and private realm to ensure the District is an attractive, welcoming, distinctive and comfortable place.
- B. Development & Redevelopment** - Facilitate investment and reinvestment in District properties consistent with this Plan and implement targeted strategies for business, economic and community development, recruitment, retention, development and redevelopment. Stabilizing housing values in the District, supporting and marketing the neighborhoods as good places to live with a variety of available housing stock, and addressing the need for senior housing resulting from changing demographics are SDDA priorities.
- C. Marketing & Communications** - Promote and market the SDDA and its assets to businesses, residents, the community, and on a regional, state and international basis to enhance the District's image as a desirable place to invest, work and live, as well as for shopping, education, and healthcare. Support and enhance the District's economic health and vitality through a targeted strategy of business and economic development programs and incentives for recruitment, retention, development and redevelopment.

The Development Area is planned as a vital, active and walkable district, a fine-grained mixed-use place with retail, services, office, public open space, residential and other land uses, blended in a compatible, energized mix. The major anchors – Providence Hospital, OCC, and redevelopment of the Northland Center site – are critical to the district's future success. Blighting influences should be removed, and attractive public and private spaces created. Opportunities to increase density, particularly by redeveloping under-utilized parking lots, vacant land, and obsolete buildings and sites should be capitalized upon.



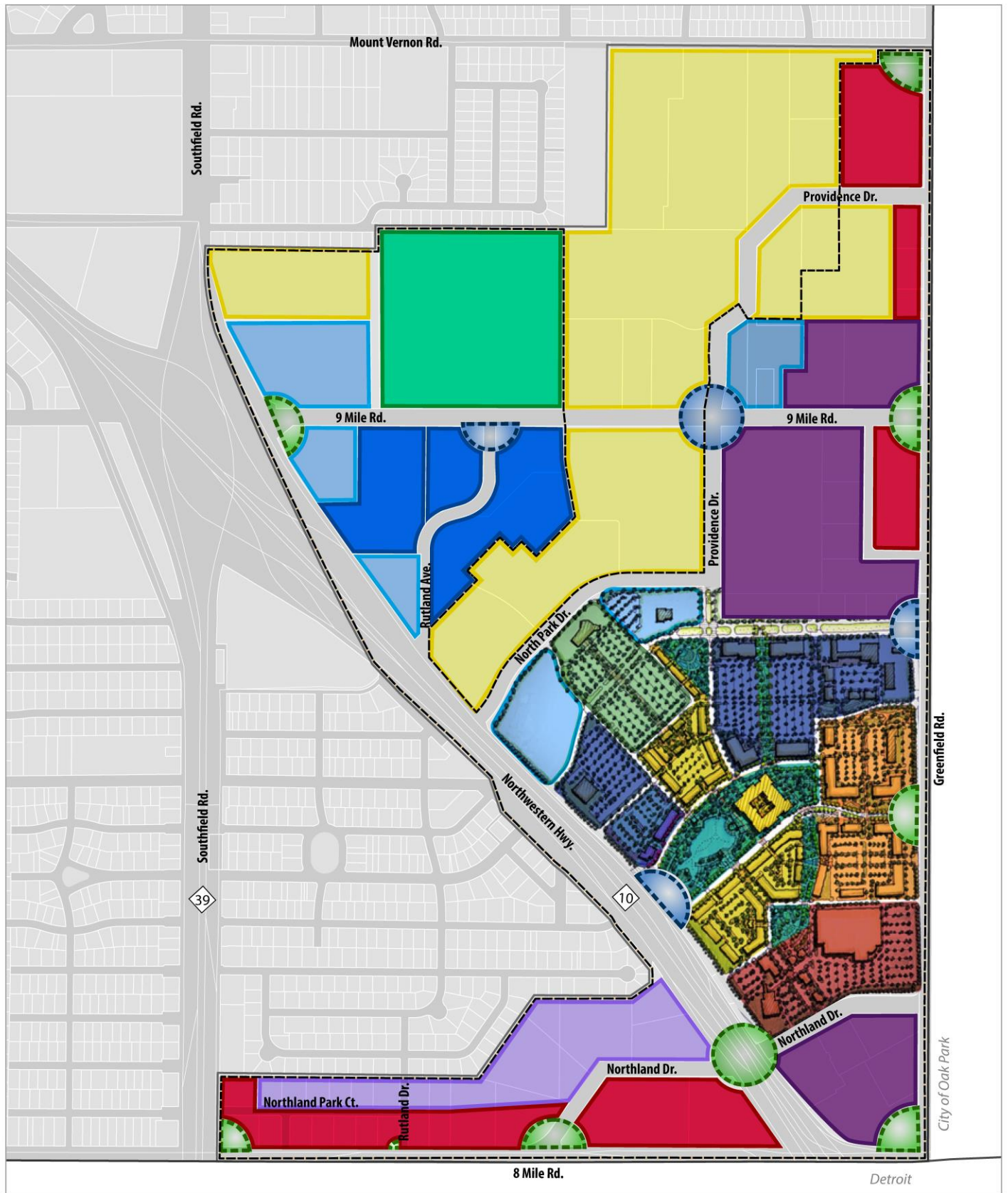
Map 2: Existing Land Use

Southfield Downtown Development Authority, Southfield, Michigan

10.24.17

















LEGEND

- | | | | |
|---------------------------------|--------------------------------------|---------------|---------------------------|
| Multiple Family (Low Rise) | Public | Vacant Land | Development Area Boundary |
| Multiple Family (Mid/High Rise) | Office | Institutional | Vacant Building |
| Commercial | Transportation/Utility/Communication | Educational | |



Map 3: Concept Master Plan

Southfield Downtown Development Authority, Southfield, Michigan

 Commercial	 Office / Mixed Use	 Image Intersection	 Central Park District
 Residential	 Education / Mixed Use	 Gateway	 Shopping District
 Healthcare Technology	 Medical Support / Mixed Use	 Development Area Boundary	 Lifestyle District
 Communications Technology	 Institutional		 Innovation District
			 Greenspace

Map 3, Concept Master Plan illustrates several focal activity areas where the key recommendations are planned to be implemented. These areas may currently contain obsolete buildings that require retrofitting or redevelopment to be economically viable; underutilized sites and vacant land with potential for new and expanded uses; vibrant uses such as Providence Hospital, Oakland Community College; and the Northland Center site that is slated for redevelopment.

Properly managing public improvements, redevelopment and change will be an important task for the SDDA and the City. The Concept Master Plan is intended to serve as the guide for how the District redevelops. Particular areas of focus are described as follows:

- A. NORTHLAND CENTER:** The Northland Mall was formerly a major draw that brought many people into the District. The SDDA and City plan to create a new signature development worthy of the site's history and prominence as the first regional shopping mall in Michigan. The transformed Northland site will grow the local economy and will be a new mixed-use destination for businesses and residents, integrated with new public space to serve the existing and future community, and with physical and social connections to adjoining businesses, neighborhoods and local centers. The planned future land uses and redevelopment activities are described in detail in the Northland Plan. A summary of the Northland Plan's proposed uses and improvements follows.

Planned land uses include residential dwellings of varied types and densities, a shopping and entertainment hub, convenience/service commercial, offices, research and technology, lodging and public open spaces. A new street and multimodal network will be developed through the Northland site, creating new internal circulation and frontage for development and better connecting the site to the existing external roads.

The Northland Plan establishes a variety of flexible development "blocks" designed to be parceled to an individual, or multiple, land developers. The Plan also identifies building forms and overall development densities (based on market data), but the specific mix of uses can be integrated with the overall plan on a project-by-project basis as the market dictates. The redevelopment districts are connected through a greenspace network. The greenspace elements within this Plan are based on the "Hub and Wheel" planning concept - the central park serves as the hub of activity, while the streets and linear parks connect to an outer green loop and activity path.

The following descriptions of the Northland planned use areas are from the Northland Plan and the Northland Subarea Redevelopment Plan.

Central Park District: The Central Park District sits at the center of the development and includes a variety of uses and public spaces. This area is defined by three key elements: the adaptive reuse of an iconic structure (the Macys/Hudson's building), a 'central park' including a variety of public spaces, large stormwater feature, and variety of residential dwelling types.

Shopping District: The shopping district serves as an area for larger format and convenience/service based commercial activities. This area is planned for retail uses that are traditionally auto-centric and demand high visibility and access.

Lifestyle District: This area is planned as the main shopping and entertainment hub of the development. It is intended to include a mix of uses including retail, office, and residential. The core buildings and streets that comprise this district are intended to look like a self-contained “Main Street”.

Innovation District: This area is defined as the innovation hub of the development. This district should include uses that merge the innovation and employment potential of research-oriented institutions, high-growth companies, and tech start-ups in well-designed, amenity-rich residential and commercial environments.

- B. PROVIDENCE MEDICAL CAMPUS:** Providence Hospital has a history of supporting and investing in the District. Southfield’s largest employer, the hospital is keeping pace with the times and expanding in new and emerging health care initiatives, such as exploring partnerships for health, wellness and fitness, the possible expansion and development of additional medical office and hospital support uses, and transforming its campus into a more walkable complex.

The Concept Master Plan proposes expanded healthcare technology uses both north and the south of the existing Providence complex. To the south, the hospital may be a participant in portions of the Innovation District at Northland Center. To the north, office parcels could be more closely linked to Providence and functionally be part of the overall medical campus. Other healthcare technology land use is planned at Northland Towers at the south end of the Development Area.

The physical image of Providence Hospital should be made more prominent. The Plan recommends aesthetic enhancements at the related image intersections and from major roads to better identify this important anchor as part of the Development Area.

- C. OAKLAND COMMUNITY COLLEGE CAMPUS:** As discussed previously, Oakland Community College’s student population is a significant potential market for retail and service businesses. OCC’s health care related career programs benefit from the college’s proximity to Providence Hospital.

Similar to Providence, both OCC and the Development Area would benefit from greater public visibility and recognition of the college’s presence. By acquiring the sites of the former Ramada Inn and North Park Towers building the college has gained considerable land for future expansion and related uses, all with frontage and visibility on Nine Mile Road.

Redevelopment of the vacant sites with new education buildings, mixed-uses, or other uses that complement the college campus should be pursued.

This vicinity is envisioned as a mixed-use “college town”. Beyond the services and ancillary support uses that could be developed on the college’s vacant land, the Plan recommends the OCC campus be better connected to the other destinations in the District to enhance the area’s appeal as a day and night activity center. The primary connection is envisioned as a new road that permits vehicle traffic but is primarily designed as an attractive, enticing place for pedestrians. Sidewalks/non-motorized paths along the connector should be wide, with ample space and improvements for sitting, relaxing, and interacting with others. The space should be well landscaped, yet visibly a safe place to be.

NORTH OF NORTHLAND: The former Millennium Centre/Triumph Church facility has expanded its parking lot with 6 additional acres from the Northland site. The church is an institutional use and incorporates religious-based entertainment. With proper programming, Millennium can attract people from outside the immediate area, particularly during evening hours, which would create an increased market for restaurants, specialty shopping and other entertainment venues such as might develop on the Northland site.

The Plaza Hotel building/parcel is envisioned as a new hotel. The property is in need of renovation/redevelopment and given its past use and adjacency to Northland, has potential for such use.

8 MILE ROAD AREA: The land along Eight Mile Road and Northland Drive is a significant area of the District as it is the interface of the SDDA with Detroit. The road frontage is planned as commercial, with medical support and mixed-uses to the north, buffering the existing single-family neighborhoods. Improvements should be designed and implemented to create a welcoming, high quality image along Eight Mile. Particular efforts should be made to enhance the District’s gateways at Southfield Road, Greenfield Road, and Northland Drive and Eight Mile Road. Also, the four corners of Northland Drive at the Lodge Freeway should be enhanced with stronger district identify features, landscaping and aesthetic improvements.

A Baseline commemorative obelisk was installed in 2016 near Rutland Dr. at Eight Mile Rd. It is a community identity feature, calling attention to the historic significance of 8 Mile Rd.

The Kalabat site, located at the northwest corner of Northland Drive and 8 Mile Rd. has potential as new tax base. Site plan approval has been granted for development with a gas station/convenience center. Future plans call for a new plaza with public art opposite the Baseline monument, new multi-use pathways, ornamental fencing with brick pillars and landscaping along Eight Mile Rd. Overall, in addition, the land in this vicinity is ripe for redevelopment and reinvestment, possibly as medical office, medical products or related uses.

GATEWAYS, IMAGE INTERSECTIONS, and INFRASTRUCTURE: The Plan recommends several locations for more intensive improvements to signify entrance into the District or to identify sub-areas for the major anchors. These gateway and image intersections may incorporate signage, lush landscaping, color elements, public art and similar features to distinguish the intersection or entrance within the overall theme of the

District. Further the roads, sidewalks, streetlights, landscaping, utilities and other essential infrastructure in the District are aging, and new infrastructure is required for the Northland redevelopment. In order for the District to remain economically viable, and to become an even more desirable place, infrastructure and aesthetic updates must continue to be made.

- 4. Legal Description of the Development Area [Section 17(2)(b)]** *The location and extent of existing streets and other public facilities within the development area; the location, character, and extent of the categories of public and private land uses then existing and proposed for the development area, including residential, recreational, commercial, industrial, educational, and other uses; and shall include a legal description of the development area.*

The Development Area boundaries are described in Appendix A and illustrated on Map 1.

- 5. Existing Improvements in the Development Area to be Demolished, Repaired or Altered, and Time Required for Completion [Section 17(2)(c)]** *A description of existing improvements in the development area to be demolished, repaired, or altered, a description of any repairs and alterations, and an estimate of the time required for completion.*

The proposed development program for the SDDA Development Area incorporates both public and private improvements. Public improvement project descriptions and an anticipated schedule for completion are found in Table 1 and on the pages, that follow.

The SDDA's Development Plan calls for the renovation, alteration and repair of existing public improvements such as public roads and utility facilities within the Development Area boundaries; assistance with construction of public infrastructure, utilities and drainage improvements; landscaping, lighting, sidewalks, open space and streetscape enhancements; installation of public art; construction of new improvements such as the addition of sidewalks and bike paths; repair/upgrading and installation of street lights; and public transportation facilities. Improvements will be located throughout the Development Area, along the road corridors, at the focal intersections and gateways, or on publicly owned or controlled sites.

As previously described, the Northland Center mall, several outlot buildings, associated parking lots, underground utilities and other site improvements will be demolished and environmental issues remediated/mitigated, consistent with the descriptions in the Northland Brownfield Plan. These changes will ready that approximate 115-acre site for redevelopment and productive use in accordance with the Northland Plan. Demolition, remediation and site preparation are expected to take approximately 18 months. The City acquired 12-15 works of art from the former Northland Center and intends to install some of those pieces back on the site as part of future development.

The full extent of demolition, repair, or alteration of existing improvements is not yet known since design plans are not completed for all the projects. Demolition, repair, construction, enhancement, and/or replacement of existing infrastructure is likely as part of the various projects, including sidewalks, curbing, pavement, above and below-ground utilities, decorative walls, fencing, and others. Further, redevelopment of privately owned sites may be assisted, on a case-by-case basis, consistent with the priorities and procedures in this Plan. The time required for completion of these projects will be determined as plans are more fully developed.

6. The Location, Extent, Character and Estimated Cost of Improvements, Including Rehabilitation Contemplated for the Development Area and an Estimate of Time Required for Completion [Section 17(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 SDDA has successfully completed many projects from the previous Development Plan. Examples include assistance with costs of land purchase and building demolition for redevelopment, sidewalk and bus stop improvements, district identification signs, road reconstruction, and various streetscape improvements on Greenfield, Nine Mile and Providence Drive. The SDDA's projects have contributed greatly toward the conditions that support a healthy and desirable office, residential, education and business district.

However, considerable work remains to be done to help the District reach its potential, halt property value deterioration, eliminate the causes of blight, disinvestment, and economic decline in the area and promote economic growth, consistent with the purposes of the DDA Act. Support for the Northland redevelopment project is a major priority of this Plan and is necessitated by economic factors that reach far beyond the City of Southfield. The City's redevelopment plan to transform the former Northland mall site into a contemporary, vibrant, mixed-use district requires participation from the SDDA to fund brownfield cleanup, demolition and site preparation, as well as needed public improvements on and around the mall site.

The SDDA wishes to continue its efforts to improve public infrastructure, enhance streetscapes and beautify the Development Area, as well as implement projects that more directly lead to new private business investment and tax base increase. Facilitation of development and redevelopment to increase the Development Area's tax base is a high priority, with particular focus on the major stakeholders. Changes to the physical layout of the District are needed to better suit the new economy, sustainability and mixed-use formats.

Accordingly, the SDDA has identified the improvements, projects and priorities described below, targeted to accomplish the recommendations of the Northland Subarea Redevelopment Plan, and the SDDA's Concept Master Plan and Strategic Plan. Some of these projects will require alteration, demolition, or repair of existing land, buildings and uses, and others will be new construction or development. The timing and order of implementation is projected based on several factors, including input from SDDA members, expected timing of tax increment revenue availability, opportunities to promote jobs and economic development, actions to eliminate blight and under-investment, the availability of other related investments and funding, and the relative speed with which various projects could be accomplished, along with the benefits and value of each to the community.

The projects described herein will be undertaken during the term of this Plan as needed to support development/redevelopment and as funds are available. It is estimated that these projects will be completed over a period of 1 to 21 years, the life of this Restated TIF and Development Plan.

It should be noted that while each project is assigned a phase and estimated timing for budget and planning purposes, the projects in Phase 1 may be expedited in Phase 1, may continue into Phase 2 or may not begin until Phase 2, and those in Phase 2 may begin sooner. Overall, the projects within each phase are not mutually exclusive to one phase or another. Phase 1 is projected as 2018 through 2027 and coincides with the repayment scenario adopted in the Northland Brownfield Plan; Phase 2 is 2028 – 2038. Ongoing projects continue over the life of the TIF and Development Plan.

Costs estimated for the projects are very preliminary. The costs for the Northland redevelopment project are from the Northland Brownfield Plan and may need to be amended as that development process unfolds. Most of the projects in this Restated TIF and Development Plan have not been fully conceptualized, will not be implemented until years in the future, and have too many unknowns to allow estimates to be prepared at this time. Therefore, most cost estimates herein are presented as general budget estimates or with costs to be determined. Actual costs may increase or decrease based on changes, opportunities to maximize return, or factors that are unknown today. Specific plans and refined cost estimates will be completed and approved prior to initiation of each project.

Funding will be obtained from a variety of sources – primarily tax increment revenues, but also may include: federal and state grants (which may include but are not limited to HUD, CDBG, MDOT, Michigan Economic Development Corporation, Michigan State Housing Development Authority and the Federal Intermodal Surface Transportation Efficiency Act program); private donations (as available); SDDA millage revenues; City funds; and additional sources consistent with DDA Act and to be determined. The SDDA intends to leverage its TIF dollars with other funding sources to the maximum extent practicable to achieve its goals.

Table 1 following, summarizes the projects, costs and timing of the planned projects. More detailed descriptions are provided in the following section.

**Table 1
Estimated Project Costs and Timing**

Projects*	Cost Estimate ¹	Timing
PHASE 1: 2018 – 2027		
Northland Redevelopment Project – partner with the Southfield Brownfield Redevelopment Authority (“SBRA”) with respect to redevelopment of the Northland site, transferring TIF funds to the SBRA (75% tax increment capture from SBRA area) for eligible activities and administration fees pursuant to the Northland Brownfield Plan. ⁴	\$10,955,885 ⁵	2019 - 2027
Streetscape Enhancements – prioritize locations where features are missing, need replacement or are high image locations; remove old CDA signs & install wayfinding system. Northland interior & perimeter roads, & other SDDA locations included.	\$1,300,000	2018 - 2027
Walkability Improvements – repair, replacement & new construction of sidewalks & multi-use pathways; and ADA enhancements.	\$400,000	2019 - 2027
Road Improvements – partner for construction, repair or replacement of roads. Northland & other SDDA locations included.	\$750,000	2020 - 2027
Utility Improvements – partner for construction, repair or replacement of utilities: water and sewer main, storm sewers and stormwater management facilities. Northland & other SDDA locations included.	\$750,000	2020 - 2027
Development & Redevelopment Assistance - Providence, OCC, 8 Mile Rd. parcels, Michigan Inn & others that meet SDDA objectives. Facilitate & assist investment/reinvestment in development area properties; implement targeted strategies for business & economic development, recruitment, retention, development/redevelopment consistent with the SDDA's Concept Master Plan. SDDA participation may include construction & site preparation, design & other costs (including but not limited to site acquisition, demo, renovations, environmental remediation, etc.) as described in this Plan.	\$450,000	2018 - 2027
Business Recruitment and Retention Activities – includes evaluating & continuing SDDA's incentive programs, among others.	\$200,000	2018 - 2027
Community Police Support – Ave. \$25,000/yr. contribution	\$225,000	2019 - 2027
Code Enforcement Assistance – includes property maintenance and ordinance compliance. Ave. \$10,000/yr. contribution	\$100,000	2018 - 2027
Ongoing Marketing, Communications and Administration – includes marketing and communications, maintenance of improvements, economic development strategy administration, etc. Includes funding for additional effort for administrative oversight, marketing assistance and project management for Northland redevelopment. Ave. \$45,000/yr.	\$460,000	2018 - 2027
Other Projects Consistent with the Plan ²	TBD	2018 - 2027
Total Phase 1 Costs:	\$15,590,885	

Projects*	Cost Estimate ¹	Timing
PHASE 2: 2028 - 2038		
Streetscape Enhancements – other roads (Northland and other locations included). Includes possible street lighting.	\$7,650,000	2028 - 2038
District Beautification, Image Intersections & Gateways – public art, landscaping, cultural amenities, aesthetic improvements, entry signs/features	\$1,500,000	2028 - 2038
Walkability Improvements – repair, replacement & new construction of sidewalks & multi-use pathways; and ADA enhancements.	\$2,000,000	2028 - 2038
Road Improvements – partner for construction, repair or replacement of roads. Northland interior & perimeter roads, & other SDDA locations included.	\$6,500,000	2028- 2038
Utility Improvements – partner for construction, repair or replacement of utilities: water and sewer main, storm sewers and stormwater management facilities. Northland and other SDDA locations included.	\$3,000,000	2028 - 2038
Public Transportation Infrastructure – bus stop improvements, park & ride, and others.	\$1,000,000	2028 - 2038
Traffic Signals – mast arms, autonomous vehicle support, pedestrian crossings.	\$1,500,000	2028 - 2038
Parking Improvements – assist with construction of parking deck(s), parking lot combinations or enhancements, and other public parking improvements	\$3,000,000	2028 - 2038
Central Park/Public Gathering Space	\$1,500,000	2028 - 2038
Non-Motorized Vehicle Improvements – construction of bike paths/lanes for access throughout the district, connect OCC, Providence, Northland site and other activity centers.	\$2,000,000	2028 - 2038
Information Technology Improvements – world class IT infrastructure for improved public internet access	\$1,000,000	2028 - 2038
Development & Redevelopment Assistance - Providence, OCC, 8 Mile Rd. parcels, Michigan Inn & others that meet SDDA objectives. Facilitate & assist investment/reinvestment in development area properties; & implement targeted strategies for business & economic development, recruitment, retention, development/redevelopment consistent with the SDDA's Concept Plan. SDDA participation may include construction & site preparation, design & other costs (including but not limited to site acquisition, demo, renovations, environmental remediation, etc.) as described in this Plan.	\$3,000,000	2028 - 2038
Brownfield Remediation – sites to be determined	\$2,000,000	2028 - 2038
Property Acquisition – sites to be determined	\$3,000,000	2028 - 2038
Demolition of Buildings & Structures – sites to be determined	\$500,000	2028 - 2038

Projects*	Cost Estimate ¹	Timing
Improvements to & Renovation of Buildings – public facilities only; may include ADA improvements	\$750,000	2028 - 2038
Business Recruitment and Retention Activities – continued from Phase 1, includes continuing SDDA's incentive programs, among others.	\$1,500,000	2028 - 2038
Community Police Support – Average \$60,000/yr. contribution	\$650,000	2028 - 2038
Code Enforcement Assistance – includes property maintenance and ordinance compliance. Ave. \$20,000/yr. contribution	\$220,000	2028 - 2038
Ongoing Marketing, Communications and Administration - continued from Phase 1 – average \$80,000/year.	\$880,000	2028 - 2038
Other Projects Consistent with the Plan ²	\$500,000	2028 - 2038
Total Phase 2 Costs:	\$43,650,000	
TOTAL PHASE 1 & 2:	\$59,240,885	

* More detailed descriptions of the projects are provided under PROJECT DESCRIPTIONS on the following pages.

Footnotes to Table 1

- 1 Costs estimated for the projects are preliminary and are budget guides only; specific plans and refined cost estimates for Development Area improvements will be completed upon initiation of each project. Expenditures will not exceed available funds. Estimates consider design, construction and associated costs.
- 2 Other projects that arise and are consistent with the objectives and priorities of the SDDA – as outlined in this Restated Plan – may be funded consistent with the financing methods described in the Tax Increment Financing Plan.
- 3 All estimates are in current dollars; actual costs will likely vary from these estimates.
- 4 The remainder of the funding needed to reimburse the City/SBRA for the estimated \$20,329,825 in Northland project costs is expected to come from the State of Michigan. This is consistent with the project funding and repayment sources specified in the Northland Brownfield Plan.
- 5 Depending on the amount of funding received from the State, if necessary, the SDDA shall increase its transfer of TIF revenues for the Northland Redevelopment project up to \$20,329,825, less any local tax increment revenue captured by the SBRA (not subject to capture by the SDDA), less any increment revenue from taxes levied for school operating purposes as approved by the Michigan Department of Environmental Quality and the Michigan Strategic Fund, pursuant to Act 381, and less any actual net proceeds received by the City for the sale of portions of the Eligible Property (as defined in the Northland Brownfield Plan) owned by the City, as required by the Interlocal Agreement between the SDDA and SBRA. As a consequence, other Phase 1 projects may be postponed, eliminated or funded at different levels. Further, in order to generate sufficient TIF revenues for the increased transfer, this project may carry over into Phase 2 and other projects planned during Phase 2 may be postponed, eliminated or funded at different levels accordingly.

PROJECT DESCRIPTIONS

The following public improvements, activities and projects are proposed for implementation under this 2017 Restated TIF and Development Plan through 2038 (the life of this Plan),

along with estimated costs and timing. Project descriptions are organized by SDDA goal.

A. PARTNER WITH THE CITY AND SBRA TO SUPPORT REDEVELOPMENT OF THE NORTHLAND SITE - *A primary reason for this Restatement of the SDDA's TIF and Development Plan is to make funds available to reimburse the City's investment in the Northland parcels, thereby supporting redevelopment and reinvestment. This project includes contribution of TIF funds to the SBRA as agent of the SDDA to implement the project consisting of eligible activities and SBRA administration fees under the Brownfield Act. This includes reimbursement for City costs incurred for various eligible activities as outlined in the Northland Brownfield Plan and for which tax increment revenues may be spent under P.A. 197 of 1975, the DDA Act.*

1. Reimbursement Agreement. The Northland Brownfield Plan for the Northland mall site anticipates funding from a variety of sources, including SDDA tax increment revenue captured from growth in the tax base as the sites are sold, redeveloped and improved. Under the City's Northland Brownfield Plan, 75% of the SDDA's tax increment capture from the Northland parcels is proposed to be transmitted to the SBRA as partial reimbursement for the costs of eligible activities and SBRA administration fees as provided in the Northland Brownfield Plan. The total of the Northland project's eligible activity costs and SBRA administration fees is estimated at \$20,329,825 in the Northland Brownfield Plan. Along with the approved Northland Brownfield Plan, associated Reimbursement Agreement, and Interlocal Agreement to use Local Tax Increment Revenues for the Northland Redevelopment Project approved by the SBRA on November 1, 2017, this restated TIF and Development Plan establishes the legal basis to permit that transfer of DDA tax increment revenues to reimburse a portion of the eligible brownfield costs.

The Northland Brownfield Plan projects that sufficient development will occur over nine years to generate adequate DDA tax increment revenues to fund the eligible activities (combined with funds from other anticipated sources). Therefore, the SDDA's transfer of 75% of the TIF revenues captured from Northland to the City/SBRA (per the Northland Brownfield Plan), is projected herein for nine years, for an estimated amount of \$10,955,885. These TIF capture estimates are based upon projections of development; the pace of development and actual revenues captured will likely vary. In addition to this specific transfer of funds, this Plan proposes an array of other projects and infrastructure investments that will also help support Northland's redevelopment.

It is expected that the remainder of the \$20,329,825 needed to reimburse the City for the Northland project costs will come from the State of Michigan through the Brownfield Act or other sources. If necessary, depending on the amount of funding received from the State, the SDDA shall increase its transfer of TIF revenues for the Northland Redevelopment project up to \$20,329,825, less any local tax increment revenue captured by the SBRA (not subject to capture by the SDDA), less any increment revenue from taxes levied for school operating purposes as approved by the Michigan Department of Environmental Quality and the Michigan Strategic Fund, pursuant to Act 381, and less any actual net proceeds received by the City for the

sale of portions of the Eligible Property (as defined in the Northland Brownfield Plan) owned by the City, as required by the Interlocal Agreement between the SDDA and SBRA. As a consequence, other Phase 1 projects may need to be postponed, eliminated or funded at different levels. Further, in order to generate sufficient TIF revenues for the increased transfer, this project may carry over into Phase 2, and other projects planned during Phase 2 may be postponed, eliminated or funded at different levels accordingly.

B. INFRASTRUCTURE & AESTHETICS - *Work toward a vibrant, mixed-use district with that is walkable, attractive, welcoming, clean, safe and comfortable with landscaping, lighting, streetscape, road, utility and related improvements, in both the public and private realm to ensure the District is an attractive, welcoming, distinctive and comfortable place.*

- 1. Streetscape Enhancements:** The existing streetscape improvements in the District have improved the image of the SDDA, however, there are streets that lack streetscape, and there are aspects of the District's existing streetscape environment that would benefit from refreshing, updating and renewal. The SDDA will evaluate streetscape throughout the Development Area and selectively enhance it. Streetscape improvements may include landscape plantings such as trees, shrubs, groundcover and annuals/perennials; decorative paving; decorative accent lights; street furniture such as benches and trash receptacles; and other design elements. A focus will be on enhancements that would simplify maintenance, create a uniform standard of care, and make the major corridors more pedestrian friendly. In addition, the new streets in the Northland redevelopment area should be provided with streetscape improvements so as to present the highest quality environment. The SDDA may choose to allocate TIF funds to those roads as well. Streetscape elements under this project will be within the public right-of-way, in publicly controlled easements or otherwise under public control.

The worn-out Cornerstone identification signs will be removed and replaced as soon as practicable with clear, attractive wayfinding signs using the SDDA's new image.

Street lighting is absent or not functioning in several locations; decorative streetlights would enhance the District's appearance and public safety along the roads. The SDDA may evaluate the existing street lighting, prioritize needs and install uniform decorative lights throughout. Goals are to increase energy-efficiency, aesthetics and provide for public safety and security. First priority will be to replace outdated nonfunctioning lights, followed by adding and/or replacing existing lights where most necessary for public safety and to improve the aesthetics of the SDDA.

Elements of this component may include, but are not limited to:

- Acquisition of land, rights-of-way and easements.
- Removal of plant material, bituminous material, sidewalk, and curb.
- Filling, grading and site preparation.
- Installation of curb, gutter and sidewalks.

- Installation of decorative pavement or pavers
- Purchase and install trees, plantings and other landscape materials to fill in “green gaps” inside the public ROW’s of the development area.
- Landscape improvements and site amenities, including, but not limited to grass, trees, other plantings, and other decorative items.
- Installation of benches, trash receptacles, uniform street lighting, signage, public art, banners, tree grates, and similar hardscape.
- Engineering, architectural, legal and other professional fees.
- Any other items that are necessary or incidental to the items listed above or that the SDDA Board determines to be desirable in connection with this project.

Projects will be prioritized, timed and constructed based on the benefit to the district, considering factors such as: increased tax base created; benefits accruing to multiple properties, significant parcels or image locations affected; and other criteria to be determined. TIF funds will be supplemented with grants and other fund sources as available and permitted by the DDA Act. The improvements have not been designed, thus costs are not known and are to be determined. The total budget estimate over the life of the Plan is \$8,950,000.

- 2. District Beautification, Image Intersections and Gateways:** Plan, design and install enhanced landscaping, hardscaping and aesthetic improvements at all SDDA gateway entrances and image intersections, as identified on the Concept Master Plan. The enhancements are intended to give a consistent image to the SDDA’s entrances, and may incorporate distinctive features, within a uniform palette to convey the identity of respective anchors at designated intersections and sub-areas. Improvements may include, but are not limited to, accent lighting, banners, decorative pavement, crosswalks, seasonal plantings, public art, and similar features, and may extend beyond the intersections and gateways. Participation by the neighboring property owners will be encouraged; OCC and Providence Hospital have expressed interest in the past.

Elements of this component may include but are not limited to:

- Acquisition, installation and maintenance of banners and/or holiday decorations.
- Acquisition and construction of public art and cultural amenities, including, but not limited to artwork, statues and fountains.
- Installation of such other aesthetic improvements as the DDA Board determines to be desirable.
- Engineering, architectural, legal and other professional fees.
- Any other items that are necessary or incidental to the items listed above or that the SDDA Board determines to be desirable to include in connection with this project.

Funding is expected from TIF revenues, grants, private contributions, partnerships and donations, and other sources permitted by the DDA Act that may become

available. Costs are not known at the present time and are to be determined. This project category is not anticipated to begin until Phase 2, and is budgeted at \$1,500,000 for improvements such as entrance/welcome signs, walls, public art, and other features throughout the Development Area.

- 3. Walkability Improvements:** New construction, repair or replacement of sidewalks, walkways, multi-use pathways and other similar improvements in the development area to enhance pedestrian access and to create a walkable community. This project includes installing sidewalks, walkways or multi-use pathways along public streets that lack these facilities, and completing missing segments of sidewalks (including J. L. Hudson Drive, Northland Drive, Eight Mile Road, and other public streets in the District). Also, new sidewalk, multi-use pathways and amenities to enhance walkability may be installed in conjunction with construction of new streets and other accessways in the Northland redevelopment. The SDDA may also assist and partner with property owners to implement improved and additional pedestrian connections throughout the District.

Project components may include, but are not limited to:

- Acquisition of land, rights-of-way and easements.
- Removal of plant material, bituminous material, sidewalk, curb and gutter.
- Filling, grading and site preparation.
- Installation, repair, or replacement of curb, gutter, sidewalks, walkways, multi-use pathways, boardwalk and other paving or surfacing.
- Landscape improvements and site amenities, including, but not limited to grass, trees, other plantings, and other decorative items.
- Installation of shelters, benches, trash receptacles, lighting, signage, banners, tree grates, etc.
- Engineering, architectural, legal, and other professional fees.
- Any other items that are necessary or incidental to the items listed above or that the SDDA Board determines to be desirable in connection with this project.

This project is a longer-term opportunity and will be pursued primarily during Phase 2. The cost of sidewalks, multi-use paths and enhancing SDDA connections will vary depending on the length, location, whether part of another construction project, replacement or new and other site-specific factors. Funding is anticipated to come from SDDA TIF funds, but may be augmented with CDBG funds, grants, SDDA millage, City and private funds or other fund sources as available.

Costs are not known at the present time and are to be determined. The estimated budget is \$2,400,000.

- 4. Road Improvements:** Construction, repair or replacement of streets, service drives, access roads and other public rights-of-way within the Development Area. In recent years with SDDA support, many of the existing major roads in and bordering the

SDDA Development Area have been reconstructed and improved, correcting what was formerly a major deficiency in the District. Of the major roads, J.L. Hudson Drive, and Northland Drive between Eight Mile Rd. and Northwestern Highway remain to be reconstructed. Also, Rutland Drive in the vicinity of OCC is in poor condition. It may be relocated or improved on the same alignment, however the parameters of that improvement are dependent upon reaching an agreement with the college about the future development pattern of the adjacent parcels.

Significantly, the redevelopment plan for Northland Center includes a number of circulation, road and access improvements on which the SDDA may partner. Providing access to the interior of the former mall site creates an unparalleled economic development opportunity to establish new uses, public spaces, and mixed-use developments. Further, other external road and infrastructure modifications may be needed in order to maximize the benefits of the Northland redevelopment project, including but not limited to possible closure or relocation of J.L. Hudson Dr. The SDDA will work with the City to address other road improvements, as determined most critical to accomplish the objectives of this Plan. Any such changes will be carefully evaluated before proceeding to ensure that traffic circulation and the overall future development plan are properly accommodated.

Funds in an amount to be determined, may be allocated for all or a portion of the activities necessary to accomplish each project which may include but are not limited to:

- Acquisition of land, rights-of-way and easements.
- Demolition of existing structures and clearing the right-of-way of other obstacles, and/or removal of existing pavement.
- Grading, erosion control, drainage and site preparation.
- Installation of the road bed and paving.
- Improvements for advanced traffic management and autonomous driving.
- Road lighting.
- Installation of curb, gutter, sidewalks, multi-use pathways and bicycle lanes.
- Installation of signage and traffic control devices.
- Associated landscaping and streetscape improvements.
- Vacating and closing streets, alleys, and rights-of-way within the development area, removal of the street and remediation and landscaping of the area.
- Elimination of curb cuts.
- Construction of access roads.
- Engineering, architectural, legal and other professional fees.
- Any other items that are necessary or incidental to the items listed above or that the SDDA Board determines to be desirable in connection with this project.

Costs are not known at the present time and are to be determined. Budget estimate is \$7,250,000.

5. Utility Improvements: Improvements to the water supply system, sanitary sewer system and the storm water management system in the Development Area. Redevelopment of parcels, relocation of streets or construction of new streets may require that the existing utilities be realigned, modified or improved. Further, ongoing repair and replacement of existing facilities is necessary to maintain the value of properties in the Development Area.

The SDDA will work with the City to address utility improvements as determined most critical to accomplish the objectives of this Plan. Any such changes will be carefully evaluated before proceeding to ensure that the overall future development plan is properly accommodated.

Funds in an amount to be determined, may be allocated for all or a portion of the activities necessary to accomplish each project which may include but are not limited to:

- Removal of plant material, pavement material, sidewalk, curb and gutter, water lines, sewer lines and storm sewer lines.
- Filling, grading and site preparation.
- Installation and replacement of water main and sewer main, lift stations and associated infrastructure.
- Improvement of existing storm sewers and installation of new storm sewers, separation of storm sewer from sanitary sewer and conversion of existing sanitary sewer mains to storm sewer. Green and bio-designed stormwater management facilities and features.
- Reconstruction and restoration of streets, including, but not limited to filling, grading and other site preparation, installation of paving, and installation of curb, gutter and sidewalks.
- Related energy management and efficiency improvements.
- Remediation of landscaping, driveways and rights-of-way damaged as a result of this project.
- Engineering, architectural, legal, and other professional fees.
- Any other items that are necessary or incidental to the items listed above or that the SDDA Board determines to be desirable in connection with this project.

Costs are not known at the present time and are to be determined. Budget estimate is \$3,750,000.

6. Central Park/Public Gathering Space Improvements: The Northland Subarea Redevelopment Plan envisions the creation of a large public plaza/open space as an outdoor gathering and civic activity area in the heart of the Northland site. This central, well-designed public open space could be a functional public amenity that serves as a location for festivals, image enhancement and district promotions. Also, there are other locations in the Development Area where public open space could enhance the value, appearance and quality of the District's environment for the public.

This component will include the design, acquisition, and construction of improvements to enhance areas and facilities in the Development Area to be used for open space, recreation, public events and gatherings. This component includes:

- Purchase, lease or obtain interests in property, and the improvement of that property.
- Clearing sites, including removal of plant material, bituminous material, concrete and other items that must be removed to prepare the property for redevelopment.
- Filling grading and site work.
- Paving/decorative pavement
- Construction of structures and remodeling of structures.
- Installation, repair, and replacement of associated sidewalks, parking and other improvements.
- Landscaping, including, but not limited to, the installation of grass, bushes, trees, other plantings, mulch, ground cover and other decorative items.
- Installation of shelters, fountains, public art, benches, tables, trash receptacles, lighting, signage, banners, dumpster enclosures, tree grates, etc.
- Installation of utilities, stormwater management features and irrigation.
- Aesthetic improvements.
- Engineering, architectural, legal, and other professional fees.
- Any other items that are necessary or incidental to the items listed above or that the SDDA Board determines to be desirable in connection with this project.

Costs are not known at the present time and are to be determined. Although land will likely be reserved earlier, this is expected to be a Phase 2 project. Budget estimate is \$1,500,000.

7. Traffic Signals. Replacement of existing traffic signals and the placement of new traffic signals or other traffic control devices throughout the Development Area.

Items under this component may include but are not limited to:

- Removal of existing traffic signals.
- Installation of signal arm structures or such other traffic control devices, along with any necessary or incidental items.
- Autonomous driving and traffic management improvements.
- Pedestrian crossing facilities.
- Engineering, architectural, legal, and other professional fees.
- Any other items that are necessary or incidental to the items listed above or that the SDDA Board determines to be desirable in connection with this project.

Funding may be from TIF revenues, grants, road agency funds, or other sources permitted by the DDA Act. Costs are not known at the present time and are to be determined. Budget estimate is \$1,500,000.

- 8. Parking:** Assistance to create more efficient, effective parking throughout the Development Area. The use of land is planned to become more intense, and well-located, sufficient parking will be necessary to support the increased intensity. Parking projects may include, but are not limited to working with property owners to expand sharing of their parking facilities, encouraging less land to be absorbed into dedicated parking lots and to utilize more cost-effective options; implementing on-street parking where feasible, consistent with the SDDA's Concept Master Plan; promoting the design of parking areas to accommodate parking structures in the future; and assisting in financing, planning and construction of parking structure(s).

Parking improvements, particularly as part of the Northland redevelopment and in the vicinity of Providence Hospital will be timed to support private development. This may occur at any time during the Plan period, but SDDA financial assistance is not expected until Phase 2. The funds may come from several sources, including TIF funds, private funds, bond proceeds as TIF or revenue bonds, and other sources as permitted by law.

Elements of this component may include but are not limited to:

- Acquisition of property.
- Demolition of existing structures and clearing the sites of other obstacles.
- Filling, grading and site preparation.
- Construction of parking structures, lots, and on-street parking.
- Installation of pavement.
- Installation of curb, gutter and sidewalks.
- Striping pavement, lots or structures.
- Signage.
- Improvement of existing storm drains and installation of new drainage for the parking lots.
- Landscape improvements and site amenities, including, but not limited to grass, trees, other plantings, and other decorative items.
- Installation of benches, trash receptacles, lighting, banners, tree grates, etc.
- Engineering, architectural, legal, and other professional fees.
- Any other items that are necessary or incidental to the items listed above or that the SDDA Board determines to be desirable in connection with this project.

Costs are not known at the present time and are to be determined. Budget estimated cost is \$3,000,000.

- 9. Public Transportation Infrastructure.** Several years ago, the SDDA partnered with the City to prepare the Non-Motorized Plan that examined alternatives to auto

transportation, such as bike paths, park and ride facilities, bus transit service and other options. This Restated Development and TIF Plan anticipates construction of various improvements in the Development Area to support public transportation and public transportation alternatives.

The transit facility currently located at Northland Center has been affected by the redevelopment of Northland. A new park and ride lot along with several geographically distributed transfer stations and bus stops replace it and continue to serve the vicinity. On a preliminary basis, bus stop improvements are planned at the following locations: Providence Hospital at Nine Mile, Providence Towers at Nine Mile, Fox 2 at Nine Mile, Rutland Drive near OCC, and two locations on Northland Drive. Other locations may be added, some may be removed or these may be changed.

Also, the SDDA may partner with the City and/or others to explore and support short route transit service within the City, to and from the SDDA, such as trolley service between the Civic Center and SDDA, possible purchase of vehicles and equipment, and assisting to construct transit stops and similar public improvements.

Items of this component may include but are not limited to:

- Construction of bus turnout lanes, and the associated removal and/or replacement of curbs, gutters and bituminous paving.
- Autonomous driving technology and improvements.
- Construction of shelters, landing pads and transit stops.
- Aesthetic improvements.
- Pedestrian crossing signals.
- Installation of benches, trash cans, bike racks, signs, etc.
- Acquisition of land, easements and rights-of-way.
- Engineering, architectural, legal, and other professional fees.
- Any other items that are necessary or incidental to the items listed above or that the SDDA Board determines to be desirable in connection with this project.

Funds for public transportation infrastructure improvements may come from TIF funds, grants, transit agency funds, private contributions, City and other sources, and could begin in Phase 1. SDDA millage and operating revenues are potential funding sources for local short route transit service if that project is pursued. Timing of this effort would be in the later phases of the TIF Plan implementation.

Costs are not known at the present time and are to be determined. Budget estimate is \$1,000,000.

10. Non-motorized Vehicle Paths and Lanes. Construction of improvements to enhance non-motorized access in the Development Area. The Northland Subarea Redevelopment Plan and Non-Motorized Plan identify several desired routes for

pedestrian/bicycle/nonmotorized travel to and from the District which may be considered for implementation. Among these are from OCC via North Park Place through the Triumph Church/Millennium site to Northland; Providence Hospital to Northland; Greenfield Road from the north to Northland; Oak Park to Northland via Miller Street; from Northland Towers to Northland; and along the Service Drive from Northland Drive to Nine Mile.

Elements of this project may include but are not limited to:

- Acquisition of property, rights-of-way, and easements.
- Removal of plant material, bituminous material, sidewalk, curb and gutter.
- Filling, grading and site preparation.
- Installation of curb, gutter, sidewalks, and other paving.
- Construction of non-motorized multi-use pathways and bike lanes.
- Landscape improvements and site amenities including, but not limited to grass, trees, other plantings, and other decorative items.
- Installation of benches, trash receptacles, lighting, signage, banners, tree grates, bike racks, bike repair stations, trail heads, etc.
- Acquisition of equipment and improvements to aid the mobility of the physically challenged.
- Engineering, architectural, legal, and other professional fees.
- Any other items that are necessary or incidental to the items listed above or that the SDDA Board determines to be desirable in connection with this project.

Funding for these projects is expected to come from TIF revenues, grants, private contributions, City and other sources. Implementation is expected in Phase 2. Budget estimate is \$2,000,000.

11. Information Technology Improvements. Make world-class IT infrastructure improvements to provide access to or improved wireless and high-speed internet or other advanced communications technology in the development area.

Project components may include, but are not limited to:

- Studying existing internet infrastructure.
- Surveying internet needs.
- Acquisition and installation of such conduit, fiber optic cable or other cable necessary to provide high speed and/or wireless internet or other advanced communications technology.
- Acquisition and installation of antennas, transmission equipment, hardware and software and any other equipment needed to provide high speed and/or wireless internet.
- Improvements to facilitate autonomous cars.
- Solar, alternative energy, or energy saving or efficiency technology.

- Acquisition of land, rights-of-ways or easements.
- Remediation of streets, rights-of-way and other properties affected by the improvements.
- Engineering, architectural, legal and other professional fees.
- Any other items that are necessary or incidental to the items listed above or that the SDDA Board determines to be desirable in connection with this project.

Funding for these projects is expected to come from TIF revenues, grants, private contributions and other sources. This project is expected to be in Phase 2. Costs are not known at the present time and are to be determined. Budget estimate: \$1,000,000.

C. DEVELOPMENT AND REDEVELOPMENT - *Facilitate investment and reinvestment in District properties consistent with this Plan and implement targeted strategies for business, economic and community development, recruitment, retention, development and redevelopment. Stabilizing housing values in the District, supporting and marketing the neighborhoods as good places to live with a variety of available housing stock, and addressing the need for senior housing resulting from changing demographics are SDDA priorities.*

Several of the projects described under this general heading of Development and Redevelopment are activities that are being undertaken and funded with the tax increment revenues transmitted to the SBRA for reimbursement of Northland Center site demolition, environmental remediation, site preparation and other eligible actions. These project activities may be necessary or desirable at other sites in the Development Area, thus they are called out in this section.

1. Development and Redevelopment Assistance for Specific Sites: These activities will likely continue over the life of the Plan, and the SDDA's participation will necessarily be flexible and adaptable to specific conditions and circumstances. There is potential for the SDDA to partner with several of the Development Area's key stakeholders and assistance with development or redevelopment efforts at their sites. These improvements may occur as independent efforts or as parts of other identified projects/categories. Targeted assistance under this category may take many forms, as permitted by the DDA Act and as described in other sections of this Plan, including but not limited to the following:

- Roads, utilities, and streetscape amenities.
- Land acquisition, demolition of structures, site preparation including addressing environmental issues.
- Building rehabilitation costs.
- Public handicapper facilities.
- Public safety and public fire protection safety improvements.
- Public parking facilities.
- Soft costs for architectural, legal, engineering, planning, landscape

architectural, accounting, and similar expenses.

- Any other items that are necessary or incidental to the items listed above or that the SDDA Board determines to be desirable in connection with this project.

Funding sources for this category of projects may include TIF funds, private contributions, grants and other sources as permitted by law. These activities will continue throughout the life of the Plan. Budget estimate \$3,450,000.

Descriptions of anticipated assistance follow:

- a. Providence Hospital.** The SDDA plans to support Providence Hospital's continued investment in the Development Area. The hospital has plans to expand its facilities into a more campus-like layout with new buildings, services and site improvements. That expansion may require acquisition or lease of land or buildings as part of the Northland redevelopment, or from parcels to the east or north of the current hospital location. The SDDA will work with Providence, the Northland redevelopment plans, and others to facilitate medical campus and support facilities expansions.

The SDDA may support the expansion with public improvements consistent with the SDDA's Concept Master Plan, Strategic Plan and Northland Subarea Redevelopment Plan. SDDA participation may involve construction, design, planning, land acquisition and assembly, and costs of site preparation for roads, utilities, parking facilities, demolition, road removal, landscaping, public amenities, pedestrian crossings and other public improvements to assist Providence's facility.

- b. Oakland Community College:** The SDDA will support Oakland Community College's investments in the District, including assistance to facilitate expansion of the campus and support facilities, consistent with the SDDA's Plan. The now vacant OCC-owned former Ramada Inn and North Park Plaza sites offer the college the significant opportunity to create a prominent image and identity at Nine Mile Road. TIF funds may be used to enhance OCC's visibility and public recognition in the District, with possible improvements to roads, utilities, streetscape, landscaping and public amenities, other public improvements including sidewalks and multi-use pathways, planning, design, and other assistance as permitted by the DDA Act. The SDDA will collaborate with OCC and the City to resolve design, parking and development issues relating to the campus and create a fitting image.
- c. Eight Mile Road Area:** The former Kalbat site, prominently located at the corner of Eight Mile Road and Northland Drive, is planned for a gas station, convenience store and other associated retail with attractive amenities. There are also opportunities for other nearby parcels to develop or redevelop and enhance the tax base. The SDDA plans to target its marketing and incentive programs to foster investment in this area, assist with development and redevelopment,

enhance Eight Mile Road with streetscape, lighting and other public improvements, and consider reconstruction or relocation of Northland Park Court.

- d. **Other Sites:** The former Plaza Hotel property and several other sites in the Development Area are rundown, blighted, obsolete or in similar need of improvement. SDDA will facilitate development and redevelopment efforts in all parts of the District as opportunities arise, consistent with this Plan.

2. **Brownfield Remediation.** This component involves coordinating projects with the Southfield Brownfield Redevelopment Authority and contributing SDDA resources for remediation of brownfield sites, redevelopment of obsolete sites and construction of such infrastructure as may be required for these projects.

Elements of this component may include, but are not limited to:

- Demolition of existing structures and clearing the sites of other obstacles and site work as deemed necessary by the SDDA.
- Environmental remedial and due diligence work, soil removal and replacement with structurally supporting soils, demolition, backfilling and site preparation.
- Infrastructure improvements.
- Engineering, architectural, legal, and other professional fees.
- Any other items that are necessary or incidental to the items listed above or that the SDDA Board determines to be desirable in connection with this project.

These projects may occur at any time during the life of the Plan. Sites and costs are not known at the present time and are to be determined. Budget estimate is \$2,000,000.

3. **Property Acquisition.** The lease or purchase of property or interests in land or buildings within the Development Area. The purpose is to make the properties marketable or useful; to promote economic growth and revitalization of the district; to encourage preservation of architecturally significant buildings (e.g. mid-century modern style); to correct and/or prevent deterioration in the district; for redevelopment of non-residential property; and to acquire property or rights-of-way for various public infrastructure projects. If condemnation is determined necessary, it may only be used for property acquired for public purposes.

Elements of this component may include but are not limited to:

- Acquisition of property interests, easements, land and/or buildings.
- Demolition of existing structures and clearing the sites of other obstacles and site work as deemed necessary.

- Environmental remedial and due diligence work, soil removal and replacement with structurally supporting soils, demolition, backfilling and site preparation.
- Infrastructure improvements to support the site, including water, stormwater, sanitary sewer and streets.
- Entering into lease agreements with tenants.
- Sale of land and/or buildings.
- Engineering, architectural, legal, property management and other professional fees.
- Any other items that are necessary or incidental to the items listed above or that the SDDA Board determines to be desirable in connection with this project.

These projects may occur at any time during the life of the Plan. Sites and costs are not known at the present time and are to be determined. Budget estimate is \$3,000,000.

4. Demolition of Buildings and Structures. Demolition of buildings and structures as such work may be necessary to prepare sites for development, redevelopment or for other purposes. Elements of this component may include, but are not limited to:

- Demolition of existing above or below ground structures and clearing the sites of other obstacles and site work as deemed necessary by the SDDA.
- Disposal of materials from these sites.
- Engineering, architectural, legal, and other professional fees.
- Any other items that are necessary or incidental to the items listed above or that the SDDA Board determines to be desirable in connection with this project.

These projects may occur at any time during the life of the Plan. Sites and costs are not known at the present time and are to be determined. Budget estimate is \$500,000.

5. Business Recruitment and Retention: The SDDA will continue to engage in business recruitment and retention activities. These efforts are intended to stimulate new economic investment, create expanded tax base, provide economic incentives to attract desirable new business and investment to the District, and to retain existing businesses. The business recruitment and retention program may involve actions such as hiring staff or consultant(s) to assist, adopting standards for public/private partnerships, identifying financial, infrastructure and other possible incentives, and promoting programs to enhance the human capital of the District, such as creating partnerships with major stakeholders.

Part of the SDDA's recruitment and retention efforts is the several incentive programs that the SDDA has sponsored in the past. The SDDA will evaluate the effectiveness of those incentive programs, and modify them as may be necessary to

further stimulate reinvestment in the District. For example, the SDDA's Tenant Recruitment Incentive Program (TRIP) could be modified to include offering small forgivable loans to new businesses that move to the District and stay ("Come to the Southfield DDA"). The Site Improvement (Landscape Grants) program could be revised to allow larger grants for larger investments with associated easements or other satisfactory guarantees of permanence.

Other incentive programs may be created to encourage owners, developers and tenants to upgrade their properties, thus adding to the overall value of the District. A Facade Improvement Revolving Fund could be created which would be a low interest loan program to help incentivize specific types of facade improvements for existing buildings (particularly historic or architecturally significant structures) consistent with the planned vision for the District, with retention of public interest in the improvements. The program could include funding for these improvements in exchange for some control over type and timing of improvements, requirements for regular maintenance and similar restrictions.

These activities will be primarily supported by SDDA millage funds, however TIF revenues may be used to finance associated public improvements. TIF funds may be allocated annually and utilized on a "pay-as-you-go" basis for such activities. The budget for each incentive program will be established annually in the SDDA's budget. Budget estimate is \$1,700,000.

6. Improvements to and Renovation of Buildings. This component includes the renovation of existing buildings and structures in the Development Area. Improvements may be funded with tax increment revenues to the extent the building is a public building or a building in which the public has an appropriate property interest. This component includes:

- Purchase of lease of property or an interest in property and the improvement of the property.
- Environmental due diligence and remediation.
- Demolition of buildings.
- Clearing of sites, including the removal of plant material, bituminous material, concrete and other items that must be removed.
- Filling grading and site work.
- Construction and/or remodeling of structures.
- Barrier-free access improvements.
- Communications improvements.
- Energy efficiency, alternative energy, and energy management improvements.
- Historic preservation and designation
- Engineering, architectural, legal, and other professional fees.
- Any other items that are necessary or incidental to the items listed above or that the SDDA Board determines to be desirable in connection with this project.

These projects may occur at any time during the life of the Plan. Buildings and costs are not known at the present time and are to be determined. Budget estimate is \$750,000.

D. ONGOING MARKETING, COMMUNICATIONS AND ADMINISTRATION - *Promote and market the SDDA and its assets to businesses, residents, the community, and on a regional, state and international basis to enhance the District's image as a desirable place to invest, work and live, as well as for shopping, education, and healthcare. Support and enhance the District's economic health and vitality through a targeted strategy of business and economic development programs and incentives for recruitment, retention, development and redevelopment.*

Marketing, communications, planning and SDDA administration are essential to the future success of the SDDA and this Plan. Except as specifically noted, this component extends over the life of the Plan.

Components 1 – 3, below are budgeted together on an annual basis and largely funded from SDDA millage. However, as needed, a portion of these efforts may be funded by TIF revenues or other sources as permitted by the DDA Act. Budget estimate for 1 – 3 is \$1,660,000 over the life of this TIF and Development Plan.

- 1. Maintain SDDA Marketing Program:** Promotion and advertising for the SDDA District are a means of revitalizing and attracting businesses and customers. The SDDA plans to continue its marketing and public relations efforts to improve the public's perception of the District and reinforce that it is a good place to do business. Development of a strong online image and presence, regular updates of the website, marketing collateral such as professionally prepared brochure(s), targeted advertising, marketing of special events, promotion of available business sites and real estate marketing, property tours, use of site consultants, and promotion of the general assets of the Development Area are all possible elements of the marketing program. The marketing program may include development of a unique image and branding for the 8 Mile Road subarea.

As part of this effort, the SDDA will continue to participate in mutually beneficial organizations and promotional events, such as the Convention and Visitors Bureau, Eight Mile Boulevard Association, ULI Detroit Chapter, Southfield Area Chamber of Commerce, Oakland County Business Roundtable and others. Collaborative efforts may be pursued with the Chamber, OCC and other stakeholders to create specific retail promotional programs such as a student discount card program.

- 2. Ongoing Maintenance of Public Improvements.** On an annual basis, the SDDA may allocate funds to maintain the public improvements it has made in the Development Area. Included in this project are maintenance of the existing and planned streetscape elements and other public improvements. The level and costs of maintenance required will necessarily increase over the life of the Plan, particularly as new streetscape and gateway improvements are installed, new public spaces are

created, and activity levels increase in the District. The ongoing maintenance costs of the SDDA are approved in the annual budget process and are currently paid out of SDDA millage revenues, but may be supplemented in the future with tax increment revenues and other sources.

- 3. On-going Administration of the Authority, including Professional, Technical and Administrative Assistance:** The SDDA may fund the ongoing professional, technical, and administrative costs incurred in accomplishing the purposes and undertaking the projects listed in this Plan. Professional program and project administration is essential to the success of this Plan. The SDDA's Executive Director and staff are responsible for implementing SDDA's economic development strategy which guides business development, redevelopment, retention and attraction for the District. This includes overseeing the marketing plan, business attraction efforts, retention and incentive programs and incorporates the Northland redevelopment strategy.

This component also includes the continued involvement, oversight and project management support for the Northland redevelopment project for the next 10 years. Costs and the amount of effort required by the SDDA will increase significantly as the Northland project develops, and are over and above the normal administration and project activities of the SDDA. Additional staff, consultant services, and other resources may be needed to assist in bringing the Northland project to fruition. The early years will be heavy on marketing, recruitment and planning, including site-specific efforts; later years will focus more on enhancements and maintenance. Additional efforts may also include other items that the SDDA Board determines to be desirable in connection to this project.

Costs may include professional fees for consultants, planning, legal, engineering and architect fees, administrative and staff support, supplies, materials, postage, dues, newspaper publications, and similar as permitted under the DDA Act. Further, the monies allocated for program administration may be used for the employment of a permanent director and/or other staff, as considered necessary by the SDDA Board.

The increased activities related to Northland will be funded with TIF funds as they are directly related to and essential for that redevelopment project. Funds will be allocated annually and the level of funding may be adjusted from year to year.

- 4. Community Police Support.** The SDDA may contribute to partially support a community policing presence in the District. It is anticipated that the downtown police substation will be restored at a location to be determined in the Development Area, with associated staffing that may include a Community Police Officer assigned to the District. This project is intended to create a positive image of the area as a safe place to live, work, visit and do business, as well as to foster public safety improvements.

Funding may come from SDDA millage, annual assessments on benefitted land owners, TIF or other sources as permitted by the DDA Act and allocated for the public benefit. Budget estimate is \$875,000.

5. **Code Enforcement Assistance.** Compliance with land use, health and safety ordinances and codes is important to keep the SDDA a welcoming, desirable place to live, invest and do business. The SDDA contribution to fund stepped-up City ordinance enforcement in the District for property maintenance and ordinance compliance may come from SDDA millage, TIF or other sources as permitted by the DDA Act and allocated for the public benefit.

E. OTHER PROJECTS CONSISTENT WITH THE OBJECTIVES OF THE PLAN - Certain projects described in this Plan may require additional construction, demolition, alteration or other project activities to ensure or expedite completion, beyond that described in this Plan. Each project listed in this Plan may include such other improvements as the SDDA Board deems to be necessary or incidental to the project components listed. Also, other improvements that further the goals of the Development Plan but are not specifically listed in this Plan or for which costs are not available, may be implemented and/or constructed at such time as there are sufficient TIF funds generated to fund their cost.

An annual project prioritization system will be adopted by the SDDA. Projects will be prioritized and may be implemented based on their benefit to the District, considering factors such as: increased tax base created, benefits accruing to multiple properties, significant parcels or image locations affected, ability to maintain the improvement, elimination of blight, timing of elements, and other factors. SDDA funds will be supplemented with grants and other fund sources as available and permitted by the DDA Act.

7. **A Statement of the Construction or Stages of Construction Planned, and the Estimated Time of Completion [Section 17(e)]** *A statement of the construction or stages of construction planned, and the estimated time of completion of each stage.*

The anticipated schedule for construction and implementation of the public improvement projects for the Development Area is outlined in Table 1, Estimated Project Costs and Timing. The actual timing and sequence of projects may vary based on availability of funds, opportunities that arise to achieve the goals and purposes of this Plan, and SDDA priorities.

8. **Parts of the Development Area to be Left as Open Space and Contemplated Use [Section 17(f)]** *A description of any parts of the development area to be left as open space and the use contemplated for the space.*

A small parcel of land at the southwest corner of Mount Vernon Rd. and Greenfield Rd. is set aside as a pocket park and contains a gateway feature for the SDDA, the signature obelisk sign and landscaping. This area is expected to remain as public open space. The site of the Baseline obelisk at Rutland and Eight Mile Rd. will also remain as public open space. The Northland Subarea Redevelopment Plan envisions a future public plaza/central park and open space near the center of the former mall site and the former Macy's building that could be used for public events, celebrations and passive enjoyment. Greenways and public pathways are planned and will be part of the Northland planned open space. No other part of the Development Area is proposed to be reserved as public open space at this time, although other open space may be provided in conjunction with permitted uses in the District and used consistent with *Sustainable Southfield* and SDDA Concept Master Plan.

9. Portions of the Development Area which the Authority Desires to Sell, Donate, Exchange, or Lease to or From the Municipality and the Proposed Terms [Section 17(g)] *A description of any portion of the development area which the authority desires to sell, donate, exchange, or lease to or from the municipality and the proposed terms.*

The SDDA owns no portion of the Development Area at this time. Further the SDDA has no plans to sell, donate, exchange, or lease to or from the City any land or building in the Development Area. If the SDDA assists in constructing the central park, other public space or public facility, it may do that work under agreement with the City, or if the land is not already City-owned, the SDDA may acquire and improve the land and then transfer ownership to the City. Further, if opportunities arise consistent with the goals and purposes of this Plan, other land and/or building purchases may be considered and terms would be determined at that time.

Additional right-of-way and/or easements may be required to accomplish the planned streetscape, connections, utilities and other public improvements. While it is not the intent of the SDDA to purchase either right-of-way or easements since considerable benefits will accrue to the abutting parcels from the public improvements, purchase may be required. Any road right-of-way acquired will be transferred to the road agency with jurisdiction.

10. Desired Zoning Changes and Changes in Streets, Street Levels, Intersections and Utilities [Section 17(h)] *A description of desired zoning changes and changes in streets, street levels, intersections and utilities.*

No zoning changes are proposed as part of this Plan. In June 2017, the City adopted a new zoning overlay district, the Northland Overlay Development District. It contains building and site design standards that guide the appearance of new buildings and sites in the District, as well as require the inclusion of various site amenities. Any zoning changes on parcels in the SDDA District will be coordinated between the SDDA, the Planning Commission, and the City Council according to State enabling acts and the adopted procedures of the City. Any change will occur in a manner that ensures appropriate future land uses within the district for the attainment of the goals as stated herein.

Proposed changes in utilities, intersections and streets are described previously and reflected on the Concept Master Plan and Northland Subarea Redevelopment Plan. These changes may include right-of-way acquisition or vacation; pavement removal and replacement; traffic modifications; relocating, replacing, expanding or burying existing utilities; changes to median widths, landscaping, driveways and access to parcels; and related elements. Detailed design plans that will be prepared as part of the implementation of this plan may specify further utility, intersection or street changes.

11. An Estimate of the Cost of the Development, Proposed Method of Financing and Ability of the Authority to Arrange the Financing [Section 17(i)] *An estimate of the cost of the development, a statement of the proposed method of financing the development and the ability of the authority to arrange the financing.*

The cost estimates for the proposed public improvements to be undertaken by the SDDA

are provided earlier in this plan (see Section 6). The estimated cost of the SDDA's portion of the public improvement projects listed in this plan, including the cost of associated administration, engineering, planning, and design work as outlined in Table 1 is \$59,240,885.

It is anticipated that these projects will be paid for with tax increment revenues generated by annual increases in property valuations from economic growth and new construction within the Development Area, in accordance with a tax increment financing plan established pursuant to the DDA Act. The tax increment revenues may be supplemented with developer contributions, grant dollars, SDDA millage revenues, and other funds as may become available. Projects will not be initiated until such time as sufficient funds have been projected to pay for the project or debt service for project financing. Matching funds, contributions from other funding entities, grants, donations, bonding, special assessments, and other sources available to the SDDA may be utilized, consistent with the goals and objectives of this plan.

It is anticipated that most projects will be financed on a "pay-as-you-go" basis using funds on-hand or accumulated from prior years' captures. However, the SDDA may determine that there is a need to sell bonds, obtain loan funds or grants, or receive contributions from any of the other sources permitted under the DDA Act to facilitate completion of one or more of the improvement projects.

The cost estimates for projects are rough preliminary estimates because the extent of each project has not yet been determined, construction or design drawings have not been prepared. Therefore, the estimates have been based on preliminary concepts and typical ranges of cost. A percentage has been factored into the estimates to cover contingencies and design costs. Costs are estimated in current 2017 dollars.

12. Designation of 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(j)]

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

All public improvement projects undertaken as part of this plan will remain in public ownership for the public benefit. The SDDA may participate in and/or facilitate a purchase of other land for use or redevelopment in accordance with *Sustainable Southfield*, the Northland Subarea Redevelopment Plan, the SDDA Concept Master Plan, and the goals of this Development Plan. The SDDA may convey any such property to another entity, yet unknown. Further, the SDDA may consider other property acquisition, lease, or sale, as appropriate, in furtherance of the goals of this Plan. The person or persons to whom such property may be leased or conveyed is unknown at this time.

13. The Procedures for Bidding for the Leasing, Purchasing, or Conveying of All or a Portion of the Development Upon its Completion, if There is no Expressed or Implied Agreement between the Authority and Persons, Natural or Corporate, that all or a Portion of the Development will be Leased, Sold, or Conveyed to Those Persons [Section 17(d)] *The*

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

It is intended that the SDDA be authorized to acquire land and/or properties, as necessary, to facilitate the projects described previously. Should acquisition of property be required to accomplish the objectives of the SDDA, or should the SDDA receive property by donation, through purchase or by any other means of acquisition, the SDDA will follow its established procedures, consistent with those of the City for property disposition, and subject to all applicable Federal, State, and local regulations.

It is not the intention of the SDDA to own property on a permanent basis, however the SDDA will own property (if acquired) until such time as the property in question can be conveyed to an appropriate party. Temporarily-owned property will encourage suitable development in targeted areas, and will likely induce quality development elsewhere in the Development Area.

SDDA-owned property will be conveyed to parties equipped to develop that property in a manner that serves the goals and objectives of this Development Plan. In most cases, this will occur through the RFP process so as to be fair and equitable. If the SDDA-owned property is part of the Northland redevelopment project, it may be handled by the City's competitively hired master broker for the Northland project. Acquisition and disposition procedures will include the ability of the SDDA to dispose of acquired parcels or lots with the value of such parcels or lots based upon an independent appraisal of the real estate by a qualified real estate appraiser licensed to perform such work in the State of Michigan. In the event the SDDA decides to dispose of a parcel or parcels of real property, the sale may be for more than appraised value, at appraised value, or below the appraised value at the discretion of the SDDA Board.

14. Estimates of the Number of Persons Residing in the Development Area [Section 17(l)]

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 the number of private and public units in existence or under construction, the condition of those in existence, the number of owner-occupied and renter-occupied units, the annual rate of turnover of the various types of housing and the range of rents and sale prices, an estimate of the total demand for housing in the community, and the estimated capacity of private and public housing available to displaced families and individuals

More than 100 individuals live within the Development Area boundaries. No individuals are proposed to be displaced as a direct result of SDDA activities under this Plan, and no occupied residences are designated for acquisition or clearance by the SDDA. Since more than 100 people reside in the Development Area, the City Council has appointed a Development Area Citizens Council (DACC) as required by the DDA Act. The DACC has met and will review and make its recommendation on this Restated Plan as required by law.

15. Response to MCL 125.1667(2)(m), 125.1667(2)(n), and 125.1667(2)(o) [Section 17(m)] A

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

Not applicable. The SDDA does not intend to condemn property in conjunction with this Plan that would result in people being displaced. However, in the future, if the condemnation of property is necessary to meet the objectives of this Plan and would result in persons being displaced, the SDDA will submit to the City Council an acquisition and relocation plan consistent with the Standards and Provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

- 16. 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 [Section 17(n)]** *Provision for the costs of relocating persons displaced by the development and financial assistance and reimbursement of expenses, including litigation expenses and expenses incident to the transfer of title, in accordance with the standards and provisions of the federal uniform relocation assistance and real property acquisition policies act of 1970, being Public Law 91-646, 42 U.S.C. sections 4601, et seq.*

Not applicable. The SDDA does not intend to condemn property in conjunction with this Plan that would result in people being displaced. As a result, this section is not applicable. However, in the future, if the condemnation of property is necessary to meet the objectives of this Plan and would result in persons being displaced, the SDDA will submit to the City Council an acquisition and relocation plan consistent with the Standards and Provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

- 17. A Plan for Compliance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and Act 227 of the Public Acts of 1972 [Section 17(o)]** *A plan for compliance with Act. 227 of the Public Acts of 1972, being sections 213.321 to 213.332 of the Michigan Compiled Laws*

Not applicable. The SDDA does not intend to condemn property in conjunction with this Plan that would result in people being displaced. As a result, this section is not applicable. However, in the future, if the condemnation of property is necessary to meet the objectives of this Plan and would result in persons being displaced, the SDDA will submit to the City Council an acquisition and relocation plan consistent with the Standards and Provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and Act 227 of the Public Acts of 1972.

TAX INCREMENT FINANCING PLAN

1. Purpose of the Tax Increment Financing Plan.

The SDDA was established in order to accomplish a number of goals, such as to increase property tax valuation, halt decline in property values and facilitate the overall economic growth of the City's business district. On that basis, the City Council deemed it beneficial and necessary to create and provide for the operation of a downtown development authority under the provisions of the DDA Act.

The SDDA has determined that the 2017 Restated Plan, including establishing a new base year is necessary to achieve the purposes of the DDA Act. Further, the SDDA is authorized to prepare and submit the TIF Plan to the governing body. The TIF Plan includes the preceding Development Plan, along with a detailed explanation of the tax increment procedure, the maximum amount of bonded indebtedness to be incurred, the duration of the program, the impact of tax increment financing on the assessed values of all taxing jurisdictions in which the development area is located, and a statement of the portion of the captured assessed value to be used by the SDDA.

2. Explanation of the Tax Increment Procedure.

As provided in the DDA Act, tax increment financing is a tool for the redevelopment of designated areas within a Development Area. Tax increment financing is the process of expending new property tax dollars for improvements that generally benefit the Development Area. Tax dollars generated from new private property developments and from improvements to existing private property within a designated development area are "captured" and utilized by the SDDA to finance projects within the Development Area. This process supports and encourages continued private investment.

To utilize tax increment financing, the SDDA must prepare a Development Plan and a Tax Increment Financing Plan. Both plans are submitted to the City Council, subject to public hearing, and City Council must adopt the plans by ordinance. As described above, the plans specify the initial assessed value, estimate the captured assessed value, and provide for the expenditure of the funds. These plans may be amended in the future to reflect changes desired by the SDDA. All amendments must follow the procedures of the DDA Act.

Captured assessed value is defined in the DDA Act as the amount, in any one year, by which the current assessed value of the Development Area exceeds the initial assessed value. Initial assessed value is defined as the assessed value, as equalized, of all the taxable property within the boundaries of the Development Area at the time the ordinance establishing the tax increment financing plan is approved, as shown by the most recent assessment roll of the municipality.

Such funds transmitted to the SDDA are termed "tax increment revenues". Tax increment revenues are the amount of ad valorem and specific local taxes attributable to the application of the levy of all taxing jurisdictions other than the state education tax, local or intermediate school districts, and several other entities specifically exempted under the DDA Act, upon the captured assessed value of real and personal property in the Development Area.

The initial assessed value under this 2017 Restated Plan is established as the total taxable value for all real and personal property in the Development Area as of December 31, 2016 and finally equalized in May 2017, which is the assessed value as equalized at the time of adoption of this 2017 Restated Plan.

The applicable tax levy for tax increment purposes in the SDDA Development Area will be the total millage levied by the eligible taxing jurisdictions. The current tax levy of all applicable taxing jurisdictions listed in Table 2 is 28.0686 mills.

3. Maximum Amount of Bonded Indebtedness to be Incurred.

The SDDA has no bonded indebtedness. Most of the SDDA’s proposed improvements are planned to be implemented on a “pay-as-you-go” basis as tax increment revenues are transmitted to the SDDA, or as may be accumulated over more than one year and held in reserve to allocate for projects. However, bonded indebtedness may be undertaken if the SDDA determines it would be advantageous to completing all or portions of the improvement program.

The maximum amount of bonded indebtedness to be incurred under this TIF Plan shall be \$20 million. Bonds issued under this TIF Plan may be issued in any form authorized under the DDA Act.

**Table 2
Applicable Millage Summary**

Taxing Jurisdiction*	Projected Captured Millage Rate**
City of Southfield***	20.8633
Oakland County General	4.0400
Oakland Community College	1.5707
Drains At Large	0.1467
SMART	0.9941
Oakland County Parks	0.2392
HCMA	0.2146
Total Applicable Millage	28.0686

Notes:

* Oak Park Schools, Southfield Schools, School Debt, State Education Tax, Oakland County Intermediate Schools are not included because the tax levies of these jurisdictions are exempt from capture. The Zoo Authority and Art Institute millages are also statutorily exempt.

** Rates are in dollars per \$1,000 of taxable value. Millage rates are current and were provided by the City of Southfield Finance Office.

*** The City of Southfield millage rate includes the City’s General, Sanitation, Publicity, P&F Pension, Police and Fire 1974 + 2011, Residential Streets and P&R levies. The DDA and Library millages are not included.

Under this TIF Plan, the tax levy on the entire captured assessed valuation is planned to be utilized by the SDDA. The tax increment revenues will be expended in the manner as set forth in this Plan. Estimates of the projected growth in taxable value and the tax increment revenues to be received by the SDDA are included in Table 3.

4. Duration of the Program.

The TIF Plan will remain in effect through the tax collections attributable to tax year 2038 except as the same may be modified from time to time by the Southfield City Council in accordance with the procedures required by the DDA Act. Provided, however, the Plan will not terminate before the principal and interest owing on any bonds which are outstanding has been paid in full, or funds sufficient for such payment have been segregated.

5. Statement of the Estimated Impact of Tax Increment Financing on Taxing Jurisdictions in Which the Development Area is Located.

The maximum effect of this Plan on the taxing jurisdictions in which the Development Area is located is that the taxable value upon which taxes are now levied will remain constant over the life of this Plan. If private development occurs and values increase as anticipated in this Plan, potential taxes captured from each taxing jurisdiction over the duration of the Plan are estimated in Table 4. Of course, at the expiration of this TIF Plan all taxing jurisdictions will benefit substantially from new private development and from a tax base that has been stabilized and enhanced as a result of the public improvement program.

6. Plan for the Expenditure of Captured Assessed Value by the Authority

A. Estimate of Tax Increment Revenues. Table 3 shows projected value increase through 2038. The value increase for the Northland parcels is estimated at the rates projected in the adopted Northland Brownfield Plan. After consultation with the City Assessor, the overall projected annual growth in taxable value for the remainder of the district and for Northland after 2027, is projected at a conservative 1% per year. Both real and personal property assessments are included in the taxable value projections, and while real property values may increase faster than 1% per year, personal property values fluctuate up and down.

Additional increases in the assessed valuation for the Development Area and consequent tax increment revenues may result from other new construction, expansion, rehabilitation, or further appreciation of property values. These increases are beyond those projected in this Plan, but if such increases result, the tax increment revenues will be spent according to this Plan to accelerate the implementation of the public improvement program. The total tax increment revenues captured over the life of this Plan is estimated at \$59,295,077.

B. Expenditure of Tax Increment Revenues. The program and schedule for the expenditure of tax increment revenues to accomplish the proposed public improvements for the SDDA Development Area is outlined in Table 1. The cost estimates shown are approximations only. These cost estimates are based solely upon concepts, are relative

allocations of the funds expected to be available and have not been developed from construction drawings. The cost estimates are intended to include costs for design, preparation of construction drawings, contract administration, and other costs and contingencies.

Any additional tax increment revenues beyond those projected in this plan will:

- 1) be used to further the implementation of the public improvement program and projects contained in this Plan,
- 2) be used to expedite any debt service to the extent possible, or
- 3) be returned, pro-rata, to the taxing units.

If the tax increment revenues are less than projected, the SDDA may choose to:

- 1) Collect and hold the captured revenues until a sufficient amount is available to implement specific public improvements.
- 2) Implement public improvement projects based upon the ability to match existing funds with expenditures, while seeking out additional funding sources.
- 3) Amend the development plan and/or tax increment financing plan to allow for alternative projects and funding.

The SDDA shall annually review proposed increment expenditures and revenues to prioritize the use of additional funds. Other public improvements which would further the completion of the Development Plan may be funded by the SDDA.

TABLE 3

Future Capture Projections

**Southfield Downtown Development Authority
Southfield, Michigan**

Tax Day	Fiscal Year	Millage	Northland/ BRA Taxable Value	Remainder Dev. Area Taxable Value	Total Development Area Taxable Value	Total Development Area Captured Taxable Value	Total Development Area Tax Increment Revenue
New Base Year							
12/31/2016	2017-18		\$0	\$69,241,070	\$69,241,070	\$0	\$0
12/31/2017	2018-19	28.0686	\$0	\$69,334,430	\$69,334,430	\$93,360	\$2,620
12/31/2018	2019-20	28.0686	\$7,500,000	\$70,027,774	\$77,527,774	\$8,286,704	\$232,596
12/31/2019	2020-21	28.0686	\$15,000,000	\$70,728,052	\$85,728,052	\$16,486,982	\$462,766
12/31/2020	2021-22	28.0686	\$21,056,250	\$71,435,332	\$92,491,582	\$23,250,512	\$652,609
12/31/2021	2022-23	28.0686	\$27,173,063	\$72,149,685	\$99,322,748	\$30,081,678	\$844,351
12/31/2022	2023-24	28.0686	\$52,288,543	\$72,871,182	\$125,159,725	\$55,918,655	\$1,569,558
12/31/2023	2024-25	28.0686	\$77,655,179	\$73,599,894	\$151,255,073	\$82,014,003	\$2,302,018
12/31/2024	2025-26	28.0686	\$91,485,480	\$74,335,893	\$165,821,373	\$96,580,303	\$2,710,874
12/31/2025	2026-27	28.0686	\$105,454,085	\$75,079,252	\$180,533,337	\$111,292,267	\$3,123,818
12/31/2026	2027-28	28.0686	\$122,821,126	\$75,830,044	\$198,651,170	\$129,410,100	\$3,632,360
12/31/2027	2028-29	28.0686	\$124,049,337	\$76,588,345	\$200,637,682	\$131,396,612	\$3,688,119
12/31/2028	2029-30	28.0686	\$125,289,831	\$77,354,228	\$202,644,059	\$133,402,989	\$3,744,435
12/31/2029	2030-31	28.0686	\$126,542,729	\$78,127,771	\$204,670,500	\$135,429,430	\$3,801,314
12/31/2030	2031-32	28.0686	\$127,808,156	\$78,909,048	\$206,717,205	\$137,476,135	\$3,858,763
12/31/2031	2032-33	28.0686	\$129,086,238	\$79,698,139	\$208,784,377	\$139,543,307	\$3,916,785
12/31/2032	2033-34	28.0686	\$130,377,100	\$80,495,120	\$210,872,220	\$141,631,150	\$3,975,388
12/31/2033	2034-35	28.0686	\$131,680,871	\$81,300,071	\$212,980,943	\$143,739,873	\$4,034,577
12/31/2034	2035-36	28.0686	\$132,997,680	\$82,113,072	\$215,110,752	\$145,869,682	\$4,094,358
12/31/2035	2036-37	28.0686	\$134,327,657	\$82,934,203	\$217,261,860	\$148,020,790	\$4,154,736
12/31/2036	2037-38	28.0686	\$135,670,933	\$83,763,545	\$219,434,478	\$150,193,408	\$4,215,719
12/31/2037	2038-39	28.0686	\$137,027,643	\$84,601,180	\$221,628,823	\$152,387,753	\$4,277,311
						\$2,112,505,691	\$59,295,077

NOTES:

1. Northland Brownfield Area (BRA) taxable values increase as projected by the Brownfield Plan during years 2019 - 2027. Remainder of DDA Development Area taxable value increases at 1% per year.
2. In 2028, assume that Northland is built out. Its taxable value increase rate then changes to 1% per year to match the rest of the Development Area.
3. Millages are projected to remain constant for the life of the Plan.
4. 2017 DDA base year value per City Assessor.
5. In 2017 - 2018 the taxable value of the Northland/BRA portion of the Development Area is \$0. Those parcels are all City-owned. Potential City purchase of two additional parcels adjacent to Northland is reflected in a \$593,120 decrease of Remainder Development Area Taxable Value for 2018-19. Remainder Value for that year is increased by 1% consistent with other years.

TABLE 4

**Estimated Impact on Taxing Jurisdictions
Southfield Downtown Development Authority
Southfield, Michigan**

Tax Day	Fiscal Year	Total Taxable Value	Total Captured Taxable Value	Southfield 20.8633	Oakland County General 4.0400	OCC 1.5707	Drains At Large 0.1467	SMART 0.9941	H.C.M.A 0.2146	Oakland County Parks 0.2392	Total Tax Increment Revenue 28.0686
New Base Year 12/31/2016	2017-18	\$69,241,070									
12/31/2017	2018-19	\$69,334,430	\$93,360	\$1,948	\$377	\$147	\$14	\$93	\$20	\$22	\$2,620
12/31/2018	2019-20	\$77,527,774	\$8,286,704	\$172,888	\$33,478	\$13,016	\$1,216	\$8,238	\$1,778	\$1,982	\$232,596
12/31/2019	2020-21	\$85,728,052	\$16,486,982	\$343,973	\$66,607	\$25,896	\$2,419	\$16,390	\$3,538	\$3,944	\$462,767
12/31/2020	2021-22	\$92,491,582	\$23,250,512	\$485,082	\$93,932	\$36,520	\$3,411	\$23,113	\$4,990	\$5,562	\$652,609
12/31/2021	2022-23	\$99,322,748	\$30,081,678	\$627,603	\$121,530	\$47,249	\$4,413	\$29,904	\$6,456	\$7,196	\$844,351
12/31/2022	2023-24	\$125,159,725	\$55,918,655	\$1,166,648	\$225,911	\$87,831	\$8,203	\$55,589	\$12,000	\$13,376	\$1,569,558
12/31/2023	2024-25	\$151,255,073	\$82,014,003	\$1,711,083	\$331,337	\$128,819	\$12,031	\$81,530	\$17,600	\$19,618	\$2,302,018
12/31/2024	2025-26	\$165,821,373	\$96,580,303	\$2,014,984	\$390,184	\$151,699	\$14,168	\$96,010	\$20,726	\$23,102	\$2,710,874
12/31/2025	2026-27	\$180,533,337	\$111,292,267	\$2,321,924	\$449,621	\$174,807	\$16,327	\$110,636	\$23,883	\$26,621	\$3,123,818
12/31/2026	2027-28	\$198,651,170	\$129,410,100	\$2,699,922	\$522,817	\$203,264	\$18,984	\$128,647	\$27,771	\$30,955	\$3,632,360
12/31/2027	2028-29	\$200,637,682	\$131,396,612	\$2,741,367	\$530,842	\$206,385	\$19,276	\$130,621	\$28,198	\$31,430	\$3,688,119
12/31/2028	2029-30	\$202,644,059	\$133,402,989	\$2,783,227	\$538,948	\$209,536	\$19,570	\$132,616	\$28,628	\$31,910	\$3,744,435
12/31/2029	2030-31	\$204,670,500	\$135,429,430	\$2,825,505	\$547,135	\$212,719	\$19,867	\$134,630	\$29,063	\$32,395	\$3,801,314
12/31/2030	2031-32	\$206,717,205	\$137,476,135	\$2,868,206	\$555,404	\$215,934	\$20,168	\$136,665	\$29,502	\$32,884	\$3,858,763
12/31/2031	2032-33	\$208,784,377	\$139,543,307	\$2,911,334	\$563,755	\$219,181	\$20,471	\$138,720	\$29,946	\$33,379	\$3,916,785
12/31/2032	2033-34	\$210,872,220	\$141,631,150	\$2,954,893	\$572,190	\$222,460	\$20,777	\$140,796	\$30,394	\$33,878	\$3,975,388
12/31/2033	2034-35	\$212,980,943	\$143,739,873	\$2,998,888	\$580,709	\$225,772	\$21,087	\$142,892	\$30,847	\$34,383	\$4,034,577
12/31/2034	2035-36	\$215,110,752	\$145,869,682	\$3,043,323	\$589,314	\$229,118	\$21,399	\$145,009	\$31,304	\$34,892	\$4,094,358
12/31/2035	2036-37	\$217,261,860	\$148,020,790	\$3,088,202	\$598,004	\$232,496	\$21,715	\$147,147	\$31,765	\$35,407	\$4,154,736
12/31/2036	2037-38	\$219,434,478	\$150,193,408	\$3,133,530	\$606,781	\$235,909	\$22,033	\$149,307	\$32,232	\$35,926	\$4,215,719
12/31/2037	2038-39	\$221,628,823	\$152,387,753	\$3,179,311	\$615,647	\$239,355	\$22,355	\$151,489	\$32,702	\$36,451	\$4,277,311
			\$2,112,505,693	\$44,073,840	\$8,534,523	\$3,318,113	\$309,905	\$2,100,042	\$453,344	\$505,311	\$59,295,077

NOTES:

- a. Millages are projected to remain constant for the life of the Plan.
- b. 2017 DDA new base year value per City Assessor.
- c. City of Southfield millage rate includes the City's General, Sanitation, Publicity, P&F Pension, Police and Fire 1974 + 2011, Residential Streets and P&R levies.

Appendix A
Southfield DDA Development Area Boundary Description

Southfield DDA Development Area Boundary Description

Located in the City of Southfield, Oakland County, Michigan. Beginning at the northwest corner of parcel 2436-353-021; thence easterly along the north lot lines of parcels 2436-353-021 through 2436-353-027 across the right-of-way of Rutland Drive and continuing along the north lot lines of parcels 2436-377-015, 2436-377-016 and 2436-377-027 to the southwest corner of parcel 2436-377-025; thence northeasterly along the west lot lines of parcels 2436-377-025 and 2436-377-026 to the northwest corner of parcel 2436-377-026; thence easterly along the north lot lines of parcels 2436-377-026 and 2436-451-012 to the northwest corner of parcel 2436-451-009; continuing northeast along the north lot line of parcel 2436-451-009 to the point where such parcel intersects the west right-of-way of Northwestern Highway; thence northwesterly along said west right-of-way of Northwestern Highway and continuing north through the right-of-way of Southfield Road to the northwest corner of parcel 2425-352-007; thence easterly along the north lot line of parcel 2425-352-007 to the west lot line of parcel 2425-376-001; thence northerly along the west lot line of parcel 2425-376-001 to the northwest corner of said parcel 2425-376-001; thence easterly along the north lot line of parcel 2425-376-001 to the west lot line of parcel 2425-401-007; thence southerly along the west lot lines of parcels 2425-401-007 and 2425-401-008 and continuing south across Nine Mile Road to the northwest corner of parcel 2436-201-002; thence southerly along the west lot line of parcel 2436-201-002 to its intersection with parcel 2436-127-001; thence continuing southwesterly along the northwest lot line of parcel 2436-127-001 392.96 feet, thence continuing along the lot line of parcel 2436-127-001 northwesterly 140.39 feet, southwesterly 85 feet, northwesterly 129 feet, southwesterly approximately 331 feet and southeasterly 96.66 feet; thence continuing southwesterly along the northwest lot line of parcels 2436-127-001 and 2436-128-001 to its intersection with the east right-of-way line of Rutland Avenue; thence southerly along the east right-of-way of Rutland Avenue to the east right-of-way of Northwestern Highway; thence southerly along the east right-of-way of Northwestern Highway to the north right-of-way of North Park Drive; thence northeasterly and easterly along the northerly right-of-way line of North Park Drive to the west right-of-way line of Providence Drive; thence northerly along the west right-of-way of Providence Drive continuing north across Nine Mile Road to the southeast corner of parcel 2425-401-010; thence northerly along the west right-of-way of Providence Drive to the northeast corner of parcel 2425-401-010; thence continuing northeasterly along the west right-of-way of Providence Drive 257.85 feet; thence southeasterly across Providence Drive to the southwesternmost corner of parcel 2425-476-002; thence easterly along the south lot line of parcel 2425-476-002 to the west lot line of parcel 2425-476-091; thence northerly along said west lot line of parcel 2425-476-091 to the south lot line of parcel 2425-476-014; thence easterly along said south lot line of parcel 2425-476-014 and continuing north along the east lot line of parcel 2425-476-014; thence north across Providence Drive to the southwest corner of parcel 2425-401-018; thence north along the west lot line of parcel 2425-401-018 and continuing easterly and northerly along the boundaries of said parcel 2425-401-018 to the south right-of-way of Mt. Vernon Road; thence north to the centerline of Mt. Vernon Road; thence easterly along the centerline of Mt. Vernon Road to the centerline of Greenfield Road; thence southerly along the centerline of Greenfield Road to the centerline of Eight Mile Road; thence westerly along said centerline of Eight Mile Road to the centerline of Southfield Road; thence northerly along said centerline of Southfield Road to a point due west of the northwest corner of parcel 2436-353-021; thence east to the northwest corner of parcel 2436-353-021, the point of beginning.

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