

WASHTENAW AVENUE

Corridor
Redevelopment
Strategy



2010

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WHY A CORRIDOR REDEVELOPMENT STRATEGY?

Washtenaw Avenue is the primary transportation corridor linking the region's job and education centers, the City of Ann Arbor and the City of Ypsilanti. Existing land use practices along this five mile stretch have resulted in a sprawling and congested, auto-centric development pattern limiting the ability to provide the high quality of place residents' and visitors' expect.

The City of Ann Arbor, Pittsfield Township, Ypsilanti Township and the City of Ypsilanti recognize that Washtenaw Avenue has potential to be transformed using smart growth and transit oriented development (TOD.) principles. To explore this potential, leaders from local government, business, public interest groups, community service associations and residents evaluated the potential of the regional corridor to be redeveloped from an auto-oriented suburban commercial throughway to a compact, mixed use transit corridor.

The resulting *Vision for Washtenaw Avenue* (2009) presents a new future for the Washtenaw Avenue corridor. This report identified general implementation actions to encourage a renewed economic vitality by increasing residential density, improving walkability and supporting and providing a higher level of public transit service. To explore the implementation of these goals, the communities formed a Joint Technical Committee (JTC) with elected representatives and professionals from each of the four communities, as well as representatives from Ann Arbor Transportation Authority (AATA), Washtenaw Area Transportation Study (WATS), Michigan Department of Transportation (MDOT) and the Washtenaw County Road Commission (WCRC).

The JTC has drafted this Corridor Redevelopment Strategy with specific land use, design and

transportation improvement recommendations to achieve the vision for this corridor. Further, it recommends future cooperation and funding methods for the continued improvement of Washtenaw Avenue.

Project Goals:

- Improve development practices
- Increase housing choices
- Expand multimodal transportation choices and increase safety
- Revitalize commercial centers and neighborhoods
- Improve streetscape and non-motorized infrastructure
- Infill and redevelopment building on existing assets and infrastructure
- Provide increased mix-use, including retail, office and residential at nodes
- Allow increased density to support a higher level of public transit service
- Increase regional public and private collaboration in future development, land use planning, transportation and investment decisions
- Increase frequency and span of transit service



LAND USE RECOMMENDATIONS

The Washtenaw Avenue Corridor is targeted for infill development and redevelopment that builds on and enhances its role as the central transportation corridor of Washtenaw County. The goals for this target area include:

- Improving corridor function for all travelers, including motor vehicle, transit, and non-motorized users.
- Focus regional growth in areas that already have infrastructure, utilities, and public facilities.
- Encourage efficient use of public services in the context of existing developed communities.
- Coordinate and connect housing, employment, services, recreation, and transportation along the corridor.

To achieve these goals, the communities identified several focal points, or nodes, to serve as activity centers both for automobile and transit traffic along the corridor, as well as for pedestrian traffic from the surrounding neighborhoods. Within these nodes, intensified development with a mix of uses would replace standalone, single use, auto-oriented development. Pairing increased access to commerce and a mix of commercial options to increase economic development.

Development standards in these areas should facilitate these intensified uses and include design standards to ensure accessibility and

efficient resource use, as stated in goals. Table 1 summarizes these goals, and changes to existing development standards that achieve them.

The Joint Technical Committee identified areas surrounding transit nodes for this intensified development and recommends updated standards to encourage redevelopment. Areas linking transit nodes are appropriate for transitioning to moderate density residential or office uses, eventually replacing commercial strip centers or standalone development. Throughout the corridor the communities will use access management, defined as the control of driveways and intersections, to improve traffic flow and safety, and emphasize transit and non-motorized connections.

Table 1.

Qualities	Tools
Enhanced environmental quality	Decreased front setbacks
Compact	Mixed land use
Walkable	Increased vertical use
Transit-oriented	Sustainable density
Human-oriented	Decreased parking
	Access management
	Softened streetscape
	Continuous sidewalks / frequent pedestrian crossings

Improve Development Practices:

1. Accommodate growth by encouraging development on vacant and underutilized land in areas that already have infrastructure;
2. Encourage efficient land use, infrastructure, public facilities, and transit in the context of existing communities;
3. Update development standards to help facilitate infill and more sustainable development patterns;
4. Encourage integration of housing with employment and retail uses
5. Create policies to eliminate conflicting regulations between jurisdictions, and enable faster review of development proposals.

Encouraging Mixed Use Nodes

By encouraging mixed use development with sustainable densities in urban areas, a community uses existing infrastructure more efficiently and protects regional open spaces. Adopting such standards also encourages the redevelopment of auto-dependent uses into mixed-use, pedestrian friendly projects at densities that support transit, and contribute to a more vibrant community.

To see such benefits in our region, infill and more sustainable development should be incentivized for underutilized and vacant parcels at key transit nodes along Washtenaw Avenue. Within these nodes, communities should encourage more compact development with emphasis on non-motorized access, as well as a greater mix of housing types and retail services to better serve regional residents and businesses. Design standards should be sensitive to adjoining residential uses. See Tables 2 and 3 for nodes, and Table 4 for links.

Table 2. Uses within nodes

Encouraged	
Retail	Offices*
Mixed use	Research*
Restaurants	Apartments*
Personal services	Condominiums*
Grocery	

Discouraged	
Single-family & two-family uses	
Manufacturing, processing, warehousing, & distribution	
Auto body shop	
Auto services or repair	
Auto sales and rental	
Car wash	
Storage facility & personal indoor storage	

*less active uses are more appropriate for the second floor and above

**automobile uses are essential to this corridor and are encouraged between nodes

Corridor Overlay Concept:

An additional zoning requirement that does not change the underlying zoning, may be more or less restrictive than the primary zoning, and may include additional incentives for development.

Can be used across multiple jurisdictions to encourage a consistent character along the corridor.

Node Locations

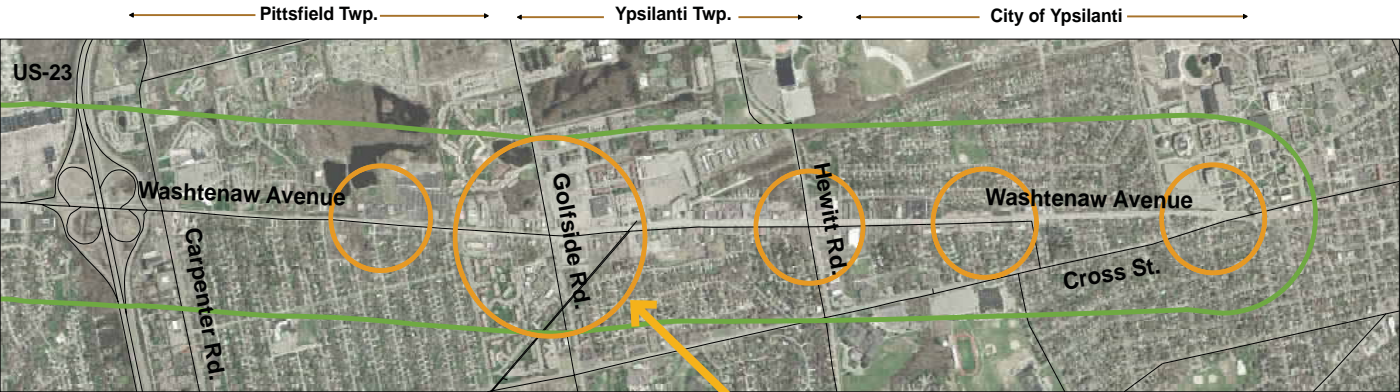
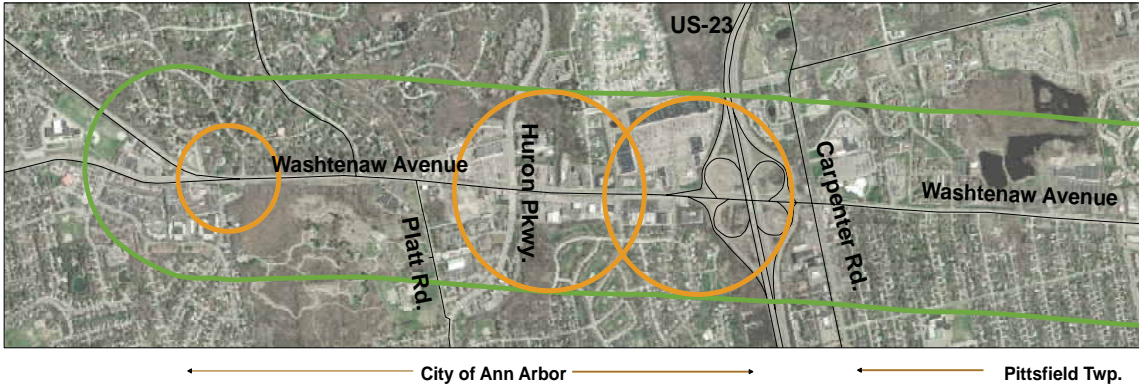


Table 3. Design standards for nodes

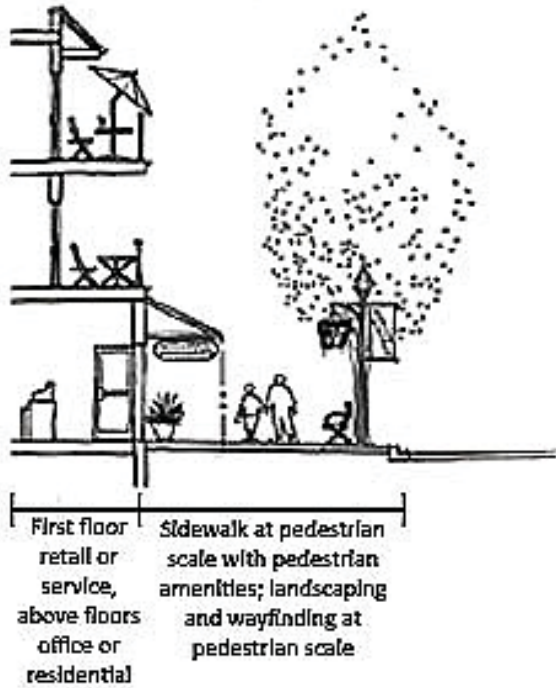
	Minimum	Maximum
Density		
Dwelling Units/acre	15	30+
employees/acre	25	40
Floor-to-area ratio	75%	200%
Building Setbacks	10 ft.	40 ft.
Parking Setback	10 ft.	-



Table 4. Design standards for links

	Minimum	Maximum
Density		
Dwelling Units/acre	7	20+
employees/acre	-	30+
Floor-area ratio	-	200%
Setbacks	10 ft.	100 ft.
Heights	1 story	4 stories

Concept site plan for Washtenaw Avenue and Golfside Road node. Front setbacks are significantly reduced, parking no longer in front of buildings, buildings between 2-3 stories in height.



Adapted from: DuPont Municipal Code



First floor retail or service, office or residential above



Form and Site Design

Communities should establish procedures that enable consistent application of design guidelines across political boundaries.

1. Street facades shall be designed to provide a strong relationship with the sidewalks and streets), and to encourage pedestrian activity through design elements such as:
 - Placement and orientation of doorways, windows, and landscape elements to create direct relationships with the street;
 - Entries and windows that face onto the street;
 - Entries that are clearly defined features of front facades; Facades that include projecting eaves and overhangs, porches, and other architectural elements that provide human scale and help break up building mass;
 - Residential units and storefronts that have a presence on the street;
 - Outdoor seating or business uses;
 - Parking that is located at the side, rear or underneath buildings.
2. Common open spaces should connect to the pedestrian pathways and be located to activate the street façade and increase “eyes on the street” when possible.
3. Design for easy pedestrian, bicycle, and transit access.
4. Communities should orient buildings to the sidewalk providing a prominent pedestrian access and encouraging development of public space along the street frontage.
5. Developments should concentrate commercial and office land uses near transit stops with residential units on the upper floors.

Right-of-Way Needs and Acquisition

Completing priority transit improvements is critical to the success of the corridor redevelopment effort. Recommendations for coordinating land development and transit facility improvements include:

1. Identify and maximize opportunities through the development plan review process
2. Develop an acquisition plan based on priority segments and any current Capital Improvement Plans (CIP) adopted by the jurisdictions
3. Identify private and public funding options for acquisition and development
4. Incentivize donation of land or easement to transit authority by land owner

Cooperative Action:

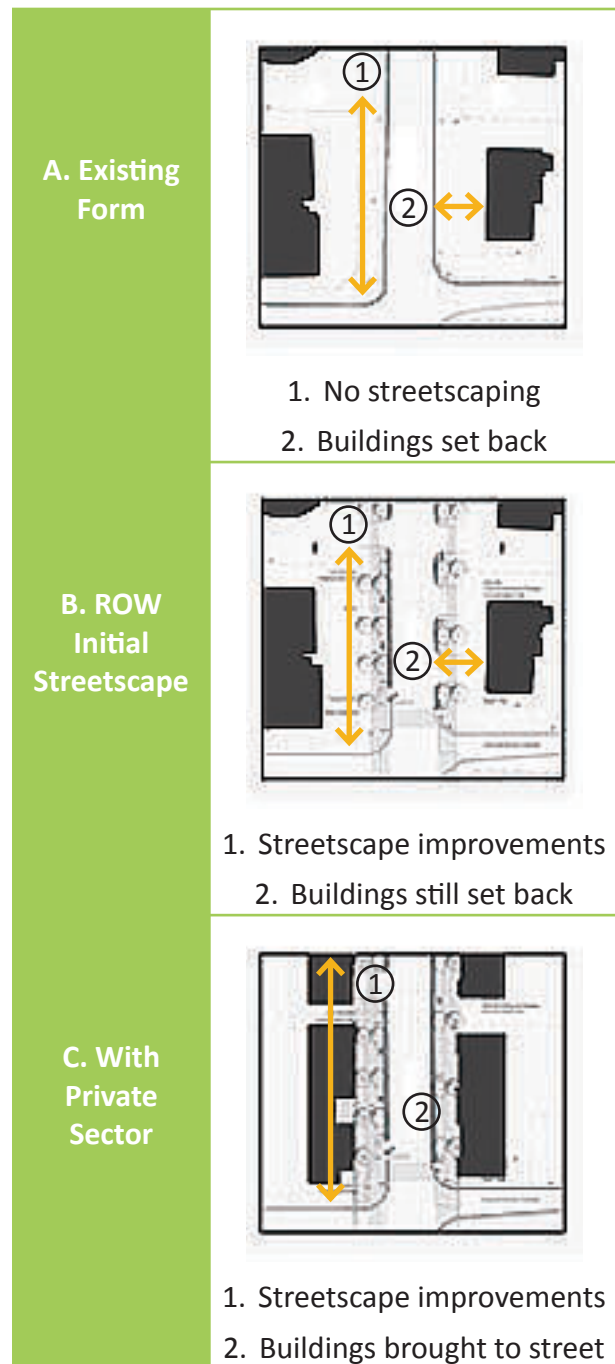
Create consistent design guidelines among political jurisdictions that address:

- building placement and scale
- street and landscape features
- access
- parking
- lighting
- stormwater management
- responsible use of resources

Phasing

The transformation of Washtenaw Avenue is likely to happen over a long period of time. Initially communities can affect change within the public right of way through infrastructure and streetscape improvements. As market forces lead to redevelopment, buildings move to the road, making the corridor more walkable and transit supportive.

Figure 1.



Reassess Parking Standards

Communities along Washtenaw Avenue should revisit existing parking standards to reduce the amount of dedicated parking. Overbuilt parking consumes land, costs money and isolates many people from shopping and services. By reassessing parking standards, communities can increase pedestrian accessibility, reduce paved area and negative environmental impacts, increase land value, and reduce cost to developers.

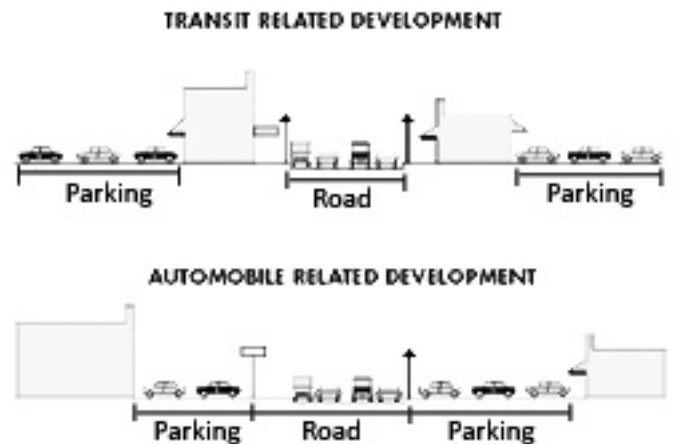
Concepts to integrate into community plans include:

1. Car parking should not be located closer to the right-of-way than the face of a new building. (See Figures 2 and 3)
2. Parking should accommodate convenient and safe pedestrian access to the building.
3. Parking should be located behind buildings, below grade, or where those options are not feasible, screened by landscaping. (See Figure 3)
4. Minimum parking requirements for residential, commercial and office uses should be reduced and parking maximums implemented to reflect typical daily automobile needs and encourage alternative modes of transportation. In many cases, parking in nodes would be more appropriately set at 50-70% of the standard for underlying zoning.
5. Shared parking by day, evening and nighttime uses, or by office, commercial and residential uses, should be encouraged to decrease underutilized, inefficient, single-purposed parking and decrease the need for private vehicles.
6. Further reduction in the number of required parking spaces may be

granted by the Planning Commission after a finding that the development will be adequately served by public transportation and adjacent parking.

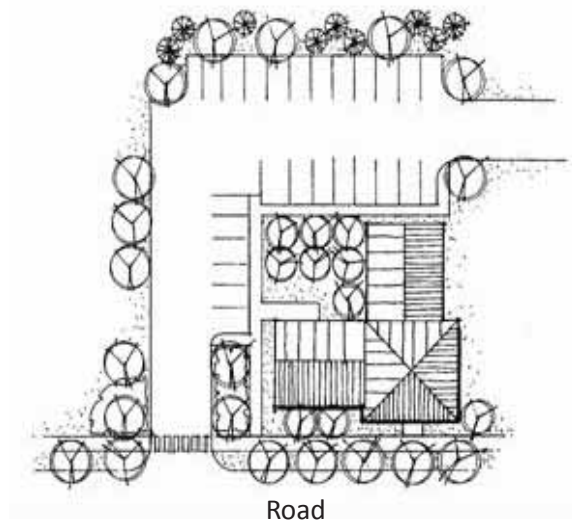
7. Bicycle parking shall be provided on site at a minimum ratio of 1 space per 3,000 sq. ft. of retail space. Providing less requires a waiver from the Planning Commission.

Figure 2.



Adapted from: Public Streets for Public Use, Portland's Arterial Street. Classification, Dottemer, (1987)

Figure 3.



Improve Pedestrian & Non-motorized Access

Non-motorized connections should be prioritized within all new developments in order to encourage alternative modes, increase access and reduce excessive land dedication to automobile parking.

1. Provide clear, direct and dedicated sidewalk access to building entrances from the road, transit stop, and all pedestrian ways.
2. Provide sidewalks along the frontage of all public streets of new development or redevelopment, and along both sides of each road serving as a transit route.
3. Require minimum unobstructed sidewalk width of five feet. A path of up to fifteen feet in width is appropriate and encouraged in mixed use or commercial areas.
4. Separate sidewalks in the right-of-way from motor vehicle traffic by a landscaped 5 ft. buffer between the sidewalk and the curb. This buffer can contain vegetation to make the walk more appealing and provide shade. If there is not enough space for a buffer, the sidewalk should be made wider to allow extra room for pedestrians to move away from the curb. In commercial areas, features such as bus shelters, ornamental light posts, and trash and recycling receptacles can provide functional buffers between sidewalks and moving traffic.
5. Design new developments to provide for pedestrian, transit, automobile, and bicycle circulation, as well as the ability of these modes of transportation to interact and access nearby and adjacent uses in a safe and convenient manner.
6. Provide pedestrian through-block

connections in blocks with a length greater than 400 feet to increase pedestrian convenience.

7. Incorporate best practices to meet or exceed American Disabilities Act (ADA) standards.
8. Install countdown timers on pedestrian signals.
9. Offer covered bicycle parking at major transit stops, multifamily residential, and commercial uses.
10. Coordinate access to provide internal circulation between developments.
11. Provide pedestrian access and walkways that are well lit and physically separated from driveways and vehicular traffic. Require a marked crossing when a walkway crosses a driveway or a paved area accessible to vehicles.



Image: Avalon Watch Crosswalk project.
www.bpa.org/.../2009/08/avaloncrossing-300x282.jpg

Implementation Recommendations

The JTC recommends more progressive standards and encourage the private sector development using these standards by providing clear, consistent, and immediately tangible benefits. To achieve the communities' goals for Washtenaw Avenue, the provision of density and mixed use incentives must be included.

1. Amend design standards to require density & mixed use.
2. Provide incentives using any combination of the listed additional public benefits:
 - Inclusion of affordable and/or workforce housing.
 - Provide dedicated sidewalks and bike parking beyond those already required.
 - Improve transit integration through the bus access easements or improved transit amenities.
 - Incorporate green building, energy conservation or renewable energy features in construction such as wind, solar or geothermal.
 - Locate developments within 1/8 mile of and providing direct pedestrian connection to AATA Super Stop (see definition box).
 - Award incentives for development of one (1) or more acres, incentives may be awarded for the inclusion of the below land use categories. A minimum of 10% of the proposed gross floor area of the development shall be devoted to each of the use categories:
 - » Residential uses
 - » Office uses
 - » Commercial uses (including retail, service, restaurants and lodging)

Super Stop: transit stop with bus pull-off, larger shelter, and enhanced passenger amenities

Incentives

The following administrative incentives are appropriate in response to additional public benefit:

- Review or application fee waiver
- Expedited approval

Provide development incentives as appropriate for use along Washtenaw Avenue:

- Reduced minimum requirements for parking
- Increased FAR
- Reduced front setbacks
- Increased allowable height
- Density bonus for agreeing to provide AATA facilities and basic maintenance of transit facilities such as benches, bus shelters, and Park and Ride lots.

Below are some example incentives used in comparable communities:

- “Twenty percent density bonus shall be granted for townhouse projects on site of five acres or more in the District.”
- “Ten percent increase above base density of underlying zone”
- “Projects providing more than 50% of the project residential units at low income housing rates may further reduce parking requirements by an additional 20%.”

STREET DESIGN RECOMMENDATIONS

Streetscape

1. Street trees should be planted along ROW.
2. Encourage pedestrian amenities such as landscaping, benches, public art, planters, and trash and recycling receptacles along sidewalks, and in open spaces and plazas.
3. Provide efficient lighting fixtures with ample lighting during nighttime hours at traffic conflict points such as intersections, crosswalks and drive crossings. Use down-lighted fixtures to ensure dark skies. The fixtures should be consistent within each jurisdiction.
4. Provide high quality transit with significant transit supportive infrastructure, including benches, passenger shelters, transit information displays, bus turn-outs, trash containers, pedestrian facilities and park-and-ride lots.
5. Promote “complete streets” with travel lanes for transit, auto, and bicycles along with on-street parking on internal streets, landscaped parkways, and sidewalks.
6. Review and update infrastructure improvements and capital improvement plans to support and encourage development along the Washtenaw Avenue Corridor.
7. Minimize the number and width of driveway entrances to improve the flow and safety of motor vehicle traffic, as well as to improve safety for pedestrians and bicyclists.

Wayfinding

Amend sign ordinances to allow the following recommendations:

1. Install pedestrian scale wayfinding signs within the node/overlay district. A pedestrian-oriented sign is usually read from a distance of fifteen to twenty feet.
2. Advertising signs should not obstruct pedestrian-oriented signs.
3. Install signage at heights appropriate to pedestrians, bicyclists, and motorists. No signs larger than 150 square feet shall be permitted.
4. Require signs to reflect the building’s architecture and complement landscaped areas.
5. Remove billboards from developed sites when possible. Prohibit new billboards.

Figure 4.






Create consistent corridor-wide and special area design guidelines that address architectural character, land use, streetscape, access and parking, lighting and signage.



TRANSPORTATION IMPROVEMENT RECOMMENDATIONS

Washtenaw Avenue is a heavily used corridor with high transit ridership as well as vehicular traffic that support businesses, high residential density within ¼ mile of transit route that connects many destinations. A high percentage of people who live along the corridor use alternative modes of transportation, whether due to need or choice. However, lack of appropriate infrastructure, limited Right-of-Way (ROW) and inconsistent signage limits the ability of the corridor to serve neighborhoods and businesses appropriately.



Mode	Existing Conditions
	<p>AUTO</p> <ul style="list-style-type: none"> • Access Management Plan Recommendations adopted but not implemented • Too many curb cuts increase crash rates and increase congestion • Two intersections with higher than average crash rates (2009) • Three intersections are in the top 25 crashes in the county • Congestion lasts 2 hours in a.m. and 3 hours in p.m. • Ann Arbor - Ypsilanti commute time without congestion is 16 minutes • Ann Arbor - Ypsilanti average commute time during peak traffic is 25 minutes • 24 hour traffic volumes range from 26,336 to 55,549
	<p>NON-MOTORIZED</p> <ul style="list-style-type: none"> • Of 5 mile stretch of land, and potential for 10 miles of sidewalk (both sides of road), there are 4.7 miles without sidewalk • Large sections of sidewalk with no buffer/separation from roadway • Road crossing difficulty due to lack of safe pedestrian crossings • Poor to Very Poor in-road bicycling quality • Too many conflict points for non-motorized modes of transportation
	<p>TRANSIT</p> <ul style="list-style-type: none"> • Highest ridership in AATA transit system • Absence of continuous sidewalks increases number of stops • Eastbound – Oakwood to Hogback. 13 stops. Avg. distance = 0.22 miles • Eastbound – Pittsfield to Sheridan. 6 stops. Avg. distance = 0.20 miles • Westbound – Manchester to Pittsfield. 5 stops. Avg. distance = 0.25 miles • Westbound – Carpenter to Summit. 12 stops. Avg. distance = 0.24 miles • Lack of sidewalks make bus accessibility poor, prohibiting AATA from adding benches/shelters at many stops.

Prioritized Recommendations

The following section provides a list of improvements ensuring new corridor investment promotes an efficient and safe multi-modal transportation network, facilitates economic growth and increases transportation choices.

Cooperation across boundaries and between communities and transportation agencies is essential to increase multi-modal options along Washtenaw Avenue. A walkable community stimulates economic development, neighborhood revitalization and healthy practices like walking and biking for everyday activities.

Multi-modal Linkages and Connectivity

Although Washtenaw Avenue is a regionally significant corridor drawing shoppers from surrounding communities and linking major employment centers, each of the communities it crosses has distinct local identity. Communities should prioritize vehicular and pedestrian connections between developments, schools, parks and commercial centers to better serve both regional and local traffic, support businesses, and enhance neighborhood livability.

Using road connections and/or multi-use paths, linking housing, parks and commercial developments to form a functioning neighborhood. New roadway projects should be designed and reviewed to support the TOD policies, examining access and connectivity. Improvements should increase access and safety for pedestrians, bicycles, transit and autos.

Multimodal improvements at the interchange and major intersections are critical to address accessibility and congestion along the

Washtenaw Avenue corridor. Currently buses run on Washtenaw as well as its cross streets.

Congestion could also be addressed and regional commuters better served by the implementation tools such as queue jump lanes, bus pull-offs and Park & Ride lots at major connections to freeways such as US-23 and Hewitt Road. Providing ZipCars at these lots, as well as ample covered bike parking will further encourage alternative modes for trips and lower congestion.

The proposed Ann Arbor-Detroit, or East-West commuter rail line will provide additional opportunities for travel by commuters and visitors. Tying in bus service along this alternative East-West route connecting Ann Arbor and Ypsilanti will be critical.

The Border to Border (B2B) multi-use path which connects the east and north-west Washtenaw County should be integrated into the multi-modal network. Sidewalks or paths should link the B2B trail to park and rides, signage/safe crossings from B2B to AATA Super Stops and other key destinations and routes.

See Transportation Network Map insert.

Best Practices to Improve Traffic Flow

Improving traffic flow on a corridor such as Washtenaw Avenue requires a coordinated approach. Various congestion management strategies can complement one another; however, if they are to be most effective, they should be implemented along the entire study area where feasible and necessary.

1. Travel Demand Management (TDM) Strategies
 - a. Promote ridesharing, alternative work hours, and telecommuting
 - b. Provide park-and-ride facilities at freeway connections
 - c. Provide guaranteed ride home programs
 - d. Coordinate planned development with transportation system improvement and encourage development patterns more easily served by public transportation and walking and bicycling
2. Transportation System Management (TSM) Strategies
 - a. Access Management
 - b. Intersection Improvements
 - c. Use operational improvements (traffic signal coordination, High Occupancy Vehicle (HOV) lanes, etc.) to improve traffic flow
 - d. Provide coordinated incident management (crashes, construction, special events, etc.)
 - e. Use intelligent transportation systems and advanced public transportation system technology
3. Implement transit service enhancement and expansion
4. Complete non-motorized facilities

While many of these strategies have been considered or even planned for Washtenaw Avenue, implementation is required to address the movement of people along the corridor.

In 2008, all four communities collaborated to adopt a Washtenaw Access Management Plan addressing the congestion and high crash rates along Washtenaw Avenue. Most recommendations have yet to be implemented. Impressive transit ridership and service exists in the corridor, but failing or missing non-motorized infrastructure impedes further improvements to transit infrastructure and service, making both inadequate to serve the demands of the region.

To implement much needed change along Washtenaw Avenue, separate plans, projects and policies must be coordinated and prioritized across jurisdictions, and funding and implementation must be jointly pursued.

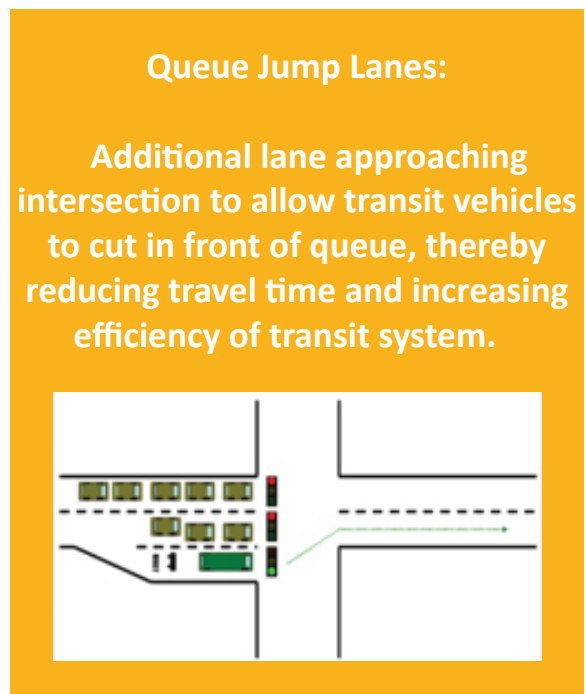


Image: Andrew Bossi
http://commons.wikimedia.org/wiki/File:Queue_Jump_-_Designated_Signal.png

Improving Automobile Flow

It is critical to the success of Washtenaw Avenue to maintain its status as one of the signature corridors in Washtenaw County. The corridor is a trunk line, connecting the cities of Ypsilanti and Ann Arbor to the state highway system and to each other. The corridor is also as a destination for entertainment, goods, and services. Travelers should be able to rely on Washtenaw Avenue for movement with minimal congestion or gridlock and easy access to goods and services.

The vision for Washtenaw Avenue as a road corridor is fewer crashes and greater safety for all users. While congestion is unlikely to dramatically reduce as development continues, making the corridor less visually confusing, easier to navigate and improved access to adjacent destinations will provide smoother traffic flow.

Decision makers must implement changes in practices and policies to ensure this vision and if the corridor is to function at its highest potential.

Transportation plans already adopted in each jurisdiction suggest improvements to Washtenaw Avenue, including the 2009 City of Ann Arbor Transportation Plan Update recommends:

1. Re-time and coordinate the traffic signals along Washtenaw Avenue between the north-bound US-23 off-ramp and Carpenter Road.
2. Intersection improvements at Platt Road and Washtenaw Avenue.
3. Signal warrant analysis recommended as part of safety recommendations for Platt Road and Washtenaw Avenue.
4. Assess interchange redesign at US-23

and Washtenaw Avenue.

5. Assess potential for tax increment funding for corridor enhancements.

Other plans developed by the communities along Washtenaw also offer recommendations to be implemented, such as those in the 2008 Washtenaw Access Management Plan:

- » Limit driveways on Washtenaw Avenue to one per development, with an additional being approved only after a traffic impact study is completed
- » Combine / share access drives
- » Align driveways with those across street to minimize left-turn complications

The Joint Technical Committee feels a more comprehensive and cross-jurisdictional approach to improving automobile flow, public transit and non-motorized facilities along this regional corridor has more potential for success.

Near Term Recommendations

- Eliminate and consolidate excess driveways
- Standardize signing to reduce confusion
- Provide bus pull-offs at major bus stops
- Signal interconnection
- Evaluate potential and appropriateness of road diets (4 lanes to 3 lanes) on major side streets.



Long Term Recommendations

- Resurface entire route and add bike lanes where possible
- Provide rear access to commercial where possible
- Incorporate Complete Street road designs for major side streets
- Consider a boulevard design for Washtenaw Avenue between Stadium Boulevard and Carpenter Road.



Pedestrian and Bicycle Facilities

Washtenaw Avenue currently serves as the most heavily used auto and transit corridor in Washtenaw County. While green space, parks, and other destinations exist near relatively dense neighborhoods, the five lane Washtenaw Avenue creates a barrier segregating land uses and neighborhoods because it lacks adequate pedestrian and bicycle facilities.

Guidelines to improve the non-motorized functionality of Washtenaw Avenue include placing pedestrian refuge islands between bus stops, providing midblock crossings, and bringing existing facilities up to ADA standards.

Connecting perpendicular streets also carry significant traffic and connect nearby populations, neighborhoods and services to Washtenaw Avenue. When possible these roads should be narrowed to provide center turn lanes and accommodate bike lanes.

Complete Streets legislation in Michigan was signed into law in August of 2010 calling for policies and practices to make roadways designed to accommodate safe access for pedestrians, bicyclist, motorists and transit riders of all ages and abilities. Local communities should adopt policies to increase physical activity, reduce traffic, and bring greater efficiency in the use of resources.

Non-motorized Recommendation Prioritization

The Washtenaw Avenue Joint Technical Committee hired The Greenway Collaborative (TGC) using Complete Streets funding to undertake a non-motorized inventory and analysis of Washtenaw Avenue and develop recommendations for improving the network and policies for the region. The following pages summarize the recommendations taken from this document.

The proposed improvements fall into two general categories, near-term opportunities and long-term improvements. Near-term opportunities include improvements accomplished by relatively modest changes to the existing road system and the addition of relatively short off-road trail segments. Long-term improvements will be implemented with new development or the reconstruction of existing improvements. In some cases, the difference will be primarily qualitative such as width of sidewalks and bike lanes, or number completed.

Near Term Opportunities

The near-term opportunities have been grouped into first and second priorities to help guide implementation.

In general, near-term opportunities:

- May generally be done within the existing infrastructure and for the most part curbs and drainage structures are not changed.
- May be implemented as soon as funding is available and design work completed.
- Include both relatively inexpensive road modifications such as restriping roadways and moderately expensive improvements such as crossing islands.
- Are in some cases design compromises, where the widths of bike lanes, motor vehicle lanes, buffers, and sidewalks are less than the ideal desired widths in order to fit within the existing curb lines and right-of-ways.
- May in many cases be the same as the long-term solution due to existing development and right-of-way restrictions.
- May be done independently or as a part

of resurfacing, restoration, rehabilitation or minor widening projects. In general, if a road is to be resurfaced within the next few years, any road restriping should be incorporated in the resurfacing project. Where lane reallocation is considered for concrete roads, waiting until the road is resurfaced with asphalt or reconstructed is preferred to obtain the proposed lane configuration.

level evaluation of suitable proposed facilities for the existing conditions. Prior to proceeding with the recommendations, a case-by-case level assessment should be completed to fully evaluate the feasibility and appropriateness of any roadway modification and/or proposed bicycle or pedestrian facility.

Long Term Improvements

The costs to undertake these non-motorized projects independently of a road reconstruction project would be significant. To maximize the impact of finite resources, the long-term improvements are expected to be implemented as a road is completely reconstructed (not just resurfaced).

In general, long-term improvements:

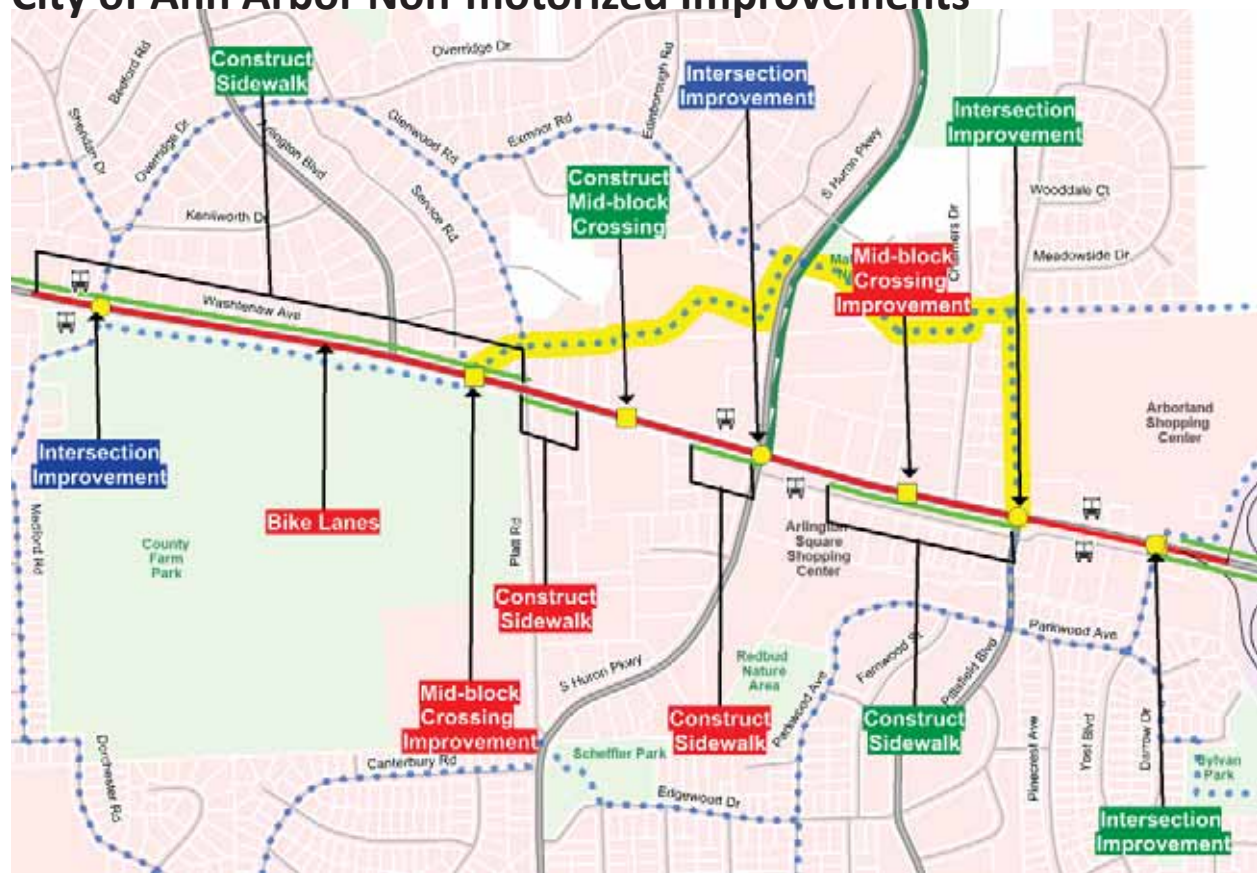
- Are generally implemented when a new road is built or an existing road is completely reconstructed. Reconstruction projects typically include new curb and gutter as well as storm water systems.
- Generally require that a road be widened to accommodate the desired lane widths and may require additional rights-of-way.
- Strive to meet the desired widths for bike lanes, motor vehicle lanes, buffers, and sidewalks to the extent that it is practical given the project's context.

Recommendations

The following recommendations for Washtenaw Avenue have been identified by community, and categorized into groups based on priority,

The recommendations represent a corridor

City of Ann Arbor Non-motorized Improvements



Legend:

- Interstate
- Arterial and Collector Roads
- Local and Private Roads
- Active Railroad
- Existing Bike Lanes/Paved Shoulder
- Existing Pathways and Trails
- Potential Bike Lanes
- Potential Neighborhood Connector Routes
- Potential Sidewalk Improvements
- Crossing Improvements at Signalized Intersections
- Crossing Improvements at Unsignalized Locations
- Potential AATA Super Stops
- City of Ann Arbor
- City of Ypsilanti
- Pittsfield Township
- Ypsilanti Township
- Parks and Recreation
- Water

First Priority, Near-Term Improvements

Sidewalk Improvements

- Fill sidewalk gaps on south side of Washtenaw Avenue between Platt Road and Huron Parkway

Bicycle Accommodations

- Add 5' wide Bike Lanes to Washtenaw Avenue between Manchester Road and Yost Boulevard by narrowing the travel lanes to 10.5' and the center turn lane to 10'. See Appendix for more detailed cross-sections.

Mid-block Crossing Improvements

- Construct Crossing Island at the existing mid-block crossing on Washtenaw Avenue at County Recreation Center.
- Create new mid-block crossing with crossing island between S. Huron Parkway and Pittsfield Boulevard.

First Priority Continued...

Neighborhood Connectors

- Obtain easements and construct pathways necessary to link existing roadways.

Second Priority, Near-Term Improvements

Sidewalk Improvements

- Complete remaining sidewalks along the north and south side of Washtenaw Avenue.
- Add street trees in buffer area between sidewalk and roadway.

Transit Improvements

- Construct Super Stops.
- Provide wayfinding signage to Super Stops.

Mid-block Crossing Improvements

- Construct mid-block crossing with crossing island on Washtenaw Ave. between Platt Road and S. Huron Parkway, coordinate with access to new development on south side of Washtenaw Avenue.

Intersection Improvements

- Add pedestrian crossing at the intersection of Washtenaw Avenue at Pittsfield Boulevard so that transit users need to cross only one leg of intersection rather than three.
- Add pedestrian crossing to the intersection of Washtenaw Avenue at Yost Boulevard.

Neighborhood Connectors

- Add mid-block crossings
- Sign Routes

Long Term Improvements

Sidewalk Improvements

- Add pedestrian scale lighting in buffer between sidewalk and roadway.
- Repair all damaged existing sidewalks.
- Add pedestrian amenities including benches, enhanced plantings and drinking fountains.

Intersection Improvements

- Improve crosswalks at all intersections to be ADA accessible. See Intersection Crossing Deficiency Analysis in the appendix for details.

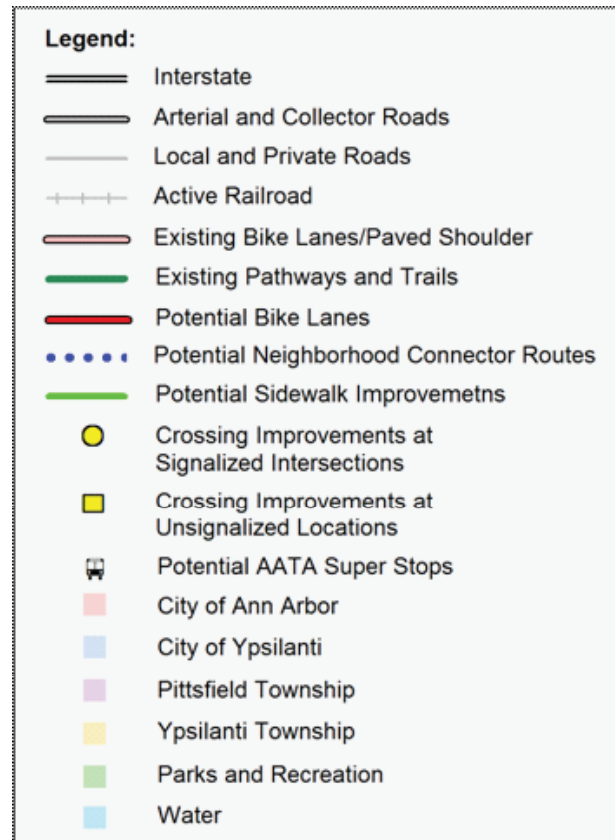
Neighborhood Connectors

- Implement traffic calming measures.

Other

- Add median where left turn is not needed or desirable, see Appendix for more detailed recommendations.
- Incorporate green street technologies such as permeable pavements in the bike lanes and bio-swales in the median and buffer areas.
- Incorporate public art

Pittsfield Township Non-motorized Improvements



First Priority, Near-Term Improvements

Sidewalk Improvements

- Complete sidewalk along the south side of Washtenaw Avenue between Carpenter Road and Hawks Avenue.
- Construct sidewalk on both sides of Washtenaw Avenue through the US-23 Interchange.
- Construct short segment of sidewalk on the north side of Washtenaw Avenue.

Mid-block Crossing Improvements

- Create new mid-block crossing with crossing island at Washtenaw Avenue and Dalton Drive.

Neighborhood Connectors

- Obtain easements and construct non-motorized pathway necessary to link existing roadways.

Second Priority, Near-Term Improvements

Sidewalk Improvements

- Construct the missing sidewalks segments along the south side of Washtenaw Avenue between Foster Road and Golfside Drive.
- Add street trees in buffer area between sidewalk and roadway.
- Construct pathway along north and south side of Washtenaw Avenue through the US-23 interchange providing appropriate crossings with advance warning at free-flowing ramps.

Transit Improvements

- Construct Super Stops.
- Provide wayfinding signage to Super Stops.

Neighborhood Connectors

- Sign Routes

Long Term Improvements

Sidewalk Improvements

- Add pedestrian scale lighting in buffer between sidewalk and roadway.
- Repair all damaged existing sidewalks.
- Add pedestrian amenities including benches, enhanced plantings and drinking fountains.

Bicycle Accommodations

- Add 6' wide Bike Lanes to Washtenaw Avenue between Carpenter Road and Golfside Drive by narrowing the travel lanes to 10.5' and the center turn lane to 10' when the road is resurfaced.

Transit Improvements

- Incorporate public art projects adjacent to or as part of super stops.

Intersection Improvements

- Improve crosswalks at all intersections to be ADA accessible. See Intersection Crossing Deficiency Analysis in the appendix for details.

Interchange Improvements

- Reconstruct the interchange so the ramps intersect Washtenaw Avenue at a right angle and are not free-flow.

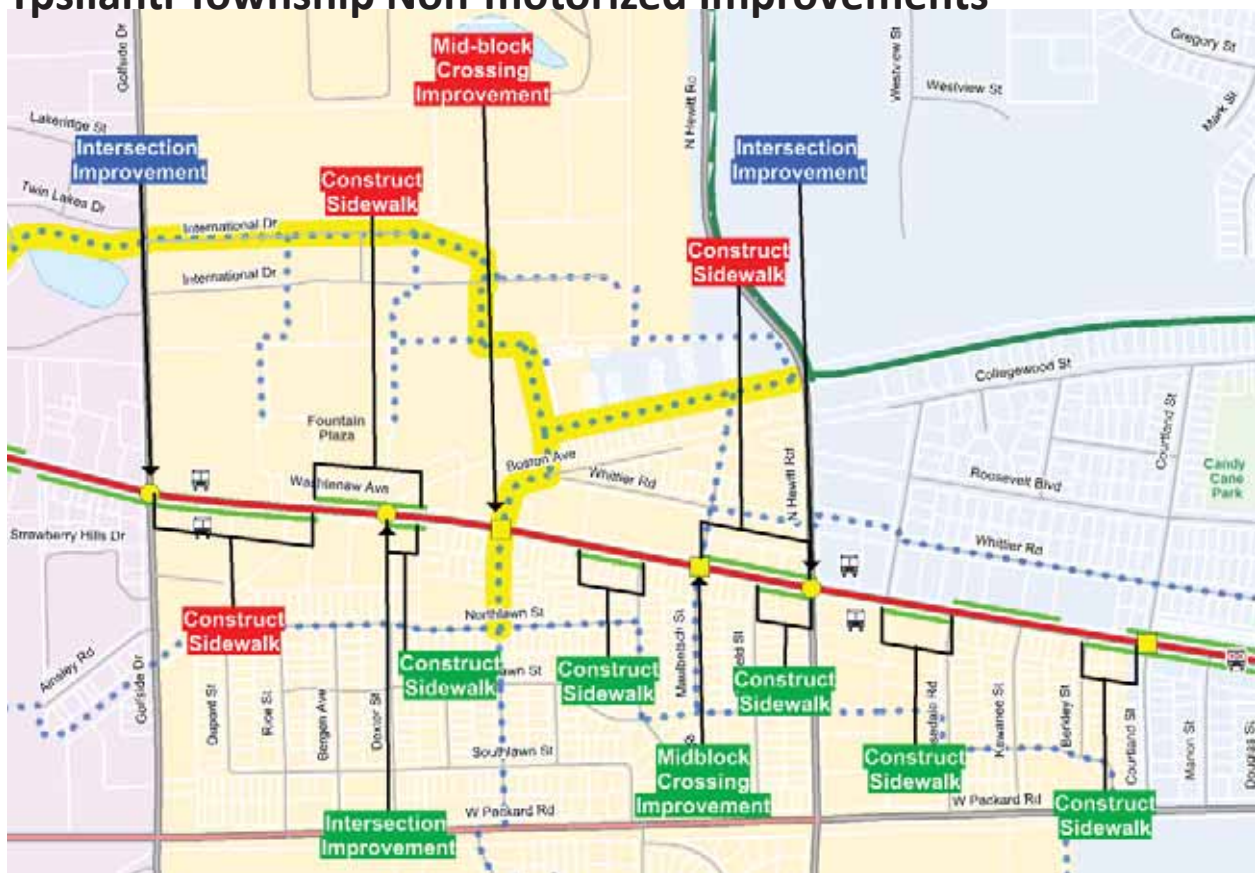
Neighborhood Connectors

- Implement traffic calming measures

Other

- Add median where left turn is not needed or desirable, see Appendix for more detailed recommendations.
- Incorporate green street technologies such as permeable pavements in the bike lanes and bio-swales in the median and buffer areas.
- Incorporate public art.

Ypsilanti Township Non-motorized Improvements



Legend:

- Interstate
- Arterial and Collector Roads
- Local and Private Roads
- Active Railroad
- Existing Bike Lanes/Paved Shoulder
- Existing Pathways and Trails
- Potential Bike Lanes
- Potential Neighborhood Connector Routes
- Potential Sidewalk Improvements
- Crossing Improvements at Signalized Intersections
- Crossing Improvements at Unsignalized Locations
- Potential AATA Super Stops
- City of Ann Arbor
- City of Ypsilanti
- Pittsfield Township
- Ypsilanti Township
- Parks and Recreation
- Water

First Priority, Near-Term Improvements

Sidewalk Improvements

- Complete missing sidewalk gaps along north side of Washtenaw Avenue and between Golfside Drive and Asia City Restaurant.

Mid-block Crossing Improvements

- Create new mid-block crossing at Washtenaw Avenue and Boston Avenue by constructing a crossing island.

Neighborhood Connectors

- Construct pathways between Hewitt Road and Fountain Plaza shopping mall.
- Construct pathways and remove barriers to improve pedestrian and bike access from apartments north of Washtenaw Avenue to businesses and transit on Washtenaw Avenue.
- Construct path from Washtenaw Avenue to Northlawn Street on unused Public ROW.

Second Priority, Near-Term Improvements

Sidewalk Improvements

- Construct the remaining missing sidewalks segments along south side of Washtenaw Avenue.
- Add street trees in buffer area between sidewalk and roadway.

Transit Improvements

- Construct Super Stops
- Provide wayfinding signage to Super Stops.

Mid-block Crossing Improvements

- Create new mid-block crossing at Washtenaw Avenue and Maulbetsch Street by constructing a crossing island.

Intersection Improvements

- Add pedestrian crossing to the intersection of Washtenaw Avenue at Fountain Plaza.

Neighborhood Connectors

- Sign Route

Long Term Improvements

Sidewalk Improvements

- Add pedestrian scale lighting in buffer between sidewalk and roadway.
- Repair all damaged existing sidewalks.
- Add pedestrian amenities including benches, enhanced plantings and drinking fountains.

Bicycle Accommodations

- Add Bike Lanes to Washtenaw Avenue between Golfside Drive and Courtland Street by narrowing the travel lanes to 11' and the center turn lane to 10' when road resurfaced. See Appendix for more detailed cross-sections.

Transit Improvements

- Incorporate public art projects adjacent to or as part of Super Stops.

Intersection Improvements

- Improve crosswalks at all intersections to be ADA accessible. See Intersection Crossing Deficiency Analysis in the appendix for details.

Neighborhood Connectors

- Implement traffic calming measures

Other

- Add median where left turn is not needed or desirable, see Appendix for more detailed recommendations.
- Incorporate green street technologies such as permeable pavements in the bike lanes and bio-swailes in the median and buffer areas.
- Incorporate public art.

City of Ypsilanti Non-motorized Improvements



Legend:

- Interstate
- Arterial and Collector Roads
- Local and Private Roads
- Active Railroad
- Existing Bike Lanes/Paved Shoulder
- Existing Pathways and Trails
- Potential Bike Lanes
- Potential Neighborhood Connector Routes
- Potential Sidewalk Improvements
- Crossing Improvements at Signalized Intersections
- Crossing Improvements at Unsignalized Locations
- Potential AATA Super Stops
- City of Ann Arbor
- City of Ypsilanti
- Ypsilanti Township
- Parks and Recreation
- Water

First Priority, Near-Term Improvements

Sidewalk Improvements

- Construct missing sidewalk gaps along the north side of Washtenaw Avenue.

Second Priority, Near-Term Improvements

Sidewalk Improvements

- Construct the remaining missing Sidewalks segments along south side of Washtenaw Avenue.
- Add street trees in buffer area between sidewalk and roadway.

Transit Improvements

- Construct Super Stops.
- Provide wayfinding signage to Super Stops.

Mid-block Crossing Improvements

- Create new mid-block crossing at Washtenaw Avenue and Courtland Street by constructing a crossing island.

Long Term Improvements

Sidewalk Improvements

- Add pedestrian scale lighting in buffer between sidewalk and roadway.
- Repair all damaged existing sidewalks.
- Add pedestrian amenities including benches, enhanced plantings and drinking fountains.

Bicycle Accommodations

- Add Bike Lanes to Washtenaw Avenue between Courtland Street and W.. Cross Street by narrowing the travel lanes to 11' and the center turn lane to 10'.

Transit Improvements

- Incorporate public art projects adjacent to or as part of Super Stops.

Intersection Improvements

- Improve crosswalks at all intersections to be ADA accessible. See Intersection Crossing Deficiency Analysis in the appendix for details.

Other

- Add median where left turn is not needed or desirable, see Appendix for more detailed recommendations.
- Incorporate green street technologies such as permeable pavements in the bike lanes and bio-swales in the median and buffer areas.
- Incorporate public art.

Transit System Improvements to Route 4

Route 4, the major Ann Arbor – Ypsilanti connector, is not only the most productive in the AATA system, but also the route needing the most improvements. Each time service is expanded, demand increase; ridership is high and consistent despite a lack of sidewalk access to transit stops.

Missing pedestrian connections require transit stops be more frequent than ideal. This increase travel time and makes it difficult to invest in priority stops with additional amenities.

AATA has identified potential Super Stops, located in areas of higher density and major destinations and spaced from ¼ mile to ½ mile apart, the distance transit riders will typically walk to and from their stop.

Currently, pedestrians often cross 5-lane Washtenaw Avenue, walk on unpaved paths and cut through parking lots to access bus stops. Filling sidewalk gaps while investing in Super Stops allows less frequent stops but higher amenities including a bus pull-off and large canopy shelters, benches, wind breaks, lighting and information. See Transportation Network Map for location of potential Super Stops.

See Appendix for listing of bus stops and amenities, including ADA requirements

Figure 5. Super Stop Concept Design



Draft Concept Design from AATA

Promoting Super Stop Implementation

- Communities use plan as layout with specific locations and costs, as well as detail on footprint/dimensions
- Communities provide crosswalks
- Pursue and form agreements with businesses regarding bus pull-outs and stop maintenance such as trash pick up i.e. 'adopt a stop'
- Communities require site plan submittals to be reviewed by AATA
- Communities actively seek opportunities to implement Super Stops during development

Adopt Transit Access Standards

- Consider proximity of safe access/crossing
- Require stop locations to provide visibility of stopped bus and pedestrians/riders to car traffic
- Require a single midblock crossing to serve both directions of travel.
- Consider how bus stops and pull-outs interact with nearby access points

Near Term Recommendations

- Provide earlier and later service
- Provide more frequent service
- Provide faster service (i.e. decrease travel time) by
 - » Consolidating bus stops when possible
 - » Adding bus queue jumps at 1-2 signalized intersections
 - » Provide trips with limited stops
 - » Implement transit signal priority
- Increase passenger amenities at bus stops by
 - » Provide passenger shelters, schedule and arrival information, and benches at 50% of major / Super Stops
 - » Provide benches at other bus stops
 - » Next bus information to be provided via cell-phone and electronic signs
- Dedicated Lot (purpose-built) or Casual Park and Ride lots (agreements on private property for limited-space joint use) near US-23.

Engage regional transportation organizations to study feasibility of constructing fixed guideway transit along Washtenaw Avenue connecting downtown Ypsilanti with downtown Ann Arbor.

Long Term Recommendations

- Add bus queue jumps at all remaining intersections
- Provide passenger shelters, information, and benches at all remaining major/ Super Stops
- Develop high-capacity transit service (e.g. bus rapid transit, streetcar, light rail)
- Incorporate public art into transit stop design and amenities

Table 5.

	Current Service	Recommended Service Improvements
Weekdays *	6:00 a.m. – 11:30 p.m.	6:00 a.m. – 1:00 a.m.
Peak hour headway	15 minutes	8 - 12 minutes
Evening headway	15 - 30 minutes	15 minutes
Late nights headway	-	30 minutes
Saturday	8:00 a.m. – 7:00 p.m.	
Headway	-	15 minutes
Sunday	8:30 a.m. – 6:30 p.m.	
Headway	-	30 minutes

* Note: Every other trip would skip the UM Medical Center stops during peak hours for faster times for the direct to central campus/downtown (cuts 10 minutes)

Right of Way Acquisition Recommendations

Many Washtenaw Avenue users are people whose independent mobility requires pedestrian travel. A wide range of people utilize the ROW along Washtenaw Avenue including the elderly, people with strollers or delivery carts, using a wheelchair or scooter, or traveling with a service animal—for all of whom the roadway and pedestrian environment must function effectively. These people are best served by a network of accessible facilities that can provide efficient and safe travel choices for all trip types.

Many of the recommended improvements detailed in this Strategy require additional ROW, specifically those for transit and non-motorized users. Improvements likely requiring additional ROW include the addition of Super Stops, queue jump lanes, and off-road bicycle facilities. In some cases easements or acquisition will be required for sidewalk completion, intersection improvements and mid-block crossings as well. Communities should utilize options such as land purchase and easements to make improvements along Washtenaw Avenue possible.

ROW maps from the Michigan Department of Transportation (MDOT) and the Washtenaw County Road Commission (WCRC) can be found in the Appendix and used to determine ROW needs specific to projects.

Recommended Actions

- Utilize ROW more efficiently to address all modes through narrower lanes, pedestrian islands refuges and bike lanes.
- Communities must determine and developers must consider ROW needs for future transit levels such as pull-offs or full dedicated transit lane.
- Acquire as little ROW as possible to implement improvements, minimizing impact

on property owners with the maximum benefit.

- Partner for acquisition of ROW and land with redevelopment potential to plan for future transit and non-motorized improvement and access
- Develop strategy to acquire ROW
- Use existing ROW that is a service drive near Arborland - Huron Parkway to Yost Blvd..

RECOMMENDATION

POTENTIAL FUNDING SOURCE

Automobile Flow Improvements

Near Term

Eliminate and consolidate excess driveways	MDOT, CIA, Private
Standardize signing to reduce confusion	CIA, business owners
Provide bus pull offs at major bus stops	FTA (what source), CIA
Make four to three lane with bike lane conversions on intersecting streets	STPU, CIA, CMAQ

Long Term

Resurface entire route and add bike lanes where possible	MDOT
Provide rear access to commercial where possible	STPU, CIA

Non-Motorized Improvements

Near Term

Sidewalk Improvements: Fill gaps, add street trees and buffering elements	CDBG funds, STPE
Bicycle Accommodations: add 5' bike lanes,	MDOT, CIA
Midblock crossing improvements:	MDOT, CIA
Provide wayfinding signage to transit Super Stops	STPE, CIA

Long Term

Repair all damaged existing sidewalks	MDOT, CIA, Private
Add pedestrian amenities including benches, plantings, lighting, etc.	CIA, Private
Provide ADA accessible crosswalks at all intersections	MDOT, CIA
Implement traffic calming measures in neighborhood connectors	
Add median where left turn lane is not needed	MDOT, CIA
Reconstruct US 23 intersection so ramps intersecting Washtenaw Avenue are at a right angle	MDOT, CIA

Transit Improvements

Near Term

Provide earlier and later service	CMAQ, Local, FTA, CTF
Provide more frequent service	Local, FTA, CTF
Provide faster service by consolidating stops, adding queue jumps at intersections	CMAQ, FTA, STPU, CIA, Private
Provide faster service by providing trips with limited stops	Local, FTA, CTF
Provide faster service by implementing transit signal priority	STPU, FTA, CIA
Increase passenger amenities at stops (shelters, schedule and arrival information, benches, and next bus information via cell phone)	FTA, CTF, Private
Dedicated Lot or Casual Park and Ride lots near US-23	CMAQ, FTA, Private

Long Term

Add bus queue jumps at remaining intersections	CMAQ, FTA, STPU, CTF
Provide passenger shelters, information and benches at remaining stops	FTA, CIA, Private
Develop high-capacity transit service	FTA, CIA, Local

KEY

CDBG	Community Development Block Grants
CIA	Corridor Improvement Authority
CMAQ	Congestion Mitigation/Air Quality
Local	Local millage
MDOT	Michigan Department of Transportation Funds
Private	Private developer funding
STPE	Surface Transportation Program Enhancement Funds
STPU	Surface Transportation Program Urban Funds
CTF	Comprehensive Transportation Fund



COOPERATION RECOMMENDATIONS

The Corridor Redevelopment Strategy is a foundational document on which communities should base future plans and decisions regarding Washtenaw Avenue. The recommendations in this Strategy incorporate a multimodal vision for the corridor that includes a progressively increasing level of transit service and change in development patterns to take advantage of enhanced transit in the corridor. The Strategy has the flexibility to adjust recommendations as more information becomes available and new challenges arise.

While community independence should be respected, community land use and transportation decisions undoubtedly impact the region health and nearby communities. The economy does not stop at jurisdictional boundaries. Additionally, a coordinated effort for addressing the strategy's multi-modal aspects is essential to overcome differing time lines, performance criteria and the competitive process of allocating transportation funds in the region.

This strategy's recommendations require shared community action and coordination with local and state transportation agencies to succeed in redeveloping the corridor into transit nodes and enhancing transit service. Many implementation methods exist, however the greater the level of commitment, the greater the opportunity for leveraging resources, obtaining funding, and attaining economic sustainability.

Coordination Options Considered

1. **Corridor Improvement Authority:**
Allows communities to extend financing benefits such as tax increment financing to aging commercial corridors that extend through more than one municipality. It also

serves as a dedicated entity to guide planning efforts and support communities in land use and development decisions.

2. **Joint Planning Commission:**
 - Joint corridor plan with separate implementation, or
 - Joint authority over planning and implementation
3. **Coordinate on individual issues (such as those below) but implement separately:**
 - Corridor Plan
 - Area Plans
 - Overlay District
 - Design Standards / Guidelines for infill and Redevelopment
 - Consistent ordinances amendments
 - Corridor-wide Incentives & Financing Tools
 - Joint policy for aligning transportation investments with development
 - Cooperative Strategy for acquiring ROW for expanded transit and non-motorized facilities.

The Joint Technical Committee recommends the region transform Washtenaw Avenue through formal interagency planning and implementation. In addition to common master plan language and standards, the City of Ann Arbor, Pittsfield Township, Ypsilanti Township and the City of Ypsilanti should form a Corridor Improvement Authority (CIA).

The JTC will also continue meeting during the process of creating the CIA. Depending on the structure of the CIA, the JTC may be considered as ad hoc staff in order to allow those familiar with implementation details to assist community leaders.

The Corridor Improvement Authority Act (Act 280 of 2005) allows multiple municipalities to collaborate and establish one, unified authority and leverage their investment. The CIA is required to allow mixed use and high density residential development, expedite permitting, and support non-motorized transportation.

Authority Benefits

- Secure funding for improvement projects through development and implementation of a Tax Increment Financing (TIF) Plan without creation of new taxes.
- Levy special assessment
- Issue bonds
- Acquire and improve property
- Improve aesthetics through landscaping, burying utility lines, or improving façades.
- Market corridor businesses
- Improve transportation systems and wayfinding
- Receive grants and charitable donations
- Formal body demonstrates community commitment to clear development and infrastructure goals, attracting private investment
- CIA Board is composed of community representatives, local property owners, residents, and business owners and is responsible to oversee corridor projects.

Potential Corridor Improvement Authority Projects

Examples of project types that can be considered by the authority once it is established:

- **Streetscape and road improvements**
- **Non-motorized pathways**
- **Public buildings**
- **Public utilities**
- **Public parking**

Development Plan

The communities must as a first step form a Corridor Improvement Authority create a development plan specifying the extent and conditions of the corridor, and the shared intent for its future. The components required for the plan are provided below. Many have been completed by the Washtenaw Avenue Joint Technical Committee as indicated by bold type.

- **Designation of Boundaries of Development Area. "Development Area" must allow for mixed use and high density residential, and the municipalities must agree to expedite the local permitting and inspection process, and to modify their master plan to provide for walkable non-motorized connections throughout the area.**
- **Inventory of existing streets and public facilities**
- **Inventory of existing land use and land use trends**
- **Inventory of existing zoning**
- **Master Plan**
- **Existing improvements to be demolished, repaired or altered**
- Location, extent, character, estimated cost of improvements, construction stages, and estimated completion time
- Areas left as open space
- Portions of Development Area which Authority desires to sell, donate, exchange, or lease
- **Desired zoning changes**
- **Change in streets, street levels, intersections and utilities**
- Method of financing the development and ability to arrange the financing
- Estimated costs of development, persons or corporations to who or to which the

development is to be leased, sold or conveyed, and project beneficiaries

- Procedures for leasing, purchasing or conveying
- **Estimates of the number of persons residing in the development area**
- Relocation of displaced persons

Implementation

Forming a Corridor Improvement Authority will take cooperative effort from each community. Many of the initial actions are the responsibility of the local communities' City Councils and Township Boards. Community input and approval at each of these stages allows for communities to maintain control over land uses and development practices along Washtenaw Avenue, and use the CIA as a tool for implementing common community goals.

Because it is the intent of these communities to continue involvement through and after the formation of the CIA, the planning activities including the Development Plan and the Tax Increment Financing Plan, will be staffed by the combination of local planning staff under direction from their councils/boards.

CIA Public Act 280 of 2005 requires:

1. Review Corridor Redevelopment Strategy; gather additional necessary data to satisfy CIA Act in adopting a Development Plan. Responsible: City Councils and Township Boards, Planning Staff, JTC
2. Pass resolution of intent to form a CIA containing preliminary boundaries of development area and demonstrating proposed development area meets criteria. Prepare and approve bylaws. Responsible: City Councils and Township Boards
3. Send a notice to the Michigan Treasury of intent to form a CIA.
4. Set public hearings as required by statute, based upon its resolution of intent, to create a CIA; Responsible: City Councils and Township Boards
5. Give notice of a public hearing by publication and mail to taxpayers within a proposed district and to the governing body of each taxing jurisdiction levying taxes that would be subject to capture of tax increment revenues if a TIF Plan were developed. Responsible: City Councils and Township Boards
6. Hold Public Hearing after 20 postings within corridor and published twice in paper not less than 20 or more than 40 days.
7. Not less than 60 days following the public hearing, the communities may adopt by resolution the creation of the CIA and designate development area boundaries. This resolution must be published at least once in the local newspaper and filed with the Secretary of State.
8. Draft and approve intergovernmental agreement establishing a multi-jurisdictional CIA, agreeing to jointly operate and administer authorities, and forming bylaws. Responsible: Planning staff; City Councils and Township Boards
9. Appoint Representatives from each locality, as well as residents, business owners and property owners to the official Washtenaw Avenue Corridor Improvement Authority. Responsible; City Councils and Township Boards
10. Draft and approve a shared Corridor Development Plan. Responsible: City Planning staff, Planning staff, City Councils and Township Boards.
11. Optional: Draft a corridor Tax Increment Financing (TIF) Plan. Responsible: Planning staff
12. Optional: Approve TIF Plan. Responsible: City Councils and Township Boards.
13. Maintain Corridor Improvement Authority website to inform the public of ongoing activities and events. Responsible: Planning staff

Time line / Schedule

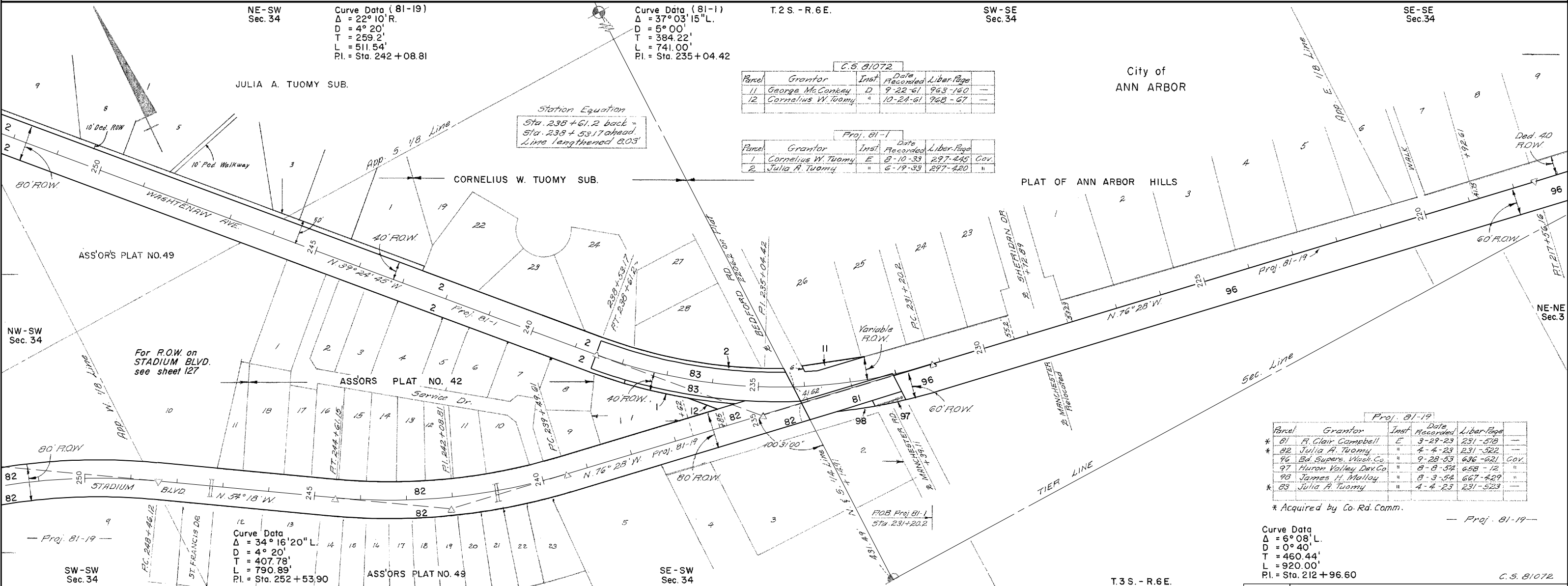
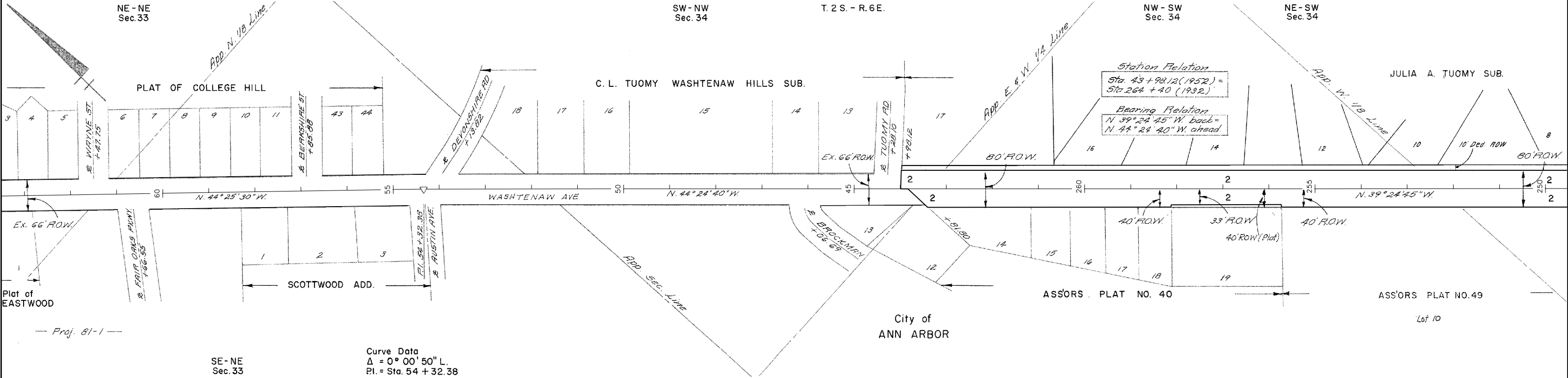
- October 2010: Present Washtenaw Avenue Corridor Redevelopment Strategy and Corridor Improvement Authority recommendation to City Councils and Township Boards
- Hold working session with community elected officials and public sector leaders to determine CIA boundary
- December 2010: Pass resolution endorsing Strategy and expressing intent to form CIA and subsequent interjurisdictional agreement
- Early 2011: Jointly prepare bylaws
- Notify Michigan Treasury of intent
- Set public hearings and notify by publication and mail affected taxpayers and governing bodies.
- Hold public hearing
- Mid 2011: Not less than 60 days after public hearing, adopt resolution forming CIA, designating development area boundaries and establishing bylaws.
- Publish resolution in local newspaper/media and file with Secretary of State
- Enter into agreement with other municipalities to jointly operate and administer CIA
- Appoint representatives
- Late 2011: Draft and approve shared Washtenaw Avenue Corridor Development Plan (see page 35 for required components)

Bus Stops on Washtenaw Ave. (Westbound)

Stop	Cross Street	Comments	Routes	Shelter	Bench	Map	Trash
2075	E of Oakwood St.		4, 33	✓	✓		✓
1208	W of Roosevelt St.		4				
1209	W of Mansfield St.		4				
1210	W of Berkeley Ave.		4				
1211	E of Hewitt Rd.	by Auto Zone	4	✓	✓		
1212	W of Hewitt Rd.		4		✓		
1213	W of Brookside Rd.		4				
1214	W of Boston Ave.	by Big Boy	4		✓		
1215	E of Golfside Dr.	by Kmart	4	✓	✓	✓	✓
1216	Btw Foster Rd. & Maple St.		4, 7				
1217	Opposite Deake Ave.		4, 7	✓	✓	✓	✓
1218	W of Glencoe Hills Dr.		4, 7	✓	✓	✓	✓
1219	Opposite Crystal Dr.		4, 7	✓	✓		✓
2715	E of Pittsfield Blvd.	by Firestone	4				
1220	W of Chalmers Dr.		4, 7, 22				
1221	W of Huron Pkwy.	by Whole Foods	4	✓		✓	✓
1222	W of Glenwood Rd.		4				
1223	W of Arlington Blvd.		4				
1224	Medford/Manchester Rd.	pull off	4, 14	✓	✓	✓	✓
1225	W of Sheridan Dr.		4				

Bus Stops on Washtenaw Ave. (Eastbound)

Stop	Cross Street	Comments	Routes	Shelter	Bench	Map	Trash
1189	W of Manchester Rd.		4	✓	✓		
1190	Opposite Arlington Blvd.		4				
1191	E of Platt Rd.		4				
1192	E of Huron Pkwy.	by Denny's	4, 7, 22				
2720	E of Pittsfield Blvd.		4, 7, 22				
1194	E of Carpenter Rd.	by KFC	4, 7				
1195	Btw Carlton St. & Dalton Dr.		4				
1196	W of Deake Ave.		4				✓
1197	Btw Foster Rd. & Maple St.	by Cottage Inn	4				✓
1198	E of Golfside Dr.		4				
1199	W of Boston Ave.		4				
1200	W of Maulbetsh St.	by Tuffy Muffler	4				
1201	E of Hewitt Rd.		4		✓		
1202	E of Berkeley Ave.	by Dairy Queen	4				
1203	E of Mansfield St.		4		✓		
1204	Opposite Roosevelt St.		4				
2609	E of Oakwood St.		4				
1205	E of Summit St.		4				

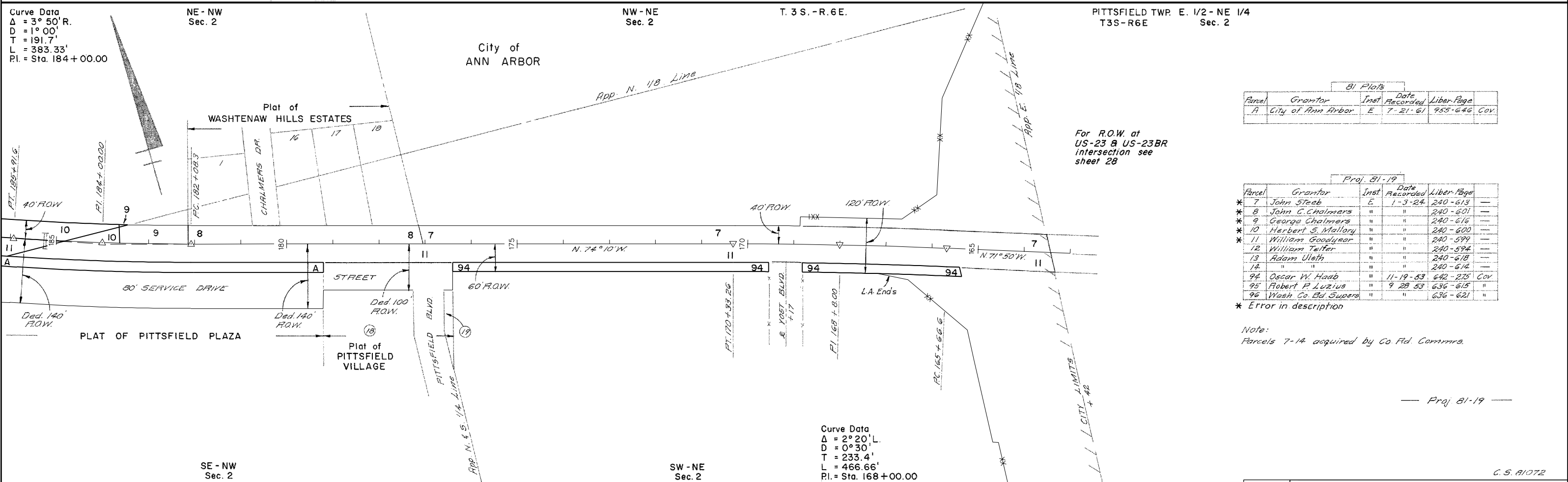
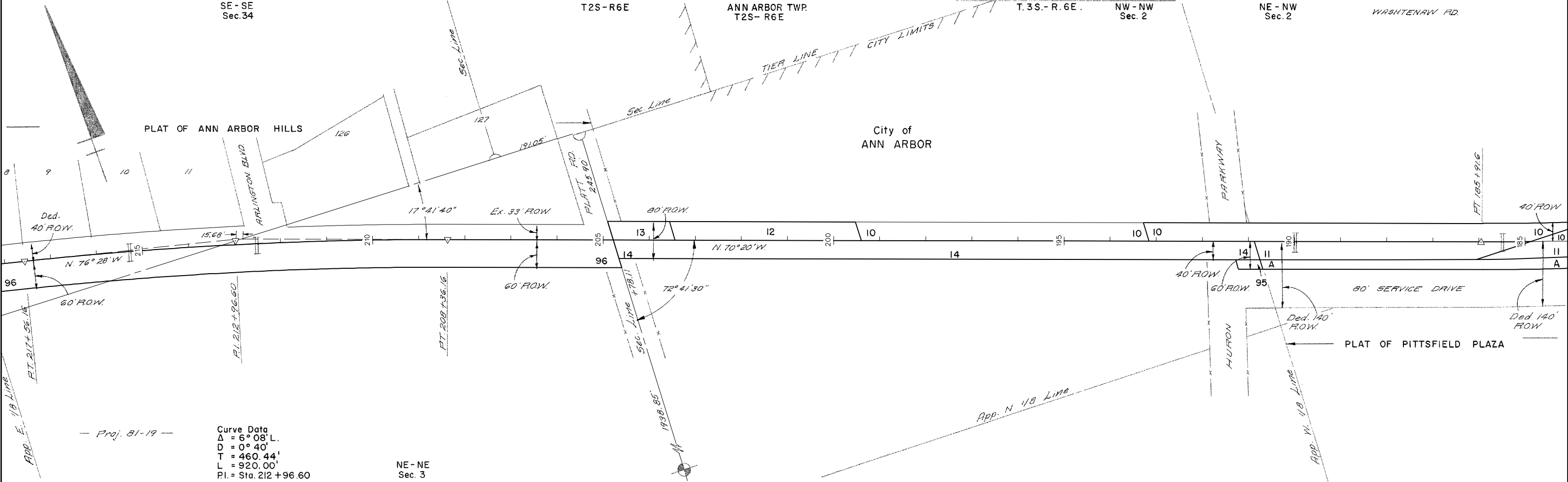


C.S. 81072

RIGHT-OF-WAY MAP

DRAWN BY: WILCOX		CHECKED BY:	
LAST REVISION DATE: APRIL 2005	ROUTE	PROJ. JOB#	CONTROL SECTION
COUNTY: WASHTENAW	US-23BR	81-1	81072
FILE NO.: 81-R-1	I-96BL	81-19	81072

SHEET NO. 93



81 Plots

Parcel	Grantor	Inst.	Date Recorded	Liber-Page	Cov.
A	City of Ann Arbor	E	7-21-61	955-646	Cov.

For R.O.W. at US-23 & US-23BR intersection see sheet 28

Proj. 81-19

Parcel	Grantor	Inst.	Date Recorded	Liber-Page	Cov.
* 7	John Steeb	E	1-3-24	240-613	---
* 8	John C. Chalmers	"	"	240-601	---
* 9	George Chalmers	"	"	240-616	---
* 10	Herbert S. Mallory	"	"	240-600	---
* 11	William Goodyear	"	"	240-599	---
* 12	William Telfer	"	"	240-594	---
* 13	Adam Uleth	"	"	240-618	---
* 14	"	"	"	240-614	---
94	Oscar W. Haab	"	11-19-53	642-275	Cov.
95	Robert P. Luzius	"	9-28-53	636-615	"
96	Waash Co. Bd. Supers	"	"	636-621	"

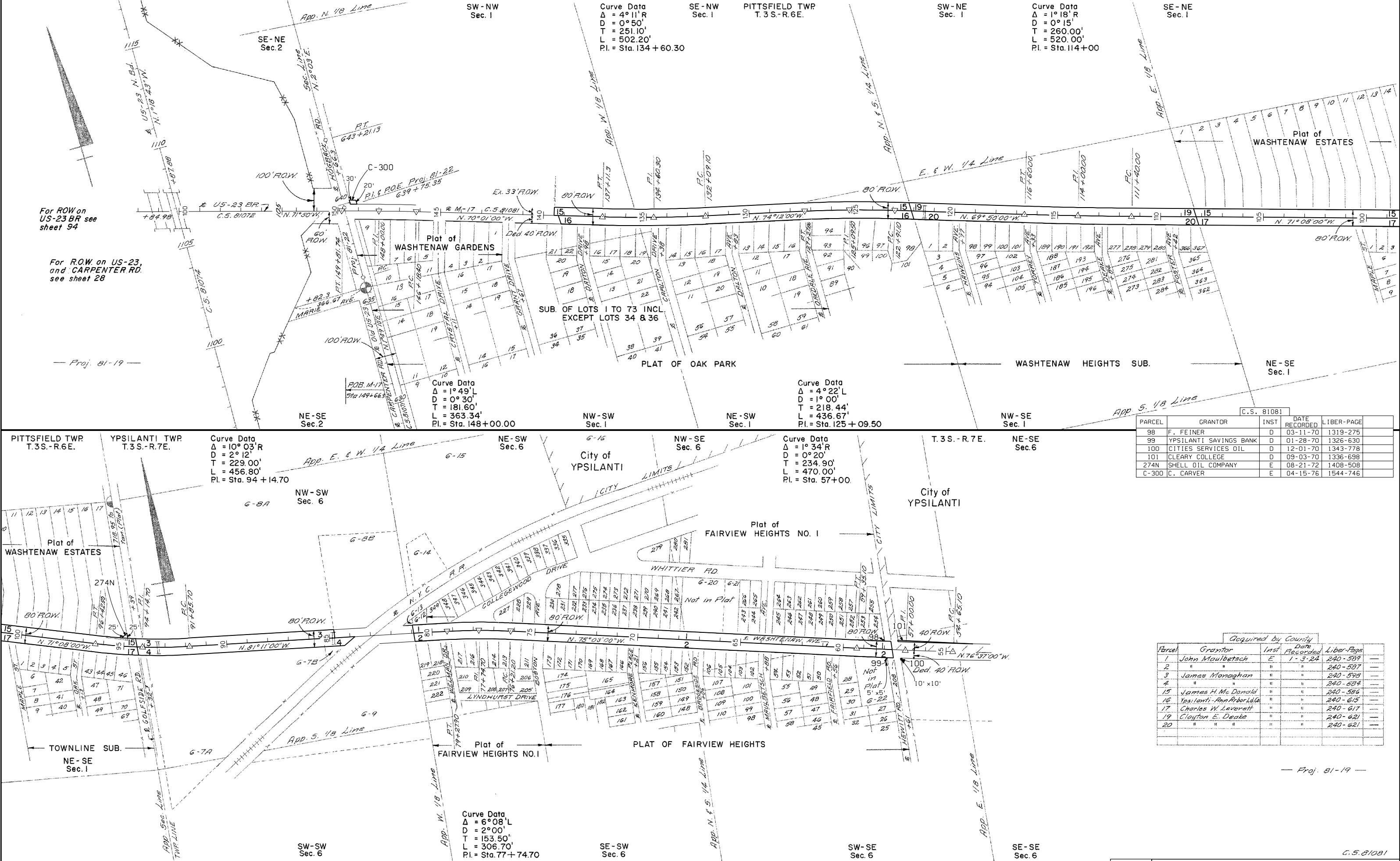
* Error in description
 Note:
 Parcels 7-14 acquired by Co. Rd. Commrs.

RIGHT-OF-WAY MAP

DRAWN BY: WILCOX	CHECKED BY:	ROUTE	PROJ. JOB#	CONTROL SECTION	SHEET NO.
LAST REVISION DATE: APRIL 2005	ROUTE	US-23BR	81-19	81072	94
COUNTY: WASHTENAW	FILE NO. 1	1-94BL			
		81-R-1			

C.S. 81072

Proj. 81-19



For ROW on US-23 BR see sheet 94

For ROW on US-23, and CARPENTER RD. see sheet 28

PARCEL	GRANTOR	INST	DATE RECORDED	LIBER-PAGE
98	F. FEINER	D	03-11-70	1319-275
99	YPSILANTI SAVINGS BANK	D	01-28-70	1326-630
100	CITIES SERVICES DIL	D	12-01-70	1343-778
101	CLEARY COLLEGE	D	09-03-70	1336-698
274N	SHELL OIL COMPANY	E	08-21-72	1408-508
C-300	C. CARVER	E	04-15-76	1544-746

Parcel	Grantor	Inst	Date Recorded	Acquired by County	Libers-Pages
1	John Maulbetsch	E	1-3-24		240-589
2	"	"	"		240-597
3	James Monaghan	"	"		240-598
4	"	"	"		240-604
15	James H. Mc Donald	"	"		240-586
16	Ypsilanti - Ann Arbor Lda	"	"		240-615
17	Charles W Leverett	"	"		240-617
19	Clayton E. Deake	"	"		240-621
20	"	"	"		240-621

RIGHT-OF-WAY MAP

DRAWN BY: WILCOX		CHECKED BY:		
LAST REVISION DATE: APRIL 2005	ROUTE	PROJ JOB#	CONTROL SECTION	SHEET NO.
COUNTY: WASHTENAW	M-17	81-19	06954B	81081
FILE NO.: 81-R-1				95

C.S. 81081

Proj. 81-19

NW-SE
Sec. 6
Curve Data
Δ = 1° 34' R
D = 0° 20'
T = 234.90'
L = 470.00'
PI. = Sta. 57 + 00

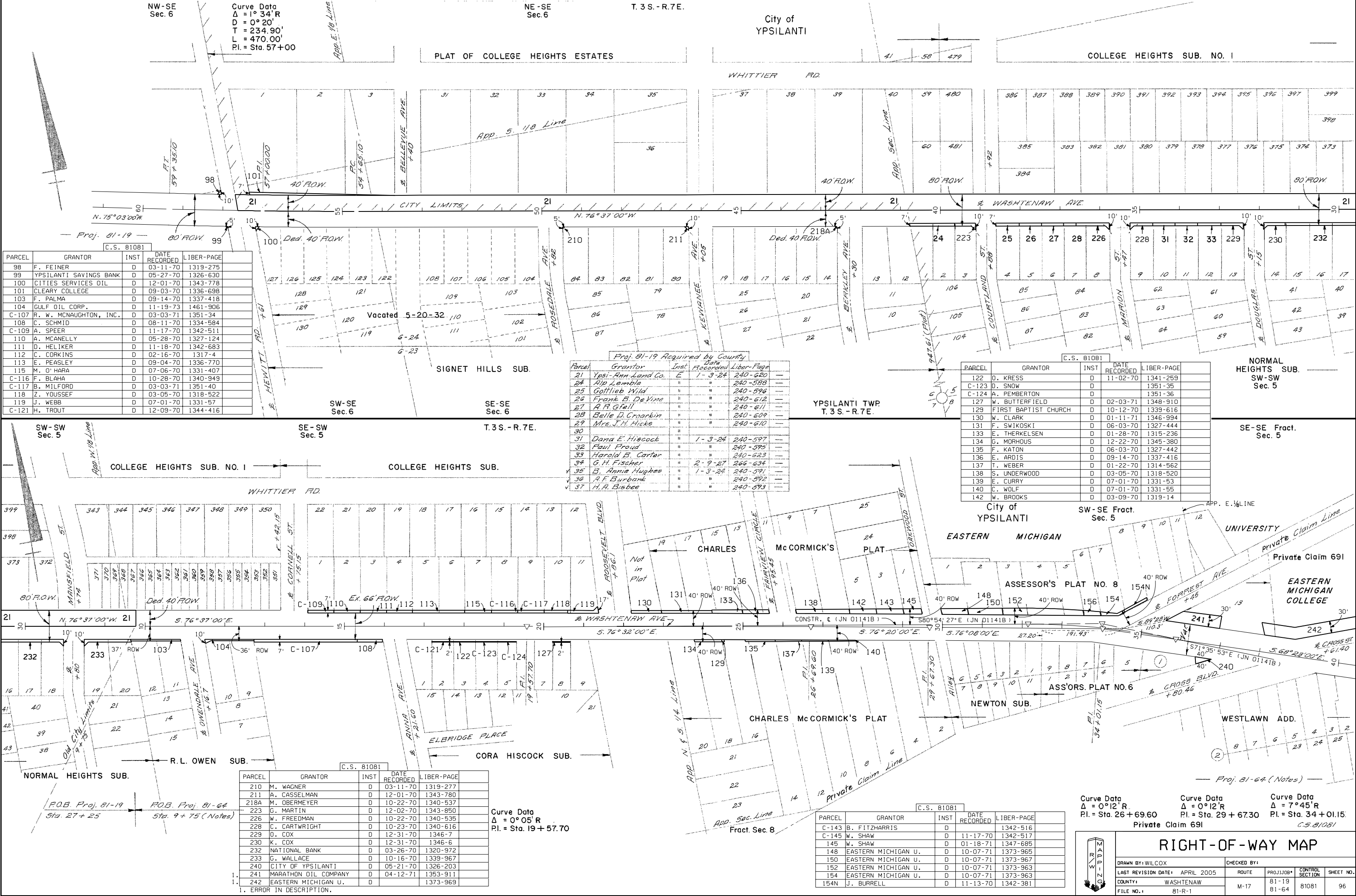
NE-SE
Sec. 6

T. 3 S. - R. 7 E.

City of
YPSILANTI

PLAT OF COLLEGE HEIGHTS ESTATES

COLLEGE HEIGHTS SUB. NO. 1



PARCEL	GRANTOR	INST	DATE RECORDED	LIBER-PAGE
98	F. FEINER	D	03-11-70	1319-275
99	YPSILANTI SAVINGS BANK	D	05-27-70	1326-630
100	CITIES SERVICES OIL	D	12-01-70	1343-778
101	CLEARY COLLEGE	D	09-03-70	1336-698
103	F. PALMA	D	09-14-70	1337-418
104	GULF OIL CORP.	D	11-19-73	1461-906
C-107	R. W. MCNAUGHTON, INC.	D	03-03-71	1351-34
108	C. SCHMID	D	08-11-70	1334-584
C-109	A. SPEER	D	11-17-70	1342-511
110	A. MCANELLY	D	05-28-70	1327-124
111	D. HELIKER	D	11-18-70	1342-683
112	C. CORKINS	D	02-16-70	1317-4
113	E. PEASLEY	D	09-04-70	1336-770
115	M. O'HARA	D	07-06-70	1331-407
C-116	F. BLAHA	D	10-28-70	1340-949
C-117	B. MILFORD	D	03-03-71	1351-40
118	Z. YOUSSEF	D	03-05-70	1318-522
119	J. WEBB	D	07-01-70	1331-57
C-121	H. TROUT	D	12-09-70	1344-416

Proj. 81-19 Acquired by County

Parcel	Grantor	Inst	Recorded	Lib. Page
21	Ypsi-Ann Land Co.	E	1-3-24	240-620
24	Alp Lambie	"	"	240-588
25	Gottlieb Wild	"	"	240-596
26	Frank B. De Vine	"	"	240-612
27	A.R. Gfheil	"	"	240-611
28	Belle D. Croarkin	"	"	240-609
29	Mrs. J.H. Hicks	"	"	240-610
30	"	"	"	"
31	Dana E. Hiscock	"	1-3-24	240-597
32	Paul Proud	"	"	240-595
33	Harold B. Carter	"	"	240-623
34	G.H. Fischer	"	2-9-27	266-634
35	B. Annie Hughes	"	1-3-24	240-591
36	A.F. Burbank	"	"	240-592
37	H.A. Biabee	"	"	240-593

PARCEL	GRANTOR	INST	DATE RECORDED	LIBER-PAGE
122	O. KRESS	D	11-02-70	1341-259
C-123	D. SNOW	D	"	1351-35
C-124	A. PEMBERTON	D	"	1351-36
127	W. BUTTERFIELD	D	02-03-71	1348-910
129	FIRST BAPTIST CHURCH	D	10-12-70	1339-616
130	W. CLARK	D	01-11-71	1346-994
131	F. SWIKOSKI	D	06-03-70	1327-444
133	E. THERKELSEN	D	01-28-70	1315-236
134	G. MORHOUS	D	12-22-70	1345-380
135	F. KATON	D	06-03-70	1327-442
136	E. ARDIS	D	09-14-70	1337-416
137	T. WEBER	D	01-22-70	1314-562
138	S. UNDERWOOD	D	03-05-70	1318-520
139	E. CURRY	D	07-01-70	1331-53
140	C. WOLF	D	07-01-70	1331-55
142	W. BROOKS	D	03-09-70	1319-14

PARCEL	GRANTOR	INST	DATE RECORDED	LIBER-PAGE
210	M. WAGNER	D	03-11-70	1319-277
211	A. CASSELMAN	D	12-01-70	1343-780
218A	M. OBERMEYER	D	10-22-70	1340-537
223	G. MARTIN	D	12-02-70	1343-850
226	W. FREEDMAN	D	10-22-70	1340-535
228	C. CARTWRIGHT	D	10-23-70	1340-616
229	D. COX	D	12-31-70	1346-7
230	K. COX	D	12-31-70	1346-6
232	NATIONAL BANK	D	03-26-70	1320-972
233	G. WALLACE	D	10-16-70	1339-967
240	CITY OF YPSILANTI	D	05-21-70	1326-203
241	MARATHON OIL COMPANY	D	04-12-71	1353-911
242	EASTERN MICHIGAN U.	D	"	1373-969

PARCEL	GRANTOR	INST	DATE RECORDED	LIBER-PAGE
C-143	B. FITZHARRIS	D	"	1342-516
C-145	W. SHAW	D	11-17-70	1342-517
145	W. SHAW	D	01-18-71	1347-685
148	EASTERN MICHIGAN U.	D	10-07-71	1373-965
150	EASTERN MICHIGAN U.	D	10-07-71	1373-967
152	EASTERN MICHIGAN U.	D	10-07-71	1373-963
154	EASTERN MICHIGAN U.	D	10-07-71	1373-963
154N	J. BURRELL	D	11-13-70	1342-381

Curve Data
Δ = 0° 12' R
PI. = Sta. 26 + 69.60

Curve Data
Δ = 0° 12' R
PI. = Sta. 29 + 67.30

Curve Data
Δ = 7° 45' R
PI. = Sta. 34 + 01.15

Private Claim 691

RIGHT-OF-WAY MAP

DRAWN BY: WILCOX	CHECKED BY:	PROJ. JOB:	CONTROL SECTION:	SHEET NO.:
LAST REVISION DATE: APRIL 2005	ROUTE:	81-19	81-64	96
COUNTY: WASHTENAW	M-17	81-64	81081	
FILE NO.:	81-R-1			

1. ERROR IN DESCRIPTION.

CORRIDOR IMPROVEMENT AUTHORITY ACT
Act 280 of 2005

AN ACT to provide for the establishment of a corridor improvement authority; to prescribe the powers and duties of the authority; to correct and prevent deterioration in business districts; to encourage historic preservation; to authorize the acquisition and disposal of interests in real and personal property; to authorize the creation and implementation of development plans and development areas in the districts; to promote the economic growth of the districts; to create a board; to prescribe the powers and duties of the board; 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 prescribe powers and duties of certain state officials; to provide for rule promulgation; and to provide for enforcement of the act.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

The People of the State of Michigan enact:

125.2871 Short title.

Sec. 1. This act shall be known and may be cited as the "corridor improvement authority act".

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2872 Definitions; A to M.

Sec. 2. As used in this act:

(a) "Advance" means a transfer of funds made by a municipality to an authority or to another person on behalf of the authority in anticipation of repayment by the authority. Evidence of the intent to repay an advance may include, but is not limited to, an executed agreement to repay, provisions contained in a tax increment financing plan approved prior to the advance, or a resolution of the authority or the municipality.

(b) "Assessed value" means the taxable value as determined under section 27a of the general property tax act, 1893 PA 206, MCL 211.27a.

(c) "Authority" means a corridor improvement authority created under this act.

(d) "Board" means the governing body of an authority.

(e) "Business district" means an area of a municipality zoned and used principally for business.

(f) "Captured assessed value" means the amount in any 1 year by which the current assessed value of the development area, including the assessed value of property for which specific local taxes are paid in lieu of property taxes as determined in section 3(d), exceeds the initial assessed value. The state tax commission shall prescribe the method for calculating captured assessed value.

(g) "Chief executive officer" means the mayor of a city, the president of a village, or the supervisor of a township.

(h) "Development area" means that area described in section 5 to which a development plan is applicable.

(i) "Development plan" means that information and those requirements for a development area set forth in section 21.

(j) "Development program" means the implementation of the development plan.

(k) "Fiscal year" means the fiscal year of the authority.

(l) "Governing body" or "governing body of a municipality" means the elected body of a municipality having legislative powers.

(m) "Initial assessed value" means the assessed value, as equalized, of all the taxable property within the boundaries of the development area at the time the resolution establishing the tax increment financing plan is approved, as shown by the most recent assessment roll of the municipality for which equalization has been completed at the time the resolution is adopted. Property exempt from taxation at the time of the determination of the initial assessed value shall be included as zero. For the purpose of determining initial assessed value, property for which a specific local tax is paid in lieu of a property tax shall not be considered to be property that is exempt from taxation. The initial assessed value of property for which a specific local tax was paid in lieu of a property tax shall be determined as provided in section 3(d).

(n) "Land use plan" means a plan prepared under former 1921 PA 207, former 1943 PA 184, or a site plan under the Michigan zoning enabling act, 2006 PA 110, MCL 125.3101 to 125.3702.

(o) "Municipality" means 1 of the following:

(i) A city.

(ii) A village.

(iii) A township.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005;—Am. 2008, Act 44, Imd. Eff. Mar. 27, 2008.

125.2873 Definitions.

Sec. 3. As used in this act:

(a) "Operations" means office maintenance, including salaries and expenses of employees, office supplies, consultation fees, design costs, and other expenses incurred in the daily management of the authority and planning of its activities.

(b) "Parcel" means an identifiable unit of land that is treated as separate for valuation or zoning purposes.

(c) "Public facility" means a street, plaza, pedestrian mall, and any improvements to a street, plaza, or pedestrian mall including street furniture and beautification, sidewalk, trail, lighting, traffic flow modification, park, parking facility, recreational facility, right-of-way, structure, waterway, bridge, lake, pond, canal, utility line or pipe, or building, including access routes, that are either designed and dedicated to use by the public generally or used by a public agency, or that are located in a qualified development area and are for the benefit of or for the protection of the health, welfare, or safety of the public generally, whether or not used by 1 or more business entities, provided that any road, street, or bridge shall be continuously open to public access and that other property shall be located in public easements or rights-of-way and designed to accommodate foreseeable development of public facilities in adjoining areas. Public facility includes an improvement to a facility used by the public or a public facility as those terms are defined in section 1 of 1966 PA 1, MCL 125.1351, if the improvement complies with the barrier-free design requirements of the state construction code promulgated under the Stille-DeRossett-Hale single state construction code act, 1972 PA 230, MCL 125.1501 to 125.1531.

(d) "Qualified development area" means a development area that meets all of the following:

(i) Is located within a city with a population of 700,000 or more.

(ii) Contains at least 30 contiguous acres.

(iii) Was owned by this state on December 31, 2003 and was conveyed to a private owner before June 30, 2004.

(iv) Is zoned to allow for mixed use that includes commercial use and that may include residential use.

(v) Otherwise complies with the requirements of section 5(a), (d), (e), and (g).

(vi) Construction within the qualified development area begins on or before the date 2 years after the effective date of the amendatory act that added this subdivision.

(vii) Is located in a distressed area.

(e) "Specific local tax" means a tax levied under 1974 PA 198, MCL 207.551 to 207.572, the commercial redevelopment act, 1978 PA 255, MCL 207.651 to 207.668, the technology park development act, 1984 PA 385, MCL 207.701 to 207.718, or 1953 PA 189, MCL 211.181 to 211.182. The initial assessed value or current assessed value of property subject to a specific local tax shall be the quotient of the specific local tax paid divided by the ad valorem millage rate. The state tax commission shall prescribe the method for calculating the initial assessed value and current assessed value of property for which a specific local tax was paid in lieu of a property tax.

(f) "State fiscal year" means the annual period commencing October 1 of each year.

(g) "Tax increment revenues" means the amount of ad valorem property taxes and specific local taxes attributable to the application of the levy of all taxing jurisdictions upon the captured assessed value of real and personal property in the development area. Except as otherwise provided in section 29, tax increment revenues do not include any of the following:

(i) Taxes under the state education tax act, 1993 PA 331, MCL 211.901 to 211.906.

(ii) Taxes levied by local or intermediate school districts.

(iii) Ad valorem property taxes attributable either to a portion of the captured assessed value shared with taxing jurisdictions within the jurisdictional area of the authority or to a portion of value of property that may be excluded from captured assessed value or specific local taxes attributable to the ad valorem property taxes.

(iv) Ad valorem property taxes excluded by the tax increment financing plan of the authority from the determination of the amount of tax increment revenues to be transmitted to the authority or specific local taxes attributable to the ad valorem property taxes.

(v) Ad valorem property taxes exempted from capture under section 18(5) or specific local taxes attributable to the ad valorem property taxes.

(vi) Ad valorem property taxes specifically levied for the payment of principal and interest of obligations approved by the electors or obligations pledging the unlimited taxing power of the local governmental unit or specific taxes attributable to those ad valorem property taxes.

(h) "Distressed area" means a local governmental unit that meets all of the following:

(i) Has a population of 700,000 or more.

(ii) Shows a negative population change from 1970 to the date of the most recent federal decennial census.

(iii) Shows an overall increase in the state equalized value of real and personal property of less than the statewide average increase since 1972.

(iv) Has a poverty rate, as defined by the most recent federal decennial census, greater than the statewide average.

(v) Has had an unemployment rate higher than the statewide average.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005;—Am. 2007, Act 44, Imd. Eff. July 17, 2007.

125.2874 Authority; establishment; public body corporate; powers.

Sec. 4. (1) Except as otherwise provided in this subsection, a municipality may establish multiple authorities. A parcel of property shall not be included in more than 1 authority created under this act.

(2) An authority is a public body corporate which may sue and be sued in any court of this state. An authority possesses all the powers necessary to carry out its purpose. The enumeration of a power in this act shall not be construed as a limitation upon the general powers of an authority.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2875 Development area; establishment in municipality; exception; criteria; compliance.

Sec. 5. A development area shall only be established in a municipality and, except for a development area located in a qualified development area, shall comply with all of the following criteria:

(a) Is adjacent to or is within 500 feet of a road classified as an arterial or collector according to the federal highway administration manual "Highway Functional Classification - Concepts, Criteria and Procedures".

(b) Contains at least 10 contiguous parcels or at least 5 contiguous acres.

(c) More than 1/2 of the existing ground floor square footage in the development area is classified as commercial real property under section 34c of the general property tax act, 1893 PA 206, MCL 211.34c.

(d) Residential use, commercial use, or industrial use has been allowed and conducted under the zoning ordinance or conducted in the entire development area, for the immediately preceding 30 years.

(e) Is presently served by municipal water or sewer.

(f) Is zoned to allow for mixed use that includes high-density residential use.

(g) The municipality agrees to all of the following:

(i) To expedite the local permitting and inspection process in the development area.

(ii) To modify its master plan to provide for walkable nonmotorized interconnections, including sidewalks and streetscapes throughout the development area.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005;—Am. 2007, Act 44, Imd. Eff. July 17, 2007;—Am. 2008, Act 44, Imd. Eff. Mar. 27, 2008.

125.2876 Creation of authority; resolution by governing body; notice of public hearing; adoption of resolution designating boundaries; alteration or amendment; interlocal agreement.

Sec. 6. (1) If the governing body of a municipality determines that it is necessary for the best interests of the public to redevelop its commercial corridors and to promote economic growth, the governing body may, by resolution, declare its intention to create and provide for the operation of an authority.

(2) In the resolution of intent, the governing body shall state that the proposed development area meets the criteria in section 5, set a date for a public hearing on the adoption of a proposed resolution creating the authority, and designate the boundaries of the development area. Notice of the public hearing shall be published twice in a newspaper of general circulation in the municipality, not less than 20 or more than 40 days before the date of the hearing. Not less than 20 days before the hearing, the governing body proposing to create the authority shall also mail notice of the hearing to the property taxpayers of record in the proposed development area, to the governing body of each taxing jurisdiction levying taxes that would be subject to capture if the authority is established and a tax increment financing plan is approved, and to the state tax commission. Failure of a property taxpayer to receive the notice does not invalidate these proceedings. Notice of the hearing shall be posted in at least 20 conspicuous and public places in the proposed development area not less than 20 days before the hearing. The notice shall state the date, time, and place of the hearing and shall describe the boundaries of the proposed development area. A citizen, taxpayer, or property owner of the municipality or an official from a taxing jurisdiction with millage that would be subject to capture has the right to be heard in regard to the establishment of the authority and the boundaries of the proposed development area. The governing body of the municipality shall not incorporate land into the development area not included in the description contained in the notice of public hearing, but it may eliminate described lands from the development area in the final determination of the boundaries.

(3) Not less than 60 days after the public hearing, if the governing body of the municipality intends to

proceed with the establishment of the authority it shall adopt, by majority vote of its members, a resolution establishing the authority and designating the boundaries of the development area within which the authority shall exercise its powers. The adoption of the resolution is subject to any applicable statutory or charter provisions in respect to the approval or disapproval by the chief executive or other officer of the municipality and the adoption of a resolution over his or her veto. This resolution shall be filed with the secretary of state promptly after its adoption and shall be published at least once in a newspaper of general circulation in the municipality.

(4) The governing body of the municipality may alter or amend the boundaries of the development area to include or exclude lands from the development area in the same manner as adopting the resolution creating the authority.

(5) A municipality that has created an authority may enter into an agreement with an adjoining municipality that has created an authority to jointly operate and administer those authorities under an interlocal agreement under the urban cooperation act of 1967, 1967 (Ex Sess) PA 7, MCL 124.501 to 124.512. The interlocal agreement shall include, but is not limited to, a plan to coordinate and expedite local inspections and permit approvals, a plan to address contradictory zoning requirements, and a date certain to implement all provisions of these plans. If a municipality enters into an interlocal agreement under this subsection, the municipality shall provide a copy of that interlocal agreement to the state tax commission within 60 days of entering into the interlocal agreement.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005;—Am. 2008, Act 44, Imd. Eff. Mar. 27, 2008.

125.2877 Annexation or consolidation; effect.

Sec. 7. If a development area is part of an area annexed to or consolidated with another municipality, the authority managing that development area shall become an authority of the annexing or consolidated municipality. Obligations of that authority incurred under a development or tax increment plan, agreements related to a development or tax increment plan, and bonds issued under this act shall remain in effect following the annexation or consolidation.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2878 Authority under supervision and control of board; membership; appointment; terms; vacancy; expenses; chairperson; oath; proceedings and rules subject to open meetings act; removal of board member; financial records; writings subject to freedom of information act; members as members of business improvement district.

Sec. 8. (1) Except as provided in subsection (7), an authority shall be under the supervision and control of a board consisting of the chief executive officer of the municipality or his or her assignee and not less than 5 or more than 9 members as determined by the governing body of the municipality. Members shall be appointed by the chief executive officer of the municipality, subject to approval by the governing body of the municipality. Not less than a majority of the members shall be persons having an ownership or business interest in property located in the development area. At least 1 of the members shall be a resident of the development area or of an area within 1/2 mile of any part of the development area. Of the members first appointed, an equal number of the members, as near as is practicable, shall be appointed for 1 year, 2 years, 3 years, and 4 years. A member shall hold office until the member's successor is appointed. After the initial appointment, each member shall serve for a term of 4 years. An appointment to fill a vacancy shall be made by the chief executive officer of the municipality for the unexpired term only. Members of the board shall serve without compensation, but shall be reimbursed for actual and necessary expenses. The chairperson of the board shall be elected by the board.

(2) Before assuming the duties of office, a member shall qualify by taking and subscribing to the constitutional oath of office.

(3) The proceedings and rules of the board are subject to the open meetings act, 1976 PA 267, MCL 15.261 to 15.275. The board shall adopt rules governing its procedure and the holding of regular meetings, subject to the approval of the governing body. Special meetings may be held if called in the manner provided in the rules of the board.

(4) After having been given notice and an opportunity to be heard, a member of the board may be removed for cause by the governing body.

(5) All expense items of the authority shall be publicized monthly and the financial records shall always be open to the public.

(6) A writing prepared, owned, used, in the possession of, or retained by the board in the performance of an official function is subject to the freedom of information act, 1976 PA 442, MCL 15.231 to 15.246.

(7) If the boundaries of the development area are the same as those of a business improvement district

established under 1961 PA 120, MCL 125.981 to 125.990m, the governing body of the municipality may provide that the members of the board of the authority shall be the members of the board of the business improvement district and 1 person shall be a resident of the development area or of an area within 1/2 mile of any part of the development area.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2879 Director, treasurer, secretary, legal counsel, other personnel; compensation; duties.

Sec. 9. (1) The board may employ and fix the compensation of a director, subject to the approval of the governing body of the municipality. The director shall serve at the pleasure of the board. A member of the board is not eligible to hold the position of director. Before beginning his or her duties, the director shall take and subscribe to the constitutional oath, and furnish bond, by posting a bond in the sum determined in the resolution establishing the authority payable to the authority for use and benefit of the authority, approved by the board, and filed with the municipal clerk. The premium on the bond shall be considered an operating expense of the authority, payable from funds available to the authority for expenses of operation. The director shall be the chief executive officer of the authority. Subject to the approval of the board, the director shall supervise and be responsible for the preparation of plans and the performance of the functions of the authority in the manner authorized by this act. The director shall attend the meetings of the board and shall provide to the board and to the governing body of the municipality a regular report covering the activities and financial condition of the authority. If the director is absent or disabled, the board may designate a qualified person as acting director to perform the duties of the office. Before beginning his or her duties, the acting director shall take and subscribe to the oath, and furnish bond, as required of the director. The director shall furnish the board with information or reports governing the operation of the authority as the board requires.

(2) The board may employ and fix the compensation of a treasurer, who shall keep the financial records of the authority and who, together with the director, shall approve all vouchers for the expenditure of funds of the authority. The treasurer shall perform all duties delegated to him or her by the board and shall furnish bond in an amount prescribed by the board.

(3) The board may employ and fix the compensation of a secretary, who shall maintain custody of the official seal and of records, books, documents, or other papers not required to be maintained by the treasurer. The secretary shall attend meetings of the board and keep a record of its proceedings and shall perform other duties delegated by the board.

(4) The board may retain legal counsel to advise the board in the proper performance of its duties. The legal counsel shall represent the authority in actions brought by or against the authority.

(5) The board may employ other personnel considered necessary by the board.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005;—Am. 2008, Act 44, Imd. Eff. Mar. 27, 2008.

125.2880 Retirement and insurance programs.

Sec. 10. The employees of an authority shall be eligible to participate in municipal retirement and insurance programs of the municipality as if they were civil service employees except that the employees of an authority are not civil service employees.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2881 Board; powers.

Sec. 11. (1) The board may do any of the following:

(a) Prepare an analysis of economic changes taking place in the development area.

(b) Study and analyze the impact of metropolitan growth upon the development area.

(c) Plan and propose the construction, renovation, repair, remodeling, rehabilitation, restoration, preservation, or reconstruction of a public facility, an existing building, or a multiple-family dwelling unit which may be necessary or appropriate to the execution of a plan which, in the opinion of the board, aids in the economic growth of the development area.

(d) Plan, propose, and implement an improvement to a public facility within the development area to comply with the barrier free design requirements of the state construction code promulgated under the Stille-DeRossett-Hale single state construction code act, 1972 PA 230, MCL 125.1501 to 125.1531.

(e) Develop long-range plans, in cooperation with the agency that is chiefly responsible for planning in the municipality, designed to halt the deterioration of property values in the development area and to promote the economic growth of the development area, and take steps as may be necessary to persuade property owners to implement the plans to the fullest extent possible.

(f) Implement any plan of development in the development area necessary to achieve the purposes of this

act in accordance with the powers of the authority granted by this act.

(g) Make and enter into contracts necessary or incidental to the exercise of its powers and the performance of its duties.

(h) On terms and conditions and in a manner and for consideration the authority considers proper or for no consideration, acquire by purchase or otherwise, or own, convey, or otherwise dispose of, or lease as lessor or lessee, land and other property, real or personal, or rights or interests in the property, that the authority determines is reasonably necessary to achieve the purposes of this act, and to grant or acquire licenses, easements, and options.

(i) Improve land and construct, reconstruct, rehabilitate, restore and preserve, equip, improve, maintain, repair, and operate any building, including multiple-family dwellings, and any necessary or desirable appurtenances to those buildings, within the development area for the use, in whole or in part, of any public or private person or corporation, or a combination thereof.

(j) Fix, charge, and collect fees, rents, and charges for the use of any facility, building, or property under its control or any part of the facility, building, or property, and pledge the fees, rents, and charges for the payment of revenue bonds issued by the authority.

(k) Lease, in whole or in part, any facility, building, or property under its control.

(l) Accept grants and donations of property, labor, or other things of value from a public or private source.

(m) Acquire and construct public facilities.

(n) Conduct market research and public relations campaigns, develop, coordinate, and conduct retail and institutional promotions, and sponsor special events and related activities.

(o) Contract for broadband service and wireless technology service in a development area.

(2) Notwithstanding any other provision of this act, in a qualified development area the board may, in addition to the powers enumerated in subsection (1), do 1 or more of the following:

(a) Perform any necessary or desirable site improvements to the land, including, but not limited to, installation of temporary or permanent utilities, temporary or permanent roads and driveways, silt fences, perimeter construction fences, curbs and gutters, sidewalks, pavement markings, water systems, gas distribution lines, concrete, including, but not limited to, building pads, storm drainage systems, sanitary sewer systems, parking lot paving and light fixtures, electrical service, communications systems, including broadband and high-speed internet, site signage, and excavation, backfill, grading of site, landscaping and irrigation, within the development area for the use, in whole or in part, of any public or private person or business entity, or a combination of these.

(b) Incur expenses and expend funds to pay or reimburse a public or private person for costs associated with any of the improvements described in subdivision (a).

(c) Make and enter into financing arrangements with a public or private person for the purposes of implementing the board's powers described in this section, including, but not limited to, lease purchase agreements, land contracts, installment sales agreements, sale leaseback agreements, and loan agreements.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005;—Am. 2007, Act 44, Imd. Eff. July 17, 2007.

125.2882 Authority as instrument of political subdivision.

Sec. 12. The authority is an instrumentality of a political subdivision for purposes of 1972 PA 227, MCL 213.321 to 213.332.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2883 Acquisition of private property; transfer to authority; use.

Sec. 13. A municipality may acquire private property under 1911 PA 149, MCL 213.21 to 213.25, for the purpose of transfer to the authority, and may transfer the property to the authority for use in an approved development, on terms and conditions it considers appropriate, and the taking, transfer, and use shall be considered necessary for public purposes and for the benefit of the public.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2884 Financing sources; disposition.

Sec. 14. (1) The activities of the authority shall be financed from 1 or more of the following sources:

(a) Donations to the authority for the performance of its functions.

(b) Money borrowed and to be repaid as authorized by sections 16 and 17.

(c) Revenues from any property, building, or facility owned, leased, licensed, or operated by the authority or under its control, subject to the limitations imposed upon the authority by trusts or other agreements.

(d) Proceeds of a tax increment financing plan established under sections 18 to 20.

(e) Proceeds from a special assessment district created as provided by law.

(f) Money obtained from other sources approved by the governing body of the municipality or otherwise authorized by law for use by the authority or the municipality to finance a development program.

(2) Money received by the authority and not covered under subsection (1) shall immediately be deposited to the credit of the authority, subject to disbursement under this act. Except as provided in this act, the municipality shall not obligate itself, and shall not be obligated, to pay any sums from public funds, other than money received by the municipality under this section, for or on account of the activities of the authority.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2885 Special assessment; levy; borrowing money and issuing bonds.

Sec. 15. (1) An authority with the approval of the governing body may levy a special assessment as provided by law.

(2) The municipality may at the request of the authority borrow money and issue its notes under the revised municipal finance act, 2001 PA 34, MCL 141.2101 to 141.2821, in anticipation of collection of the ad valorem tax authorized in this section.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2886 Revenue bonds.

Sec. 16. The authority may, with approval of the local governing body, borrow money and issue its negotiable revenue bonds under the revenue bond act of 1933, 1933 PA 94, MCL 141.101 to 141.140. Revenue bonds issued by the authority are not a debt of the municipality unless the municipality by majority vote of the members of its governing body pledges its full faith and credit to support the authority's revenue bonds. Revenue bonds issued by the authority are never a debt of the state.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2887 Acquisition or construction of property; financing; bonds or notes.

Sec. 17. (1) The authority may with approval of the local governing body borrow money and issue its revenue bonds or notes to finance all or part of the costs of acquiring or constructing or causing to be constructed property in connection with either of the following:

(a) The implementation of a development plan in the development area.

(b) The refund, or refund in advance, of bonds or notes issued under this section.

(2) Any of the following may be financed by the issuance of revenue bonds or notes:

(a) The cost of purchasing, acquiring, constructing, improving, enlarging, extending, or repairing property in connection with the implementation of a development plan in the development area, and, for the implementation of the development plan in a qualified development area, the cost of reimbursing a public or private person for any of those costs.

(b) Any engineering, architectural, legal, accounting, or financial expenses.

(c) The costs necessary or incidental to the borrowing of money.

(d) Interest on the bonds or notes during the period of construction.

(e) A reserve for payment of principal and interest on the bonds or notes.

(f) A reserve for operation and maintenance until sufficient revenues have developed.

(3) The authority may secure the bonds and notes by mortgage, assignment, or pledge of the property and any money, revenues, or income received in connection with the property.

(4) A pledge made by the authority is valid and binding from the time the pledge is made. The money or property pledged by the authority immediately is subject to the lien of the pledge without a physical delivery, filing, or further act. The lien of a pledge is valid and binding against parties having claims of any kind in tort, contract, or otherwise, against the authority, whether or not the parties have notice of the lien. Neither the resolution, the trust agreement, nor any other instrument by which a pledge is created must be filed or recorded to be enforceable.

(5) Bonds or notes issued under this section are exempt from all taxation in this state except inheritance and transfer taxes, and the interest on the bonds or notes is exempt from all taxation in this state, notwithstanding that the interest may be subject to federal income tax.

(6) The municipality is not liable on bonds or notes of the authority issued under this section, and the bonds or notes are not a debt of the municipality. The bonds or notes shall contain on their face a statement to that effect.

(7) The bonds and notes of the authority may be invested in by all public officers, state agencies and political subdivisions, insurance companies, banks, savings and loan associations, investment companies, and fiduciaries and trustees, and may be deposited with and received by all public officers and the agencies and political subdivisions of this state for any purpose for which the deposit of bonds is authorized.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005;—Am. 2007, Act 44, Imd. Eff. July 17, 2007.

125.2888 Tax increment financing plan.

Sec. 18. (1) If the authority determines that it is necessary for the achievement of the purposes of this act, the authority shall prepare and submit a tax increment financing plan to the governing body of the municipality. The plan shall include a development plan as provided in section 21, a detailed explanation of the tax increment procedure, the maximum amount of bonded indebtedness to be incurred, and the duration of the program, and shall be in compliance with section 19. The plan shall contain a statement of the estimated impact of tax increment financing on the assessed values of all taxing jurisdictions in which the development area is located. The plan may provide for the use of part or all of the captured assessed value, but the portion intended to be used by the authority shall be clearly stated in the tax increment financing plan. The authority or municipality may exclude from captured assessed value growth in property value resulting solely from inflation. The plan shall set forth the method for excluding growth in property value resulting solely from inflation.

(2) Approval of the tax increment financing plan shall comply with the notice, hearing, and disclosure provisions of section 22. If the development plan is part of the tax increment financing plan, only 1 hearing and approval procedure is required for the 2 plans together.

(3) Before the public hearing on the tax increment financing plan, the governing body shall provide a reasonable opportunity to the taxing jurisdictions levying taxes subject to capture to meet with the governing body. The authority shall fully inform the taxing jurisdictions of the fiscal and economic implications of the proposed development area. The taxing jurisdictions may present their recommendations at the public hearing on the tax increment financing plan. The authority may enter into agreements with the taxing jurisdictions and the governing body of the municipality in which the development area is located to share a portion of the captured assessed value of the development area.

(4) A tax increment financing plan may be modified if the modification is approved by the governing body upon notice and after public hearings and agreements as are required for approval of the original plan.

(5) Except for a development area located in a qualified development area, not more than 60 days after the public hearing on the tax increment financing plan, the governing body in a taxing jurisdiction levying ad valorem property taxes that would otherwise be subject to capture may exempt its taxes from capture by adopting a resolution to that effect and filing a copy with the clerk of the municipality proposing to create the authority. The resolution shall take effect when filed with the clerk and remains effective until a copy of a resolution rescinding that resolution is filed with that clerk.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005;—Am. 2007, Act 44, Imd. Eff. July 17, 2007;—Am. 2008, Act 44, Imd. Eff. Mar. 27, 2008.

125.2889 Tax increment revenues; transmission; expenditures; use; annual report.

Sec. 19. (1) The municipal and county treasurers shall transmit tax increment revenues to the authority.

(2) The authority shall expend the tax increment revenues received for the development program only under the terms of the tax increment financing plan. Unused funds shall revert proportionately to the respective taxing bodies. Tax increment revenues shall not be used to circumvent existing property tax limitations. The governing body of the municipality may abolish the tax increment financing plan if it finds that the purposes for which it was established are accomplished. However, the tax increment financing plan shall not be abolished until the principal of, and interest on, bonds issued under section 20 have been paid or funds sufficient to make the payment have been segregated.

(3) Annually the authority shall submit to the governing body of the municipality and the state tax commission a report on the status of the tax increment financing account. The report shall include the following:

- (a) The amount and source of revenue in the account.
- (b) The amount in any bond reserve account.
- (c) The amount and purpose of expenditures from the account.
- (d) The amount of principal and interest on any outstanding bonded indebtedness.
- (e) The initial assessed value of the project area.
- (f) The captured assessed value retained by the authority.
- (g) The tax increment revenues received.
- (h) The increase in the state equalized valuation as a result of the implementation of the tax increment financing plan.

(i) The type and cost of capital improvements made in the development area.

(j) Any additional information the governing body considers necessary.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2890 Financing development program of tax increment financing plan; authorization, issuance, and sale of general obligation bonds; estimate of anticipated tax increment revenues; resolution; security; lien.

Sec. 20. (1) The municipality may by resolution of its governing body authorize, issue, and sell limited general obligation bonds subject to the limitations set forth in this subsection to finance the development program of the tax increment financing plan and shall pledge its full faith and credit for the payment of the bonds. The municipality may pledge as additional security for the bonds any money received by the authority or the municipality under section 14. The bonds are subject to the revised municipal finance act, 2001 PA 34, MCL 141.2101 to 141.2821. Before the municipality may authorize the borrowing, the authority shall submit an estimate of the anticipated tax increment revenues and other revenue available under section 14 to be available for payment of principal and interest on the bonds, to the governing body of the municipality. This estimate shall be approved by the governing body of the municipality by resolution adopted by majority vote of the members of the governing body in the resolution authorizing the bonds. If the governing body of the municipality adopts the resolution authorizing the bonds, the estimate of the anticipated tax increment revenues and other revenue available under section 14 to be available for payment of principal and interest on the bonds shall be conclusive for purposes of this section. The bonds issued under this subsection shall be considered a single series for the purposes of the revised municipal finance act, 2001 PA 34, MCL 141.2101 to 141.2821.

(2) By resolution of its governing body, the authority may authorize, issue, and sell tax increment bonds subject to the limitations set forth in this subsection to finance the development program of the tax increment financing plan. The tax increment bonds issued by the authority under this subsection shall pledge solely the tax increment revenues of a development area in which the project is located or a development area from which tax increment revenues may be used for this project, or both. In addition or in the alternative, the bonds issued by the authority under this subsection may be secured by any other revenues identified in section 14 as sources of financing for activities of the authority that the authority shall specifically pledge in the resolution. However, the full faith and credit of the municipality shall not be pledged to secure bonds issued under this subsection. The bond issue may include a sum sufficient to pay interest on the tax increment bonds until full development of tax increment revenues from the project and also a sum to provide a reasonable reserve for payment of principal and interest on the bonds. The resolution authorizing the bonds shall create a lien on the tax increment revenues and other revenues pledged by the resolution that shall be a statutory lien and shall be a first lien subject only to liens previously created. The resolution may provide the terms upon which additional bonds may be issued of equal standing and parity of lien as to the tax increment revenues and other revenues pledged under the resolution. Bonds issued under this subsection that pledge revenue received under section 15 for repayment of the bonds are subject to the revised municipal finance act, 2001 PA 34, MCL 141.2101 to 141.2821.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005;—Am. 2008, Act 44, Imd. Eff. Mar. 27, 2008.

125.2891 Development plan; preparation; contents.

Sec. 21. (1) If a board decides to finance a project in a development area by the use of revenue bonds as authorized in section 16 or tax increment financing as authorized in sections 18, 19, and 20, it shall prepare a development plan.

(2) The development plan shall contain all of the following:

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

(b) The location and extent of existing streets and other public facilities within the development area, designating 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 including a legal description of the development area.

(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.

(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.

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

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

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

(h) A description of desired zoning changes and changes in streets, street levels, intersections, traffic flow modifications, or utilities.

(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.

(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.

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

(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 their income and racial composition, a statistical description of the housing supply in the community, including the number of private and public units in existence or under construction, the condition of those units in existence, the number of owner-occupied and renter-occupied units, the annual rate of turnover of the various types of housing and the range of rents and sale prices, 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.

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

(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 uniform relocation assistance and real property acquisition policies act of 1970, Public Law 91-646, 84 Stat. 1894.

(o) A plan for compliance with 1972 PA 227, MCL 213.321 to 213.332.

(p) The requirement that amendments to an approved development plan or tax increment plan must be submitted by the authority to the governing body for approval or rejection.

(q) A schedule to periodically evaluate the effectiveness of the development plan.

(r) Other material that the authority, local public agency, or governing body considers pertinent.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2892 Development plan; public hearing; notice; contents; opportunity to speak; hearing record.

Sec. 22. (1) The governing body, before adoption of a resolution approving a development plan or tax increment financing plan, shall hold a public hearing on the development plan. Notice of the time and place of the hearing shall be given by publication twice in a newspaper of general circulation designated by the municipality, the first of which shall be not less than 20 days before the date set for the hearing. Notice of the hearing shall be posted in at least 20 conspicuous and public places in the development area not less than 20 days before the hearing. Notice shall also be mailed to all property taxpayers of record in the development area and to the governing body of each taxing jurisdiction levying taxes that would be subject to capture if the tax increment financing plan is approved not less than 20 days before the hearing. The notice of hearing within the time frame described in this subsection shall be mailed by certified mail to the governing body of each taxing jurisdiction levying taxes that would be subject to capture if the tax increment financing plan is approved.

(2) Notice of the time and place of hearing on a development plan shall contain all of the following:

(a) A description of the proposed development area in relation to highways, streets, streams, or otherwise.

(b) A statement that maps, plats, and a description of the development plan, including the method of relocating families and individuals who may be displaced from the area, are available for public inspection at a place designated in the notice.

(c) A statement that all aspects of the development plan will be open for discussion at the public hearing.

(d) Other information that the governing body considers appropriate.

(3) At the time set for the hearing, the governing body shall provide an opportunity for interested persons to speak and shall receive and consider communications in writing. The hearing shall provide the fullest opportunity for expression of opinion, for argument on the merits, and for consideration of documentary

evidence pertinent to the development plan. The governing body shall make and preserve a record of the public hearing, including all data presented at the hearing.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005;—Am. 2008, Act 44, Imd. Eff. Mar. 27, 2008.

125.2893 Approval, rejection, or approval with modification; considerations.

Sec. 23. The governing body after a public hearing on the development plan or the tax increment financing plan, or both, with notice given under section 22, shall determine whether the development plan or tax increment financing plan constitutes a public purpose. If it determines that the development plan or tax increment financing plan constitutes a public purpose, it shall by resolution approve or reject the plan, or approve it with modification, based on the following considerations:

(a) The plan meets the requirements under section 20(2).

(b) The proposed method of financing the development is feasible and the authority has the ability to arrange the financing.

(c) The development is reasonable and necessary to carry out the purposes of this act.

(d) The land included within the development area to be acquired is reasonably necessary to carry out the purposes of the plan and of this act in an efficient and economically satisfactory manner.

(e) The development plan is in reasonable accord with the land use plan of the municipality.

(f) Public services, such as fire and police protection and utilities, are or will be adequate to service the project area.

(g) Changes in zoning, streets, street levels, intersections, and utilities are reasonably necessary for the project and for the municipality.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005;—Am. 2008, Act 44, Imd. Eff. Mar. 27, 2008.

125.2894 Notice to vacate.

Sec. 24. A person to be relocated under this act shall be given not less than 90 days' written notice to vacate unless modified by court order issued for good cause and after a hearing.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2895 Budget; submission to board; preparation; approval; adoption; cost of handling and auditing funds.

Sec. 25. (1) The director of the authority shall submit a budget to the board for the operation of the authority for each fiscal year before the beginning of the fiscal year. The budget shall be prepared in the manner and contain the information required of municipal departments. After review by the board, the budget shall be submitted to the governing body. The governing body must approve the budget before the board may adopt the budget. Unless authorized by the governing body or this act, funds of the municipality shall not be included in the budget of the authority.

(2) The governing body of the municipality may assess a reasonable pro rata share of the funds for the cost of handling and auditing the funds against the funds of the authority, other than those committed, which shall be paid annually by the board pursuant to an appropriate item in its budget.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2896 Preservation of historical sites.

Sec. 26. (1) A public facility, building, or structure that is determined by the municipality to have significant historical interests shall be preserved in a manner considered necessary by the municipality in accordance with laws relative to the preservation of historical sites.

(2) An authority shall refer all proposed changes to the exterior of sites listed on the state register of historic sites and the national register of historic places to the applicable historic district commission created under the local historic districts act, 1970 PA 169, MCL 399.201 to 399.215, or the department of history, arts, and libraries for review.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

Compiler's note: For transfer of powers and duties of department of history, arts, and libraries or the Michigan historical center relating to the identification, certification, and preservation of historical sites to the Michigan state housing development authority, see E.R.O. No. 2009-26, compiled at MCL 399.752.

125.2897 Dissolution.

Sec. 27. An authority that has completed the purposes for which it was organized shall be dissolved by resolution of the governing body. The property and assets of the authority remaining after the satisfaction of the obligations of the authority belong to the municipality.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005;—Am. 2008, Act 44, Imd. Eff. Mar. 27, 2008.

125.2898 Enforcement of act; rules.

Sec. 28. (1) The state tax commission may institute proceedings to compel enforcement of this act.

(2) The state tax commission may promulgate rules necessary for the administration of this act under the administrative procedures act of 1969, 1969 PA 306, MCL 24.201 to 24.328.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2899 Tax increment revenues; definition; condition.

Sec. 29. (1) Subject to the requirements of subsection (2), within 60 days after a development plan for a qualified development area has been approved under section 18, upon written request from the authority, the Michigan economic growth authority under the Michigan economic growth authority act, 1995 PA 24, MCL 207.801 to 207.810, may include the following within the definition of tax increment revenues under section 3(g):

(a) Taxes under the state education tax act, 1933 PA 331, MCL 211.901 to 211.906.

(b) Taxes levied by local or intermediate school districts under the revised school code, 1976 PA 451, MCL 380.1 to 380.1852.

(2) The Michigan economic growth authority may only allow inclusion of the taxes described in subsection (1) in the definition of tax increment revenues if the Michigan economic growth authority under the Michigan economic growth authority act, 1995 PA 24, MCL 207.801 to 207.810, determines that the inclusion is necessary to reduce unemployment, promote economic growth, and increase capital investment in a qualified development area.

History: Add. 2007, Act 44, Imd. Eff. July 17, 2007.