

DETROIT

Building for Tomorrow, Today



PROPOSED CAPITAL AGENDA

2009-10 through 2013-2014



CITY OF DETROIT
Kenneth V. Cockrel Jr., Mayor

**PROPOSED CAPITAL AGENDA
FY 2009-10 through FY 2013-14
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INTRODUCTION

The Capital Agenda is a five-year capital improvement plan required by the City Charter to be published in each even numbered year. It is to include all capital projects to be financed in the next five years with "funds subject to control or appropriation by the City". The intent of the Agenda is to provide a planning vehicle for City projects. It is not intended to be, nor should it be construed as, a five-year budget.

The Capital Agenda is part of a multi-year planning process, which systematically reviews and analyzes the City's capital improvement needs. All proposed capital projects are considered in conjunction with the City's Master Plan and, where applicable, to other major policy concerns, such as the requirements of other governmental units, conservation of energy and accessibility by the physically disabled. Certain proposed Departmental programs conform to the requirements of the Federal or State agencies or programs involved in the funding or regulation of their respective improvements. Airport, DDOT, and Water & Sewerage, and the Department of Public Works Street Capital Fund each file other planning documents with outside agencies. This Capital Agenda document is consistent with their applicable reports.

This Capital Agenda presents requests for funding over a five-year period and assumes successful appeal to the voters for additional general obligation bond authorization in future years, the issuance of revenue bonds and the availability of grants funds.

This document is arranged into three parts. The **DEPARTMENTAL PROGRAMS** section contains the proposed five-year capital plan (Fiscal Years 2009-10 through 2013-14) for City agencies. Each department presentation includes a narrative description of the capital program along with a summarized funding schedule for each project. These project summaries are listed in priority order. Also included is a section on Major Sources of Revenue, which gives a narrative description of the various funding sources for capital projects.

The second part of the document provides a discussion of **CITYWIDE INITIATIVES** as it relates to capital improvements. Discussed in this section is the Vehicle Management Fund.

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The third part of the document outlines the capital program of **RELATED** and **COMPONENT AGENCIES** with capital improvement activity occurring within the City of Detroit. Included in this category are the economic development- quasi-public agencies, as well as, various development programs and special taxing districts and programs. Our goal is to continue to re-evaluate the information presented in this document in order to provide a comprehensive look at the capital improvement activity of the City of Detroit and its related entities.

SECTION 1

CITY OF DETROIT AGENCIES



EXECUTIVE SUMMARY

Purpose

Capital planning has a fundamental purpose to good management: conducting thorough analysis of future needs, monitoring and evaluating projects throughout their implementation, and conducting appropriate maintenance of capital assets. Detroit's capital planning process is directed toward overall city priorities established through citywide strategic planning. The process uses a long-term outlook within agencies and on a citywide level to set core service priorities, refocus and redirect city resources toward them, and measure performance toward service outcomes. Policy and the budget – both operating and capital – are utilized in tandem.

The Capital Agenda is a requirement of the City Charter to be produced in every even numbered year. The Charter states the type of information that should be contained in the Capital Agenda and the review and approval process.

Charter Requirement

The City Charter, as amended in 1997, requires that on or before December 1st of each even numbered year, the Mayor shall submit to City Council a proposed Capital Agenda. The City Charter then specifies the type of information that should be included in the document. The Capital Agenda should contain:

- a. *All physical improvements and related studies and surveys, all property of a permanent nature, and all equipment for any improvement when first erected or acquired, to be financed during the next five years in whole or in part from funds subject to control or appropriation by the City, along with information as to the necessity for these facilities; Capital expenditures which are planned for each of the next five years;*
- b. *The estimated annual cost of operating the facilities to be constructed or acquired and*
- c. *Other information pertinent to the evaluation of the Capital Agenda.*

The City Charter also specifies that for each purpose, project, facility or other property that the Capital Agenda should indicate the source of funds and the amount of funds that have been expended, intend to be spent or encumbered before the next fiscal year and for each of succeeding five years. The information can be revised or extended each year for capital improvements that are pending or in process. Some departments have regular continuous capital improvement projects that will extend from one Capital Agenda to the next. This information is then revised to reflect current conditions.

Capital Agenda Process

The Capital Agenda process begins with the issuance of a directive from the Budget Director to all departments with capital programs. The Budget Directive outlines the type of information required and the due dates. It begins with a statement that the preparation of the Capital Agenda is Charter requirement and must include all capital projects, which are “to be financed... in whole or in part from funds subject to control or appropriation by the City”. This all-encompassing statement requires then that all General City, Enterprise Agencies and

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Capital Agenda Process (Continued)

other “quasi- public/private” entities (i.e., Economic Growth Corporation) with capital programs submit information for the Capital Agenda. This information should be submitted regardless if; they are using general obligation bond funding or receive grants- (state or federal) or private funds only.

The Capital Agenda is comprised of a narrative description of the department’s capital plan and a spreadsheet summary of the plan. The narrative section of the Agenda provides background information on the agency and briefly outlines the proposed future capital needs of the agency. A description of the agency’s mission and current facilities, goals and rationale of the capital program helps the reader of the document to evaluate the capital needs of the department. The Interdepartmental Capital Relationship section was added to address projects and activities that cross agency lines. A discussion of those projects that are administered in conjunction with other agencies or those that require action or funding from other agencies helps both internal and external users of the document. A discussion of the department’s recently completed projects and their proposed capital plan provides a look back over the last five-years, as well as, a look forward to the next five- years of capital activity. As part of the narratives, we include a description for each project included in the proposed five-year plan. The description should include the physical attributes of the project, service improvements expected and any changes to operating costs or revenues, the population or geographic area to be served, and the relationship of the project to existing facilities. Any information that justifies the need for the project should be included in the narrative description of the project. American with Disabilities Act (ADA) requirements should be addressed in each agencies capital plan. We also ask that projects located within the empowerment zone be designated as such. In general, revisions to an agency’s capital plan should reflect new projects and/or new priorities, revised project costs and updated project descriptions.

The spreadsheet summary of the agency’s capital plan provides the anticipated funding requirements for each project for the current fiscal year and the next five-years. Projects should be listed in priority order (from the highest priority to the lowest). Each project should be evaluated and should indicate the following:

1. project status: new development or maintaining current infrastructure
2. project timeline: project is proposed or on-going or underway-one time only
3. impact on budget: increase or decrease in operating funding required or no impact
4. impact on staffing: increase or decrease in staffing levels required or no impact
5. operating impact (in dollars): determine the annual operating cost or savings associated with the completion a project.

Each funding source for a project should be identified, if available. Projects with questionable funding are shown as unprogrammed. The current year’s budget as approved by City Council is shown. Also, listed is the amount of authorized/unissued general obligation bonds. This provides the authority, upon City Council’s approval, to sell bonds for an approved project.

In an effort to create a more comprehensive user-friendly document, we encourage all agencies to submit graphics; maps and any other information that would help convey to the reader the nature of the agency’s capital plan.

EXECUTIVE SUMMARY

Capital Agenda Process (Continued)

To facilitate the preparation of the Capital Agenda, training is provided to each participating department. This can be done on either on a group or individual basis.

Hearings with the Budget Director are scheduled for each participating agency to allow the agency the opportunity to discuss their capital program, to emphasize key activities and needs and to discuss any issues, concerns or other pertinent matters.

After the Capital hearings, the Budget Department, in conjunction with the Planning and Development Department performs a review of the capital plans. Upon completion of the review, the Budget Department will submit recommendations to the Mayor, who in turn will submit his five-year Capital Agenda to the City Council, on or before December 1st (in accordance with City Charter).

Capital Planning and Implementation

The City of Detroit's capital improvement planning process occurs in two stages. The Capital Agenda is a long-term planning document that provides a great deal of information regarding past projects, future plans and financing alternatives for the current budget year and the next five years. This document describes the projects under construction and those being planned or proposed by each department or agency, including possible funding sources. The Capital Agenda is a planning document and thus is not a legally binding commitment for/or to any particular project. As a result, as you review the document, you may see that certain projects do not have an identifiable funding source.

The annual budget is the controlling document for capital projects. It is the legal commitment of the City and, as such all-funding sources for projects contained in the annual budget must be identified. The allocation of capital resources faces some of the same constraints that exist for allocating operating funds. In some instances, the operating and capital needs of a department are competing for the same dollars (usually General Funds), and in other cases, departments may be competing with each other for a "limited pot" of debt-financed capital.

The capital portion of the City's budget is different from the operating portion, in that funds for capital projects are balanced forward to a subsequent fiscal year, if not completed. This is normally the case with grant or debt financed projects.

The City has used four basic resources for funding capital projects: bonds, cash capital (cash from operations), grants-federal/state/private, and dedicated taxes.

There are three types of bonds used to finance capital projects: general obligation bonds-unlimited tax; general obligation bonds-limited tax; and revenue-supported bonds.

General Obligation Bonds

The voters of the City of Detroit, as required by the State Constitution, must authorize unlimited-general obligation bonds. These bonds are repaid from a specific property tax levy. It has been City policy to go to a vote-of-the people every three years. Normally, the City requests approval for a broad category of projects with sufficient authorization to cover

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a three to five year period. The City received authorization for \$215 million in November 2004, for capital projects in the following categories:

Neighborhood Redevelopment and Economic Development Programs	\$ 19,000,000
Public Safety Improvements	\$120,000,000
Public Lighting Service	\$ 22,000,000
Recreation, Zoo and Cultural Facilities	\$ 22,000,000
Transportation	\$ 32,000,000

Voter authorization was received in April 2003 for \$6 million for the Charles H. Wright Museum African-American History for a new core exhibit project.

The City anticipates presenting to the electorate during the February 2009 Special Election six bond proposals totaling \$263 million for capital improvement projects in the following categories:

Municipal Facilities	\$ 35,000,000
Neighborhood Redevelopment and Economic Development Programs	\$ 25,000,000
Public Safety Improvements	\$ 72,000,000
Public Lighting Service	\$ 22,000,000
Museums, Libraries, Recreation and Other Cultural Facilities	\$ 97,000,000
Transportation	\$ 12,000,000

Limited tax-general obligation bonds do not require voter authorization (unless requested by a petition). These bonds are repaid from General City operating funds. Accordingly, issuing limited-tax bonds will reduce the amount of funding for future operations and are only issued in special circumstances (i.e. Deficit Funding Bonds).

Revenue bonds are bonds whose repayment is based on rates, charges, or special revenues of a particular enterprise or agency. Examples of revenue bonds are water and sewage debt, parking system debt and tax increment debt.

Investment Earnings

The City can allocate investment earnings on general obligation bond proceeds to projects that have had prior voter authorization. The projects to be funded are decided during the budget development process. The City can also allocate investment earnings to reduce the debt service millage rate. In addition, investment earnings of certain debt retirement funds (such as Cobo Hall) may be dedicated to capital improvements. Investment earnings on enterprise fund (Water, Sewage, Parking) bond proceeds are used for ongoing capital projects.

Cash Capital

The City may allocate unrestricted general fund revenues for capital projects. For General Fund agencies, the amount of current funds dedicated to capital is a budget allocation decision.

Grants/Dedicated Taxes

Certain City agencies receive dedicated funds from State and Federal sources. These funds normally have special reporting requirements of the recipient agencies. An example of

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dedicated taxes is the incremental financing authorities (i.e. TIFA-Tax Increment Financing Authority-see section on other financing entities).

Department Highlights

The Proposed Capital Agenda for fiscal years 2010-2014 reflects the need of the City to bring its facilities into compliance with federal, state and local laws, regulations/standards and judicial actions, as well as, the City's on-going quest to maintain and preserve it's infrastructure. The City's main tool for financing capital projects for General City Agencies is general obligation bonds. Normally, our general obligation bond program is limited to \$40- \$50 million annually due to internal and external pressures to control our debt levels (rating agency reviews, property tax levies, market conditions, etc). However, agency requests for these bond funds continue to range two to three times greater than our capacity to sale. Our current 5-year plan presents a general obligation bond program of \$50 million annually due to one-time multi-year projects. The need is great, but our resources continue to be limited. The city is currently two budget cycles in arrears from selling general obligation bonds. The last sale of bonds occurred in June 2008, for bonds budgeted in fiscal year 2006-07. Bonds remaining to be sold are bonds budgeted in fiscal years 2007-08 and 2008-09. So the challenge before us is how to maximize our efforts to meet the needs of the City and the concerns of its citizens with the limited resources that are available. We believe that we can meet these challenges through prudent planning, proactive implementation and constituent support.

This Proposed Capital Agenda for five-year period ending 2014 reflect an average annual capital program citywide of more than \$3 billion from all funding sources. The details of the program are shown in the Departmental Programs section of this book. A brief outline of each agency's capital program is highlighted below.

Airport plans to continue the implementation of its Master plan to address FAA safety requirements with the continuation of the land acquisition program. Capital improvements included in this document include upgrades to existing facilities, such as terminal renovations, new t-hangars, and airfield improvements.

The **Detroit Institute of Arts** completed in 2007, a \$158 million major renovation of its facility per its 1990 master plan. This next phase of facility improvements included in this document continues to address long standing infrastructure needs and additions to gallery space.

Civic Center capital program focuses on deferred capital improvements, as well as, updating/renovating facilities at Cobo Hall to better serve its clientele and the visiting public. The goal of the program is to remain competitive in the convention market. However, this plan recognizes the on-going discussions regarding the future of the center, which may ultimately shift the responsibility for these capital improvement projects to other entities.

Charles H. Wright Museum of African-American History five-year capital plan addresses on-going facility improvements. The plan also includes a redesign of the museum's entryway and expanded gallery space.

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The **Department of Transportation** continues its program of fleet replacement, facility renovations and equipment purchases. A downtown intermodal transit center and other facility improvements are in- process. Funding from state and federal sources will allow these projects to proceed as planned. Other major investments planned include the acquisition of new buses and the midlife overhaul of buses per DDOT's replacement schedule.

The **Detroit Transportation Corporation** presents its plan for maintaining the integrity of the infrastructure of the Detroit People Mover system.

The **Department of Public Works** and the **Street Capital Program** emphasizes infrastructure improvements, including facility renovations that support the mission of the department. Improvement to the Southfield yard is a major capital concern for this Capital Agenda. This plan presents the continuous program of repairs to streets, roads and bridges as documented in the Street Capital program.

Phase II of the **Eastern Market Corporation** capital plan continues with renovations to Shed 3, 4 and 5. Included in this capital plan are related infrastructure improvements, such as streets, curbs and sidewalks.

Environmental Affairs presents their plan to address the environmental concerns of the City. They will continue to work with Planning and Development Department, other city, state and local agencies in the areas of re-development and brownfield cleanup.

The major focus of the **Fire Department** capital program is fire station renovations and replacements for those stations determined too costly to rehab. Completion of a new Fire Training facility is anticipated during this Capital Agenda period.

The **General Services Department** is responsible for maintaining the existing facilities of various city departments. GSD capital plan includes projects for DPW, Elections, Fire, Health, Police, PLD and Recreation departments. To accomplish its mission, the department proposes to build two new garages to be located at the Southfield Yard and the Ferry Street facility.

Health Department capital plan includes on-going improvements to the Herman Keifer complex, its satellite facilities and the construction of a new animal control facility.

Building expansion and collection storage needs are priority projects for the **Historical Museum**. A major capital campaign for the museum is the building renovation and/or expansion project that will showcase 20th Century life in Detroit. This project will require both public and private support.

Maintaining the structural integrity of the Main Library and the branch library system is a continual concern to the **Detroit Public Library**. Infrastructure improvements to the marble façade at the Main Library, as well as, roofing, mechanical and electrical system repairs/upgrades are needed at both the Main Library and branches. Providing branch library

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services in several communities by replacing and/or re-building existing buildings and/or new construction is also discussed in this Capital Agenda.

Municipal Parking continues its program of parking structure improvements to be funded with revenues from the system.

One of the main goals of the **Planning and Development Department** is to foster economic development in the City of Detroit. Planning provides various types of assistance to those interested in residential and commercial redevelopment in the City. The areas of assistance include land assemblage in conjunction with the disposition of public land, affordability subsidies and technical assistance. Major re-development projects that are ongoing or proposed are presented in this Agenda.

Projects that promote the effective operations of the **Police Department** and bring the department into federal compliance are of the highest priority. Renovations and expansions to district facilities, as well as the completion of a new forensic laboratory and property room are key elements of the Police Department's capital plan.

Maintaining its infrastructure is still the primary goal of the **Public Lighting Department**. Substantial funding requirements are still needed for maintaining street lighting infrastructure, new developments, substation improvements and traffic signal utility, which are on-going capital concerns.

The **Recreation Department** continues a structured program of improvements to its parks and recreation facilities. The Department has a vast array of facilities, recreational lands, parks, playscapes, trees and boulevards that must be maintained. The program continues to look for ways to address community concerns for service improvements with the construction of new facilities and major renovations to existing facilities.

The **Detroit Water and Sewerage Department** capital program includes a number of projects to rehabilitate and improve aging water and sewer system facilities. The construction of new transmission mains will provide for more reliable and increased water supply.

Improvements of the Sewage Disposal System include replacing, rehabilitating or improving existing facilities at the wastewater treatment plant, pumping stations and major sewers. New construction of retention basins and combined sewer overflow systems and computerization upgrades are also included.

Detroit Zoological Institute has completed an impressive list of new facilities and exhibits in the last five years that promote the Zoo's mission of preserving wildlife. The Zoo is in the third phase of constructing a new Belle Isle Nature Zoo. This Capital Agenda reflects projects that maintain the infrastructure of the Main Zoo, proposes new exhibits for the Main Zoo and details the next phases of the Belle Isle Nature Zoo project.



RECOMMENDED PRACTICE

Multi-Year Capital Planning (2006) (CEDCP)

Background. Buildings, infrastructure, technology, and major equipment are the physical foundation for providing services to constituents. The procurement, construction, and maintenance of capital assets are a critical activity of state and local governments, school districts, and other government agencies, and therefore require careful planning.

Capital planning is critical to water, sewer, transportation, sanitation, and other essential public services. It is also an important component of a community's economic development program and strategic plan. Capital facilities and infrastructure are important legacies that serve current and future generations. It is extremely difficult for governments to address the current and long-term needs of their constituents without a sound multi-year capital plan that clearly identifies capital and major equipment needs, maintenance requirements, funding options, and operating budget impacts.

A properly prepared capital plan is essential to the future financial health of an organization and continued delivery of services to citizens and businesses.

Recommendation. The Government Finance Officers Association (GFOA) recommends that state and local governments prepare and adopt comprehensive multi-year capital plans to ensure effective management of capital assets. A prudent multi-year capital plan identifies and prioritizes expected needs based on a community's strategic plan, establishes project scope and cost, details estimated amounts of funding from various sources, and projects future operating and maintenance costs. A capital plan should cover a period of at least three years, preferably five or more.

Identify needs. The first step in capital planning is identifying needs. Using information, including development projections, strategic plans, comprehensive plans, facility master plans, regional plans, and citizen input processes, governments should identify present and future service needs that require capital infrastructure or equipment. In this process, attention should be given to:

- Capital assets that require repair, maintenance, or replacement that, if not addressed, will result in higher costs in future years
- Infrastructure improvements needed to support new development or redevelopment
- Projects with revenue-generating potential
- Improvements that support economic development
- Changes in policy or community needs

Determine costs. The full extent of project costs should be determined when developing the multi-year capital plan. Cost issues to consider include the following:

- The scope and timing of a planned project should be well defined in the early stages of the planning process
- Agencies should identify and use the most appropriate approaches, including outside assistance, when estimating project costs and potential revenues
- For projects programmed beyond the first year of the plan, governments should adjust cost projections based on anticipated inflation

- The ongoing operating costs associated with each project should be quantified, and the sources of funding for those costs should be identified
- A clear estimate of all major components required to implement a project should be outlined, including land acquisition needs, design, construction, contingency and post-construction costs
- Recognize the non-financial impacts of the project (e.g., environmental) on the community

Prioritize capital requests. Governments are continually faced with extensive capital needs and limited financial resources. Therefore, prioritizing capital project requests is a critical step in the capital plan preparation process. When evaluating project submittals, governments should:

- Reflect the relationship of project submittals to financial and governing policies, plans, and studies
- Allow submitting agencies to provide an initial prioritization
- Incorporate input and participation from major stakeholders and the general public
- Adhere to legal requirements and/or mandates
- Anticipate the operating budget impacts resulting from capital projects
- Apply analytical techniques, as appropriate, for evaluating potential projects (e.g., net present value, pay back period, cost-benefit analysis, life cycle costing, cash flow modeling)
- Re-evaluate capital projects approved in previous multi-year capital plans
- Use a rating system to facilitate decision-making

Develop financing strategies. GFOA recognizes the importance of establishing a viable financing approach for supporting the multi-year capital plan. Financing strategies should align with expected project requirements while sustaining the financial health of the organization. Governments undertaking a capital financing plan should:

- Anticipate expected revenue and expenditure trends, including their relationship to multi-year financial plans
- Prepare cash flow projections of the amount and timing of the capital financing
- Continue compliance with all established financial policies
- Recognize appropriate legal constraints
- Consider and estimate funding amounts from all appropriate funding alternatives
- Ensure reliability and stability of identified funding sources
- Evaluate the affordability of the financing strategy, including the impact on debt ratios, taxpayers, ratepayers, and others

References

- A. John Vogt, *Capital Budgeting and Finance: A Guide for Local Governments*, (Washington, D.C.: International City/County Management Association, 2004)
- National Advisory Council on State and Local Budgeting, *Recommended Budget Practices: A Framework for Improved State and Local Government Budgeting* (Chicago: GFOA, 1998)
- Patricia Tighe, *Capital Improvement Programming: A Guide for Smaller Governments* (Chicago: GFOA, 1996).
- Nicole Westerman “Managing the Capital Planning Cycle: Best Practice Examples of Effective Capital Program Management,” *Government Finance Review* 20, no. 3 (June 2004).
- GFOA Recommended Practice: *Establishing Appropriate Capitalization Thresholds for Tangible Capital Assets* (2001)
- GFOA Recommended Practice: *Establishing the Useful Life of Capital Assets* (2002)
- GFOA Recommended Practice: *Establishment of Strategic Plans* (2005)

Approved by the GFOA’s Executive Board, February 24, 2006.



RECOMMENDED PRACTICE

Presentation of the Capital Budget in the Operating Budget Document (2008) (BUDGET and CEDCP)

Background. After the capital budget or multi-year capital plan is adopted, a government should decide how to best present major capital program highlights in the operating budget document. An exceptional capital presentation enhances the transparency and accountability to citizens. It gives a broader context for citizens to understand major components of the capital budget and its relationship to the operating budget.

GFOA has recommended practices that are concentrated on the development, implementation, and monitoring of the capital budget. This recommended practice focuses on the presentation of the major capital program highlights in the operating budget document.

Recommendation. The Government Finance Officers Association (GFOA) recommends that governments consider the following guidelines when incorporating information on the capital budget within the operating budget document. Presentation of the capital section should include a summary of the multi-year capital plan as well as detailed information related to the budget. Each government will need to establish the appropriate balance between summary-level and detailed information.

1. *Placement.* The capital budget should be in a distinct section of the budget document. It is very difficult to follow the various elements of the capital program if information is scattered throughout the document. The capital budget should show a direct link to the multi-year capital improvement plan. By including this information within the same or adjacent section of the document, it is easier for the reader to follow that relationship.
2. *Definition.* A definition of capital expenditures should be included in the budget document. The definition of a capital project can be designed in a way that is broad enough to encompass a variety of different situations. Governments frequently refer to asset life and dollar threshold in the capital expenditures definition. However, not every project cost is actually capitalized (e.g., furnishings often are not).
3. *Sources and Uses.* The capital presentation in the operating budget document should focus on both sources and uses. The government should indicate the total dollar amount of capital expenditures for the budget year and for the multi-year plan. The capital plan sources and uses summary should include all projects (regardless of fund) that fit within the government's definition of capital expenditures. This information can be presented by fund, category, priority, strategic goal, or geographic location. The government should identify the funding sources for the same time period as expenditures. Pie charts are useful for identifying components, while bar charts show specific trends (historical and future). A budget overview or separate budget in brief could be included that presents both operating and capital highlights.
4. *Process.* The following items help to communicate major steps within the capital budget decision making process.
 - *Calendar.* A calendar showing key dates in the capital process should be presented, along with text describing the process. The calendar could be juxtaposed with the

operating budget calendar. Responsible parties (departments) and statutory deadlines are useful in describing the process.

- *Prioritization.* Information on how capital projects are evaluated and prioritized is critical. The criteria for evaluating capital projects could include such items as safety, location, return on investment, net payback, public need, connection to other plans, and available funding. Changes in priority could also be addressed.
- *Funding.* Funding sources should be defined. Alternative funding options could include pay-as-you-go, debt (type, size, duration, etc.), and levying additional taxes. Legal constraints and reliability of capital funding sources are important considerations
- *Management.* Depending on the size and complexity of the capital plan, some projects within the capital plan may be contracted out versus managed in-house. That decision-making process should be communicated.

5. *Identification.* Capital projects should be broken out between recurring and non-recurring. Recurring capital projects are those that 1) are included in almost every budget and 2) have a regular replacement cycle. Capital projects could be grouped by category, department, type, function, or funding.

6. *Individual Capital Project Detail.* Many budget documents include individual capital project detail for major projects. Detail for major projects could include:

- *Description.* For significant and/or non-recurring capital expenditures, the document should concisely describe these items (i.e. indicate the project's purpose and funding sources) and indicate the amount appropriated for the project during the budget year(s). For example, the construction of a convention center would be both significant and non-recurring.
- *Operating Impacts.* The operating impact from the capital budget should be both quantified and discussed. For example, operating expenses would increase with the need for additional positions when opening a new facility. On the other hand, operating expenses would decrease for energy savings projects. Also, some capital projects may result in additional revenues.
- *Timetable.* Showing a timetable for different phases of a project is very informative. Capital project schedules can be presented on the individual sheets.
- *Graphics.* Legible graphic illustrations (pictures or maps) can add value to a capital project presentation.
- *Links to Other Plans.* Governments may consider indicating on the individual capital project sheets what specific goals that the capital project is fulfilling.

To avoid placing excessive detail in the capital section of the operating budget document, consideration may be given to placing the additional information on the web or in a separate capital document.

References.

- GFOA Recommended Practice: *Establishing the Estimated Useful Lives of Capital Assets (2002 and 2007)*. <http://www.gfoa.org/downloads/caafrusefullives.pdf>
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Approved by the GFOA's Executive Board, October 17, 2008.

SUMMARY DEBT POLICY

The City of Detroit has established the following debt policy guidelines pertaining to the issuance and administration of debt:

Policy Goals - To establish practices which will enable the City to borrow funds to maintain and enhance the City's physical infrastructure, while minimizing the cost to taxpayers, ratepayers and users of publicly financed projects.

Purpose of Debt - To issue debt only for capital purposes, and not to finance current operations or working capital.

Compliance with Laws - To follow all applicable Charter, State and Federal laws and regulations, including those regulations governing the amount and purpose for which debt may be issued and all federal regulations relating to the maintenance of the tax exempt status of bonds.

Investor/Rating Agency/Credit Provider Relations - To provide timely, accurate and pertinent information to interested investors, rating agencies, and credit providers. The City will follow the disclosure guidelines approved by the Government Finance Officers Association to the greatest extent possible in disseminating information and will adhere to the City's Continuing Disclosure Undertaking commitments.

Security/Repayment Characteristics - Revenue debt which is totally self-supporting, should be issued to the greatest extent possible. Voter approved unlimited tax bonds or bonds, which are expected to be paid from non-general fund sources, are generally the preferred options to finance capital projects which are not or which may not be self-supporting. Limited tax obligations which are payable only from current general fund tax dollars will be considered only if other options are not available.

Credit Support - External credit support should be obtained when it is determined that use of such support produces present value savings; however, the importance of maintaining market access for and name recognition of the underlying credit will be considered in evaluating the benefit of credit support.

Repayment Terms - To repay bonds in a period not exceeding the average life of the project, generally not exceeding 25 years for general obligation bonds and 30 years for revenue bonds. Except to achieve overall level debt service with existing bonds, the City will avoid issuing debt, which provides for balloon principal payments in the final year(s) of maturity. The City will use level or declining total debt service structures (which may take into account previously issued debt), except when an increasing debt payment structure fits an overall strategy of a project. In addition, during the period of construction, the City may choose to pay interest only or may capitalize interest, if appropriate.

Debt Levels - To reduce general debt ratios to levels consistent with the average of cities of similar size and responsibilities. The goal of issuing debt without increasing the property tax burden will be factored into planning the sizing and scheduling of general

SUMMARY DEBT POLICY

obligation, unlimited tax bond issues.

Debt Instruments - To issue debt with fixed rates and terms, except that variable rate debt may be issued if the total amount of true variable rate debt does not exceed 20% of the aggregate amount of debt payable from a particular source. Variable rate debt will be counted as fixed rate debt if it is synthetically converted to a fixed rate obligation through the use of an interest rate exchange or similar agreement, or if the period of interest rate exposure does not exceed 2 years. Debt instruments utilizing imbedded swaps or having other less traditional characteristics may be issued, provided the City is not unduly exposed to third party risk and that utilization of such an instrument does not precipitate an adverse rating agency reaction.

Short Term Debt/Leasing - To minimize the need for short-term debt by incorporating a goal of avoiding such debt in financial and cash flow planning. Leasing or lease purchase financing may be considered on a case-by-case basis for equipment and special projects, taking into account the expected life of the equipment and/or the nature of the project.

Investment of Bond Proceeds and Debt Service Funds- To invest funds in accordance with State law, bond indenture provisions and the City's written investment policy. All funds are invested with risk avoidance being of the highest priority, but taking into account cash needs and the potential for maximizing yields. Generally, the City's investment policy restricts the maximum term of investments in bond proceeds accounts to 3 years, in debt service accounts to the date such funds are required and in debt service reserve accounts to 5 years.

Review of Policy - To review the debt policy at least once every 2 years, and to include the formal debt policy as a part of or an annex to the City's Five -year Capital Agenda.

BOND RATINGS

The following table describes City's bond ratings including the rating agencies, ranking or grades and projected future outlook for all general obligation and revenue bonds.

	Moody's Investor Service	Standard & Poors	Fitch Investors Service
General Obligation Bonds (Unlimited Tax)	Baa2	BBB	BBB
* General Obligation Bonds (Unlimited Tax)	Aaa	AAA	AAA
General Obligation Bonds (Limited Tax**):	Baa3	BBB-	BBB
* General Obligation Bonds (Limited Tax**):	Baa2	BBB	A
Greater Detroit Resource Recovery Authority: Revenue Bonds	Baa1	A	BBB +
<u>Economic Development Corporation:</u>			
Resource Recovery Revenue Bonds	Aa3	A+	BBB +
* Resource Recovery Revenue Bonds	Aaa	AAA	AAA
Water System Revenue Bonds (Senior Lien)	A1	A	A+
Water System Revenue Bonds (Second Lien)	A2	A-	A
* Water System Revenue Bonds	Aaa	AAA	AAA
Sewage Disposal System Revenue Bonds (Senior Lien)	A1	A	A+
Sewage Disposal System Revenue Bonds (Second Lien)	A2	A-	A
* Sewage Disposal System Revenue Bonds	Aaa	AAA	AAA
* Detroit Building Authority Parking and Arena System Revenue Bonds	Aaa	AAA	AAA
* Detroit Building Authority (District Court Madison Center)	Not Rated	A	Not Rated
Convention Facility Limited Tax Revenue Bonds - Cobo Center	Not Rated	A	Not Rated
Local Development Finance Authority Tax Increment Bonds (Jefferson/ Conner Project)	A1	Ba1	Not Rated
Downtown Development Authority Tax Increment Bonds	Aaa	A-	A-

Note: * Payment guaranteed by municipal bond insurance policy or letter of credit.

** General Obligation Limited Tax bonds include Stadium, Self-insurance, Fiscal Stabilization and Capital Improvement bonds.

<u>RATING</u>	<u>Characteristic</u>	<u>Description</u>
Aaa, AAA	Prime Quality	An Extremely Strong Capacity to pay principal and interest on the debt.
Aa, AA	Excellent Quality	A Very Strong Capacity to pay principal and interest on the debt.
A	Upper Medium Quality	A Strong Capacity to pay principal and interest on the debt, but the debt is more susceptible to adverse effects of changes in circumstances and economic changes.
Hyphenated ratings like A-1, A-1 and B-1 (used by Moody's)	Better Quality	Within their respective categories
Baa, Baa-1, BBB	Lower Medium Quality	
Ba, BB	Marginally Speculative Quality	
B, Caa	Very Speculative Quality	
Ca, C, D	Default Quality	
NA	Not Applicable	
NR	Not Rated	

MAJOR SOURCES OF REVENUES



MAJOR SOURCES OF REVENUES

LOCAL FUNDS

GENERAL OBLIGATION BONDS

General Fund departments have traditionally relied on General Obligation Unlimited Tax Bonds of the City for capital projects. In 1980, as a consequence of adverse economic and financial factors, the rating on the City's general obligation debt was lowered below "investment grade" by both major bond-rating firms. In June of 1986, Standard and Poor's (S & P) upgraded the City's General Obligation Bonds to an investment grade level; and in November of the same year, Moody's Investors Service (Moody's) concurred with a similar upgrading. As a result, the City entered the General Obligation Bond market for the first time since 1979, with a \$51,125,000 sale on September 15, 1987. Since then, seventeen additional bond sales have taken place.

HISTORY OF GENERAL OBLIGATION BONDS SALES

September 1987	\$ 51,125,000	December 1997	\$ 44,250,000
November 1988	\$ 49,260,000	April 1999	\$ 44,100,000
December 1989	\$ 36,360,000	December 1999	\$ 45,000,000
October 1990	\$ 60,705,000	August 2001	\$105,000,000
December 1990	\$ 15,030,000	August 2002*	\$ 46,210,000
November 1991	\$ 39,565,000	August 2003	\$ 45,770,000
December 1993	\$ 26,770,000	August 2004	\$ 42,400,000
August 1995	\$ 50,000,000	December 2005*	\$ 52,500,000
November 1996	\$ 34,300,000	June 2008*	\$ 58,000,000
		TOTAL	<u>\$846,345,000</u>

Note: The August 2002 bonds sold at a premium of \$1,210,000; December 2005 bonds sold at a premium of \$2,100,000.

Bond proceeds of **\$846,345,000** were appropriated for the following agency projects:

<u>Agency projects funded with general obligation bonds</u>	<u>Bond Proceeds</u>
Airport	\$8,690,000
Detroit Institute of Arts	55,000,000
Charles W. Wright Museum of African-American History	39,045,000
Civic Center	3,040,000
Department of Public Works	7,100,000
Fire	21,920,000
Eastern Market (formerly in Recreation, Cultural Arts Tourism)	2,300,000
Health	15,330,000
Historical	8,480,000
Library	7,500,000
Planning & Development	220,505,000
Police	53,080,000
Public Lighting	187,465,000
Recreation	154,275,000
Transportation (includes DTC)	18,210,000
Zoo	44,405,000
Appropriated/unsold **	0
Totals	<u>\$846,345,000</u>

MAJOR SOURCES OF REVENUES

** The August 1995 Bond Sale (\$50,000,000) funded appropriated projects (\$76,770,000) from the FY93, FY94, FY95 and FY96 Budgets. To date all of this \$26,770,000 gap has been funded.

The City's General Obligation Unlimited Tax Bonds continue to be rated investment grade by S&P; however, in 1992 Moody's lowered the rating on such bonds to non-investment grade. In August 1995, Fitch IBCA assigned an investment grade rating to these bonds. The City has received rating increases in 1996, 1997 and 1998 from both Moody's and Standard & Poors. Fitch has given the City four rate increases since 1995. Currently, the City enjoys an investment grade rating from all three rating agencies: Moody's, Standard & Poor's and Fitch; although the rating and rating outlook has declined in recent years.

Pursuant to the State constitution, General Obligation Unlimited Tax Bonds must be approved the electorate before issuance of the bonds. The City has the authority of the electorate, as of November 2, 2004, to issue \$276,030,000 in General Obligation Bonds for such purposes as: Police and Fire facilities; Civic Center projects, lighting improvements; various cultural facilities- Recreation, Zoo, Eastern Market, Historical Museum; Health facility projects; the Detroit Institute of Arts; and Neighborhood/Economic Development projects, transportation activities and the Charles W. Wright Museum of African-American History exhibit and building improvements. The City has followed a policy of scheduling bond referendums to coincide with regularly scheduled elections. However, in 2009 the City plans to present to the electorate during the Primary Special Election, six ballot proposals to issue in future years \$263 million of General Obligation Bonds for such purposes: as economic development, lighting, municipal facilities, public safety, transportation; and museums, libraries and cultural facilities.

State law limits the amount of general obligation debt a city may have outstanding at one time. Generally, the limit requires such debt to be within ten percent of the assessed value (which includes certain assessed value equivalents for purposes of the formula) of all real and personal property in the city. Significant exclusions to or extensions of the debt limit are permitted for special assessment bonds, motor vehicle highway bonds, hospital bonds, certain mortgage and housing bonds and various other bonds for projects deemed necessary for abating pollution. The City's outstanding debt is currently within the limits prescribed by State law.

In addition to funding new construction from the proceeds of General Obligation Bonds, rehabilitation projects may be bond-financed in accordance with current City policy, provided: 1) the project significantly extends the economic life of a building or changes the use of the facility; and 2) the project requires a minimum of \$100,000 for a single location.

Traditionally, equipment and repair projects are funded in the operating budgets of General Fund Departments. While this Agenda does not include such routine capital expenditures for General Fund Departments, it *does* include equipment purchases in those departments that have funding sources other than city cash available for capital equipment purchases. An example of this would be bus purchases in the Department of Transportation.

MAJOR SOURCES OF REVENUES

EARNINGS ON INVESTMENTS

In addition to the proceeds from the sale of general obligation bonds, the interest earned on the investment of unspent bond proceeds can also be used for projects that were voter authorized. Included in each year's budget development process, is the Mayor recommendation on projects to be funded with earnings on investments. Each year, with the adoption of the budget by City Council, these earnings are appropriated to the various capital projects. Earnings from unspent general obligation bond proceeds have totaled \$85,709,122. The following chart outlines how the earnings were appropriated:

PROJECTS	EARNINGS ON INVESTMENTS APPROPRIATED
Airport*	\$ 465,000
Detroit Institute of Arts	2,670,960
Charles W. Wright Museum of African American History	8,945,000
Civic Center	200,000
Department of Public Works	400,000
Fire	1,828,000
General Services	2,387,000
Health	4,102,000
Historical Museum	1,086,440
Library	2,962,600
Lighting	5,171,000
Planning & Development*	28,360,522
Police	11,588,000
Recreation	15,044,000
Zoo	5,283,000
Debt Service	363,000
Bond Insurance & Discount	2,558,500
Project Accounts (**)	780,100
TOTAL	\$ 94,195,122

* Airport and Planning & Development included in Neighborhood and Economic Development authorization

** Project Accounts-this amount replenishes project dollars that were used to pay for the administrative cost of selling bond issues.

LIMITED GENERAL OBLIGATION BONDS

The City may issue limited tax general obligation bonds or other debt obligations without the vote of the electors. However, taxes may not be levied in excess of constitutional, statutory or City Charter limitations for the payment thereof. These bonds are payable from general non-restricted funds of the City. To the extent debt service on this category of obligations is not provided from a special revenue source, the payment is provided from the City's General Fund, which reduces the amounts that otherwise would be available to support operations.

CASH CAPITAL

Because the City of Detroit could not sell General Obligation Bonds between 1980 and 1987, increased reliance had to be placed on the "cash capital" method of financing crucial General

MAJOR SOURCES OF REVENUES

Fund capital projects. This funding method is the most conservative approach possible, relying on general tax and operating receipts rather than on debt. In March 2000, the Detroit Library Commission received an additional 1-mill increase, some of which will be used for capital purposes. On November 2, 2004, the Library received renewal of their existing operating millage, as well as, an additional 1-mill increase. DPL has indicated that some of the funds from the additional mill will be used for capital improvements.

PRIVATE FUNDS

When they can be identified, "Private Funds" are shown as a part of the Capital Program. Those corporations, groups and organizations that contributed significant funds to various City Departments are acknowledged below.

Detroit Institute of Arts- Founders Society

The Founders Society plays a major role in supporting capital improvements to the Detroit Institute of Arts. Over the past five years the Society has contributed millions to support major capital improvements program of the museum, culminating in the completion of the DIA's \$158 million master plan capital improvement project in 2007. The Founders Society also raises funds from individuals, corporations and foundations, especially those in the Detroit community for the renovation and re-installation of the galleries in the museum. A typical gallery renovation can cost in excess of \$500,000. They have fully funded at least one gallery renovation each year for the past ten years. In 1996, the City entered into an operating agreement with the Detroit DIA Founders Society, to manage the operations of the Detroit Institute of Arts.

Detroit Historical Society

The Detroit Historical Society ("Society") is an independent, nonprofit corporation and is the major source of private funds for the Detroit Historical Department, which operates the Detroit Historical Museum and the Dossin Great Lakes Museum. The Detroit Historical Society Guild operates the Old Detroit Shop and sponsors other activities to promote the Detroit Historical Museum.

On March 22, 2006, the City entered into an agreement with the Detroit Historical Society, a Michigan nonprofit corporation, to manage the operations of the Detroit Historical Museums through June 30, 2015, a period of ten (10) years, with an option to renew of ten years. The City retains ownership of all the assets of the Detroit Historical Museums, which includes the Detroit Historical Museum, the Dossin Great Lakes Museum and Historic Fort Wayne (including the Collections Resource Center). The City will retain the management of the operations of Historic Fort Wayne. The agreement between the City and Society provides for an annual operating subsidy of five hundred thousand dollars (\$500,000) for the first three fiscal years of the agreement, fiscal years 2006, 2007 and 2008. For fiscal year 2006, the City agreed to pay all outstanding contractual obligations for operating services at the time of the transfer. The City also grants the Historical Society access to capital funds through the City's annual capital budget process. Currently, the City has appropriated the remaining general obligation bonds authorized by the electorate for capital improvements to the Detroit Historical Museum facilities. These bonds will be sold at a later date.

MAJOR SOURCES OF REVENUES

Detroit Historical Society and the Transportation Act for the 21st Century (TEA 21)

The Federal government through the State of Michigan, Department of Transportation, has the Transportation Enhancement Act for the 21st Century (TEA-21) grant program for which the Historical Society applied for a grant to assist in the Historical Department's Main Museum Expansion and the development of permanent exhibits featuring automotive history. The exhibits qualify for funding because major portions of the Museum Expansion activities are oriented toward the extensive transportation history, including culture, design, engineering, individuals, manufacturing and urban/suburban development of Southeastern Michigan and Detroit, in particular. The Historical Museum, located in Detroit's Cultural Center, envisions itself as the Lower Woodward Avenue Hub of the Automobile National Heritage Area. This area stretches from Southeastern to Central Michigan, established by Congress in 1998. It is associated with the National Park Service and is one of 23 such designated National Heritage Areas throughout the United States established to conserve and celebrate heritage and unique landscapes. The grant is in accordance with Transportation Enhancement Act eligible activities, as expressed by the Michigan Department of Transportation.

Detroit Zoological Society

The Detroit Zoological Society has consistently provided generous support for Detroit Zoological Institute development and regularly contributes about \$1,000,000 in annual support. On occasion, as was the case for the Great Apes of Harambee (\$7 million) in 1989 and the Wildlife Interpretive Gallery (\$1.8 million) in 1995, the Detroit Zoological Society's financial support is greater. Annually, the Director of the Detroit Zoological Institute presents the five-year capital plan to the Board of the Detroit Zoological Society and suggests/requests financial support for appropriate projects. Financial support can be provided from general operating revenues, including membership dues, investment income, special event proceeds, special gifts, grants, and sponsorships. For large projects, a specific capital campaign may be launched for that purpose.

On March 1, 2006 the City entered into an agreement with the Detroit Zoological Society, a Michigan nonprofit corporation, to manage the operations of the Detroit Zoological Institute through June 30, 2020, a period of fifteen (15) years, with an option to renew of ten (10) years. The City retains ownership of all assets of the Detroit Zoological Institute, which includes the Detroit Zoological Park and the Belle Isle Nature Zoo. The agreement between the City and Zoological Society provides for the payment of capital funds in the amount of Five million dollars (\$5,000,000) in fiscal year 2006 and an additional Five million dollars (\$5,000,000) in fiscal year 2007. Upon transfer of the \$5,000,000 payment in fiscal year 2006, the Zoological Society will transfer ownership of the new Ford Education Center to the City. The City also agreed to pay an operating subsidy for certain operating costs, insurance and security, totaling \$900,000 per year for the first 2-years of the agreement, fiscal year 2006 and fiscal year 2007. The operating subsidy of \$900,000 was continued in fiscal year 2008. It is anticipated that the Detroit Zoological Institute will continue to participate in the City's capital improvement program.

MAJOR SOURCES OF REVENUES

Eastern Market Corporation

The Greater Downtown Partnership is a private, non-profit corporation formed in 1996 to accelerate physical revitalization and economic development in Greater Downtown Detroit.

The Partnership is currently pursuing several downtown economic development initiatives, including reinvestment strategies for the Eastern Market.

Eastern Market Reinvestment Strategy

The Partnership's most recent Reinvestment Strategy is for the Eastern Market. The market is a regional center for fresh food and goods, and one of Metro Detroit's premier assets. Over the last year, the Partnership has convened a group of stakeholders, designers, and consultants to propose strategies to strengthen the market's current assets and formulate new ideas to generate more activity. The partnership has identified and continues to seek partners for the funding and implementation of these initiatives. Partnerships between the City, Federal, State and local governments and corporate and private foundations will ensure that the market plays a tremendous role in the future of Detroit. Implementation of this strategy will recreate the market as an active, year-round center of health, education, economic growth, and diversity. Grants totaling \$9,850,000 have been requested to date for the Eastern Market Project.

On July 1, 2006 the City entered into an agreement with the Eastern Market Corporation, a Michigan nonprofit corporation, to manage, operate and promote the Eastern Market. The Eastern Market Corporation is a non-profit, public-private- "umbrella organization" created to equally include representatives of the City of Detroit, Eastern Market stakeholders and persons with a special interest in the market, including corporate and foundation contributors. The City retains ownership of the public areas of the Eastern Market and has membership on the Board of Directors of the Eastern Market Corporation.

Skillman Foundation

In August 2000, the Skillman Foundation awarded the Detroit Public Library a \$5 million grant (coupled with \$3.1 million City of Detroit general obligation bonds) to renovate the Downtown Branch. This followed a \$120,000 grant awarded in December 1999 to conduct an architectural study of the downtown facility. The grant allowed for the substantial renovation of the branch which re-opened in 2003. The Downtown branch, located at 121 Gratiot, was originally built in 1931. It required extensive renovation and was closed in 1998 due to the implosion of the Hudson's building. The renovated facility includes improvements such as: a computer lab, a children's department and a business center. The Skillman Foundation is a private organization based in Detroit that works to improve the lives of children. This grant represented the largest single gift presented to the Detroit Public Library in its 137-year history.

MAJOR SOURCES OF REVENUES

ENTERPRISE DEPARTMENTS

Several of the City's enterprise departments sell revenue bonds that do not fall within the limitations of the General Obligation Bond program.

PARKING AND ARENA SYSTEM REVENUE BONDS

Pursuant to authority granted by the Building Authority Act (P.A. 31, 1948, as amended) the City of Detroit Building Authority is authorized to issue bonds to finance the acquisition of the Arenas and the Arena Garage and for parking garage improvements. The bonds are special obligations of the Building Authority payable from payments of Basic Rent by the City under a Contract of Lease. Payment of the Basic Rent is secured by a pledge of the gross revenues from the operation of the Parking System and the Arenas. Also, provided under this bond resolution is the ability of the Building Authority to issue additional bonds for the purpose of financing additions, replacements and improvements to the Parking System.

In November 1994, the fund refunded \$44,560,000 of the City of Detroit Building Authority Parking and Arenas System Revenue Bonds (the Revenue Bonds), which had been issued pursuant to Contract of Lease No. 2, Series A, during fiscal year 1986 by the City of Detroit Building Authority, with interest rates ranging from 6.5% through 9.125%. The revenue bonds were refunded with a note that matured on November 30, 1996, with interest at LIBOR plus 0.75%. The note was extended to February 1997.

On February 19, 1997, the City of Detroit Building Authority issued Building Authority Revenue Refunding Bonds (Parking and Arena System), Series 1997A, in the amount of \$3,050,000, with an average interest rate of 4.3%, and Series B, in the amount of \$37,695,000, with an average interest rate of 6.3%, to refund the outstanding balance on the aforementioned note of \$42,295,000. This note was due and payable in full on February 19, 1997. The net proceeds of \$39,655,708 (after payment of underwriters fees and other issuance costs of \$1,093,292), plus \$2,643,292 of debt reserve money, were used to retire the entire outstanding principal amount.

On July 1, 1998, the City of Detroit Building Authority issued Building Authority Revenue Bonds (Parking and Arena System), Series 1998A, in the amount of \$27,000,000, with an average interest rate of 4.8%. Interest is payable semi-annually on January 1 and July 1, commencing January 1, 1999. Principal payments are made annually, expiring on July 1, 2019.

On October 21, 1999, the City of Detroit Building Authority issued Building Authority Revenue Bonds (Parking and Arena System), Series 1999A (Auction Rate Securities) and Series 1999B (Taxable Auction Rate Securities) in the amount of \$29,900,000, expiring on July 1, 2029.

PARKING SYSTEM PROGRAM RESERVE FUND

Monies are deposited into the Parking System Program Reserve Fund through a flow of funds pursuant to Contract of Lease No. 2. Revenues are deposited daily into the Revenue Fund. After the last day of each month, monies are transferred from the Revenue Fund into other trust accounts to accrue upcoming obligations. Monies are transferred first to the

MAJOR SOURCES OF REVENUES

Interest Account, second to the Principal Account, Third to the Debt Service Reserve Account, fourth to the Operating and Contingency Reserve Fund, fifth to the Credit Enhancement Fee Account, sixth into the Operating and Maintenance Reimbursement Fund, and seventh into the Surplus Fund also known as the Parking System Program Reserve Fund.

WATER

The Water System is able to sell additional Revenue Bonds provided certain defined net revenues of the Water Fund are in excess of 1.20 times (or 1.10 times for second lien bonds) the largest amount of combined principal and interest to fall due in any future operating year for the outstanding Revenue Bonds, plus the additional bonds being issued.

Since 1998, the department has sold and refinanced revenue bonds as follows:

\$256,340,000 Water System Revenue and Revenue Refunding Bonds in November 1999
\$603,760,000 Water System Revenue and Revenue Refunding Bonds in June 2001
\$605,475,000 Water System Revenue and Revenue Refunding Bonds in January 2003
\$240,600,000 Water System Revenue and Revenue Refunding Bonds in May 2004
\$426,605,000 Water System Revenue and Revenue Refunding Bonds in March 2005
\$764,925,000 Water System Revenue and Revenue Refunding Bonds in August 2006
\$385,305,000 Water System Remarketing Bonds in May 2008

SEWERAGE

The Sewerage System is able to sell additional revenue bonds provided certain defined net revenues of the Sewerage Fund are in excess of 1.20 times (or 1.10 times for second lien bonds) the largest amount of combined principal and interest to fall due in any future operating year for the outstanding Revenue Bonds, plus the additional bonds being issued.

The program outlined in this Agenda fulfills an amended consent judgment mandating Environmental Protection Agency (EPA) required improvements to the sewage treatment system.

Since 1998 the department has sold and refinanced revenue bonds as follows:

\$137,955,000 Sewerage System Revenue and Revenue Refunding Bonds in December 1998
\$302,995,178 Sewerage System Revenue and Revenue Refunding Bonds in December 1999
\$705,590,000 Sewerage System Revenue and Revenue Refunding Bonds in October 2001
\$749,380,000 Sewerage System Revenue and Revenue Refunding Bonds in May 2003
\$101,435,000 Sewerage System Revenue and Revenue Refunding Bonds in February 2004
\$376,730,000 Sewerage System Revenue and Revenue Refunding Bonds in March 2005
\$736,315,000 Sewerage System Revenue and Revenue Refunding Bonds in Aug. & Dec. 2006
\$382,710,000 Sewerage System Remarketing Bonds in May 2008

MAJOR SOURCES OF REVENUES

SEWERAGE SYSTEM IMPROVEMENT AND EXTENSION FUND

The Sewerage System also derives funding for capital projects from the revenues of the system. To the extent that moneys remain after meeting the annual funding requirements of the Operation and Maintenance Fund, Bond and Interest Redemption Fund, Junior Lien Bond and Interest Redemption Fund, and the Extraordinary Repair and Replacement Reserve Fund, sums may be set aside in the Improvement and Extension Fund for making improvements, enlargements, extensions or betterments to the system. Any funds, which may be necessary to compensate for any future rate adjustments due to overpayments received in prior years, shall be taken into account in expending any funds from the Improvement and Extension Fund. In the preceding five fiscal years, the Sewerage System transferred to the Improvement and Extension Fund the following:

2004-	\$9,789,000
2005-	\$7,724,000
2006-	\$8,963,000
2007-	\$9,288,000
2008-	\$6,995,000

WATER SYSTEM IMPROVEMENT AND EXTENSION FUND

The Water System also derives funding for capital projects from the revenues of the system. To the extent that moneys remain after meeting the annual funding requirements of the Operation and Maintenance Fund, Bond and Interest Redemption Fund, Junior Lien Bond and Interest Redemption Fund, and the Extraordinary Repair and Replacement Reserve Fund, sums may be set aside in the Improvement and Extension Fund for making improvements, enlargements, extensions or betterments to the system. In the preceding five fiscal years, the Water System transferred to the Improvement and Extension Fund the following:

2004-	\$9,432,000
2005-	\$8,314,000
2006-	\$8,781,000
2007-	\$10,505,000
2008-	\$6,760,000

The capital program described for the Water and Sewerage Department differs from others in this agenda in that, although amounts listed for projects reflect the year of project initiation, funding is provided throughout the life of each project, rather than entirely at the start of the project.

CIVIC CENTER RENEWAL AND REPLACEMENT FUND

The Renewal and Replacement Fund receives interest on investments from certain of the funds held for repayment of bonds issued for Cobo Center expansion. The Bonds are secured by a regional hotel tax and a statewide tax on liquor sales.

MAJOR SOURCES OF REVENUES

FEDERAL AND STATE FUNDS

AVIATION GRANTS

Detroit City Airport is eligible for Federal funding under the Airport Improvement Program (AIP), established by the Airport and Airway Improvement Act of 1982 (P.L. 97-248, September 3, 1982). These funds are generated through aviation taxes and used in projects to renovate and rehabilitate public areas of airports solely for increasing the level of service to all passengers. At Detroit City Airport, AIP construction, planning and equipment funding are based on a 90% Federal, 5% State and 5% Local match. Land acquisition funding is based on a 90% Federal and 10% Local match. Detroit City Airport is also eligible for funding under the Michigan Aeronautics Commission 50/50 matching grant program. Aviation grants present a strategic opportunity to exploit inherent leveraging opportunities through minimal local investment.

HUD CONSOLIDATED PLAN

The U.S. Department of Housing and Urban Development (HUD) Consolidated Plan is a collaborative process to establish a unified vision for community development actions. The purpose of the plan is to provide a comprehensive vision of housing and community development, including affordable housing, adequate infrastructure, fair housing, protection of the environment, enhancement of civic design and vigorous economic growth, coordinated with human development. The plan is also designed to reduce the amount of paperwork; to improve program accountability and support results oriented management; to generate citizen involvement; and to include the needs and resources of public housing.

The plan describes community development, affordable housing, homeless, and supportive housing needs, conditions, and strategies for a five-year period. The plan includes the annual funding applications for the Community Development Block Grant (CDBG), Emergency Shelter Grant, HOME, and the Housing Opportunities for Persons With AIDS (HOPWA) programs. The plan also includes a description of the monitoring and evaluation process and certifications of compliance with federal laws and regulations.

The plan must be approved in order to obtain funds from the CDBG, ESG, HOME, and HOPWA programs and from the HOPE I, II, III, Low Income Housing Preservation, Supportive Housing For the Elderly (Section 202) and Persons With Disabilities (Section 811), and other HUD programs.

Citizen participation is required in the development of the plan and any later amendments. Public hearings must be held and technical assistance in developing proposals must be provided to groups representing low-income persons. Citizen comments must be summarized and submitted with the plan. Reasons for not incorporating comments into the plan must also be submitted. Summaries of the four programs whose applications are included in the plan are given below:

MAJOR SOURCES OF REVENUES

Community Development Block Grant (CDBG)

The Community Development Block Grant program is a Federal program operated by the U.S. Department of Housing and Urban Development. This program provides entitlement grants to local governments for community development activities. The grant amount is determined by formula and varies from year to year according to the amount appropriated nationally by the U.S. Congress. The primary objective of the program is the development of viable urban communities including decent housing, a suitable living environment, and expanded economic opportunities principally for persons of low and moderate income. Grant funds may be used for a wide variety of activities including home rehabilitation, construction and rehabilitation of community facilities, demolition of blighted buildings, acquisition, relocation and preparation of property for new development, economic development, public services, planning, administration of the program, etc. Decisions on the use of the CDBG funds are made by the Mayor and City Council after a citizen participation process including requests for and submission of proposals from community organizations, individuals, and City agencies, and public meetings and hearings. The program is administered by the Detroit Planning and Development Department. Some projects in the program are administered by other City agencies.

In addition to the entitlement grant, this program generates program and other income from some of its activities. Funding allocations for the most recent five years are given below:

Year	Entitlement Grant	Program Income	Total
2004-05	\$45,829,000	\$6,458,896	\$52,287,896
2005-06	43,322,807	4,095,186	47,417,993
2006-07	38,874,455	4,845,080	43,719,535
2007-08	38,847,937	5,500,855	44,348,792
2008-09	36,682,828	2,016,000	38,698,828

CDBG Neighborhood Opportunity Fund (NOF)

The Neighborhood Opportunity Fund (NOF) is part of the CDBG program. The purpose of the NOF is to fund neighborhood improvement projects proposed by neighborhood organizations and neighborhood-oriented service organizations. NOF projects must be eligible under CDBG regulations. They should be limited in scope and designed so that they can be completed within one year.

HOME Investment Partnerships (HOME) Program

The HOME Investment Partnership (Home) Program is a Federal program operated by the U.S. Department of Housing and Urban Development. This program provides grants to cities and others to increase the supply of safe and affordable rental and ownership housing for low-income families. The grant amount is determined by formula and varies from year to year according to the amount appropriated nationally by the U.S. Congress. Grant funds may be used to acquire, rehabilitate or construct affordable housing and to provide tenant based rental assistance. Fifteen percent of the grant must be reserved for use by Community Housing Development

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Organizations (CHDO). Decisions on the use of HOME funds are made by the Mayor and City Council based on proposals received from community organizations, private and non-profit developers.

American Dream Down-payment Initiative (ADDI)

The American Dream Down-payment Initiative (ADDI) was signed into law December 16, 2003. The law states that ADDI funds will be allocated to eligible HOME participating jurisdictions to assist low-income families in becoming first-time homebuyers. ADDI funds may only be used for down payment assistance towards the purchase of single family housing by low-income families who are first-time homebuyers. In Detroit, down-payment assistance is the only activity available through ADDI.

The HOME Program (including ADDI) is administered by the Detroit Planning and Development Department.

Funding amounts received by the City of Detroit for the most recent five years are given below:

Year	HOME Entitlement Grant	ADDI	Total
2004-05	\$11,301,351	\$882,871	\$12,184,222
2005-06	10,846,524	272,503	11,119,027
2006-07	10,220,484	135,977	10,356,461
2007-08	10,141,237	135,977	10,277,214
2008-09	9,790,498	54,940	9,845,438

Emergency Shelter Grant (ESG) Program

The Emergency Shelter Grant (ESG) Program is a Federal program operated by the U.S. Department of Housing and Urban Development. This program provides entitlement grants to states and large cities for operation and maintenance costs of non-profit emergency shelters, for shelter building rehabilitation, for supportive services that assist the homeless, for homeless prevention activities, and for administration of the program. The grant amount is determined by formula and varies from year to year according to the amount appropriated nationally by the U.S. Congress. Decisions on the use of ESG funds are made by the Mayor and City Council based on proposals, which are requested and received from shelters, service providers, and other parties, which have expressed an interest in assisting the homeless. The program is administered by the Detroit Human Services Department.

Funding amounts received by the City of Detroit for the most recent five years are given below:

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Funding amounts received by the City of Detroit for the most recent five years are given below:

Year	ESG Entitlement Grant
2004-05	\$1,699,334
2005-06	1,676,184
2006-07	1,666,339
2007-08	1,676,576
2008-09	1,673,817

Housing Opportunities for Persons with AIDS (HOPWA) Program

The Housing Opportunities for Persons with AIDS (HOPWA) program is a Federal program operated by the U.S. Department of Housing and Urban Development. This program provides grants to large cities with over 1,500 AIDS cases. Funds are to be used to meet the housing and related service needs of people with AIDS and their families in Wayne County (including Detroit). The grant amount is determined by formula and varies from year to year according to the amount appropriated nationally by the U.S. Congress. Decisions on the use of funds are made by the Mayor based on recommendations from the Southeast Michigan HIV/AIDS Coordinating Council and other organizations consisting of health department directors, service providers, consumers, and others working on HIV/AIDS treatment and prevention. The program is administered by the Detroit Health Department.

Funding amounts received by the City of Detroit for the most recent five years are given below:

Year	HOPWA Entitlement Grant
2004-05	\$1,979,000
2005-06	1,554,000
2006-07	1,597,000
2007-08	1,640,000
2008-09	1,979,000

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ENVIRONMENTAL GRANTS

Annual grants from the State of Michigan Department of Environmental Quality available to the City through the Department of Environmental Affairs (DEA) are:

1. Clean Michigan Initiative (CMI) Bond Funds
2. Site Reclamation Bond Grants
3. Site Redevelopment Grants
4. Revolving Loan Funds and
5. Site Assessment Grants

Additional grants for pollution prevention, Great Lakes preservation, and watershed management are also available depending on the amount funding received from the federal government.

Clean Michigan Initiative Bond Fund:

Since 1997 the City of Detroit through the DEA has received \$88 Million dollars in grant funding from the State of Michigan. Developing applications for these grants requires coordination with City development agencies and BSE. Preparation includes assembling data on each of the property for which funds are sought. The DEA must assess the estimated cost of the project, property ownership, the amount of contamination at the site and the source of that contamination, potential for redevelopment, or establish that the site presents an imminent a substantial endangerment to the public health and safety or the environment.

Although funds from the CMI Bond do not flow directly to the City, DEA must coordinate with the State contractors selected to carry out the work requested by the City. This requires regular meetings with State program managers to assure that there is proper interface between the State contractors and City permitting agencies. The Department is also responsible for maintaining schedules, organizing documents and communicating the status of projects to the City's development agencies. The DEA is now managing over 250 sites throughout the City of Detroit in various stages of completion.

The DEA currently utilizes administrative staff and technical staff and the Director to administer these grants. With the addition of this new position the DEA will be able to concentrate and focus its efforts to coordinate with development agencies and BSE to select sites that more accurately reflect development and commercial demolition priorities of the City. This position will be responsible for maintaining a database of sites eligible for funding by coordinating with development and demolition agencies so that the focus of the program is more aligned with the City's development and clean-up priorities. The position will be charged with an ongoing dialogue with these City agencies to determine need and identify possible sources of funding.

Site Reclamation, Site Assessment, Revolving Loan and Site Redevelopment Funds:

These grants are available annually and as their names depict are specifically designed to address unique needs of the City, which are not captured by the CMI Bond Fund. These funds are allocated directly to the City for specific projects. These grants provide the City with more flexibility in site selection, use of the funds and selection of the contractor. They also allow the City to make funds available to private developers with City oversight in the use of the funds. Currently, the City has three grants which it administers and manages: 1) the Site Reclamation

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grant for the I-94 Industrial Park, 2) a Site Assessment Grant for the development of an Environmental GIS system and 3) a Site Redevelopment Grant for the New Amsterdam projects.

Although the State makes annual grants to municipalities of these funds, the City has not made annual applications for these funds because DEA lacks the resources to coordinate fully with development agencies and private developers. In essence the City through its DEA lacks the human resources to manage these funds. It is estimated that had the City had these resources it could have obtained over \$10 million dollars in additional funding since the inception of these statutory grants. This new position will be charged with addressing this deficit-- applying for, managing, and administering the funds allocated by the state under the redevelopment grant programs.

Pollution Prevention, Watershed Management and Great Lakes Protection Grants:

These are specialized competitive grants that are designed to find innovative ways to remove hazardous materials from the waste stream and thereby protect the environment and the health and safety our citizens. Each year the State solicits applications for innovative technologies and best management practices to accomplish this goal. The grants encourage cooperation with industry and community groups to change "behavior" and reduce the amount of pollution in our environment. The DEA currently has two such grants: 1) a best management practices grant to improve the operation of and prevent pollution by junkyards and salvage yards, and 2) a PCB reduction grant to foster use of alternative products by industry to reduce the use of PCB in the environment.

Heretofore, these grants have been administered by a technical staff of Environmental Specialists, and the Administrative Supervisor. As a consequence, we have not had the resources to compete annually for these funds and thereby to build the bridges between community organizations and business that would significantly improve the environment and quality of life of our citizens. This new position would take over administration of these grants with the technical support of the Environmental Specialists and the budgetary assistance of the Administrative Supervisor.

Brownfield Redevelopment Revolving Loan

The City through the DEA also participates in federal environmental grant programs administered by the USEPA. The City currently has a Brownfield Redevelopment pilot and a Brownfield Revolving Loan program with the USEPA. These grants, like those described above require administration, reporting and management in addition to technical support. Currently, these programs are managed by the technical staff with the assistance of the Administrative Supervisor. As a consequence we cannot apply annually because of lack of resources. It is estimated that the City has lost the opportunity to compete for over \$2.5 million dollars in grants since 1999.

Michigan Underground Storage Tank

The Michigan Underground Storage Tank Financial Assurance (MUSTFA) program is a State fund established by the Legislature in 1988 to pay owners and operators of underground storage tanks up to \$1 million to repair or remove leaky tanks from their land and remediate contaminated soil. The Federal government required tank owners and operators to cover costs of

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up to \$1 million in the event of a leak. MUSTFA, funded by a 7/8 cent tax levied (until 2005) on the sale of all petroleum production in Michigan raising \$50 million annually, provided the coverage. As of June 29, 1995, MUSTFA no longer accepted new claims submitted for reimbursement. An April 1995 letter from the Michigan Department of Natural Resources told potential claimants MUSTFA is bankrupt. It will be able to pay past claimants through 2005.

RECREATION FUNDS

Since local funds are so limited, State funds play a significant role in the acquisition and development of capital projects for the Recreation Department. Various Federal and State funds that require local matches help to finance capital projects. In the past, Community Development Block Grant funds, Michigan Land Trust Funds and Michigan Waterways and Fisheries Funds have been used to match when circumstances have permitted.

U.S. Department of Interior Land and Water Conservation Fund (LWCF)

These funds are limited to the development of basic outdoor recreation facilities and cannot be used for buildings or maintenance and renovation. A 50% local match is required.

Federal Urban Parks and Recreation Recovery Program (UPARR)

These funds pay for extensive renovation of some of our older facilities. Starting in 1979, these Federal funds were available for financing 70% of the cost for renovation with the balance paid through local sources..

Coastal Zone Management and Recreation and Tourism Grants

Since 1989, these grants funded several important projects for the Department. We have received renovation grants for the Belle Isle Nature Center, Lakewood East Park and Belle Isle Fishing Piers.

Michigan Natural Resources Trust Fund

The Trust Fund accumulates principal to the fund by using fees from oil, gas and mineral resource permits from lease and royalty rights on state land in northern Michigan. Some trust fund money can be used for development, as well as, acquisition projects. A 25% local match is required. In getting projects approved, however, the City must compete with other areas of the State for limited available funding. Most recently, a grant for \$500,000 was received for improvements to the Butzel Playground. Grant funds were also received for the Rouge Park- In Town Youth Camp.

State Recreation Bond Program. Since 1989, funds under this program were used for major repairs to Belle Isle infrastructure and heating and ventilation repairs to Crowell and Brewer Recreation Centers.

SEWERAGE FUNDS

The Sewerage portion of the Water and Sewerage Department=s program reflects anticipated receipts of Federal funds for water pollution control systems. The Federal Construction Grants program is being phased out.

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Pollution Grants indicated in the departmental section represent awards for previously approved projects; participation in the Revolving Loan Fund will be revenue-supported.

STREET CAPITAL FUNDS

Michigan Gas and Weight Taxes- The primary source of street capital is the State tax on motor fuels and vehicle licensing fees, which are distributed to municipalities by formula. The City's latitude is greater with these funds than with other sources, and they are often used as local matches for projects funded from federal funds as well as to meet the matching requirements per Act 51 for trunk line projects initiated by MDOT.

Michigan Transportation Economic Development Fund.

Transportation Economic Development Fund was created in 1987 to provide funding for road projects related to economic development and redevelopment opportunities. All ACT 51 recipient governmental units (state, county, city and village road agencies) are eligible for this fund. The state appropriation is distributed to municipalities statewide when project priority is demonstrated. Projects that meet the eligibility criteria for this fund are submitted to the State of Michigan, Office of Economic Development for approval. Municipalities compete for placement on the priority list and are awarded grants in the form of an 80% - 20% match when preference is achieved. Upon approval of the grant, the City submits a program application that gives the details of the project and includes cost estimates. The City will prepare the project design. The Michigan Department of Transportation (MDOT) reviews and approves the City's design, advertises for bids and awards the contract. Payment to the contractor is made by MDOT in an amount not to exceed 80% of pre-approved costs. The local match of 20% is submitted to MDOT for the contractor payments. The City performs the engineering and inspection of the contractor's work, which is reimbursed by MDOT up to 80% of the total pre-approved costs.

The following chart indicates the amount of funds received from the Michigan Transportation Fund and the Build Michigan Fund in the past thirteen years.

Fiscal Year	Michigan Transportation Fund	Build Michigan Fund
1992-93	\$40,200,000	
1993-94	41,800,000	
1994-95	42,600,000	\$5,300,000
1995-96	49,400,000	3,000,000
1996-97	45,800,000	2,200,000
1997-98	54,900,000	2,200,000
1998-99	58,700,000	2,200,000
1999-00	62,100,000	1,900,000
2000-01	61,400,000	2,200,000
2001-02	58,700,000	2,100,000
2002-03	58,956,685	2,092,210

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2003-04	\$63,720,686	\$2,085,664
2004-05	61,398,777	2,077,648
2005-06	60,761,843	2,078,291
2006-07	60,004,113	2,076,409
2007-08	58,996,115	2,074,634

Safe Accountable Flexible Transportation Equity Act- Legacy for Users (SAFETEALU) in 2005

President George W. Bush signed the landmark Safe Accountable Flexible Efficient Transportation Equity Act- Legacy for Users (SAFETEALU) which succeeds the Transportation Equity Act of 21st Century (TEA 21). This bill affirmed President Bush's key priorities to build a strong America, improve safety, protect public health and environment, and create opportunity for all Americans. It also provided record investment to continue rebuilding America's highways and transit systems. Under this program, a program application is submitted to MDOT to obligate the federal funds; the application should be for a project included in the Transportation Improvement Program. Projects that are obligated will receive 81.85% funding from the Federal government. Safety projects, such as pavement markings, traffic signal modernization etc. can receive 100% Federal funding. MDOT advertises for bids, awards the contract and makes payments to the contractors. The local match of 18.15% is submitted to MDOT for contractor payments. The City performs project construction engineering and inspection work that is 81.85% reimbursed by MDOT from Federal funds.

Since the enactment of the Inter Modal Surface Transportation Efficiency Act (ISTEA) in 1991 which was succeeded by Transportation Equity Act of 21st Century (TEA 21) in 1998 which again was succeeded by Safe Accountable Flexible Transportation Equity Act- Legacy for Users (SAFETEALU) in 2005, the City was given a target of \$ 192,227,495 from Surface Transportation Funds against which the City obligated federal funds in the amount of \$ 217,582,052 for various street related projects such as Resurfacing, Traffic Signal modernization, lane markings, intersection pavement markings and bridge rehabilitation projects.

Transportation Equity Act of 21st Century

President Clinton signed the landmark Transportation Equity Act for the 21st Century in June 1998, (TEA21) which succeeds the ISTEA of 1991. This bill affirmed President Clinton's key priorities to build a strong America, improve safety, protect public health and environment, and create opportunity for all Americans. It also provided record investment to continue rebuilding America's highways and transit systems. Under this program, a program application is submitted to MDOT to obligate the funds; the application should be for a project included in the Transportation Improvement Program. Projects that are obligated will receive 81% to 85% funding from the Federal government. Safety projects, such as pavement markings, traffic signal modernization etc. can receive 100% Federal funding. MDOT advertises for bids, awards the contract and makes payments to the contractors. The local match of 18.15% is submitted to MDOT for contractor payments. The City performs project construction engineering and inspection work that is 81% to 85% reimbursed by MDOT from Federal funds.

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Transportation Enhancement Funds

City submits projects for funding from Transportation Enhancement Funds for street scaping, land scaping and non motorized path improvements on various streets in the City. In most cases, a community/non profit organization sponsors these projects, considering the value that these types of projects bring into their neighborhoods. Community/non profit organization prepares the conceptual plans for the City's review and approval. Projects that meet the eligibility criteria for this fund are submitted to the State of Michigan, Office of Economic Development and Enhancement for approval. Municipalities compete for placement on the priority list and are awarded grants in the form of an 80% - 20% match when preference is achieved. Upon approval of the grant, the City submits a program application that gives the details of the project and includes cost estimates. The City will prepare the project design. The Michigan Department of Transportation (MDOT) reviews and approves the City's design, advertises for bids and awards the contract. Payment to the contractor is made by MDOT in an amount not to exceed 80% of pre-approved costs. The local match of 20% is submitted to MDOT for the contractor payments. The City performs the engineering and inspection of the contractor's work, which is reimbursed by MDOT up to 80% of the total pre-approved costs.

The community organization that sponsored the projects pays the match, minimum of 20% (in some cases, a higher percent of match funds were required because it is considered favorably for approval of federal funds) and also pays the city for construction engineering & inspection services.

An amount of \$32 million was approved as an Earmark from federal Transportation Funds (SAFETELU) for the construction of the Riverwalk and installation of street furniture, landscaping and other beautification work along Riverwalk from Ambassador bridge to Gabriel Richard park. The match of \$10 million will be paid by the Detroit Riverfront Conservancy who sponsored this project and facilitated the application process for the approval of federal funds.

TRANSPORTATION GRANTS

The Detroit Department of Transportation's capital funding is authorized by the Urban Mass Transportation Act of 1964, as amended, through the U.S. Department of Transportation, Federal Transit Administration (FTA) and State of Michigan, Michigan Department of Transportation (MDOT). These funds are generally provided based upon an 80/20% formula-FTA supplies 80% and 20% is provided by MDOT. The purpose of these grants is to supply major capital items; such as: buses, service equipment, service vehicles, communications equipment, facility improvements, and safety and security needs to be utilized in the maintenance and enhancement of the daily operations within the Detroit Department of Transportation. This funding is allocated through the Regional Transit Coordinating Council (RTCC). The RTCC is the designated recipient for transit funds in the seven-county area of southeastern Michigan, known as the Detroit Metropolitan Area. The four-member RTCC board consists of the Mayor of the City of Detroit and the County Executives of Wayne, Oakland and Macomb Counties.

URBAN DEVELOPMENT ACTION GRANTS

The Housing and Community Development Act of 1977, as amended, authorized the Urban Development Action Grant (UDAG) program. Under this program, the U.S. Department of Housing and Urban Development (HUD) made grants for economic development projects in

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distressed cities. The grants were made to encourage private investment in such projects; the commitment of significant private funding to the project was required.

In 1977, \$400 million per year was authorized for this program. This authorization was increased to \$675 million per year in 1979, but was reduced to \$440 million per year in 1981. In 1984, Congress authorized and appropriated \$440 million for the UDAG program; in 1985, \$440 million; in 1986, \$332 million; in 1987, \$225 million; in 1988, \$185 million; and in 1989, \$50 million. Congress has authorized no further funding and none is anticipated.

Since the inception of the UDAG program in October 1977, Detroit has submitted nearly 130 applications and received approval on 52 projects.

GENERAL OBLIGATION BOND PROGRAM



DEFINITIONS

The definitions below apply to the General Obligation Bond Spreadsheets and Capital Agenda Summaries by Agency and Funding Source.

CAPITAL - The City's definition of "capital" in the scope of this Agenda has the following conditions: 1) the project involves the funding of new construction; 2) the project is rehabilitation that significantly extends economic life of a building or changes the use of the facility, and the project requires a minimum of \$100,000 for a single location.

2008-09 BUDGET – The budget for the City of Detroit for the current fiscal year as adopted by the Detroit City Council.

AUTHORIZED UNISSUED - column represent bonds that have been approved by the voters, but remain unsold to date. However, for this Capital Agenda period, we are assuming that all bonds previously appropriated have been sold. To date, FY 2008 and 2009 general obligation bonds have not been sold due to a lack of State of Michigan approval.

FIVE-YEAR PROGRAM (2009-10 THROUGH 2013-14) - these columns represent the proposed five-year capital plan. Amounts are based on current information as to the known limitations for each funding source.

FUND- A group of self-balancing accounts set aside from a specific resource (i.e. bond sale) and for a specific purpose (i.e. capital project).

FUNDING SOURCES- The various types of funds used to finance capital improvement projects.

ORGANIZATION CHARTS- appear on the title page for City agencies: FTE= full time equivalent (employees)

RECOMMENDED FIVE-YEAR PROGRAM TOTALS - This column provides a sum total of the recommended funding for the five-year capital plan period (2009-10 through 2013-14).

UNPROGRAMMED - This column represents project amounts as requested by City Department officials and fall within the definition of capital as used in this document, but which cannot be assigned a high probability of actual funding during the five-year capital plan period (2009-10 through 2013-14).

VOTER AUTHORIZATION- Prior to the sale of bonds, voter approval is required of the electors-citizens to levy property taxes used for the payment of principal and interest on the bonds.

CITY OF DETROIT CAPITAL AGENDA SUMMARY BY FUNDING SOURCE

(in thousands- 000's omitted)

AGENCY NAME	Authorized Unissued **	(Budget) 2008- 09	***** 5 Year Capital Plan *****					RECOMMENDED 5- YEAR PLAN	Unprogrammed
			2009- 10	2010 -11	2011- 12	2012 -13	2013- 14		
General Obligation Bonds									
Coleman A. Young Airport	\$ 60	\$ 3,500	\$ 375	\$ 250	\$ -	\$ 375	\$ -	\$ 1,000	\$ 5,824
Detroit Institute of Arts	-	-	5,000	5,000	5,000	5,000	5,000	25,000	-
Charles H. Wright Museum of African- American History	-	955	250	705	400	1,200	1,545	4,100	-
Civic Center	9,000	-	-	-	-	-	-	-	58,210
Department of Transportation	12,000	-	-	-	-	-	-	-	-
Detroit Transportation Corporation	5,000	-	-	-	-	-	-	-	32,500
Department of Public Works	1,570	-	1,700	1,250	500	1,000	1,300	5,750	4,000
Detroit Fire Department	6,125	5,500	5,250	4,150	6,650	6,650	6,000	28,700	22,000
Eastern Market Association	200	-	1,000	3,000	2,000	2,000	2,000	10,000	7,000
General Services Department	-	-	3,825	3,950	3,650	2,805	2,033	16,263	17,265
Department of Health & Wellness Promotion	120	1,500	5,300	4,500	2,000	2,000	2,000	15,800	5,000
Historical Museum	20	17,200	-	-	-	-	2,500	2,500	23,500
Detroit Public Library	-	-	4,000	4,000	5,000	4,000	4,000	21,000	8,500
Planning & Development Department	7,795	-	5,500	5,000	5,000	5,000	5,000	25,500	111,800
Public Lighting Department	235	7,000	6,595	5,845	5,120	5,370	6,070	29,000	255,550
Detroit Police Department	20,000	17,500	4,500	6,000	6,500	6,500	5,000	28,500	55,500
Recreation Department	-	-	5,000	6,000	5,000	5,000	5,000	26,000	269,000
Detroit Zoological Institute	-	-	2,500	1,000	3,400	3,400	2,650	12,950	4,400
TOTAL General Obligation Bonds	\$ 62,125	\$ 53,155	\$ 50,795	\$ 50,650	\$ 50,220	\$ 50,300	\$ 50,098	\$ 252,063	\$ 880,049

** Note: Authorized Unissued column represent bonds that have been approved by the voters, but remain unsold to date. However, for this Capital Agenda period, we are assuming that all bonds previously appropriated have been sold. To date, FY 2008 and 2009 general obligation bonds have not been sold due to a lack of State of Michigan approval

HISTORY OF VOTER AUTHORIZATIONS (From 1978 to present)

AGENCY	(11-7-78)	(8-5-80)	(11-4-86)	(8-2-88)	(8-4-92)	(8-6-96)	(11-4-97)	(11-7-00)	(11-6-01)	(4-29-03)	(11-02-04)	TOTALS
AIRPORT								\$5,000,000 (ed)			\$5,000,000	\$10,000,000
DETROIT INSTITUTE OF ARTS				\$25,000,000				25,000,000				50,000,000
CIVIC CENTER								3,000,000 (mf)			9,000,000	12,000,000
CULTURAL, ARTS & TOURISM											2,000,000	2,000,000
PLANNING & DEVELOPMENT			\$33,800,000	65,000,000	\$62,000,000		\$35,000,000	25,000,000 (ed)			19,000,000	239,800,000
PUBLIC WORKS							3,500,000 (mf)	5,000,000 (mf)			6,000,000	14,500,000
FIRE	\$3,400,000	\$5,725,000					7,500,000 (ps)	6,000,000 (ps)			17,500,000	40,125,000
HEALTH			4,300,000		6,000,000		1,000,000 (mf)	5,000,000 (mf)			7,500,000	23,800,000
HISTORICAL							2,000,000 (cf)	6,000,000 (cf)	\$20,000,000			28,000,000
LIBRARY							7,500,000					7,500,000
POLICE	7,500,000		3,500,000				7,500,000 (ps)	6,000,000 (ps)			78,000,000	102,500,000
PUBLIC LIGHTING	6,600,000	14,600,000	20,500,000	40,000,000	28,000,000		40,000,000	30,000,000			22,000,000	201,700,000
RECREATION	17,150,000		1,410,000	35,000,000	14,000,000	\$12,000,000	30,000,000 (cf)	36,000,000 (cf)			14,000,000	159,560,000
TRANSPORTATION							3,000,000 (mf)	5,000,000 (mf)			27,000,000	35,000,000
ZOOLOGICAL INSTITUTE	800,000		3,590,000	9,000,000	5,000,000	3,000,000	6,000,000 (cf)	10,000,000 (cf)			8,000,000	45,390,000
C.H. WRIGHT MUSEUM OF AFRICAN-AMERICAN HISTORY					20,000,000	10,000,000		4,000,000 (cf)		\$6,000,000		40,000,000
TOTALS	\$35,450,000	\$20,325,000	\$67,100,000	\$174,000,000	\$135,000,000	\$25,000,000	\$143,000,000	\$171,000,000	\$20,000,000	\$6,000,000	\$215,000,000	\$1,011,875,000

(cf) CULTURAL FACILITIES
(ed) ECONOMIC DEVELOPMENT
(mf) MUNICIPAL FACILITIES
(ps) PUBLIC SAFETY

HISTORY OF GENERAL OBLIGATION BONDS SALES

DEPARTMENTS	Sep '87 - Dec '93 Sales	Aug '95 Sale	Nov '96 Sale	Dec '97 Sale	April '99 Sale	Dec '99 Sale	Aug 2001 Sale	Aug 2002 Sale *	Oct 2003 Sale	Aug 2004 Sale	Dec 2005 Sale	June 2008 Sale	TOTAL BOND SALES **
AIRPORT						\$ 1,500,000	\$ 2,550,000	\$ 135,000	\$ 500,000	\$ 2,000,000		\$ 2,000,000	\$ 8,685,000
D.I.A. (also see Non-Dept)	\$8,405,000		\$3,000,000	\$2,250,000	\$3,000,000	3,000,000						5,150,000	24,805,000
CIVIC CENTER							1,600,000	1,400,000					3,000,000
CULTURAL, ARTS & TOURISM										400,000			400,000
D.P.W.					1,000,000	500,000	3,600,000				\$2,000,000		7,100,000
D.O.T/DTC							1,000,000	7,000,000				10,000,000	18,000,000
FIRE	3,575,000	500,000	1,300,000	1,000,000	1,500,000	1,500,000	5,000,000	1,500,000		1,500,000	2,600,000	1,900,000	21,875,000
HEALTH	4,300,000	3,800,000				1,200,000	2,000,000	1,000,000	1,000,000	1,000,000		1,000,000	15,300,000
HISTORICAL					1,300,000	300,000	400,000	2,265,000	2,000,000	1,650,000		500,000	8,415,000
PLANNING & DEVELOPMENT	100,245,000	35,010,000	8,000,000	12,000,000	3,000,000	8,000,000	26,000,000	5,000,000	13,100,000	3,000,000	1,000,000	6,000,000	220,355,000
Eastern Market	500,000	1,000,000									400,000		1,900,000
POLICE	7,040,000	3,960,000			1,500,000	2,000,000	5,900,000	1,000,000		6,150,000	20,500,000	5,000,000	53,050,000
PUBLIC LIGHTING	81,300,000		6,000,000	20,000,000	16,500,000	9,700,000	13,455,000	6,800,000	7,800,000	10,000,000	2,800,000	12,900,000	187,255,000
RECREATION	53,560,000	14,000,000	5,000,000	7,000,000	6,800,000	8,500,000	15,150,000	5,300,000	8,400,000	6,750,000	5,400,000	17,550,000	153,410,000
ZOO	13,390,000	5,000,000	1,000,000	2,000,000	2,000,000	2,300,000	3,500,000	2,100,000	2,200,000	3,450,000	1,000,000	5,000,000	42,940,000
LIBRARY					2,500,000	1,500,000	3,500,000						7,500,000
NON-DEPARTMENTAL													
African-American Museum	6,500,000	13,500,000	10,000,000				1,000,000	1,500,000	4,000,000	1,500,000		1,000,000	39,000,000
DIA							10,345,000	5,000,000	5,000,000	5,000,000	4,700,000		30,045,000
Debt Service													
APPROP/UNSOLD PROJECTS		(26,770,000)			5,000,000	5,000,000	10,000,000	5,000,000	1,770,000				-
GRAND TOTAL	\$278,815,000	\$50,000,000	\$34,300,000	\$44,250,000	\$44,100,000	\$45,000,000	\$105,000,000	\$45,000,000	\$45,770,000	\$42,400,000	\$50,400,000	\$58,000,000	\$843,035,000

Note:

@ includes \$2,558,500 (Bond Insurance & Discount) and project account totals

* The August 2002 bonds were sold at a premium of \$1,212,628.17. This premium payment is considered principal and reduces the remaining voter authorization by a similar amount. The premium was allocated to the participating agencies on a pro-rata basis.

** Does not include December 2005 bond sale premium of \$2,100,000 (rounded- see above). The total bond sales with premium amounts to \$788,345,000

General Obligation Bond Sale and Remaining Authorization (in millions)

***** VOTER AUTHORIZATION *****							
Authorized Bond Issue Name	Authority	Date	Authorized Amount	Issued (assumes FY07-08 bonds sold)	Remaining Authorization	FY08-09 Bond Sale (Budget)	Remaining Authorization
DETROIT INSTITUTE OF ARTS	Electorate	11/7/00	25.000	25.000	\$0.000	\$0.000	0.000
PUBLIC LIGHTING	Electorate	11/4/97	40.000	40.000	0.000		
	Electorate	11/7/00	30.000	30.000	0.000	0.000	0.000
	Electorate	11/2/04	22.000	14.765	7.235	7.000	0.235
TOTAL PUBLIC LIGHTING			92.000	84.765	7.235	7.000	0.235
ECONOMIC DEVELOPMENT							
1. Planning and Development	Electorate	11/7/00	25.000	25.000	0.000	0.000	0.000
	Electorate	11/2/04	19.000	11.205	7.795	0.000	7.795
2. Airport	Electorate	11/7/00	5.000	5.000	0.000	0.000	0.000
TOTAL ECONOMIC DEVELOPMENT			49.000	41.205	7.795	0.000	7.795
CULTURAL FACILITIES:							
1. Eastern Market (Formerly Cultural, Arts & Tourism)	Electorate	11/2/04	2.000	1.800	0.200	0.000	0.200
2. Recreation	Electorate	11/7/00	36.000	36.000 II.	0.000	0.000	0.000
	Electorate	11/2/04	12.000	12.000 III.	0.000	0.000	0.000
3. Zoo	Electorate	11/7/00	10.000	10.000	0.000		0.000
	Electorate	11/2/04	8.000	8.000 III.	0.000	0.000	0.000
4. Historical	Electorate	11/7/00	6.000	5.980	0.020	0.000	0.020
5. Museum of African-American History	Electorate	11/7/00	4.000	3.545	0.455	0.455	0.000
TOTAL CULTURAL FACILITIES			78.000	77.325	0.675	0.455	0.220
MUNICIPAL FACILITIES:							
1. Public Works	Electorate	11/7/00	5.000	5.000 I.	0.000	0.000	0.000
2. Health and Wellness Promotion	Electorate	11/7/00	5.000	4.880	0.120	0.000	0.120
3. Transportation	Electorate	11/4/97	3.000	3.000	0.000	0.000	0.000
	Electorate	11/7/00	5.000	5.000	0.000	0.000	0.000
4. Civic Center	Electorate	11/7/00	3.000	3.000	0.000	0.000	0.000
TOTAL MUNICIPAL FACILITIES			21.000	20.880	0.120	0.000	0.120

General Obligation Bond Sale and Remaining Authorization (in millions)

***** VOTER AUTHORIZATION *****							
Authorized Bond Issue Name	Authority	Date	Authorized Amount	Issued (assumes FY07-08 bonds sold)	Remaining Authorization	FY08-09 Bond Sale (Budget)	Remaining Authorization
PUBLIC SAFETY:							
1. Police Facilities	Electorate	11/4/97	7.500	7.500	0.000	0.000	0.000
	Electorate	11/7/00	6.000	9.080	-3.080	0.000	0.000
	Electorate	11/2/04	78.000	40.500	37.500	17.500	20.000
2. Fire & EMS	Electorate	11/4/97	7.500	4.420	3.080	0.000	0.000
	Electorate	11/7/00	6.000	6.000	0.000	0.000	0.000
	Electorate	11/2/04	17.500	5.875	11.625	5.500	6.125
3. Health and Wellness Promotion	Electorate	11/2/04	7.500	6.000	1.500	1.500	0.000
4. Civic Center	Electorate	11/2/04	9.000	0.000	9.000	0.000	9.000
5. Department of Public Works	Electorate	11/2/04	6.000	4.430	1.570	0.000	1.570
6. Recreation Department	Electorate	11/2/04	2.000	2.000	0.000	0.000	0.000
TOTAL PUBLIC SAFETY			147.000	85.805	61.195	24.500	36.695
TRANSPORTATION IMPROVEMENTS							
1. Department of Transportation	Electorate	11/2/04	12.000	0.000	12.000	0.000	12.000
2. Detroit Transportation Corporation	Electorate	11/2/04	15.000	10.000	5.000	0.000	5.000
3. Airport	Electorate	11/2/04	5.000	1.440	3.560	3.500	0.060
TOTAL TRANSPORTATION IMPROVEMENTS			32.000	11.440	20.560	3.500	17.060
HISTORICAL MUSEUM	Electorate	11/6/01	20.000	2.800	17.200	17.200	0.000
LIBRARY	Electorate	11/4/97	7.500	7.500	0.000	0.000	0.000
Museum of African-American History	Electorate	4/29/03	6.000	5.500	0.500	0.500	0.000
Debt Service				0.003	(0.003)	0.000	(0.003)
Bonds Approved/ Unissued **	n/a	n/a	n/a	0.000	0.000	0.000	0.000
TOTALS			\$477.500	\$362.220	\$115.280	\$53.155	\$62.125

** The August 1995 bond sale of \$50.000M funded \$76.770M of appropriated projects. To date an additional \$76.770M has been sold to cover these projects. This commitment has been fu

*** Authorization to fund mandatory Police projects for the FY04-05 was overcommitted by (-3.080); authorization was transferred from the Fire Dept. as permitted under the voter approved P proposal. The Fire Dept. remaining authorization was 0.6250.

I. The August 2002 bond sale resulted in a premium which is considered a reduction in voter authorization. The premium amounts allocated to the agencies are rounded to the nearest 1,000; the residual amount was charged to Debt Service (\$2,628). Total premium amount was \$1,212,628.

DPW remaining authorization was reduced by \$250,000 for premium amounts allocated to Civic Center (40,000) and DOT (210,000), both have no remaining authorization.

II. FY05 Bond Sale for Recreation includes \$400,000 for the Eastern Mkt, now under the Culture, Arts & Tourism Dept. Also includes City Council additional project for Paradise Valley Mom

III. The December 2005 bond sale resulted in a premium of \$2.1 million allocated to Recreation (\$700,000) and Zoo (\$1,400,000).

HISTORY: ALLOCATION OF INTEREST EARNED FROM BOND SALES

***** pro-rated per project *****

AGENCY	FY1989-90	FY1990-91	FY1991-92	FY1992-93	FY1993-94	FY1994-95	FY1995-96	FY1996-97	FY1997-98	FY1998-99	FY1999-00
AIRPORT										\$	250,000
DETROIT INSTITUTE OF ARTS			134,000								
CIVIC CENTER											
AFRICAN-AMERICAN MUSEUM								4,945,000		2,850,000 **	
FIRE		236,000	92,000								1,000,000
GENERAL SERVICES											
HEALTH	1,330,000	2,417,000	246,000								
HISTORICAL											
LIBRARY											
LIGHTING	405,000	362,000	2,813,000						1,100,000		491,000
PLANNING & DEVELOPMENT	860,822	2,162,000	2,212,000	6,000,000	6,336,900	5,493,300			2,034,500		500,000
POLICE	700,000	1,106,000	232,000	1,500,000			3,300,000		1,500,000		1,250,000
PUBLIC WORKS											
RECREATION	135,000	291,000	1,280,000				1,000,000		2,000,000	2,238,000 ***	750,000
ZOO			283,000								
DEBT SERVICE				363,000							
BOND INSURANCE & DISCOUNT									858,000	800,500	900,000
PROJECT ACCOUNTS (*)										580,100	200,000
TOTALS	\$ 3,430,822	\$ 6,574,000	\$ 7,292,000	\$ 7,863,000	\$ 6,336,900	\$ 5,493,300	\$ 4,300,000	\$ 4,945,000	\$ 7,492,500	\$ 6,468,600	\$ 5,341,000

HISTORY: ALLOCATION OF INTEREST EARNED FROM BOND SALES

AGENCY	***** pro-rated per project *****										APPROPRIATION
	FY2000-01	FY2001-02	FY2002-03	FY2003-04	FY2004-05	FY2005-06	FY2006-07	FY2007-08	FY2008-09	TOTALS	
AIRPORT	\$ 215,000										\$ 465,000
DETROIT INSTITUTE OF ARTS		71,000		1,899,560	125,400	100,000	142,000	99,000	100,000		2,670,960
CIVIC CENTER								200,000			200,000
AFRICAN-AMERICAN MUSEUM	750,000					200,000		200,000			8,945,000
FIRE		500,000									1,828,000
GENERAL SERVICES								1,287,000	1,100,000		2,387,000
HEALTH						109,000					4,102,000
HISTORICAL		70,000		235,440		281,000		500,000			1,086,440
LIBRARY			1,226,000		736,600			1,000,000			2,962,600
LIGHTING											5,171,000
PLANNING & DEVELOPMENT		1,761,000						1,000,000			28,360,522
POLICE		2,000,000									11,588,000
PUBLIC WORKS		400,000									400,000
RECREATION	850,000	3,000,000	500,000					2,000,000	1,000,000		15,044,000
ZOO	800,000	100,000				500,000	3,600,000				5,283,000
DEBT SERVICE											363,000
BOND INSURANCE & DISCOU											2,558,500
PROJECT ACCOUNTS (*)											780,100
TOTALS	\$ 2,615,000	\$ 7,902,000	\$ 1,726,000	\$ 2,135,000	\$ 862,000	\$ 1,190,000	\$ 3,742,000	\$ 6,286,000	\$ 2,200,000	\$	\$ 94,195,122

GENERAL OBLIGATION BONDS (Free Balances as of October 2008)

DEPARTMENTS	Organization	Bond Sales prior	Sep 1987 Sale	Nov 1988 Sale	Dec 1989 Sale	Oct 1990 Sale	Nov 1991 Sale	Dec 1993 Sale-	TOTAL
		to 1979	4503 Fund	4504 Fund	4506 Fund	Dec 1990 Sale	4508 Fund	Dec 2005 Sale	APPROPRIATED
		4501 Fund				4507 Fund		4510 Fund	FREE BALANCES
									(Unencumbered)
AIRPORT								\$2,631,413	\$2,631,413
	100055							\$19,454	
	100205							249,479	
	100206								
	100207								
	100208							1,250,000	
	100209								
	100212							4,606	
	100290							857,874	
	100294							250,000	
	100410								
D.I.A. (also see Non-Departmental)								\$50,374	50,374
	110270								
CIVIC CENTER								\$240,000	240,000
	140055								
CULTURAL, ARTS & TOURISM (Eastern Market)								\$397,700	397,700
	175000								
D.P.W.	190310							\$8,041,137	8,041,137
D.O.T								\$1,340,066	1,340,066
	200375							340,086	
	201100							999,980	
FIRE								\$9,268,136	9,268,136
	240314							4,744,405	
	240315							2,600,000	
	240365							1,000,000	
	240390							(76,269)	
	241314							1,000,000	
GENERAL SERVICES								\$2,961,229	2,961,229
	470150							1,035,936	
	470155							1,925,292	

GENERAL OBLIGATION BONDS (Free Balances as of October 2008)

DEPARTMENTS	Organization	Bond Sales prior	Sep 1987 Sale	Nov 1988 Sale	Dec 1989 Sale	Oct 1990 Sale	Nov 1991 Sale	Dec 1993 Sale-	TOTAL
		to 1979	4503 Fund	4504 Fund	4506 Fund	Dec 1990 Sale	4508 Fund	Dec 2005 Sale	APPROPRIATED
		4501 Fund				4507 Fund		4510 Fund	FREE BALANCES
									(Unencumbered)
HEALTH								8,704,688	8,704,688
	250100							3,001,621	
	250995							5,000,000	
	258858							703,066	
HISTORICAL								25,694	25,694
	260030								
	260031							25,694	
	260070								
	260090								
	260095								
PLANNING & DEVELOPMENT		\$0	\$8,322	\$0	\$1,153	\$0	\$240,870	17,315,745	17,566,090
	360035							\$711,370	
	360099							5,500,000	
	360122							5,894	
	360136		8,322						
	360140				\$1,153				
	360150							(297,569)	
	360153							1,657,796	
	360156							900,000	
	360157							2,041,294	
	360159							320,188	
	360161							(133,807)	
	360162							22,628	
	360163							338,269	
	360165							20,000	
	360167							400,000	
	360205						240,870		
	360214							174	
	361377							135	
	362607							196,232	
	362608							167,089	
	362800							2,400,000	
	362801							60,000	
	363105							1,068,218	
	364013							1,100,000	
	364014							837,834	

GENERAL OBLIGATION BONDS (Free Balances as of October 2008)

DEPARTMENTS	Organization	Bond Sales prior	Sep 1987 Sale	Nov 1988 Sale	Dec 1989 Sale	Oct 1990 Sale	Nov 1991 Sale	Dec 1993 Sale-	TOTAL
		to 1979	4503 Fund	4504 Fund	4506 Fund	Dec 1990 Sale	4508 Fund	Dec 2005 Sale	APPROPRIATED
		4501 Fund				4507 Fund		4510 Fund	FREE BALANCES
									(Unencumbered)
POLICE								31,428,767	31,428,767
	370830							1,588,016	
	370840							28,357,878	
	370842							101,505	
	370844							1,081,368	
	371721							300,000	
PUBLIC LIGHTING								11,249,845	11,249,845
	380080							8,541,630	
	380801							759,115	
	380930							1,949,100	
RECREATION			34,805					3,747,523	3,782,329
	390985							35,000	
	391390							9,500	
	391400							399,726	
	391410							561,886	
	391420							200,795	
	391430							1,720,519	
	391435							476,707	
	391450							41,799	
	391460							(37,832)	
	391470							(17,751)	
	391480							394,549	
	391510							40,312	
	391970		34,805						
	392330							(508,670)	
	398411							30,983	
	399000							400,000	
ZOO								94,044	94,044
	440345								
NON-DEPARTMENTAL									
CHW African-American M	350745							872,254	872,254
DIA	351180							319,998	319,998
Eastern Market	351389							625,000	625,000
Historical	351384							0	0
Historical	351388							2,800,000	2,800,000
Zoo	351385							1,485,000	1,485,000
Debt Service	351380							914	914
APPROP/UNSOLD PROJECTS **									
TOTAL FREE BALANCE		\$0	\$43,128	\$0	\$1,153	\$0	\$240,870	\$103,599,526	\$103,884,677

** Note: There remains no appropriated/unsold balances (all bonds have now been sold). The August, 1995 Bond Sale in which \$50,000,000 was sold and \$76,770,000 was appropriated is the original transaction giving rise to appropriated/unsold balances.

Note: 4510 Fund includes the FY 2006-07 and FY 2007-08 budgeted amounts. These items will be transferred to a separate fund as the bonds are sold. FY 2006-07 activity will be recorded in Fund 4512.

GENERAL OBLIGATION BONDS (Encumbrances as of October 2008):

DEPARTMENTS	Sep 1987 Sale 4503 Fund	Dec 1989 Sale 4506 Fund	Oct 1990 Sale Dec 1990 Sale 4507 Fund	Nov 1991 Sale 4508 Fund	Dec 1993 Sale- Aug 2004 Sale 4510 Fund	TOTAL ENCUMBRANCES
AIRPORT					\$140,732	\$140,732
D.I.A. (also see Non-Departmental)						
CIVIC CENTER					388,958	388,958
CULTURAL, ARTS & TOURISM						
D.P.W.					(1,646,868)	(1,646,868)
D.O.T					4,947,585	4,947,585
FIRE					532,976	532,976
GENERAL SERVICES					466,034	466,034
HEALTH					582,032	582,032
HISTORICAL					1,349,520	1,349,520
PLANNING & DEVELOPMENT	52,920	2,314,776		\$217,407	6,355,381	8,940,485
POLICE		\$500			4,581,810	4,582,310
PUBLIC LIGHTING					7,201,802	7,201,802
RECREATION			\$340		1,867,081	1,867,420
ZOO					1,532,893	1,532,893
LIBRARY						
NON-DEPARTMENTAL						
African-American Museum						0
DIA						
Eastern Market					334,441	334,441
Historical					497,761	497,761
Zoo					4,500,000	
Debt Service						
APPROP/UNSOLD PROJECTS						
TOTAL ENCUMBRANCES	\$52,920	\$2,315,276	\$340	\$217,407	\$33,632,137	\$31,718,080

** Note: There remains no appropriated/unsold balances (all bonds have now been sold). The August, 1995 Bond Sale in which \$50,000,000 was sold and \$76,770,000 was appropriated is the original transaction giving rise to appropriated/unsold balances.

**DEPARTMENTAL
PROGRAM
(FIVE YEAR
CAPITAL PLAN)**



CITY OF DETROIT CAPITAL AGENDA SUMMARY BY AGENCY

(in thousands- 000's omitted)

AGENCY NAME	Authorized Unissued **	(Budget) 2008- 09	***** 5 Year Capital Plan *****					RECOMMENDED 5- YEAR PLAN	Unprogrammed
			2009- 10	2010 -11	2011- 12	2012 -13	2013- 14		
Coleman A. Young Airport	\$ 60	\$ 3,500	\$ 31,786	\$ 10,000	\$ 30,525	\$ 39,375	\$ 24,475	\$ 136,161	\$ 5,824
Detroit Institute of Arts	-	100	5,000	5,000	5,000	5,000	5,000	25,000	-
Charles H. Wright Museum of African- American History	-	955	250	705	400	1,200	1,545	4,100	-
Civic Center	9,000	-	3,600	3,600	3,600	3,500	3,600	17,900	89,678
Department of Transportation	12,000	22,344	59,399	78,751	217,718	212,325	124,401	692,594	-
Detroit Transporatation Corporation	5,000	500	-	2,500	2,500	-	-	5,000	33,000
Department of Public Works	1,570	-	1,700	1,250	500	1,000	1,300	5,750	4,000
Environmental Affairs	-	-	3,966	3,967	2,966	-	-	10,899	-
Detroit Fire Department	6,125	5,500	5,250	4,150	6,650	6,650	6,000	28,700	22,000
General Services Department	-	1,100	3,825	3,950	3,650	2,805	2,033	16,263	17,265
Department of Health & Wellness Promotion	120	1,500	5,300	4,500	2,000	2,000	2,000	15,800	5,000
Historical Museum	20	19,700	7,140	4,000	5,000	2,000	3,500	21,640	23,500
SUBTOTAL	\$ 33,895	\$ 55,199	\$ 127,215	\$ 122,373	\$ 280,509	\$ 275,855	\$ 173,854	\$ 979,806	\$ 200,267

CITY OF DETROIT CAPITAL AGENDA SUMMARY BY AGENCY

(in thousands- 000's omitted)

AGENCY NAME	Authorized Unissued **	(Budget) 2008- 09	***** 5 Year Capital Plan *****					RECOMMENDED 5- YEAR PLAN	Unprogrammed
			2009- 10	2010 -11	2011- 12	2012 -13	2013- 14		
Detroit Public Library	\$ -	\$ -	\$ 19,500	\$ 9,000	\$ 16,500	\$ 20,500	\$ 15,000	\$ 80,500	\$ 8,500
Municipal Parking Department	-	3,000	7,841	2,500	2,500	2,500	2,500	17,841	4,250
Planning & Development Department	7,795	4,931	20,192	14,705	14,609	19,188	16,006	84,700	112,800
Public Lighting Department	235	7,000	6,595	6,520	5,120	5,370	6,070	29,675	255,550
Detroit Police Department	20,000	17,500	4,500	6,000	6,500	6,500	5,000	28,500	55,500
Recreation Department	-	1,000	9,000	10,000	9,000	9,000	9,000	46,000	269,000
Eastern Market Association	200	3,250	5,000	15,750	2,000	2,000	2,000	26,750	7,000
DWSD- Sewerage Department	-	283,569	407,797	448,993	430,736	283,153	258,020	1,828,699	-
DPW Street Capital	-	411,525	148,869	80,359	38,500	38,500	38,500	344,728	-
DWSD- Water Department	-	278,924	434,616	421,196	373,140	191,889	9,552	1,430,393	436,439
Detroit Zoological Institute	-	7,000	9,250	9,250	7,650	8,400	5,650	40,200	4,400
SUBTOTAL	\$ 28,230	\$ 1,017,699	\$ 1,073,160	\$ 1,024,273	\$ 906,255	\$ 587,000	\$ 367,298	\$ 3,957,986	\$ 1,153,439
GRAND TOTAL	\$ 62,125	\$ 1,072,897	\$ 1,200,376	\$ 1,146,646	\$ 1,186,764	\$ 862,855	\$ 541,152	\$ 4,937,792	\$ 1,353,706

** Note: Authorized Unissued column represent bonds that have been approved by the voters, but remain unsold to date. However, for this Capital Agenda period we are assuming that all bonds previously appropriated have been sold. To date, FY 2008 and 2009 general obligation bonds have not been sold due to a lack of State of Michigan approval.

CITY OF DETROIT CAPITAL AGENDA SUMMARY BY FUNDING SOURCE

(in thousands- 000's omitted)

AGENCY NAME	Authorized Unissued **	(Budget) 2008- 09	***** 5 Year Capital Plan *****					RECOMMENDED 5- YEAR PLAN	Unprogrammed
			2009- 10	2010 -11	2011- 12	2012 -13	2013- 14		
Aviation Grants									
Coleman A. Young Airport	\$ -	\$ -	\$ 31,276	\$ 9,750	\$ 30,490	\$ 39,000	\$ 24,473	\$ 134,989	\$ -
Block Grants									
Planning & Development Department	-	4,931	12,692	9,705	9,609	14,188	11,006	57,200	1,000
Cash Capital									
Coleman A. Young Airport	-	-	134	-	35	-	3	172	-
Detroit Public Library	-	-	15,500	5,000	1,500	4,500	5,000	31,500	-
Detroit Transportation Corporation	-	500	-	-	-	-	-	-	500
Subtotal	\$ -	\$ 500	\$ 15,634	\$ 5,000	\$ 1,535	\$ 4,500	\$ 5,003	\$ 31,672	\$ 500
Clean Michigan Initiative/Bond									
Environmental Affairs	\$ -	\$ -	\$ 1,666	\$ 2,667	\$ 2,066	\$ -	\$ -	\$ 6,399	\$ -
Environmental Protection Agency									
Environmental Affairs	-	-	2,000	1,000	800	-	-	3,800	-
Federal Grants (HOME)									
Planning & Development	-	-	2,000	-	-	-	-	2,000	-
Federal Transportation Grants									
Department of Transportation	-	19,725	47,719	63,226	122,795	118,460	74,575	426,775	-
General Obligation Bonds									
Coleman A. Young Airport	\$ 60	\$ 3,500	\$ 375	\$ 250	\$ -	\$ 375	\$ -	\$ 1,000	\$ 5,824
Detroit Institute of Arts	-	-	5,000	5,000	5,000	5,000	5,000	25,000	-
Charles H. Wright Museum of African-American History	-	955	250	705	400	1,200	1,545	4,100	-
Civic Center	9,000	-	-	-	-	-	-	-	58,210
Department of Transportation	12,000	-	-	-	-	-	-	-	-

CITY OF DETROIT CAPITAL AGENDA SUMMARY BY FUNDING SOURCE

(in thousands- 000's omitted)

AGENCY NAME	Authorized Unissued **	(Budget) 2008- 09	***** 5 Year Capital Plan *****					RECOMMENDED 5- YEAR PLAN	Unprogrammed
			2009- 10	2010 -11	2011- 12	2012 -13	2013- 14		
General Obligation Bonds									
Detroit Transportation Corporation	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,500
Department of Public Works	1,570	-	1,700	1,250	500	1,000	1,300	5,750	4,000
Detroit Fire Department	6,125	5,500	5,250	4,150	6,650	6,650	6,000	28,700	22,000
Eastern Market Association	200	-	1,000	3,000	2,000	2,000	2,000	10,000	7,000
General Services Department	-	-	3,825	3,950	3,650	2,805	2,033	16,263	17,265
Department of Health & Wellness Promotion	120	1,500	5,300	4,500	2,000	2,000	2,000	15,800	5,000
Historical Museum	20	17,200	-	-	-	-	2,500	2,500	23,500
Detroit Public Library	-	-	4,000	4,000	5,000	4,000	4,000	21,000	8,500
Planning & Development Department	7,795	-	5,500	5,000	5,000	5,000	5,000	25,500	111,800
Public Lighting Department	235	7,000	6,595	5,845	5,120	5,370	6,070	29,000	255,550
Detroit Police Department	20,000	17,500	4,500	6,000	6,500	6,500	5,000	28,500	55,500
Recreation Department	-	-	5,000	6,000	5,000	5,000	5,000	26,000	269,000
Detroit Zoological Institute	-	-	2,500	1,000	3,400	3,400	2,650	12,950	4,400
Subtotal General Obligation Bonds	\$ 62,125	\$ 53,155	\$ 50,795	\$ 50,650	\$ 50,220	\$ 50,300	\$ 50,098	\$ 252,063	\$ 880,049
Michigan Gas & Weight Taxes									
DPW- Street Capital	\$ -	\$ 46,295	\$ 25,273	\$ 24,556	\$ 27,500	\$ 27,500	\$ 27,500	\$ 132,329	\$ -
Other Identified Sources									
Coleman A. Young Airport	-	-	-	-	-	-	-	-	-
Civic Center	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	29,736
Detroit Transportation Corporation	-	-	-	2,500	2,500	-	-	5,000	-
DPW- Street Capital	-	46,269	-	-	-	-	-	-	-
Environmental Affairs	-	-	200	200	-	-	-	400	-
Public Lighting	-	-	-	675	-	-	-	675	-
Recreation	-	-	4,000	4,000	4,000	4,000	4,000	20,000	-
Subtotal	\$ -	\$ 46,269	\$ 4,200	\$ 7,375	\$ 6,500	\$ 4,000	\$ 4,000	\$ 26,075	\$ 29,736

CITY OF DETROIT CAPITAL AGENDA SUMMARY BY FUNDING SOURCE

(in thousands- 000's omitted)

AGENCY NAME	Authorized Unissued **	(Budget) 2008- 09	***** 5 Year Capital Plan *****					RECOMMENDED 5- YEAR PLAN	Unprogrammed
			2009- 10	2010 -11	2011- 12	2012 -13	2013- 14		
Other Identified Sources-State TIP									
DPW- Street Capital	\$ -	\$ 318,962	\$ 123,596	\$ 55,803	\$ 11,000	\$ 11,000	\$ 11,000	\$ 212,399	\$ -
Parking System Reserve Fund									
Municipal Parking Department	\$ -	\$ 3,000	\$ 7,841	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 17,841	\$ 4,250
Private Funds									
Detroit Institute of Arts	-	-	-	-	-	-	-	-	-
Eastern Market	-	3,250	4,000	12,750	-	-	-	16,750	-
Historical Museum	-	2,500	7,140	4,000	5,000	2,000	1,000	19,140	-
Detroit Public Library	-	-	-	-	10,000	12,000	6,000	28,000	-
Detroit Zoological Institute	-	7,000	6,750	8,250	4,250	5,000	3,000	27,250	-
Subtotal	\$ -	\$ 12,750	\$ 17,890	\$ 25,000	\$ 19,250	\$ 19,000	\$ 10,000	\$ 91,140	\$ -
Reinvestment Earnings (Interest Earnings)									
Detroit Institute of Arts	-	100	-	-	-	-	-	-	-
General Services	-	1,100	-	-	-	-	-	-	-
Recreation	-	1,000	-	-	-	-	-	-	-
Subtotal	\$ -	\$ 2,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Renewal and Replacement Fund									
Civic Center	-	-	3,600	3,600	3,600	3,500	3,600	17,900	1,732
Revenue Supported									
DWSD- Sewerage Department	-	283,569	407,797	448,993	430,736	283,153	258,020	1,828,699	-
DWSD- Water Department	-	278,924	434,616	421,196	373,140	191,889	9,552	1,430,393	436,439
Subtotal	\$ -	\$ 562,493	\$ 842,413	\$ 870,189	\$ 803,876	\$ 475,042	\$ 267,572	\$ 3,259,092	\$ 436,439
State Transportation Grants									
Department of Transportation	\$ -	\$ 2,619	\$ 11,680	\$ 15,525	\$ 94,923	\$ 93,865	\$ 49,826	\$ 265,819	\$ -

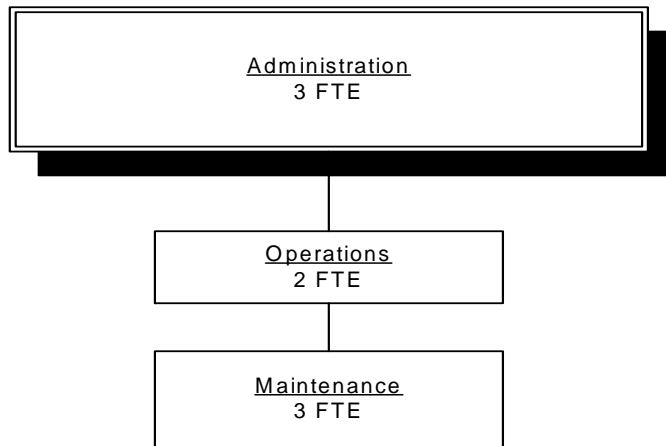
CITY OF DETROIT CAPITAL AGENDA SUMMARY BY FUNDING SOURCE

(in thousands- 000's omitted)

AGENCY NAME	Authorized Unissued **	(Budget) 2008- 09	***** 5 Year Capital Plan *****					RECOMMENDED 5- YEAR PLAN	Unprogrammed
			2009- 10	2010 -11	2011- 12	2012 -13	2013- 14		
Unidentified Sources									
Environmental Affairs	-	-	\$ 100	\$ 100	\$ 100	-	-	\$ 300	-
Detroit Police Department	-	-	-	-	-	-	-	-	tbd
Subtotal	\$ -	\$ -	\$ 100	\$ 100	\$ 100	\$ -	\$ -	\$ 300	\$ -
GRAND TOTAL	\$ 62,125	\$ 1,072,897	\$ 1,200,376	\$ 1,146,646	\$ 1,186,764	\$ 862,855	\$ 541,152	\$ 4,937,792	\$ 1,353,706

** Note: Authorized Unissued column represent bonds that have been approved by the voters, but remain unsold to date. However, for this Capital Agenda period, we are assuming that all bonds previously appropriated have been sold. To date, FY 2008 and 2009 general obligation bonds have not been sold due to a lack of State of Michigan approval.

AIRPORT



COLEMAN A. YOUNG AIRPORT

AGENCY MISSION

Accelerate the growth of Detroit as a commercial and industrial transportation center. Maximize the Coleman A. Young Airport's economic benefit to our community and region to build the Next Detroit.

CURRENT FACILITIES

General - The Airport Department operates the Coleman A. Young International Airport (renamed in 2003), which encompasses over 300 acres of land, generally bound by Gratiot and Grinnell on the south, Conner on the east, French Road on the west and Mt. Olivet on the north. The Airport Department also holds properties in other off airport areas: a 30-acre parcel to the west, 10-acre parcel to the east and an 11-acre parcel to the south.

Terminals - Approximately sixty seven thousand (67,000) sq. ft. currently – with an additional ten thousand (10,000) square feet of planned terminal building space. Enterprise rental car operations is located in the main passenger terminal.

Hangars - One hundred eighty two thousand (182,000) square feet in fourteen hangar bays, in which related shop and office space are contained. An eleven thousand five hundred square feet (11,500 sq. ft.) stand alone hangar, and one hundred thirty one (131) total nested T-Hangars (94 small @ 846 sq. ft.; 27 medium @ 944 sq. ft. and 10 large @ 1,649 sq. ft.). Tenants occupy most of the hangars and bays.

Runways and Taxiways - The primary runway Southeast/Northwest (15-33) is 5,090 feet long by 100-feet wide with 5,501 feet available for takeoff with FAA and City of Detroit approval.

-Northeast/southwest (7-25) is 4,026 feet in length by 100 feet wide.

Runways are equipped with parallel taxiway system and turnoffs to facilitate efficient operations.

Apron and Ramp Area – Approximately 69,000 sq. yds. of ramp area for aircraft parking and servicing.

Developable Land - Approximately 15 acres on site and 25 acres adjacent.

Fuel Storage Area and Fuel Farms – Encompasses area of approximately 5,700 square feet of land on which is located three above ground fuel tanks - two of thirty thousand (30,000) gallon capacity containing Jet A fuel, and one of twelve thousand (12,000) gallon capacity containing AV gas - having the cumulative capacity to hold approximately seventy two thousand (72,000) gallons of fuel and related fixtures and equipment used for storing aviation fuels, lubricants and other related aviation products at the airport.

There are three (3) other privately operated fuel facilities at the airport. Two (2) are self fueling operations and the other is a retail self-serve fuel service.

FIVE YEAR HISTORY

During the past five years, Coleman A. Young Airport Department completed projects to enhance the airport operating environment and continued to develop a more customer-focused facility. These projects were funded through federal, state and local grants. Projects include Exhibit A Property Map, South Building Demolition, and Land Acquisition under an on-going program.

The Airport Department began the French Road Land Acquisition Project in 1994 to

COLEMAN A. YOUNG AIRPORT

acquire and relocate the residential or commercial/industrial land uses, and demolish the structures within the areas currently under waivers from the Federal Aviation Administration (FAA). By completing this land acquisition project, the operating environment at the Airport will be in line with FAA airport design standards that require standard runway safety areas and clear zones. It will promote safer operations and more compatible land use around the airport, while reducing the adverse environmental impacts.

Phases I, II, III, and IV of the land acquisition program are 95 % complete. The total investment in land acquisition since 2000 is \$6,239,687. Phase V, which completes the project, consists of sixty-three vacant lots and seventy-five residential properties.

PROPOSED FIVE-YEAR CAPITAL PLAN

Coleman A. Young Airport Department's proposed five-year plan focus is on the shared vision of NEXT Detroit. We are upgrading the existing facilities and equipment; safety and security; and continuing implementation of the Airport Master Plan. This capital plan also captures an opportunity to realize a 775% return on investment of local spending.

The goal of the Airport Master Plan/Gateway Plan is to develop an aviation environment that results in compatible land use, optimizing the strategic location of the Coleman A. Young Airport to promote air trade from a National, State and Local perspective.

An issue facing the Coleman A. Young Airport Department is to have standard runway safety areas in place. We are adversely affected by this FAA requirement

because the Coleman A. Young Airport may end up with an even shorter runway than what currently exists. If this happens, we will be unable to meet the aviation needs of our present customers and eliminate the possibility of airline service at our airport. The projects included in the Master Plan/Gateway Plan will help alleviate this issue with:

- a) A 5,000 to 6,500 feet replacement runway. This runway will allow existing Runway 15-33 area to be redeveloped for revenue generation. We will maximize the area available between the replacement runway and Van Dyke Ave. for new terminal and other commercial development. The proposed plan may require railroad lines south of the airport to be relocated and some industrial development along Grinnell and Gratiot to be acquired and relocated. The replacement runway alternative reduces the need for the relocation of Van Dyke Ave, and increases the possibility of reopening East McNichols Rd, maximizes the use of the Mini-take area for future airfield development and provides for adequate Federal Aviation (FAR) Part 77 clearance of the Daimler Chrysler facility. The exact location and runway length for development will be determined after more detailed study and coordination with the FAA.
- b) Construction of new T-hangars.
- c) Redevelopment of the Executive Terminal to serve as a Fly-In Commercial / Conference Center.
- d) Replacement of cargo apron.
- e) Airport will continue the land acquisition program to facilitate safety areas, clear zones and ultimately the replacement of the existing runway.

COLEMAN A. YOUNG AIRPORT

CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

As the Airport District grows, we will develop the staff and equipment to work in conjunction with any City department where there is an opportunity for synergy. We can support the functions of the General Services, Recreation, Fire and Police Departments by supporting services to adjacent community geographical areas- Clusters 1, 2, and 3. Coleman A. Young Airport is a unique point of service because our location borders these three areas. This is a prime example of our strategic location.

GOALS FOR CAPITAL PROGRAM

1. **Capacity Enhancement** – There is a need for increasing aviation capacity throughout the nation and the Detroit Metroplex to combat congestion and the associated domino effects such as delay, higher operating costs and safety. Metro Airport has reached the 35 million-passenger threshold trigger established by the FAA to start developing a secondary airport in the region.
2. **To improve Competition** – Airfares in this region continue to be high due to a counter competitive environment and hub domination by a single carrier.
3. To improve safety at the airport through updating existing airport equipment and facilities while providing an airport that is modern and integrated into the needs of the local community.
4. To foster environmentally friendly and compatible land use in the Airport community.
5. Promote jobs and economic development in the City of Detroit and Southeast Michigan.

6. Promote aviation and the business/career opportunities available in the aviation industry.
7. To achieve a financially self-sufficient airport operation.

RATIONALE FOR CAPITAL PROGRAM

The Capital Improvement Program for the Coleman A. Young Airport is designed to meet the mission of the Airport Department by enhancing the amenities to our community, the traveling public, business community and recreational pilots. By leveraging local investment we will ensure that our youth receive good education, career development, and job opportunities. Coleman A. Young Airport is vital to the City, State and National transportation infrastructure and a key component in attracting more jobs and economic opportunities to our community.

Customers in the Detroit region will benefit from the presence of an Airport that trains and educates, is safe, provides high quality service and has a position as a “special and desirable” place to be in Detroit. We will realize our vision.

Presently, the Airport Department is proposing a Public Private Partnership that will potentially infuse a minimum of \$65 million with loans (\$15 million) and capital investment (\$50 million) to develop the Airport and spur improvements in the surrounding community.

Modernization

For over seventy-five (75) years, Coleman A. Young Airport has contributed to the economic vitality of the City of Detroit by serving as an on-off ramp to the nation’s aviation system. It was the primary air carrier airport for this region until the post WWII era when the major airlines left Coleman A. Young Airport to serve Willow Run Airport, which had longer runways.

COLEMAN A. YOUNG AIRPORT

Instead of modernizing Coleman A. Young Airport, a decision was made to upgrade the facilities at Willow Run for passenger service. No investment of the level needed to modernize Coleman A. Young Airport has occurred since WWII and the facility adjusted by hosting the greatest concentration of corporate aircraft during the fifties and continues to the present day to have solid corporate and private activity.

Unfortunately, modern design standards cannot be met at this community asset due to land constraints and this leads to under-utilization. Coleman A. Young Airport operates under several waivers issued by the FAA. We are committed to removing these waivers and thus formulated this Airport Improvement – Gateway Plan.

Air Service Development

In recent years, attempts to restore air service have yielded mixed results because of the constraints associated with a facility built for aviation in the Nineteen Thirties (1930's) (propeller), servicing aircraft of the Seventies (1970's) and Eighties (1980's) (jets). From 1988 to 1993 Southwest Airlines and several small regional carriers served more than 3.5 million passengers. That is evidence of a pent up demand for service at Coleman A. Young Airport. Facility constraints restrict the ability to build the market.

New carriers, in general, experience difficulty entering the Detroit market because of the dominance of a single carrier and limited gate availability. The market's dominant carrier recently constructed a new terminal at its fortress hub, Detroit Metropolitan Airport, which should have increased gate capacity at the facility. However, an entire terminal was shut down and plans are to demolish some of the

concourses and eliminate excess gate capacity. Limited gate capacity and other non-competitive practices have kept airline fares at a premium in the Detroit market.

The City of Detroit Airport Department studied the benefits of modernizing Coleman A. Young Airport and found there is great potential to attract and serve over three (3) million passengers and over two hundred thousand (200,000) aircraft operations on an annual basis thereby increasing aviation capacity in Southeast Michigan and the nation. Over fifty percent (50%) of the metropolitan area's population reside closer to the Coleman A. Young Airport than to the local hub airport. Introduction of air service, especially low cost carrier (LCC) service to high yield business centers will stimulate the aviation market and expand it by introducing greater travel choices.

Economic Development

Modernizing Coleman A. Young Airport will stimulate private investment; create over five hundred (500) permanent jobs and will generate over \$100 million dollars in annual economic impact to Detroit.

The Airport Gateway District will serve as a hub of activity fostering spin-off economic development along Gratiot, Van Dyke, and Conner Avenues and along East McNichols Road.

It will allow the City of Detroit to return large sections of City owned land to the property tax rolls by creating value in the property surrounding the Coleman A. Young Airport and promote commercial and industrial development. Studies show that areas around public transportation related developments such as transit stations and airports readily attract private investment. Investment and modernization will also

COLEMAN A. YOUNG AIRPORT

support and encourage local grass root efforts such as The Conner Creek Greenway Initiative and CitiPort Industrial Park Plan. Both of these projects enlist local partners within the residential, commercial and industrial community. We have a community, within a one mile radius of Coleman A. Young Airport that is rich with recreational, educational and commercial

assets. The Greenway and additional developments will connect these “islands” and synergize our impacts.

Environmental improvements associated with the Gateway Development include reduced vehicle travel times to access air service, reductions in air pollution, noise impacts and traffic congestion.

COLEMAN A. YOUNG AIRPORT

PROJECT NARRATIVE AND FUNDING SCHEDULES

The following is a narrative description of the development projects that make up Coleman A. Young Airport Department's five-year Capital Improvement Program.

LAND ACQUISITION

Airport will continue the land acquisition program to facilitate safety areas, clear zones and the ultimate replacement of the existing runway. Land Acquisition Phases I through IV and building demolition (including DeLasalle) is the continuation of a program that began in 1994, and is required by the FAA, to clear the primary surface and building restriction line for existing runways. Phase V and beyond will position Coleman A. Young Airport Department as a revenue-producing economic center attracting new aviation services and land lease agreements such as the DaimlerChrysler buy lease-back agreement.

French Rd. to Gilbo

Continuation of land acquisition west of French Road to meet current FAA Part 77 surface clearance requirements for runway 15-33. General Obligation Bond funds of \$3,500,000 were budgeted for this project in FY2008-09. Federal Aviation grants and reimbursements of \$14,250,000 were also requested in FY2009-10.

2009-10	\$14,625,000	Aviation Grants - Federal
	375,000	Aviation Grants – State
	375,000	General Obligation Bonds

Commercial

Acquire commercial property for Runway 15-33 Part 77 surface clearance.

2010-11	\$9,500,000	Aviation Grants - Federal
	250,000	Aviation Grants – State
	250,000	General Obligation Bonds

Obstacle Free Zone Clearance

Acquire land to meet Obstacle Free Zone (OFZ) and Part 77 FAA requirements for Replacement Runway Construction.

2012-13	\$14,250,000	Aviation Grants - Federal
	375,000	Aviation Grants – State
	375,000	General Obligation Bonds

COLEMAN A. YOUNG AIRPORT

AIRFIELD IMPROVEMENTS

The Airfield Improvement Program ensures compliance with FAA standards and undertakes projects to modernize the Airport facility to make it competitive and profitable in the airport industry. Projects include updating the Airport Layout Plan, determining whether the existing runways comply with FAA safety area standards and repairing and/or removing severely deteriorated pavements. The viability of relocating a rail line at the south of the Airport will be assessed along with the environmental impact of a new runway. A new 5,700-foot runway, as well as, new heliport and cargo areas will be constructed at Coleman A. Young Airport Department.

Grading & Leveling Runway 7-25 Approach

DeLasalle HS parcel (Runway 25 approach) and parcel on south side of Runway 7 approach.

2009-10	\$142,500	Aviation Grants - Federal
	3,750	Aviation Grants - State
	3,750	Cash Capital

Rehabilitate Taxiway A and East End of Runway 7-25

Rehabilitation will stop further pavement deterioration and maintain pavement integrity.

2009-10	\$1,900,000	Aviation Grants - Federal
	50,000	Aviation Grants - State
	50,000	Cash Capital

French Road Closure

Close French Road to clear the FAR Part 77 surface for existing Runway 15-33. This project will result in a reduction in funding for operations due to a decrease in security expenses.

2009-10	\$4,750,000	Aviation Grants - Federal
	125,000	Aviation Grants - State
	125,000	Unprogrammed

Environmental Document For New Runway (2-3 year program)

EA/Environmentally mitigated FONSI for proposed replacement runway.

2009-10	\$1,425,000	Aviation Grants - Federal
	37,500	Aviation Grants - State
	37,500	Cash Capital

COLEMAN A. YOUNG AIRPORT

Construct Replacement Runway

Begin design engineering for new runway. Construction dependent on EIS clearance, land acquisition and establishing funding.

2011-12	\$23,750,000	Aviation Grants – Federal
	625,000	Aviation Grants – State
	625,000	Unprogrammed
2012-13	\$23,750,000	Aviation Grants – Federal
	625,000	Aviation Grants – State
	625,000	Unprogrammed
2013-14	\$23,750,000	Aviation Grants – Federal
	625,000	Aviation Grants – State
	625,000	Unprogrammed

New Cargo Area

Replace existing cargo area needed to accommodate new runway. This project will result in a reduction in funding for operations.

2011-12	\$4,750,000	Aviation Grants – Federal
	125,000	Aviation Grants - State
	125,000	Unprogrammed

SAFETY & SECURITY

The Safety & Security Program is an on-going program that enables City of Detroit Airport Department to meet Federal Aviation Administration (FAA), Transportation Security Administration (TSA) regulatory and design standards as well as enhance homeland security. Mechanisms to discourage acts of terror and mitigate emergencies include back up auxiliary power, supplemental apron lighting and improved screening for drugs, chemicals and explosives. Federal Aviation grants and reimbursements of \$1,539,000 were requested in FY2009-10.

Executive Terminal Apron Utilization Plan; Apron Development

Analysis of existing and future apron needs for aircraft parking.

2009-10	\$1,539,000	Aviation Grants – Federal
	40,500	Aviation Grants – State
	40,500	Cash Capital

Obstruction Lighting

Provides for red obstruction lighting if and when needed.

2013-14	\$95,000	Aviation Grants – Federal
	2,500	Aviation Grants – State
	2,500	Cash Capital

COLEMAN A. YOUNG AIRPORT

BUILDINGS & GROUNDS

The Building and Grounds Program is an on-going endeavor to ensure that Airport infrastructure is responsive to the airport industry and supportive of Airport operations. The completion of these projects will create lease space, improve aesthetics promote a cleaner environment, enhance user amenities and ultimately increase the revenue generation capacity of the Airport.

T-Hangar Site Preparation & Taxistreets

Prepare site for T-Hangars.

2009-10	\$1,386,000	Aviation Grants – State
	154,000	Unprogrammed

T-Hangar Construction

Construct GA T-Hangars to replace Conner T's (Part 77). This project will result in a reduction in funding for operations due to a decrease in maintenance expenses.

2009-10	\$2,655,000	Aviation Grants – State
	295,000	Unprogrammed

Airport Signage Improvements

Improve signage to and visibility of the airport.

2009-10	\$95,000	Aviation Grants - Federal
	2,500	Aviation Grants – State
	2,500	Cash Capital

Airport Signage Improvements (Local)

Improve signage to and visibility of the airport with “local” only airport signage.

2009-10	\$100,000	Unprogrammed
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Renovate Executive Terminal

Renovate Executive Terminal for commercial/retail use. This project will result in a reduction in funding for operations due to a decrease in maintenance expenses and an offset of revenues from leasing activity.

2009-10	\$2,500,000	Aviation Grants – State
	1,350,000	General Obligation Bond
	3,150,000	Unprogrammed

Upgrade Terminal Entrance/Access Road

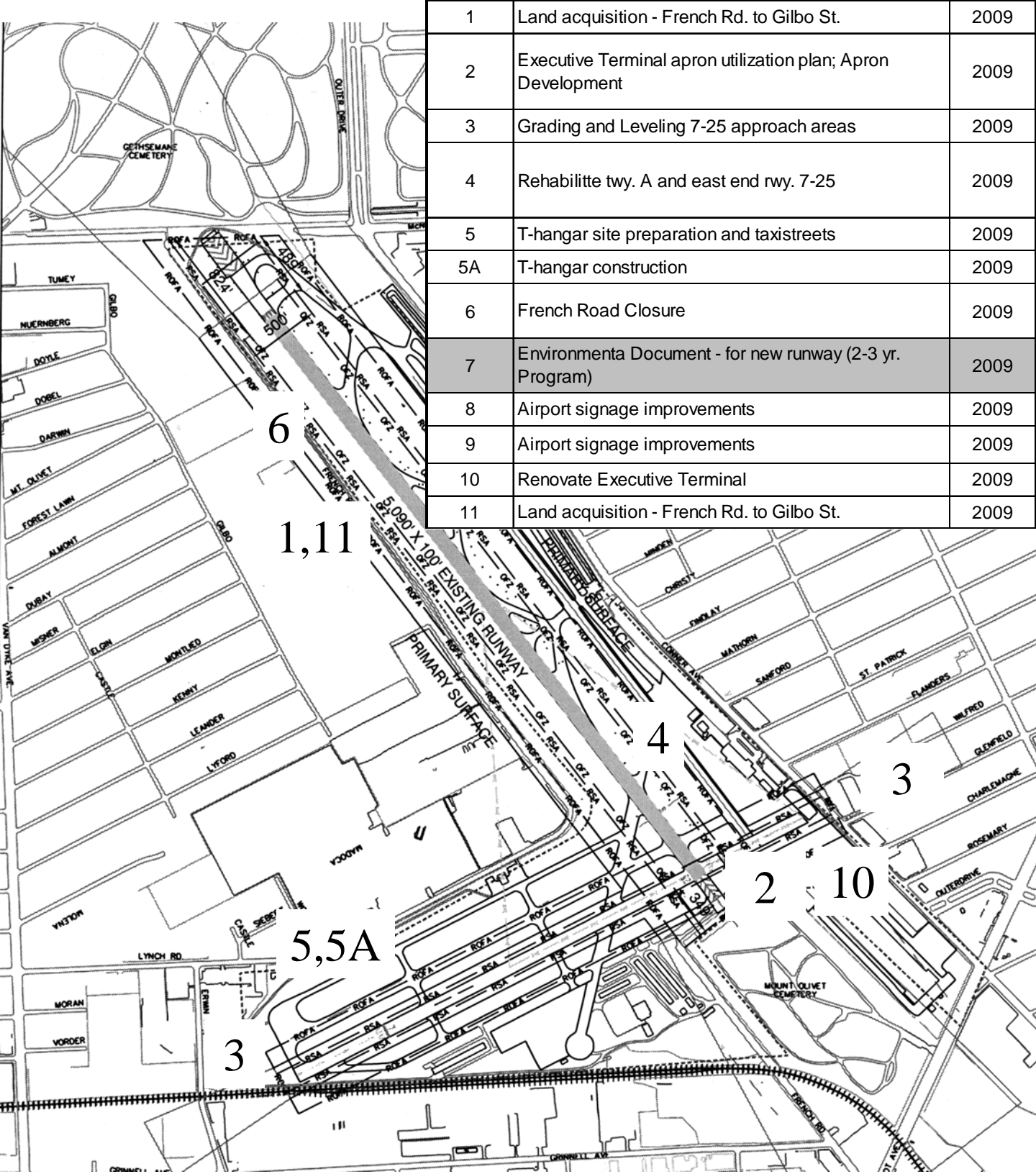
Continue terminal area improvements.

2011-12	\$1,330,000	Aviation Grants - Federal
	35,000	Aviation Grants – State
	35,000	Cash Capital

COLEMAN A. YOUNG INTERNATIONAL AIRPORT

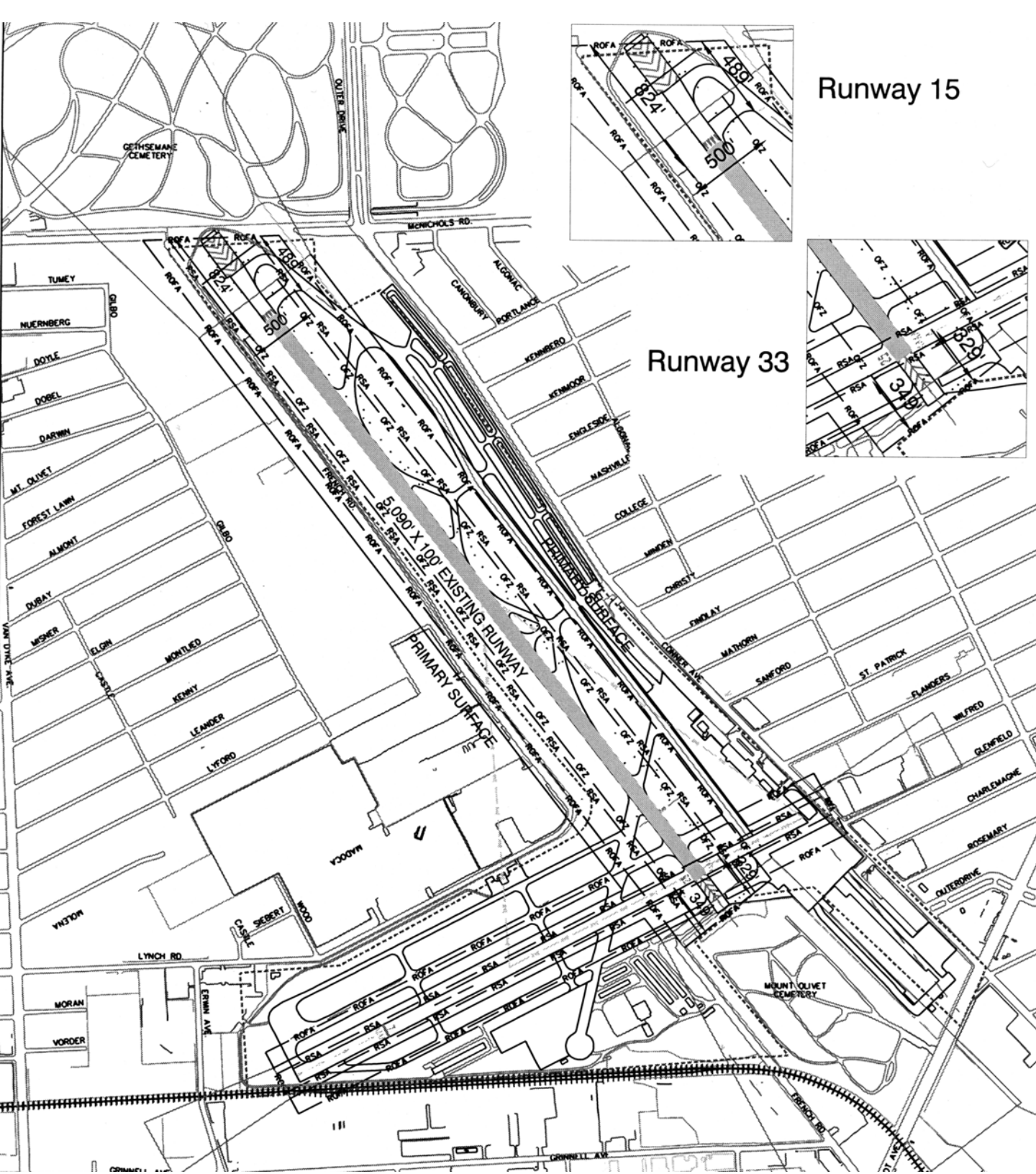
Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008- 09	***** 5 Year Capital Plan *****					Unprogrammed
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14	
Land Acquisition	M	U	NOI	NSI		A.G.- Fed A.G.- State G.O.	\$ 60	\$ 3,500	\$ 14,250 375 375	\$ 9,500 250 250	\$ 14,250 375 375			
Airfield Improvements	N	P	RF	RSI		A.G.- Fed A.G.- State C.C. G.O.			8,217 216 91		28,500 625	23,750 625	23,750 625	2,125
Safety & Security	N/M	P	NOI	NSI		A.G.- Fed A.G.- State G.O. C.C.			1,539 41 41				95 3 3	
Buildings & Grounds	M	P	RF	RSI		A.G.- Fed A.G.- State G.O. C.C. O.S.			95 6,544 3		1,330 35 35			3,699
TOTALS							\$ 60	3,500	31,786	10,000	30,525	39,375	24,475	5,824
Funding Source Summary:														
General Obligation Bonds						G.O.	\$ 60	\$ 3,500	\$ 375	\$ 250	\$ -	\$ 375	\$ -	\$ 5,824
Aviation Grants						A.G. Federal	-	-	24,101	9,500	29,830	38,000	23,845	-
						A.G. State	-	-	7,175	250	660	1,000	628	-
						Subtotal	\$ -	\$ -	\$ 31,276	\$ 9,750	\$ 30,490	\$ 39,000	\$ 24,473	\$ -
Cash Capital						C.C.	-	-	134	-	35	-	3	-
Other Sources						O.S.	-	-	-	-	-	-	-	-
GRAND TOTAL							\$ 60	\$ 3,500	\$ 31,786	\$ 10,000	\$ 30,525	\$ 39,375	\$ 24,475	\$ 5,824

* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
 ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
 *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impac
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 ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project



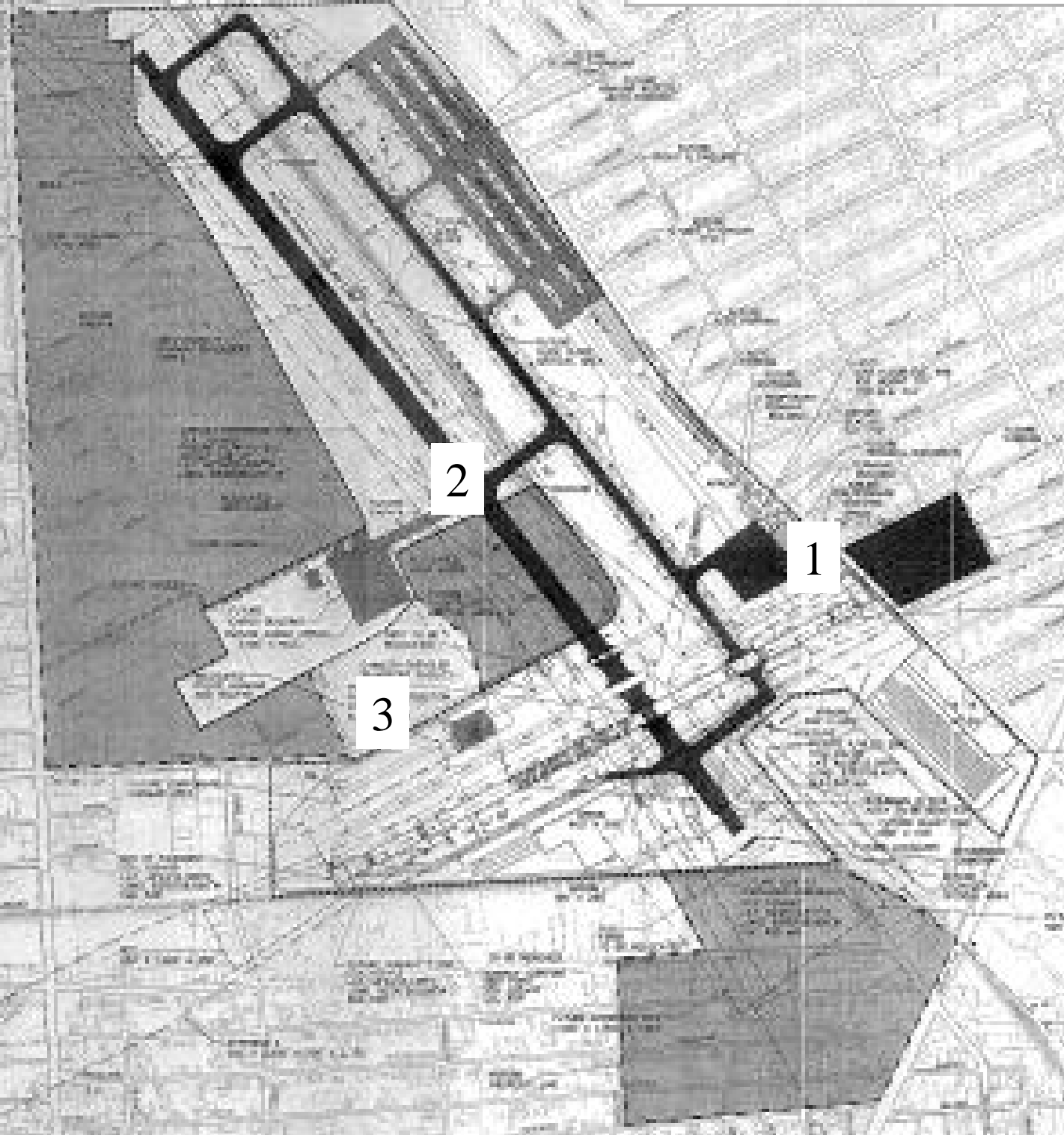
1	Land acquisition - French Rd. to Gilbo St.	2009
2	Executive Terminal apron utilization plan; Apron Development	2009
3	Grading and Leveling 7-25 approach areas	2009
4	Rehabilitate twy. A and east end rwy. 7-25	2009
5	T-hangar site preparation and taxi streets	2009
5A	T-hangar construction	2009
6	French Road Closure	2009
7	Environmenta Document - for new runway (2-3 yr. Program)	2009
8	Airport signage improvements	2009
9	Airport signage improvements	2009
10	Renovate Executive Terminal	2009
11	Land acquisition - French Rd. to Gilbo St.	2009

ACIP 2009



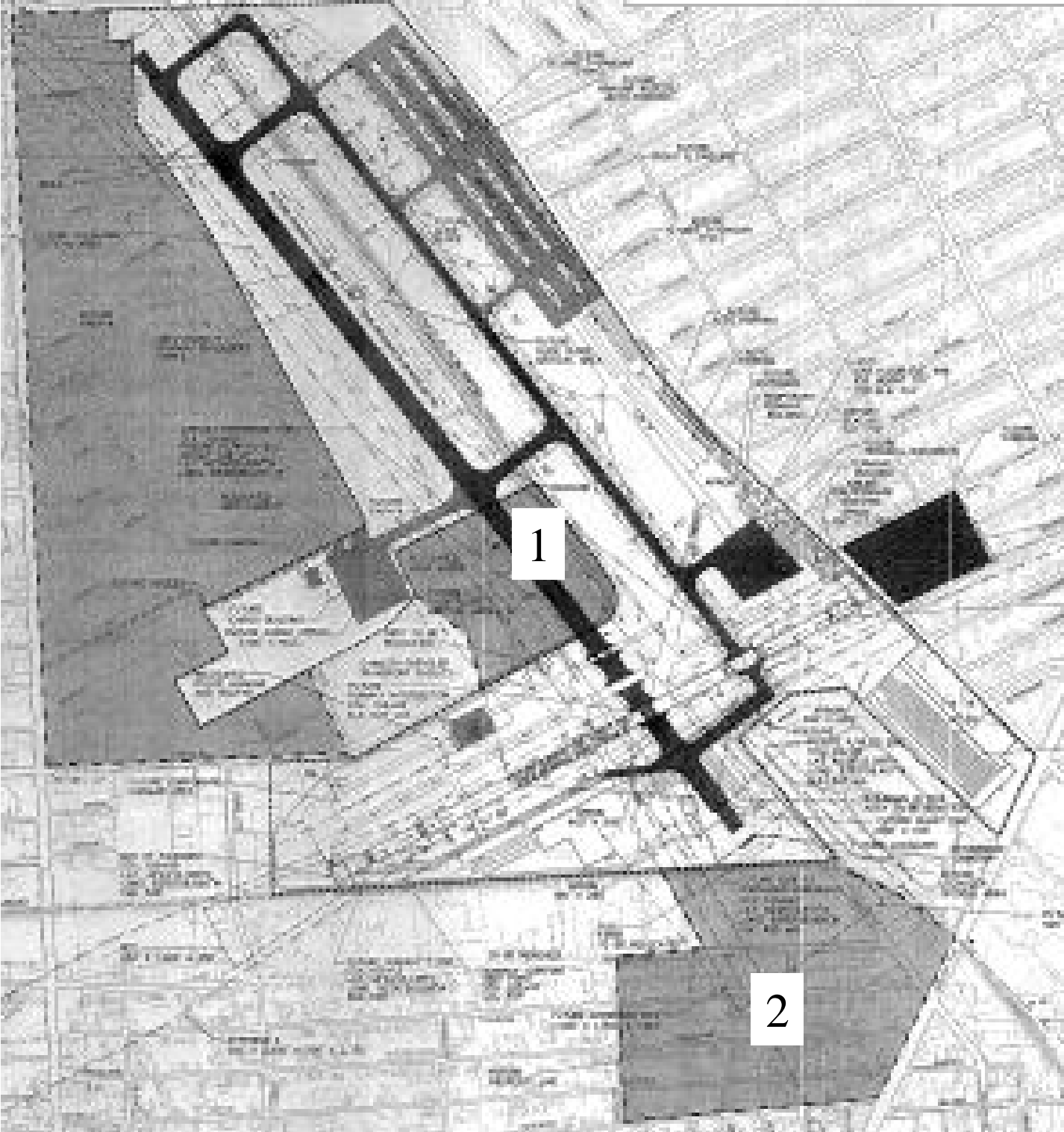
Land acquisition - commercial	2010
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ACIP 2010



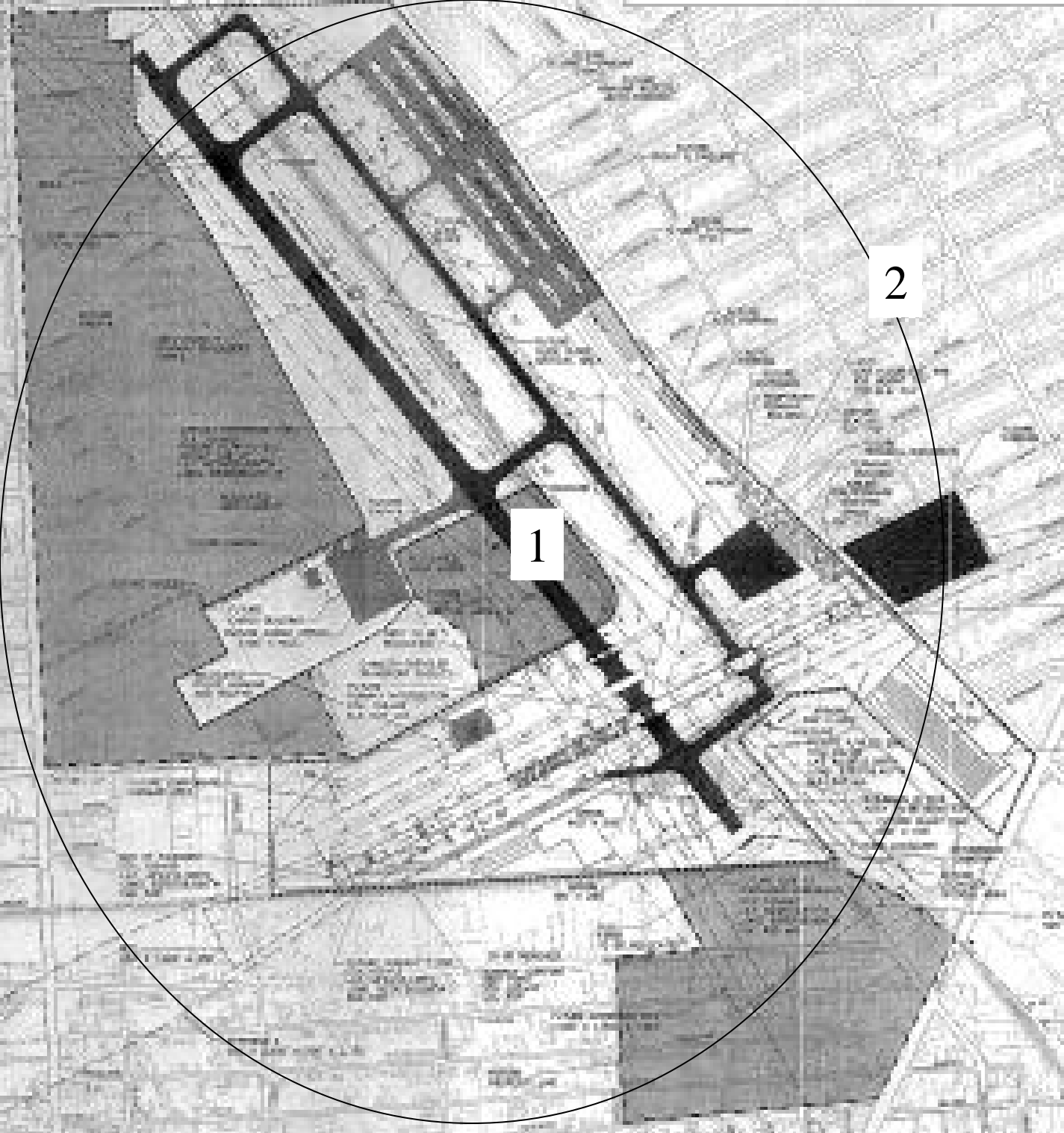
1	Upgrade terminal entrance/access road	2011
2	Construct 5,000'+ Replacement Runway	2011
3	New cargo area	2011

ACIP 2011



1	Construct 5,000'+ Replacement Runway	2012
2	Land acquisition - Clear OFZ for Replacement Runway.	2012

ACIP 2012



1	Construct 5,000' + Replacement Runway	2013
2	Obstruction lighting - as needed	2013

ACIP 2013

DETROIT INSTITUTE OF ARTS



DETROIT INSTITUTE OF ARTS

AGENCY MISSION

The Detroit Institute of Arts collects and holds in trust for the people of Detroit, Michigan, and the world, examples of the highest quality of fine arts from all times and cultures throughout the world.

CURRENT FACILITIES

The Detroit Institute of Arts (DIA) ranks among the top five major art museums in the United States. It contains an encyclopedic art collection of over 60,000 objects valued at between one and two billion dollars. The museum is housed in an approximately 600,000-square feet (sq. ft.) building on 11.5 acres in the University Cultural Center. The museum is near the junction of two major interstate highways, located close to downtown Detroit and within the City's Empowerment Zone.

In 1966 and 1971 the South and North Wings, respectively, were added to the original Main (Cret) Building which was designed by Paul P. Cret in 1927. The building was designed and is maintained for the presentation of the collections, public accessibility, responsible collection maintenance, and as space for educational programs and events. The first and second floors of the Cret Building and the North and South Wings, and the third floor of the South Wing are principally gallery and public spaces. The third floor of the North Wing is used for staff offices. Space uses in the basement include collection storage rooms, kitchens, materials storage, photo lab and mechanical systems. The collection occupies approximately 44% of the building.

Major facilities within the building include an 8,500-sq. ft. research library, a 10,000-sq. ft. Conservation Services Laboratory, a 1,200-seat auditorium, 380-seat lecture hall, museum shop, two restaurants, and staff offices.

EIGHT YEAR HISTORY

In Fiscal Year 2000-01, the museum launched its Master Plan Project for the renovation, remediation and expansion of the museum, with a 35,000 sq. ft. addition to the south Wing. (This space includes special exhibition galleries—2nd floor, art storage space—3rd floor, and the new learning center—1st floor.)

In addition, the Master Plan included the following major elements: renovation of the Conservation Services Laboratory; construction of a new kitchen, servery and dining facility; replacement of the Woodward Entrance stairs; replacement of all exterior windows; installation of new air handlers in the basement and in the attic, along with rerouting the air distribution system; addition of a 4th chiller and cooling tower, additional DDC sensors to control temperature and humidity, total remediation / renovation of the North and South Wings (including replacement of the exterior facades of the wings; flooring over the open courts; replacing/upgrading electrical and mechanical systems; and finally, the complete re-installation and re-interpretation of the art collections.



Due primarily to the discovery of extensive asbestos containing material (ACM) in the North and South Wings in spring 2004, the cost of the Master Plan increased significantly.

DETROIT INSTITUTE OF ARTS

The projected actual costs for the renovation, compared to the original budget, are as follows:

		<u>Orig Plan</u>	<u>Prel. Actual</u>
		<u>(millions)</u>	<u>(millions)</u>
➤	Conservation Services Lab	\$ 2.3	\$ 2.3
➤	South Wing Expansion	7.6	7.7
➤	Cret Building Remediation (Phase I)	13.4	21.4
➤	South & North Wing Remediation (Phase II)	34.7	86.9
➤	Construction Management Fee & General Condition	<u>8.0</u>	<u>10.1</u>
	Subtotal	\$66.0	\$128.9
	Architectural and Engineering Fees	15.9	19.3
	DIA- Miscellaneous Costs	<u>9.1</u>	<u>11.6</u>
	Total	\$ 91.0	\$159.8
	Reinstallation Costs	<u>10.0</u>	<u>12.4</u>
	Grand Total	<u>\$101.0</u>	<u>\$171.8</u>

PROPOSED FIVE-YEAR CAPITAL PLAN

Our proposed five-year capital plan includes bond funding of \$5 million for FY 2009-10 for residual items associated with the Master Plan. The exact amount will be determined by the limitations of the “reach-back” provisions of a bond issue, and the timing of the issue, assuming that the voters approve the proposed millage.



After completing the Master Plan, there are several smaller items which could not be

accommodated within the Master Plan project funding. These items include such things as a back-up generator, restoration and repair of the Detroit Film Theatre exterior stairs, extensive repair of the Woodward Circle drive, North Wing and Cret roof repair or replacement, and the build out of the third floor galleries in the South Wing.

In addition to these specifically identified items there is a need for maintenance capital, ranging from roof repairs to lighting and security enhancements on an ongoing basis.

CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

Because funding for the Master Plan project and additional capital improvements have come from both public and private sources, the Detroit Building Authority and the Detroit Institute of Arts are both responsible for project administration; the DBA to the extent

DETROIT INSTITUTE OF ARTS

that public funds are used and the DIA overall.

GOALS FOR CAPITAL PROGRAM

1. Improve life safety/ADA compliance and security for the museum collection
2. Increase program area and replace systems at the end of their service life
3. Maintain system reliability and flexibility
4. Provide cost effective operation and reduce maintenance requirements

RATIONALE FOR CAPITAL PROGRAM

The proposed capital spending will address a number of items which were not within the scope of the Master Plan. They will enhance the facility in terms of aesthetics, but also functionality, visitor comfort and safety, and protection of the collection.

After completing the Master Plan, it is important that the facility continue to be maintained in a manner which will preserve it for generations to come and will continue to attract a larger and more diverse audience.

DETROIT INSTITUTE OF ARTS

PROJECT NARRATIVE AND FUNDING SCHEDULES

DIA Learning Center

The Learning Center provides an expanded, improved facility for art-making programs and art-based classes and workshops within the museum building. For several years these programs have been housed off-site at the Park Shelton building because of master plan construction. In Spring, 2009 the DIA will open two expanded studio classrooms – one equipped for ceramics projects with kilns, a pug mill and potters’ wheels – two classroom spaces with state-of-the-art audio visual equipment, and the Walter Gibbs Learning Gallery, an experimental gallery space that will allow the museum’s interpretive specialists to test and evaluate new ways of interpreting art objects in a real-time setting.

Barring any unforeseen construction issues, the museum plans to celebrate the new space with the opening of the 74th annual Detroit Public Schools exhibition.

2008-09	\$ 1,500,000	Private Funds
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Miscellaneous Capital Projects

Items required to enhance and maintain the building on an ongoing basis and to ensure the preservation of the collections, such as a back-up generator, restoration and repair of the Detroit Film Theatre exterior stairs, extensive repair of the Woodward Circle drive, North Wing and Cret roof repair or replacement, and the build out of the third floor galleries in the South Wing.

2008-09	\$ 100,000	Interest Earnings
2009-10	5,000,000	General Obligation Bonds
2010-11	5,000,000	General Obligation Bonds
2011-12	5,000,000	General Obligation Bonds
2012-13	5,000,000	General Obligation Bonds
2013-14	5,000,000	General Obligation Bonds

DETROIT INSTITUTE OF ARTS

DIA 5-Year Capital Expenditure Plan

<u>Highest Priority</u>	<u>Millions</u>
Miscellaneous capital projects	\$ 0.9
Upgrade Cret building fire detection and electrical	2.3
Add 4th chiller and cooling tower to North Wing	2.0
Complete Woodward Circle driveway and plaza	2.0
Complete Islamic, Asian, and Ancient Near East Galleries	1.2
Restore Detroit Film Theater exterior stairs	1.5
Replace North Wing freight elevator	0.4
Add museum-wide public address system (safety issue)	0.3
Install family room	0.2
Subtotal Highest Priority	<u>\$ 10.8</u>
 <u>Other</u>	
<u>Exterior</u>	
Replace roofs (North Wing and Cret--4 to 5 year remaining life)	\$ 0.7
Rebuild Farnsworth underground garage stair towers	0.4
Restore Woodward iron gates	0.2
Clean Cret building exterior marble	1.8
Subtotal	<u>\$ 3.1</u>
 <u>Interior</u>	
Build out 3rd floor addition in South Wing	\$ 0.8
Renovate Knight and treehouse galleries	0.8
Modify 3rd floor guard rail and stair rail	0.2
Renovate Detroit Film Theater bathrooms & dressing rooms	0.2
Renovate Crystal Gallery kitchen	0.1
Subtotal	<u>\$ 2.1</u>
 <u>Infrastructure</u>	
Upgrade South Wing chillers and cooling towers	\$ 2.0
Add emergency generator	1.0
Subtotal	<u>\$ 3.0</u>
Grand Total	<u><u>\$ 19.0</u></u>

Note: The total capital has been reduced by \$7 million for the DIA share of the John R parking structure

DETROIT INSTITUTE OF ARTS

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed	
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14		
DIA Learning Center	M	O	NOI	NSI		P.F.									
Miscellaneous Capital Projects: (Woodward circle, DFT stairs, backup generator, roof, third floor gallery buildout)	M	O	NOI	NSI		G.O. R.I.		100	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000		
TOTALS					\$ -			\$ 100	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ -	
Funding Source Summary:															
General Obligation Bonds						G.O.		\$ -	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ -	
Private Funds						P.F.		-	-	-	-	-	-	-	
Reinvestment Earnings (Interest)						R.I.		100	-	-	-	-	-	-	
GRAND TOTAL								\$ -	\$ 100	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ -

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**CHARLES H.
WRIGHT
MUSEUM OF
AFRICIAN
AMERICAN
HISTORY**



CHARLES H. WRIGHT MUSEUM OF AFRICAN AMERICAN HISTORY

AGENCY MISSION

Founded in 1965, The Charles H. Wright Museum of African American History serves metropolitan Detroit, national and international communities. We provide exceptional learning opportunities, exhibitions, programs and events based on outstanding collections and research that explore the diverse history and culture of African Americans.

CURRENT FACILITIES

The Wright Museum a city facility cated in the heart of Detroit's Cultural Center at 315 East Warren Avenue at Brush Street. This 120,000 square-foot world-class institution is the second oldest and largest African American History museum in the world.

Vital to the cultural community, the Wright Museum serves over 500,000 people annually. Housing over 30,000 artifacts and archival materials, the museum features seven exhibition areas, the Louise Lovett Wright Research Library, the 317-seat General Motors Theater and The Museum Store that sells authentic African and African American art, books and other merchandise. The museum is a one-of-a-kind venue that offers numerous facility rental opportunities. The building can be rented for special events of all types: convention/corporate receptions, business meetings, holiday parties, weddings, class/family reunions, live performances, film screenings, and lectures. Spaces available include the General Motors Theater, the Ford Freedom Rotunda, multipurpose rooms, three classrooms, and a boardroom.

Finally, the museum is dedicated to contributing to the quality of life in our

community by providing programs and exhibitions for visitors of all ages and backgrounds. We provide outreach programs, health fairs, workshops, concerts, seminars, storytelling and theatrical performances. Our contemporary artists program provides opportunities to feature solo and group exhibitions for artists of African descent from the Metropolitan Detroit area. It also serves as an avenue for artists to engage one another in dialogue and address issues relevant to their professional development. Guests from around the world visit the museum annually and contribute to the economic impact of tourism in the city with hotel stays, shopping, and restaurant visits. Our programs and exhibitions help connect the entire region by providing visitors and local residents with unique and authentic Detroit experiences that enhance the entertainment options available in our area.

CAPITAL HISTORY

Dr. Charles H. Wright, an obstetrician and gynecologist, envisioned an institution to preserve Black history after visiting a memorial to Danish World War II heroes in Denmark. As a result of this visit, he was convinced that African Americans needed a similar resource center to document, preserve and educate the public on their history, life and culture.

In 1965, Dr. Wright in partnership with 30 other like-minded Detroiters established Detroit's first International Afro-American Museum. The museum, known by the acronym IAM, opened on West Grand Boulevard in three row houses. In 1985, the Afro-American Museum and the City of Detroit formed a partnership to build a new 28,000 square-foot facility in the city's University Cultural Center. In 1985 the museum reopened its doors at 301 Frederick Douglass. With its new home came a new

CHARLES H. WRIGHT MUSEUM OF AFRICAN AMERICAN HISTORY

name — Museum of African American History.

In 1992, Detroit voters authorized the City of Detroit to sell construction bonds to finance a larger building and ground was broken for the third generation of the museum in August of 1993. In April of 1997, at a cost of \$38,480,000, the current 120,000 square-foot, state-of-the-art facility opened, making it the largest African American historical museum in the world. The project was originally funded through block grant funds of \$3,535,000 and proceeds from an initial bond sale of \$20,000,000 authorized by the citizens of Detroit. In fiscal year 1996-97, \$4,945,000 of investment earnings was also earmarked for the project; in addition to \$10,000,000 in general bond sale proceeds. In 1998, the museum was renamed the Charles H. Wright Museum of African American History in honor of its founder.

In November 2000, voters approved \$4,000,000 in general obligation bonds towards ongoing building improvements and the construction of a parking deck. When plans for the parking deck were cancelled, \$2,000,000 was reallocated for the design of a new core exhibition. In April 2003, voters approved another \$6,000,000 in general obligation bonds for a total of \$8,000,000 for the new core exhibition, entitled *And Still We Rise: Our Journey Through African American History and Culture*. The museum's Legacy Campaign successfully raised an additional \$7,000,000 in private and corporate donations to fund the remaining exhibition construction costs.

And Still We Rise is the central experience of our museum. The 22,000 square-foot exhibition space contains more than 20

galleries that allow patrons to travel over time and across geographic boundaries. The journey begins in prehistoric Africa, the cradle of human life and brings us to modern Detroit. The exhibition is designed to incorporate new elements; *And Still We Rise* will periodically be revitalized with changing imagery and artifacts.

And Still We Rise enables visitors to experience:

- ◆ The legacy of Africa's ancient civilizations and its role as the origin of mankind
- ◆ The inhumanity of a West African slave fortress and a transatlantic voyage within the hold of a slave ship
- ◆ The economic promise but harsh conditions of a functioning automobile assembly line
- ◆ The sights and sounds of Detroit's past while walking through Black Bottom and Paradise Valley

And Still We Rise: Our Journey Through African American History and Culture, opened to the public on Tuesday, November 30, 2004.

In response to public demand and sponsor interest, plans are underway to create a highly interactive gallery to honor Black Scientists and Inventors. Tentatively named, *The Wright Idea: African American Scientists, Engineers, and Inventors*, the exhibition will celebrate the efforts of well-known and obscure African American pioneers who lived and worked in the United States. Occupying a gallery of approximately 1,600 square feet, this vibrantly colored exhibition will feature interactive components and engaging vignettes including, for example, three dimensional models of inventions, puzzles, video simulations, flip books, electrified reader rails, and historical persons rendered as life cast figures. Research, design, and

CHARLES H. WRIGHT MUSEUM OF AFRICAN AMERICAN HISTORY

installation costs are budgeted at \$1.2 million, of which capital resources fund \$800,000. Fundraising is underway for the balance needed.

The Wright Idea is scheduled to open in October 2009.

Capital funds authorized for building improvements have been used to correct design flaws and construction deficiencies, as well as to enhance public spaces. Projects have included dome and roof leak repair, entry door replacement, exterior lighting and sinkhole excavation, replacement of exterior handrails on walkways, installation of glass paneled gallery doors, and the redesign and replacement of visitor entryways.

The Museum currently has \$955,000 in remaining authorized bond and reinvestment earnings that has been budgeted for fiscal year 2009. These funds are earmarked to fund a comprehensive building survey (\$60,000) and the implementation of any corrective measures recommended in the survey. Initially, the Museum will use the balance of \$895,000 to begin work on the most priority deficiencies, including the replacement and enhancement of building security systems, the rebuilding of the bridges leading to building entrances and initial upgrade of museum heating and cooling system.

PROPOSED FIVE-YEAR CAPITAL PLAN

The Charles H. Wright Museum of African American History is seeking \$4.1 million in capital funding over the next five years. This funding will allow the

museum to rebuild and secure its infrastructure, strengthen its ability to serve the public and expand its offerings to showcase Detroit's national and world-wide contributions to the arts.

The Charles H. Wright Museum of African American History, the largest of its kind in the world, is a vital institution on the cultural landscape of Detroit. Its distinctive architecture, archival holdings and exhibitions represents a cultural icon that is a source of great pride for this community and African Americans around the country. It is often a key component in the Convention and Visitors Bureau's presentations to major conventions when selling the city. It is the first choice of many in the community to hold their special events, both large and small. But it can be more, much more and we are on our way. It is vital that the museum increase earned income, develop quality products, provide a safe and secure environment, and maintain the upkeep on this exceptional building.

CAPITAL RELATIONSHIPS INTERDEPARTMENTAL AND KEY STAKEHOLDERS

There are no interdepartmental capital relationships.

GOALS FOR CAPITAL PROGRAM

- To protect and build on the investments in the museum by the city, corporations, foundations and individuals.
- To provide a more secure, safe, accessible and energy efficient environment.
- To grow and diversify attendance and increase earned income.
- To expand our educational offerings.

CHARLES H. WRIGHT MUSEUM OF AFRICAN AMERICAN HISTORY

RATIONALE FOR CAPITAL PROGRAM

As stated above, in order for the museum to meet its mission, maintain its world-class status and continue to attract visitors from around the world, we must continue to invest in the building and its product offerings. As stewards of the City of Detroit's treasures related to African

American history and culture, we must ensure a secure and controlled environment. As stewards of the treasure provided by the City of Detroit and other generous donors, we must operate as cost effectively as possible. And as citizens of the world, we must be as energy efficient as possible.

CHARLES H. WRIGHT MUSEUM OF AFRICAN AMERICAN HISTORY

PROJECT NARRATIVE AND FUNDING SCHEDULES

Facility Improvements

The City of Detroit has made a tremendous investment in a world class Museum of African American History. As a result we can boast of an institution that continues to stand out in an increasingly crowded landscape of museums. It is our intention to safeguard the city's investment while maximizing these assets to their full potential. As part of an overall assessment of the museum by the Ford Foundation in December, 2007 it was observed that "the combination of the large rotunda with the otherwise rectangular building makes for a relatively inefficient building structure. Annual operating costs, which are over \$10 per square foot, are at the high end of the range." It was further observed that the building is ten years old and there is a growing need to repair and replace the structure and mechanical systems. As a result they recommended a definitive survey of the building by a third party.

We have initiated the study with Madison Madison International and the preliminary report indicates a requirement for approximately \$2 million in capital improvements over the next five years. These include repair and improvement in the electrical and lighting systems to make them more energy efficient, upgrade and repair of the HVAC systems, repair of the bridges leading into the building and upgrade and repair of the security systems. The final results of the study, including the benefits to be gained will be completed by the end of September. The FY2008-09 budget includes \$955,000 for facility improvements.

2009-10	\$250,000	General Obligation Bonds
2010-11	250,000	General Obligation Bonds
2011-12	200,000	General Obligation Bonds
2012-13	200,000	General Obligation Bonds
2013-14	145,000	General Obligation Bonds

Redesigned Entryway

With the full re-opening of the DIA and the loss of the parking lot at the Detroit Science Center, parking has become even more challenging in the Cultural District. Several institutions in the district, the Port Authority and the City of Detroit are partnering to build a parking garage in the current DIA lot. With the construction of this garage (expected to occur during fiscal year 2010), pedestrian traffic will be directed to the museum's Farnsworth entrance. We will take advantage of this change by redesigning the museum store's entrance to require all visitors entering and exiting at Farnsworth to enter and exit through the store. This type of design is common at other museums and attractions and has been shown to significantly increase sales. We would expect the same results. Additionally we will reposition the admission desk to allow staff to greet and service visitors immediately, thus eliminating the current confusion created by the numerous entrances available to visitors that allow them to bypass the admission desk. We are requesting \$400,000 in capital funds for this project.

2010-11	\$200,000	General Obligation Bonds
2011-12	200,000	General Obligation Bonds

CHARLES H. WRIGHT MUSEUM OF AFRICAN AMERICAN HISTORY

Expand Gallery Spaces

Expanded offerings would improve the museum's ability to increase earned revenue allowing it to be more self-sustaining. As the city and its major corporations struggle with a tough economic climate so does the museum, as it is heavily dependent on their support. The climate of generosity for worthy endeavors still exists, but shrinking profits has severely impacted giving. As the museum looks to generate more earned income and increase sustainability, we know that income is driven by quality products that are marketable. We seek support to develop such a product, a first class exhibit featuring Detroit's national and international contribution to the arts, titled *Detroit Performs*. This exhibition will be a creative learning environment with great entertainment value. It will be very interactive and include high quality technology and performance features found at the Experience Museum in Seattle and the Rock and Roll Hall of Fame in Cleveland. We are requesting \$2.4 million in capital funds for this exhibition.

2012-13	\$1,000,000	General Obligation Bonds
2013-14	1,400,000	General Obligation Bonds

The core exhibition, *And Still We Rise*, is designed for certain galleries to periodically change. The conversion of gallery spaces, called Delta Concepts, help to keep the exhibition fresh and exciting to attract new and repeat visitors. In addition, it allows the museum to showcase a different selection of artifacts from its collection. Current plans include the changeover of gallery space during fiscal year 2010. Funds are requested for research, design, and installation costs.

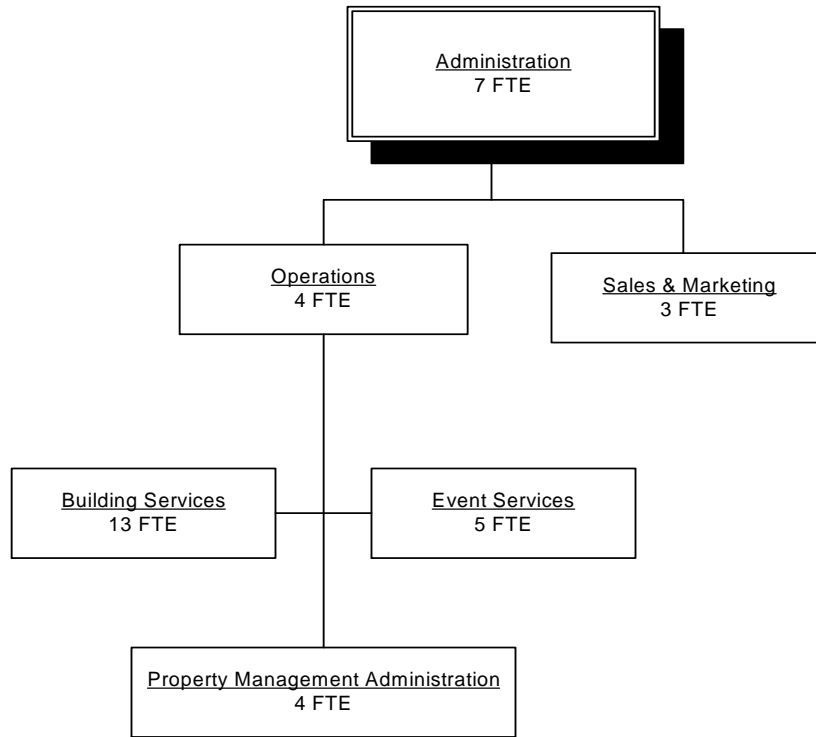
2010-11	\$255,000	General Obligation Bonds
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CHARLES H. WRIGHT MUSEUM OF AFRICAN AMERICAN HISTORY

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed	
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14		
Facility Improvements	M	O	NOI	NSI		G.O.		\$ 955	\$ 250	\$ 250	\$ 200	\$ 200	\$ 145		
Redesigned Entryway	M	P	NOI	NSI		G.O.				200	200				
Expand Gallery Spaces (Detroit Performs)	M	P	NOI	NSI		G.O.						\$1,000	\$1,400		
Core Exhibit - Delta Concept	M	P	NOI	NSI		G.O.			\$ 255						
TOTALS								\$ -	\$ 955	\$ 250	\$ 705	\$ 400	\$ 1,200	\$ 1,545	\$ -
Funding Source Summary:															
General Obligation Bonds					G.O.			\$ -	\$ 955	\$ 250	\$ 705	\$ 400	\$ 1,200	\$ 1,545	\$ -
GRAND TOTAL								\$ -	\$ 955	\$ 250	\$ 705	\$ 400	\$ 1,200	\$ 1,545	\$ -

- * PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
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- *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impact
- **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impact
- ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

CIVIC CENTER



CIVIC CENTER

AGENCY MISSION

The mission of the Civic Center Department is to provide and promote world class facilities and services for conventions, trade shows, banquets, special events, cultural events and major public and sporting events in order to create both temporary and permanent economic impact to the City of Detroit.

CURRENT FACILITIES

The Civic Center Department manages seventy-five acres of downtown Detroit riverfront. facilities include Cobo Center (built in 1960 and named Cobo Hall, expanded in 1989 and renamed Cobo Center), Cobo Arena (1961), Veterans Memorial Building (1950) -until its lease-transfer to Ford UAW Training, Ford Auditorium (1956) and Joe Louis Arena (1979). These buildings and facilities are presently valued in excess of \$519 million. In July 2003 the responsibility for operation of Hart Plaza, Atwater Tunnel (under Hart Plaza) and the Dodge Fountain were transferred from the Recreation Department to the Civic Center Department. Also, on site at Cobo Center are the Municipal Parking Department Cobo Center garage, a Detroit Transit Corporation People Mover station and a Detroit Police Department mini-station.

With the completion of the 1989 expansion project, Cobo Center has 700,000 square feet of exhibit space of which 600,000 square feet is on one level in four halls ranging in size from 100,000 to 200,000 square feet. There are now 75 renovated meeting rooms, seven of which are banquet rooms with views overlooking the Detroit River. All have been completely renovated, including modern furniture, fixtures and podiums.

Since 1985 there has been a massive building boom of convention center facilities throughout North America. Just since 2005, 1.3 million in prime exhibit space has been added in the United States. Cobo Center is currently one of the largest convention centers in the U.S. However, following the 1989 expansion, Cobo was the fifth largest center in the U.S. It is now 19th, and will soon drop out of the top-twenty by the end of the decade when several buildings complete their expansions.

Although size is part of the issue, it's not the entire problem. Another factor is the "newness" of brand new and expanded buildings versus the condition of Cobo Center.

To remain competitive, Cobo Center must make a concerted effort to refresh and replace equipment and finishes on an ongoing basis.

For the past five years, North American International Auto Show has been expressing a desire for more exhibit space to be added at Cobo Center. Currently, the Administration has made the expansion of Cobo a top priority, and indeed, the City of Detroit, the State of Michigan and Wayne/Oakland/Macomb Counties are close to a regional consensus on solving this issue. However, the development plans for this project are incomplete at this time. Therefore, this Capital Agenda is written from a frame of reference that addresses the current capital needs of the Department in the absence of an expansion to Cobo Center. It should be recognized this Capital Agenda must be flexible to allow for future Cobo Center development/ expansion plans.

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FIVE-YEAR HISTORY

Recently, Cobo Center has made the following improvements and enhancements to the facility:

- Purchased 15,000 new meeting room chairs, 600 tables, 50 risers/staging, and 72 new lecterns;
- Completed construction and opened an upscale riverfront restaurant lounge called the Vü;
- Created an upscale conference room for show management's use;
- Upgraded fourteen public restrooms to current ADA codes;
- Installed Wi-Fi access in public spaces at Cobo Center and Hart Plaza that is free for public use; and
- Expanded the current sundries shop enhancing the lobby and give us the capability to serve more building users.

Not as obvious to the general public but very important to shows and events none-the-less, Cobo Center has replaced/retrofitted the electrical distribution system in the exhibit halls through which temporary electrical power is supplied to exhibits in the halls.

Other major improvements include:

Security

The replacement of the current camera and security system for Cobo Center and Hart Plaza was essential. Technology advancements, increased threats of terrorism and number of major national high exposure events booked at Cobo Center in the coming years substantiate the need for the new system. The new camera surveillance system was completed in July, 2005.

Streetscape improvements

The Lower Woodward Corridor Streetscape Project involved the total demolition and replacement of the existing streetscape and

repaving of the streets along Washington Blvd. in front of Cobo Center. This included a front drive, pedestrian plaza, sidewalks, street lighting, horticultural planting beds, accent lights on Cobo Center and in the planting beds and flag poles. MDOT replaced the bridge that spans the Lodge Freeway.

Hart Plaza

Major portions of the fire suppression system and fire alarm system for Hart Plaza and the Atwater Tunnel (Atwater Drive roadway under Hart Plaza) were deteriorated beyond repair and must be replaced. In addition, the fire alarm system for Cobo Arena and the Cobo Arena garage were obsolete with replacement parts no longer manufactured. Therefore, these systems were replaced in compliance with current fire codes.

The centerpiece of Hart Plaza, the Dodge Fountain was, after many years, upgraded. New technology allowed for the replacement of traditional incandescent lights with LEDs and mechanical controls were replaced with electronic controls. All of this was accomplished with donated funds.

Summary

All of these improvements to Civic Center properties, and most notably those to Cobo Center itself, have improved the aesthetics and functionality of the properties and have led to new bookings for Cobo Center, which have generated a greater economic impact to the Detroit area.

Within the past five years, the City of Detroit has hosted Major League Baseball FanFest in 2005 and the NFL Experience in 2006. Without the facilities at Cobo Center, Detroit would have been ineligible to host these events. We continue to host the

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world's most prestigious events, including the annual North American International Auto Show and the SAE World Congress, and in 2009, the NCAA Final Four Basketball Tournament, the National Baptist Congress of Christian Education, the United Way Staff Leaders Conference and the League for Innovation in the Community College.

In our opinion, selection of Detroit as the venue for the 2009 events and continuation of the annual events, could not have been possible without the improvements and renovations at Cobo Center. Continued improvement and renovation to the building is essential to attracting world-class events.

The funding limitations of the 1989 expansion and the lack of capital funding since the 1989 expansion have had a major impact on the current and future capital improvement needs of the Civic Center Department. This funding gap was partially addressed recently with the extension of the Cobo Center expansion refinancing bonds (2004). With the refinancing of these bonds, the maturity date was extended from an original date of 2012 to 2015. This generated \$30 million to be used for Cobo Center capital projects.

Within the past five years and prior to Cobo bond refinancing, the Civic Center has been using the majority of its capital resources for basic infrastructure repairs not addressed in the 1989 expansion. Waterproofing, concrete repairs, life safety systems, refurbishments, asbestos abatements and roofing systems have been the focus of most projects. To a lesser extent, projects were undertaken to improve the interior fit and finish of the building. Spending on infrastructure improvements at this level is essential to maintain current operations. However, this does not allow us to increase

our event revenue, increase our market share or increase our current clients' satisfaction.

The Civic Center spent considerable resources re-building portions of Cobo Center and Joe Louis Arena that were damaged as a result of the fire that occurred in March, 1999. Portions of this re-building were covered by settlements from insurance. Subsequently, considerable resources were allocated to repair and renovate the fire suppression system. Cobo Center's unique location, spanning both the Lodge Freeway and Larned Street, areas that must be protected with fire systems, necessitated major expenditures in this area.

A major system improvement project, started in 1997 and extended through 2002, addresses deficiencies to Cobo Center's lighting, building controls system, fire alarm and detection system, emergency lighting system, HVAC and chiller plant (air condition system). This project was funded primarily out of savings realized from the reduction in energy consumption.

PROPOSED FIVE-YEAR CAPITAL PLAN

This proposed capital program provide for renovations and improvements to the current Cobo Center facility that will enhance public access, awareness, security and rehabilitate aging electrical systems and structural components. Funding totaling \$38 million is required for on-going improvements such as interior/exterior improvements, major system upgrades and repairs and the fire suppression system. This funding request is in addition to the \$30 million received in the Cobo Center bonds refinancing.

Recently, a broad-based committee has been formed to investigate the feasibility of the expansion of Cobo Center. It is expected the issue of the Cobo Center expansion will

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come to closure within the time period of this capital plan. It should be noted an expansion of Cobo Center would impact the Lodge Freeway and Washington Blvd, as well as other roads controlled by the State of Michigan and Wayne County. Therefore, the State and County will likely need to participate both financially and legislatively in the Cobo expansion.

The Civic Center Department is actively planning projects in the following areas:

Interior/Exterior:

Interior and exterior improvements to the building will include new carpet for main atrium, corridors and meeting rooms; new doors, including roll doors and dock bay doors; electronic central locking system for meeting rooms; major roof repairs and repair and maintenance of exhibit hall concrete floors.

Ford Auditorium

Plans are underway to demolish Ford Auditorium in 2008-09. Funding in the amount of \$1.1 million is available for this project in General Obligation Bond Funds reflected in Planning and Development Department. The goal is to redevelop the land on which Ford Auditorium occupies to enhance Hart Plaza as well as the physical and visual connections between the riverfront and downtown.

CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

The Civic Center facilities play an integral part in the revitalization of Downtown

Detroit and as such, the Department is working with the various development authorities and other City of Detroit departments - Economic Growth Corporation, Detroit Building Authority, the Downtown Development Authority, DTC People Mover and Municipal Parking, as well as MDOT, on current and proposed projects.

GOALS FOR CAPITAL PROGRAM

1. To increase the competitiveness of Cobo Center in the highly competitive worldwide market for conventions, conferences, trade shows and other special events that have a large, positive economic impact on the Detroit economy.
2. To revitalize the convention center.
3. To manage a preventive maintenance program that anticipates maintenance-related problems.
4. To increase utilization of the Civic Center by Detroiters, metropolitan residents and out-of-town visitors by providing safe, clean, comfortable, and user-friendly facilities.

RATIONALE FOR CAPITAL PROGRAM

An attractive and efficient Civic Center will help Grow Detroit by stimulating conventions, trade shows and other public activities in the downtown area. This will add to City revenues and increase hotel, restaurant, mercantile and other business activity in downtown Detroit. Especially important in the revitalization of downtown is the promotion of evening and weekend events.

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PROJECT NARRATIVE AND FUNDING SCHEDULES

The aforementioned renovations are made possible through the \$30 million expansion bonds. In the past, funding for the Capital Budget came from the “Renewal and Replacement Fund”. This “Renewal and Replacement Fund” is a result of the 1989 expansion bonds and the earnings on the sale of those bonds. The expansion bonds will be fully retired in 2015. The current level of dollars from this fund to Civic Center is declining at approximately 20 % per year.

It must be noted that the Renewal and Replacement fund is inadequate to fund the following list of essential projects. Additional capital funding sources are needed to address these projects.

1. HVAC SYSTEMS

Cobo Center’s heating and air-conditioning is a combination of systems dating from the 1960s and 1985-89. The proposed capital projects retain the existing systems but undertake all necessary improvements. The projects include the following:

- 1.1 Inspect and replace Air Handling Unit (AHU) pans:
It is reported that the existing AHUs are in reasonable condition with the exception of the pans and certain parts of the unit bodies. These are to be inspected and replaced where necessary.
- 1.2 Inspect and replace AHU motors:
Provide general maintenance for all existing fan units. Replace worn/broken components as needed to achieve satisfactory working condition.
- 1.3 Inspect and replace condensate discharge piping leading to river:
Condensate lines are currently plugged. Lines need to be cleaned. All valves, connections, and line segments should be evaluated for working condition. Replace all line segments, valves, and connections that are not in satisfactory working condition.
- 1.4 Inspect and renovate condensate overflow piping:
Evaluate condensate overflow piping to verify that lines are clear. Inspect and evaluate all line segments, connections, and associated valves are in satisfactory working condition. Clean and replace line segments, valves, and connections as necessary.
- 1.5 Replace Existing AHU fans with fan wall arrays:
Current AHU’s utilize one (1) single fan for air movement. All AHU’s are to be retrofitted with fan wall arrays utilizing several smaller fans for air movement. This will offer improved performance and greater energy efficiency.
- 1.6 Retrofit chillers to accommodate colder startup temperature:
Current chillers have surging problems with water below 70 degrees. To avoid this problem detention pits must be preheated to 55 degrees to start the chillers, or the chillers must be retrofitted to accommodate a colder startup temperature.
- 1.7 Replace/refurbish all fire dampers:
Inspect and evaluate all fire dampers for satisfactory working condition. Replace seals, actuators, and any other worn/broken parts as necessary to achieve working condition. This may include repair/replacement of access panels and work in connection with ceilings and walls to obtain access to the units.
- 1.8 Isolate UAW-Ford Building from chilled water grid to prevent freezing:

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- Install necessary shutoff/isolation valves on chilled water lines leading to the UAW-Ford Building. Provide heat traced lines or other necessary measures to safeguard against freezing.
- 1.9 Replace strainers in sump pit:
Existing strainers are not in working order. Replace and refurbish as necessary to achieve working condition.
 - 1.10 Retrofit existing strainers to incorporate automated cleaning:
Inspect all strainers for working condition, clear obstructions as needed. Retrofit all strainers for automated backflow or blowout cleaning. Include provisions for necessary drainage of discharge water.
 - 1.11 Replace/refurbish approximately 200-300 steam traps:
Inspect all steam traps and evaluate for working condition. Replace worn or broken parts, or entire traps as necessary to achieve satisfactory working condition.
 - 1.12 Replace steam system in Detroit Zone Lower Level (level D-Zero):
Replace current steam system in lower level Detroit Zone to an electric system. Steam discharge from existing system damages surrounding materials and the system has been shut off to prevent further damage. Repair or replace damaged existing building materials surrounding steam discharge openings to “new” condition.
 - 1.13 Replace air curtains on front of building:
The air curtains are housing in stainless steel enclosures as a part of the door surround. The units need replacement with current models of adequate capacity. This may require replacement of the enclosures.
 - 1.14 Check/maintain Variable Air Volume (VAV) & dual duct mixing boxes booster coils:
Inspect, clean, and replace as necessary, all booster coils in all dual duct mixing boxes and VAV’s. VAV’s and mixing boxes are controlled remotely and are not on the Metasys system. Consider automating and placing them on the Metasys system.
 - 1.15 Fix damage from machine room roof leaks:
Repair building materials and equipment damaged from roof leaks to “new” condition. This includes regrading the roof top parking area at the southwest corner and raising the entrance into the elevator core, including new glazed enclosure.
 - 1.16 Waterproof all mechanical room floors:
Provide waterproof floors in all mechanical rooms to prevent water damage in the event of equipment or roof failure.
 - 1.17 Maintain/refurbish humidifiers in 1989 expansion:
Inspect and evaluate all humidifiers installed during the 1989 expansion of Cobo Center. Repair or replace worn/broken parts to restore all humidifier units to satisfactory working condition.
 - 1.18 Install additional humidifiers to achieve a humidity ratio of 30%-40%:
Install necessary number of humidifier units to AHU’s that currently do not have humidifiers to achieve minimum humidity ratio of 30%. It has been noted that 30% is a minimum standard, with ranges from 40%-45% being more desirable.
 - 1.19 Refurbish/replace/maintain all dampers, actuators, and linkages:
Inspect all dampers, actuators, and linkages and evaluate for working condition. Replace entire unit, seals, and broken/worn/missing parts as necessary to achieve working condition. It is assumed this will be a 50% replacement.

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2009-10	\$1,400,000	Renewal and Replacement Fund
2012-13	1,250,000	Renewal and Replacement Fund
	15,000,000	Unprogrammed

2. **PLUMBING**

The proposed capital projects address replacement of 1960s plumbing systems and Cobo Center's major source of customer complaint – the leaking roof drainage system under the roof parking. The projects include the following:

- 2.1 Renovate all 1960's toilet rooms for ADA compliance:
Completely replace all 1960's toilet rooms with new fixtures, partitions, and necessary hardware to comply with current ADA regulations. This must also include Section 2.2 below
- 2.2 Provide new exhaust ventilation in 1960's toilet rooms:
Current toilet rooms have no provision for exhaust ventilation. Provide necessary ventilation in conjunction with Section 2.1 renovations above.
- 2.3 Inspect and renovate all drain lines:
Inspect and evaluate all drain lines and associated valves for working condition. Refurbish, replace, and clean as necessary to achieve working condition.
- 2.4 Replace roof drains and conductors below roof parking:
Current rain conductors below roof parking deck expansion joints are plugged. Rain conductors need to be replaced. Subsequent drain lines beyond conductors should be evaluated and cleaned as necessary to assure that all lines are clear. Troughs beneath expansion joints should be cleaned (approximately 6600' of trough) to prevent future obstruction of rain conductor lines.
- 2.5 Replace grease traps in kitchen:
Inspect all grease traps in kitchen areas for working condition. Replace, repair, and clean traps as necessary to achieve working condition.
- 2.6 Heat trace all grease carrying lines:
Provide heat tracing for all grease carrying lines to ensure that lines will not become obstructed.
- 2.7 Replace corroded floor boxes and traps in Wayne Hall Floor:
Inspect floor boxes in Wayne hall and evaluate for working condition. Replace seals, broken/missing components, or entire unit if necessary. Provide trap primers for all floor boxes. Consider using preventative measures for wet location boxes to prevent future deterioration. It is assumed 20% will be replaced.
- 2.8 Replace corroded floor boxes and traps in Oakland Hall floor:
Inspect floor boxes in Wayne hall and evaluate for working condition. Replace seals, broken/missing components, or entire unit if necessary. Provide trap primers for all floor boxes. Consider using preventative measures for wet location boxes to prevent future deterioration. It is assumed 5% will be replaced.
- 2.9 Replace corroded floor boxes and traps in Macomb Hall floor:
Inspect floor boxes in Wayne hall and evaluate for working condition. Replace seals, broken/missing components, or entire unit if necessary. Provide trap primers for all floor boxes. Consider using preventative measures for wet location boxes to prevent future deterioration. It is assumed 5% will be replaced.
- 2.10 Replace corroded floor boxes and traps in Michigan Hall floor:

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Inspect floor boxes in Wayne hall and evaluate for working condition. Replace seals, broken/missing components, or entire unit if necessary. Provide trap primers for all floor boxes. Consider using preventative measures for wet location boxes to prevent future deterioration. It is assumed 5% will be replaced.

- 2.11 Renovate gutters under expansion joints (6600 lineal feet):
Inspect and evaluate all rain gutters under expansion joints in Wayne, Oakland, and Macomb Halls for working condition. Refurbish, replace, and clean all gutters as necessary to assure proper drainage to rain conductors.
- 2.12 Add gutters under expansion joints in Detroit Hall:
Install new rain gutters under expansion joints in Detroit Hall to provide adequate drainage to rain conductors.

2009-10	\$1,660,000	Renewal and Replacement Fund
2012-13	1,000,000	Renewal and Replacement Fund
	1,050,000	Renewal and Replacement Fund
	300,000	Renewal and Replacement Fund
	1,450,000	Unprogrammed

3. FIRE PROTECTION

Certain deficiencies have been noted in Cobo Center's fire protection systems. The five-year capital plan addresses those issues. The projects include the following:

- 3.1 Replace heat traps around sprinkler heads in halls:
Cobo Center's insurance provider expressed concern over the placement of the current heat traps. However, it has not affected Cobo Center's insurance coverage. Replace current heat traps to a suitable configuration.
- 3.2 Provide sprinklers for Wayne Zone (south of Wayne Hall):
Current area is not sprinklered at all. Install sprinklers per NFPA guidelines in all non-sprinklered areas south of Wayne hall.
- 3.3 Replace entire sprinkler system over the John C. Lodge Freeway:
Replace existing sprinkler system and associated clapper valves with new sprinkler system installed per NFPA guidelines.
- 3.4 Replace sprinkler systems in Arena Garage and Cobo Garage:
Replace existing sprinklered areas as well as install additional sprinkler systems in areas with no coverage in Arena Garage and Cobo Garage areas per NFPA guidelines.
- 3.5 Renovate dry pipe system valves:
Inspect and evaluate all dry pipe system valves for working condition. Replace and refurbish valves as needed to achieve working condition.

2009-10	\$100,000	Renewal and Replacement Fund
2012-13	1,000,000	Renewal and Replacement Fund
	6,050,000	Unprogrammed

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4. ELECTRICAL

Electrical projects fall under two categories: replacement of life-expired 1960s infrastructure and systems, and upgrades in response to current customer expectations. The projects include the following:

- 4.1. Provide fused disconnects for all feeds:
Many electrical feeders do not have fused disconnects and circuits have to be isolated at the sub-stations for maintenance. Fused disconnects are required on all separate main distribution feeders throughout Cobo Center.
- 4.2. Provide 208V floor box service to Detroit, Macomb, and Oakland Halls:
Detroit Hall currently has no 208V floor box service. Macomb and Oakland Hall lack 208V floor box service in the area of the 1989 expansion. Provide 208V service in wet location floor boxes with proper preventative measures as described in sections 2.7-2.10 above. Floor box locations will match Cobo Center's current 30' x 30' layout.
- 4.3. Install 480V-800A bus ducts at catwalk level:
Provide 480V-800A bus ducts 60' O.C. at catwalk levels for Detroit, Macomb, Oakland, and Wayne Halls. This will provide a substantial benefit to exhibitors, primarily the Auto Show. It will avoid temporary major power installations to power lighting trusses.
- 4.4. Install 150KVA transformers at catwalk level:
Install 150KVA transformers to provide 208V service adjacent to catwalks for Detroit, Macomb, Oakland, and Wayne Halls. Long catwalks will receive three (3) transformers (evenly spaced) along the length of the catwalk. Short run catwalks will receive two (2) transformers (evenly spaced) along the length of the catwalk. This will eliminate the need for transformers on the exhibition hall floor.
- 4.5. Replace three (3) existing 7,500KVA transformers with 10,000KVA transformers:
Replace Cobo Center's three (3) existing 7,500KVA transformers with new 10,000KVA transformers to provide for Cobo Center's future power requirements.
- 4.6. Provide natural gas back-up generator:
Install new natural gas generator to provide back-up power to Cobo Center in the event of a power failure. Generator should be adequately sized to provide for Cobo Center's fire pump, emergency lighting systems, and other critical systems.
- 4.7. Replace emergency lighting in Exhibition Halls:
Replace all chloride emergency lights in Exhibition Halls and re-route all other emergency lighting powers supplies to back-up generator (emergency circuits currently exist).
- 4.8. Replace rooftop lighting systems in all roof parking areas:
Replace all fixtures and inspect all electrical infrastructure for adequate supply. Replace/repair damaged or obsolete wiring. Inspect all shutoff and relay panels for faulty connections, damage, and corrosion. Replace or repair as necessary.
- 4.9. Clean and test breakers for 250KVA PLD transformers:
Inspect, clean, and function test all circuit breakers for 250KVA Public Lighting Department transformer. Repair and replace damaged, worn, or obsolete parts.
- 4.10. Provide ventilation to critical electrical substations:
There is currently no ventilation provided to electrical substations. Provide adequate ventilation to critical electrical substation rooms.
- 4.11. Replace three (3) existing marquees on Washington Boulevard:

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Replace three (3) existing marquees located on Washington Boulevard with three (3) new electronic signs.

- 4.12. Provide 110V and 208V service to large east side meeting rooms:
Install additional 110V service and install new 208V service to all east side meeting rooms to accommodate increasing IT and power demands.
- 4.13. Renovate lighting in large east side meeting rooms:
Lighting needs to be added near areas with movable partitions. Currently there is no lighting in these areas and lighting voids are left when partitions are fully retracted.
- 4.14. Low voltage systems – Access Control:
Provide intelligent door locking hardware on all critical rooms in Cobo Center. These include but are not limited to all meeting rooms, catwalk areas, mechanical and electrical rooms, Civic Center Offices, and fire protection rooms. Access control system shall provide time/date stamp and identity of persons entering or exiting a room.
- 4.15. Low voltage systems – Motion Sensors:
Install motion sensors in meeting rooms and other spaces as needed to eliminate unnecessary light of un-occupied spaces.

2010-11	\$1,750,000	Renewal and Replacement Fund
2011-12	250,000	Renewal and Replacement Fund
2012-13	460,000	Renewal and Replacement Fund
2013-14	1,800,000	Renewal and Replacement Fund
	11,480,000	Unprogrammed

5. SPECIAL SYSTEMS

Cobo Center's special systems generally date from 1985-89. Technology has advanced considerably since that time. Proposed special systems work falls under two categories: Security enhancements responding to the changed security environment, and upgrades in response to current customer expectations. The projects include the following:

- 5.1. Metasys System controls (lighting, HVAC and security systems):
Provide additional controls to expand the Metasys System. Johnson Controls has indicated that the controls in place now are insufficient.
- 5.2. Expand Metasys to provide access control:
Expand the Metasys System to incorporate low voltage access control systems internally and use the system to create a new secure building perimeter.
- 5.3. Install new IT backbone throughout Cobo Center:
Install new IT backbone throughout all areas of Cobo Center. Provide installation of redundant backup for fire control and other critical life safety systems. Metasys System will be converted to new IT backbone with its own redundant loop separated from other systems.
- 5.4. Video and sound equipment:
Install permanent video and sound equipment in catwalk areas in Exhibition Halls.
- 5.5. Security above John C. Lodge Freeway:
Install security camera system in freeway tunnel linked to new IT back bone (section 5.3)
- 5.6. 800MHz radio service:
Upgrade current radio service to 800MHz service throughout Cobo Center for first responder use only.

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- 5.7. Upgrade paging sound systems:
Inspect and function test all speakers, inputs, and amplifiers. Approximately 5% of speakers and amplifiers and 30% of inputs need to be replaced. Replace damaged or obsolete components.
- 5.8. Security cameras:
Replace all current building security cameras and install additional security cameras (amount determined by Cobo Center) capable of transmitting VoIP (voice over internet protocol). All new VoIP cameras will utilize the new IT backbone (see section 5.3)
- 5.9. Add sound system to Detroit Zone of building, Lower Level (level "0")
The meeting rooms at the north end lower level (Level 0) do not have sound systems. Sound equipment, system distribution and speakers are to be installed in all meeting rooms at this level.

2012-13	\$390,000	Renewal and Replacement Fund
	4,980,000	Unprogrammed

6. EXTERIOR ENCLOSURE

Exterior enclosure capital projects address life-expiring infrastructure that potential would create risk to the building if not addressed within the five-year period. The projects include the following:

- 6.1. Renovate north exterior exposed aggregate steps:
The steps are flame-finished granite but at the base they land on exposed aggregate paving. Also the upper landing is exposed aggregate terrazzo. Both these are damaged and worn and are to be replaced with an alternative finish.
- 6.2. Replace granite panels that have started scaling:
Repair/replace all granite tiles that have started to scale. These are generally at ground level where attacked by salt.
- 6.3. Granite tiles weather-tightness:
Inspect all tiles to ensure that they remain weather-tight. Repair/replace any sealant, flashing, or other means of water diversion that is damaged, not properly installed, or past its useful service life. Special care must be given to area below the rooftop parking helix as there are high concentrations of salt run-off from the parking deck and drive lanes.
- 6.4. 1960's brick and marble veneer:
Evaluate all areas of original 1960's brick and marble veneer construction for failure. Attention should be given to the existing structural brick ties and their performance. Bulges, irregularities, or compromise of water tightness in any veneered wall should receive immediate attention and appropriate permanent reinforcement. Inspect mortar joints and tuck-point any joint that compromises weather-tightness.

	\$2,900,000	Unprogrammed
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7. ROOF

Roof capital projects address life-expiring infrastructure that potential would create risk to the building if not addressed within the five-year period. The projects include the following:

- 7.1. Flashing
Replace all flashing throughout entire roof. Reapply appropriate sealants or mastics to maintain water tightness.
- 7.2. Replace Wayne Zone roofing:
Roof is past usable service life. Entire roof needs to be replaced, including the renovation of the heliport.
- 7.3. Roofs with AHU's:
All three (3) roofs containing AHU's are beyond usable service life and need to be completely replaced.
- 7.4. Parapet walls near roof parking:
All rooftop parapets in the vicinity of rooftop parking need to be replaced.
- 7.5. Roof top pavement:
Approximately 225,000 square feet of the 300,000 square feet of roof top parking needs to be replaced.

2011-12	\$1,500,000	Renewal and Replacement Fund
2013-14	1,800,000	Renewal and Replacement Fund
	5,900,000	Unprogrammed

8. DOORS & GLAZING

Doors and glazing capital projects address life-expiring infrastructure that potential would create risk to the building or problems for customers if not addressed within the five-year period. The projects include the following:

- 8.1. Skylights:
All skylights need to be evaluated for leaks. Replace all skylights that are not water tight.
- 8.2. Rolling doors:
Replace six (6) damaged rolling doors with high quality galvanized steel rolling doors.
- 8.3. Rolling door operators:
Replace ten (10) rolling door operators from 1960's construction to move 480V service higher for safety. The 480V electrical supply is easily accessible and a safety hazard. It is to be relocated at a height where it is not accessible.

2010-11	\$200,000	Renewal and Replacement Fund
	1,100,000	Unprogrammed

9. FINISHES REPLACEMENT

Cobo Center exists in a competitive market-place. Therefore the quality of areas rented by customers is important. Cobo Center's major deficiency in quality is the Wayne Zone and this is

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addressed below as a separate project. However deficiencies remain in other areas that have received some renovation. Proposed projects include the following:

- 9.1. Meeting Room finishes:
Complete upgrading all Meeting Rooms on the east side.
- 9.2. Carpeting:
Replace main concourse carpeting
- 9.3. Meeting room doors:
Strengthen meeting rooms with drywall where doorframes have become loose. These are generally the doors into the large meeting rooms on the east side. The walls will be reinforced to support the frames and refinished.

2011-12	\$600,000	Renewal and Replacement Fund
	1,500,000	Unprogrammed

10. USER IMPROVEMENTS

The following issue addresses a major source of customer complaint:

- 10.1. Music/radio:
All meeting rooms and public spaces should have switchable control of ambient music and radio.

\$200,000	Unprogrammed
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11. ELEVATORS & ESCALATORS

When they occur, inoperable vertical transportation systems are one of Cobo Center's most visible deficiencies. Cobo Center has initiated a pro-active approach to monitoring the performance of Cobo Center's vertical transportation maintenance contractor using specialist consultants. Certain capital projects are required including the following:

- 11.1. 1960's escalators:
Replace seven (7) 1960's original escalators with new escalators. Existing escalators are obsolete and parts are no longer manufactured.
- 11.2. Westinghouse passenger elevators:
All four (4) Westinghouse passenger elevators need modernization to controls, ADA access, and possibly power units.
- 11.3. Freight elevators:
Replace badly damaged 10,000lb capacity freight elevators with new 15,000lb capacity freight elevators.
- 11.4. Elevators 9 & 10:
Elevators 9 & 10 need modernization to controls, new automated doors, and door sensors.
- 11.5. Elevators 7 or 8:
Replacement of one hydraulic cylinder is needed. Hydraulic cylinder is original and is past its usable service life. (refer also to section 11.9)

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- 11.6. Elevator 16:
Elevator 16 needs installation of automatic doors and door sensors.
- 11.7. Elevators 11 & 12:
Elevators 11 & 12 needs installation of automatic doors and modernization for ADA access
- 11.8. Elevators 1 & 2:
Elevators need complete modernization to controls, ADA access, and power units.
- 11.9. Kitchen Elevators:
As an alternative to section 11.5, replace both kitchen elevators with new, higher capacity freight elevators.

2010-11	\$650,000	Renewal and Replacement Fund
2012-13	100,000	Renewal and Replacement Fund
	3,800,000	Unprogrammed

12. KITCHEN RENEWAL

Cobo Center's kitchens are located within the original construction and date from the 1960s. They have received limited renovations during the intervening forty years though some equipment has been replaced. Proposed capital projects include major renovation of the spaces themselves and equipment replacement anticipated to be necessary within the next five years. Work under this heading relates to the equipment.

\$1,532,000 Unprogrammed

13. DETROIT HALL PARKING AT CONGRESS STREET LEVEL

The 1989 expansion project left the ground level under the Detroit Hall uncompleted. This was always envisioned to be parking and the column spacing was designed to accommodate that use. The capacity would be approximately 500 cars and the space can be accessed from Congress and First Street. This project would complete that unused space as parking with a sheltered pedestrian access directly into Cobo Center's concourse. This would be a considerable benefit to the users of Cobo Center as well as being a revenue producer for the City of Detroit.

\$5,000,000 Unprogrammed

14. WAYNE ZONE RENOVATION

The 1989 expansion developed new or renovated spaces to the east, north and west, but ignored the south – the "Wayne Zone". This area contains 50% of Cobo Center's meeting room space, the only Ballroom and the kitchens. All these date from the 1960s and have received only limited renovation since new. This project would totally renovate the Wayne Zone spaces included updated HVAC, electrical systems, lighting, special systems and finishes. Proposed projects include the following:

- 14.1. Renovate Main Level Meeting/Ballrooms:
This is original 1960s space with some finishes replacement in 1989 and subsequently. These spaces will be completely renovated with the following:

CIVIC CENTER

- Improved HVAC (better control and greater energy efficiency)
- New electrical power throughout
- New communications systems throughout
- Fire protection
- New lighting throughout
- New floor, base, wall and ceiling finishes.
- New doors and access control hardware

14.2. Renovate Second Level Meeting/Assembly Rooms:

This is original 1960s space with some finishes replacement in 1989 and subsequently. These spaces will be completely renovated with the following:

- Improved HVAC (better control and greater energy efficiency)
- New electrical power throughout
- New communications systems throughout
- Fire protection
- New lighting throughout
- New floor, base, wall and ceiling finishes.
- New doors and access control hardware

14.3. Renovate Main Level Concourse/Toilet Rooms:

This is original 1960s space with some finishes replacement in 1989 and subsequently. These spaces will be completely renovated with the following:

- Improved HVAC (better control and greater energy efficiency)
- New electrical power throughout
- New communications systems throughout
- Fire protection
- New lighting throughout
- New signage
- New floor, base, wall and ceiling finishes.
- New doors and access control hardware
- New toilet partitions, fixtures and accessories.

14.4. Renovate Second Level Concourse/Toilet Rooms

This is original 1960s space with some finishes replacement in 1989 and subsequently. These spaces will be completely renovated with the following:

- Improved HVAC (better control and greater energy efficiency)
- New electrical power throughout
- New communications systems throughout
- Fire protection
- New lighting throughout
- New signage
- New floor, base, wall and ceiling finishes.
- New doors and access control hardware
- New toilet partitions, fixtures and accessories.

14.5. Renovate Lower Level Concourse/Toilet Rooms

This is original 1960s space with some finishes replacement in 1989 and subsequently. These spaces will be completely renovated with the following:

- Improved HVAC (better control and greater energy efficiency)

CIVIC CENTER

- New electrical power throughout
- New communications systems throughout
- Fire protection
- New lighting throughout
- New signage
- New floor, base, wall and ceiling finishes.
- New doors and access control hardware
- New toilet partitions, fixtures and accessories.

14.6. Renovate Kitchens:

This is original 1960s space with some finishes replacement in 1989 and subsequently. These spaces will be completely renovated with the following:

- Improved HVAC (better control and greater energy efficiency)
- New electrical power throughout
- New communications systems throughout
- Fire protection
- New lighting throughout
- New floor, base, wall and ceiling finishes.
- New doors and access control hardware

Kitchen systems and equipment is included under the Kitchen Renewal heading.

\$23,236,000

Unprogrammed

15. EXTERIOR

Exterior enclosure renewal has been addressed under an earlier heading. The following project is an enhancement that responds to visitor/customer complaints during the winter months and particularly for the North American International Auto Show:

15.1. New portico at Joe Louis Atrium:

The original 1989 expansion plan envisioned a covered portico outside the Joe Louis Atrium for protected vehicle drop-off in inclement weather. Foundations for this portico were installed during the Lodge bridge replacement but the portico has never been constructed. This project will provide the portico.

\$1,500,000

Unprogrammed

16. HART PLAZA

Hart Plaza has intensive use and now requires certain infrastructure renewal. The projects include the following:

16.1. Replace trench drains around central plaza (680LF):

Replace all trench drains surrounding central plaza with new code/ADA compliant trench drains. The trench drains and surrounding paving have sunk and need to be rebuilt.

16.2. Re-lay all 10"x10" granite pavers with tighter joints/replace part:

Remove (with intent to re-use) all 10"x10" granite pavers. Add appropriate granular fill where needed, grade/re-grade, and compact paver setting bed as needed. Re-lay granite tiles

CIVIC CENTER

with tighter joints, substituting new – matching – granite tiles where necessary. Apply sealant to all granite pavers.

- 16.3. Replace large granite slabs with concrete paving:
The existing large granite paving around the amphitheater is cracked and has been replaced by concrete in parts. This will complete the replacement.
- 16.4. Install new overall floodlighting:
Provide new floodlighting throughout entire plaza from surrounding buildings or pylons.
- 16.5. Replace decorative pole fixtures:
Replace all existing decorative light fixtures with new light fixtures. The existing fixtures are expensive to repair.
- 16.6. Add 480V 3-pole and 110V service around plaza:
Install 480V 3-pole service and 110V service around the perimeter of the plaza for use by vendors. Currently generators have to be brought in.
- 16.7. Add 480V 3-pole and 110V service along promenade:
Install 480V 3-pole service and 110V service along promenade walls for use by vendors. Currently generators have to be brought in.
- 16.8. Provide new loading dock:
Loading and access to Hart Plaza is difficult. This project will create a loading dock, probably at the Atwater level, plus freight elevator for improved access.
- 16.9. Replace/refurbish damaged handrail sections:
Inspect and evaluate all handrails throughout plaza. Repair and replace sections/components as necessary to maintain code/ADA compliance.

2009-10	\$440,000	Renewal and Replacement Fund
2011-12	200,000	Renewal and Replacement Fund
	3,450,000	Unprogrammed

17. GRAPHICS AND SIGNAGE

Cobo Center’s graphics and signage is a mixture of original 1960s and that introduced in the 1985-89 expansion. Technology has developed considerably since those periods and addressable graphics and signage easily customized to current customers within the facility is expected of a major national convention center. These projects address that need.

\$600,000	Unprogrammed
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CIVIC CENTER

(000's OMITTED)

Project Name	* Project Status	** Project Timeline	*** Impact on Budget	*** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14	
1. HVAC Systems	M	U	NO I	NSI		G.O. R&R			\$ 1,400			\$ 1,250		\$ 15,000
2. Plumbing	M	P	NO I	NSI		G.O. R&R			1,660	\$ 1,000	\$ 1,050	300		1,450
3. Fire Protection	M	P	NO I	NSI		G.O. R&R	\$ 7,000		100			1,000		6,050
4. Electrical Systems	M	U	NO I	NSI		G.O. R&R				1,750	250	460	\$ 1,800	11,480
5. Special Systems	M	P	NO I	NSI		G.O. R&R						390		4,980
6. Exterior Enclosure	M	P	NO I	NSI		G.O. R&R	2,000							2,900
7. Roofs	M	P	NO I	NSI		G.O. R&R					1,500		1,800	5,900
8. Doors & Glazing	M	P	NO I	NSI		G.O. R&R				200				1,100
9. Finishes	M	P	NO I	NSI		G.O. R&R					600			1,500
10. Users Improvements	N	P	NO I	NSI		R&R								200
11. Elevators & Escalators	M	P	NO I	NSI		G.O. R&R				650		100		3,800

Sub-Total (page 1) \$ 9,000 \$ - \$ 3,160 \$ 3,600 \$ 3,400 \$ 3,500 \$ 3,600 \$ 54,360

Funding Source Summary:

General Obligation Bonds	G.O.	\$ 9,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 54,160
Renewal & Replacement	R & R	-	-	3,160	3,600	3,400	3,500	3,600	200

Sub-Total (page 1) \$ 9,000 \$ - \$ 3,160 \$ 3,600 \$ 3,400 \$ 3,500 \$ 3,600 \$ 54,360

* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
 ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
 *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impac
 **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impac
 ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

CIVIC CENTER

(000's OMITTED)

Project Name	* Project Status	** Project Timeline	*** Impact on Budget	*** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14	
12. Kitchen Renewal	M	P	NO I	NSI		R&R								\$ 1,532
13. Detroit Hall Parking	N	P	NO I	NSI		O.S.								5,000
14. Wayne Zone Renovation	M	P	NO I	NSI		O.S.								23,236
15. Exterior	M	P	NO I	NSI		O.S.								1,500
16. Hart Plaza	M	P	NO I	NSI		G.O. R&R		\$ 440		\$ 200				3,450
17. Graphics & Signage	M	P	NO I	NSI		G.O. R&R								600

Sub-Total (page 2) \$ - \$ - \$ 440 \$ - \$ 200 \$ - \$ - \$ 35,318

Funding Source Summary:

General Obligation Bonds	G.O.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4,050
Renewal & Replacement	R & R	-	-	440	-	200	-	-	-	-	-	-	-	1,532
Other Sources	O.S.	-	-	-	-	-	-	-	-	-	-	-	-	29,736

Sub-Total (page 2) \$ - \$ - \$ 440 \$ - \$ 200 \$ - \$ - \$ 35,318

Funding Source Summary:

General Obligation Bonds	G.O.	\$ 9,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	58,210
Renewal & Replacement	R & R	-	-	3,600	3,600	3,600	3,500	3,600	-	-	-	-	-	1,732
Other Sources	O.S.	-	-	-	-	-	-	-	-	-	-	-	-	29,736

GRAND TOTAL \$ 9,000 \$ - \$ 3,600 \$ 3,600 \$ 3,600 \$ 3,500 \$ 3,600 \$ 89,678

* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
 ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
 *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impac
 **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impac
 ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

COBO CENTER
Capital Renewal and Replacement Budgets 2009/10 through 2013/14

		Priority 1 - Energy Efficiency	Priority 1 Item Importance	Priority 2 - Public Safety	Priority 2 Item Importance	Priority 3 - Building Protection	Priority 3 Item Importance	Priority 4 - Operating Costs	Priority 4 Item Importance	Priority 5 - Customer Satisfaction	Priority 5 Item Importance	Score	Cost(\$):	Total Cost (\$):
1. HVAC														\$ 17,760,000
1.1	Inspect and replace AHU pans					3	10					30	450,000	
1.2	Inspect and replace AHU motors									1	5	5	450,000	
1.3	Inspect and replace condensate discharge piping leading to river											0	50,000	
1.4	Inspect and renovate condensate overflow piping					3	5					15	50,000	
1.5	Replace existing AHU fans with fan wall arrays	5	5									25	1,000,000	
1.6	Retrofit chillers to accommodate a colder startup temperature or provide ability to preheat detention pits to 55°							2	5			10	250,000	
1.7	Replace/refurbish all fire dampers			4	3							12	5,000,000	
1.8	Isolate UAW-Ford building from chilled water grid to prevent freezing					3	3					9	150,000	
1.9	Replace strainers in sump pit											0	20,000	
1.10	Retrofit existing strainers to incorporate a automated backflow/blowout cleaning							2	5			10	100,000	
1.11	Replace/refurbish approx. 200-300 steam traps					3	7			1	7	28	240,000	
1.12	Replace steam system in level 100 "O" zone to electric system to prevent further steam damage					3	3					9	1,200,000	
1.13	Replace air curtains on front of building									1	2	2	300,000	
1.14	Check/maintain VAV & dual duct mixing boxes booster coils									1	2	2	4,000,000	
1.15	Fix damage from machine room roof leaks			4	10	3	10					70	900,000	
1.16	Waterproof all mechanical room floors					3	5					15	300,000	
1.17	Maintain/refurbish humidifiers in 1989 expansion AHU so they can be used									1	5	5	100,000	
1.18	Install additional humidifiers as needed to bring humidity ratio to 30%-40%									1	3	3	1,200,000	
1.19	Refurbish/replace/maintain all 50% dampers, actuators, and linkages							2	5	1	5	15	2,000,000	

Importance: 10 is major importance - 1 is least importance

COBO CENTER
Capital Renewal and Replacement Budgets 2009/10 through 2013/14

		Priority 1 - Energy Efficiency	Priority 1 Item Importance	Priority 2 - Public Safety	Priority 2 Item Importance	Priority 3 - Building Protection	Priority 3 Item Importance	Priority 4 - Operating Costs	Priority 4 Item Importance	Priority 5 - Customer Satisfaction	Priority 5 Item Importance	Score	Cost(\$):	Total Cost (\$):
2. PLUMBING														\$ 5,460,000
2.1	Renovate all original (1960s) toilet rooms for ADA compliance (must also include 2.2 below)									1	5	5	750,000	
2.2	Provide new exhaust ventilation in 1960's toilet rooms			4	10							40	200,000	
2.3	Inspect and renovate all drain lines					3	5					15	500,000	
2.4	Replace roof drains & conductors below roof parking					3	10					0	2,000,000	
2.5	Replace grease traps in kitchen area							2	3			6	50,000	
2.6	Heat trace all grease carrying lines							2	3			6	250,000	
2.7	Replace 20% corroded floor boxes and traps in Wayne Hall floor					3	5			1	5	20	400,000	
2.8	Replace 5% corroded floor boxes and traps in Oakland Hall floor					3	5			1	5	20	100,000	
2.9	Replace 5% corroded floor boxes and traps in Macomb Hall floor					3	5			1	5	20	100,000	
2.1	Replace 5% corroded floor boxes and traps in Michigan Hall floor					3	3					9	150,000	
2.11	Renovate gutters under expansion joints (6600 LF)					3	5			1	5	20	660,000	
2.12	Add gutters under expansion joints in Detroit Hall					1	10			1	10	20	300,000	
3. FIRE PROTECTION														\$ 7,150,000
3.1	Replace limited number heat traps around sprinkler heads in halls (insurance company did not like the current deflectors, although it has not affected coverage)			4	3							12	250,000	
3.2	Provide sprinklers for Wayne Zone (south of Wayne Hall)			4	5							20	3,500,000	
3.3	Replace entire sprinkler system over the Lodge Freeway			4	5							20	1,000,000	
3.4	Replace sprinkler systems in Cobo Arena Garage and Cobo Hall Garage			4	3							12	2,300,000	
3.5	Renovate dry pipe systems valves			4	10							40	100,000	

Importance: 10 is major importance - 1 is least importance

COBO CENTER
Capital Renewal and Replacement Budgets 2009/10 through 2013/14

		Priority 1 - Energy Efficiency	Priority 1 Item Importance	Priority 2 - Public Safety	Priority 2 Item Importance	Priority 3 - Building Protection	Priority 3 Item Importance	Priority 4 - Operating Costs	Priority 4 Item Importance	Priority 5 - Customer Satisfaction	Priority 5 Item Importance	Score	Cost(\$):	Total Cost (\$):
4. ELECTRICAL														\$ 15,740,000
4.1	Provide fused disconnects for all feeds			4	3							12	1,000,000	
4.2	Provide 208V floor box service to Detroit Hall and expanded Macomb/Oakland Halls									1	3	3	1,500,000	
4.3	Install 480V 800A bus ducts 60ft O.C. at catwalk level for Detroit, Macomb, Oakland, & Wayne Halls									1	7	7	1,500,000	
4.4	Install 150KVA transformers to provide 208V service adjacent to catwalks for Detroit, Macomb, Oakland, & Wayne Halls									1	7	7	400,000	
4.5	Replace three existing 7,500KVA transformers with 10,000KVA transformers			4	10							40	1,800,000	
4.6	Provide natural gas backup generator for fire pump and emergency lighting systems			4	10							40	160,000	
4.7	Replace emergency lighting in Exhibition Halls on new emergency systems (emergency circuits exist)			4	10							40	200,000	
4.8	Replace rooftop lighting systems in all roof parking areas									1	3	3	800,000	
4.9	Clean and test breakers for 250KVA substation transformers			4	5							20	900,000	
4.10	Provide ventilation to critical electrical substations			4	5							20	100,000	
4.11	Replace three existing marquees on Washington Boulevard with electronic signs									1	3	3	100,000	
4.12	Replace dual stage metal halide lighting in exhibition hall with 6-lamp, T8 fluorescents							2	5			10	4,800,000	
4.13	Provide more power to large east side meeting rooms to be 110V and 208V in one panel in each room									1	3	3	600,000	
4.14	Renovate lighting in east side large meeting rooms									1	3	3	1,200,000	

Importance: 10 is major importance - 1 is least importance

COBO CENTER
Capital Renewal and Replacement Budgets 2009/10 through 2013/14

		Priority 1 - Energy Efficiency	Priority 1 Item Importance	Priority 2 - Public Safety	Priority 2 Item Importance	Priority 3 - Building Protection	Priority 3 Item Importance	Priority 4 - Operating Costs	Priority 4 Item Importance	Priority 5 - Customer Satisfaction	Priority 5 Item Importance	Score	Cost(\$):	Total Cost (\$):
4.15	Low voltage systems: Provide intelligent door locking hardware to provide access control for critical rooms											0	540,000	
4.16	Low voltage systems: Install motion sensors to control meeting room lighting											0	140,000	
5. SPECIAL SYSTEMS													\$ 5,370,000	
5.1	Johnson Controls needs more controls for the Metasys System							2	2			4	1,000,000	
5.2	Expand Metasys to provide access/intrusion control and to secure building perimeter							2	2			4	250,000	
5.3	Add IT backbone throughout (including redundant backups)							2	10	1	10	30	2,000,000	
5.4	Install permanent video and sound equipment in catwalk areas									1	5	5	500,000	
5.5	Install security cameras above lodge freeway			4	5							20	100,000	
5.6	Provide 800 MHz radio service for first responders only			4	10							40	120,000	
5.7	Upgrade paging sound systems (approx 5% of speakers and 30% of amplifiers need to be replaced)									1	5	5	500,000	
5.8	Replace current building security cameras and add additional cameras linked to IT backbone			4	5							20	800,000	
5.10	Add sound system to DO rooms									1	3	3	100,000	

Importance: 10 is major importance - 1 is least importance

COBO CENTER
Capital Renewal and Replacement Budgets 2009/10 through 2013/14

		Priority 1 - Energy Efficiency	Priority 1 Item Importance	Priority 2 - Public Safety	Priority 2 Item Importance	Priority 3 - Building Protection	Priority 3 Item Importance	Priority 4 - Operating Costs	Priority 4 Item Importance	Priority 5 - Customer Satisfaction	Priority 5 Item Importance	Score	Cost(\$):	Total Cost (\$):
6. EXTERIOR ENCLOSURE														\$ 2,900,000
6.1	Renovate north exterior exposed aggregate steps					3	5			1	5	20	400,000	
6.2	Replace granite panels that have started scaling					3	10			1	10	40	1,000,000	
6.3	Evaluate existing granite tiles for water tightness and replace silicone seal					3	5					15	500,000	
6.4	Evaluate existing 1960's brick & marble veneer for structural stability			4	10	3	10					70	1,000,000	
7. ROOF														\$ 9,200,000
7.1	All flashing needs to be replaced throughout					3	5	2	5			25	1,000,000	
7.2	Replace Wayne Zone roofing					3	5	2	5			25	1,500,000	
7.3	Replace three roofs where AHU's are present					3	5	2	5			25	300,000	
7.4	Replace parapet walls around roof parking			4	5	3	5			1	5	40	2,800,000	
7.5	Replace approximately 255,000SF of roof parking surface	5	5	4	5	3	5	2	5	1	5	75	3,600,000	
8. DOORS & GLAZING														\$ 1,300,000
8.1	Replace skylights that are leaking					3	5					15	500,000	
8.2	Replace six damaged rolling doors with high quality galvanized steel doors					3	5					15	600,000	
8.3	Replace 10 rolling door operators (1960s) to move 480V higher for safety			4	10	3	10					70	200,000	
8.4	Replace exhibition hall doors			4	2					1	10	18	180,000	
8.5	Replace 5% interior doors			4	2					1	10	18	500,000	
9. FINISHES														\$ 2,100,000
9.1	Complete upgrading east Meeting Room finishes									1	5	5	1,000,000	
9.2	Replace main Concourse carpet									1	5	5	600,000	
9.3	Strengthen drywall meeting room walls where door frames are loose									1	10	10	500,000	

Importance: 10 is major importance - 1 is least importance

COBO CENTER
Capital Renewal and Replacement Budgets 2009/10 through 2013/14

		Priority 1 - Energy Efficiency	Priority 1 Item Importance	Priority 2 - Public Safety	Priority 2 Item Importance	Priority 3 - Building Protection	Priority 3 Item Importance	Priority 4 - Operating Costs	Priority 4 Item Importance	Priority 5 - Customer Satisfaction	Priority 5 Item Importance	Score	Cost(\$):	Total Cost (\$):
10. USER IMPROVEMENTS														\$ 200,000
10.1	Provide ambient music/radio for meeting rooms and public spaces with switchable control									1	3	3	200,000	
11. ELEVATORS/ESCALATORS														\$ 4,550,000
11.1	Replace seven 1960's vintage escalators in Wayne Zone area					3	5			1	5	20	2,100,000	
11.2	Westinghouse passenger elevators (4) need modernization to controls, ADA access, and possibly power units			4	10	3	10			1	10	80	600,000	
11.3	Replace badly damaged 10,000lb capacity hydraulic freight elevators with 15,000lb capacity hydraulic elevators					3	10			1	10	40	600,000	
11.4	Elevators 9&10: Needs new controls, automatic doors, sensors					3	10			1	10	40	200,000	
11.5	Elevators 7 or 8: Replace existing hydraulic cylinder (only one elevator needs a new cylinder)					3	10			1	10	40	150,000	
11.6	Elevator 16: Needs automatic doors, sensors					3	10			1	10	40	100,000	
11.7	Elevator 11&12: Needs automatic doors, ADA access					3	10			1	10	40	200,000	
11.8	Elevator 1&2: Elevator needs complete upgrade					3	10			1	10	40	300,000	
11.9	Replace kitchen elevators					3	5			1	5	20	300,000	
12. KITCHEN RENEWAL														\$ 1,531,600
12.1	Kitchen systems and equipment renewal per list					3	5			1	10	25	1,531,600	
13. DETROIT HALL PARKING AT LEVEL 110														\$ 5,000,000
13.1	Develop unfinished space for 500 parking spaces									1	10	10	5,000,000	
14. WAYNE ZONE RENOVATION														\$ 23,236,400
14.1	Renovate Level 124 meeting/ballrooms	5	2					2	5	1	10	30	8,865,600	
14.2	Renovate Level 144 meeting/assembly rooms	5	2					2	5	1	10	30	4,716,400	
14.3	Renovate Level 124 concourse/toilets	5	2					2	5	1	10	30	3,170,400	
14.4	Renovate Level 144 concourse/toilets	5	2					2	5	1	10	30	1,949,600	
14.5	Renovate Level 100 concourse/toilets	5	2					2	5	1	10	30	3,534,400	
14.6	Renovate kitchens	5	2	4	2			2	5			28	1,000,000	

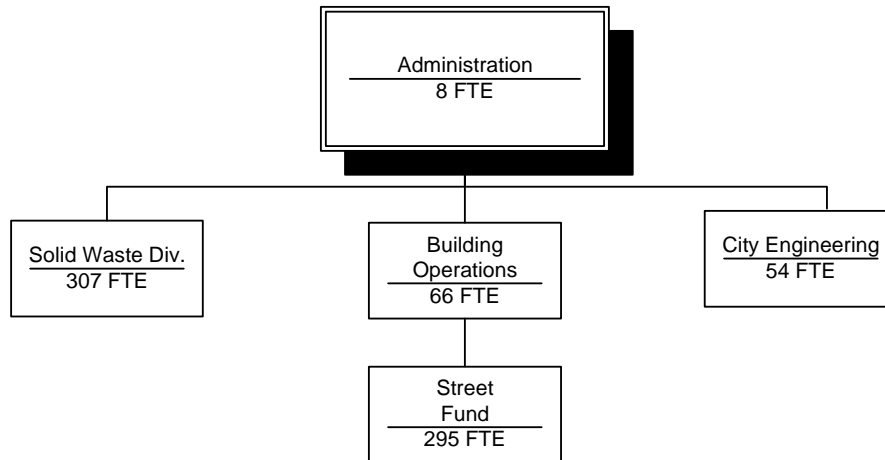
Importance: 10 is major importance - 1 is least importance

COBO CENTER
Capital Renewal and Replacement Budgets 2009/10 through 2013/14

		Priority 1 - Energy Efficiency	Priority 1 Item Importance	Priority 2 - Public Safety	Priority 2 Item Importance	Priority 3 - Building Protection	Priority 3 Item Importance	Priority 4 - Operating Costs	Priority 4 Item Importance	Priority 5 - Customer Satisfaction	Priority 5 Item Importance	Score	Cost(\$):	Total Cost (\$):
15. EXTERIOR														\$ 1,500,000
15.1	New portico at Joe louis atrium		4	10						1	10	50	1,500,000	
16. HART PLAZA														\$ 4,090,000
16.1	Replace trench drains around central plaza (680 LF)		4	10								40	340,000	
16.2	Relay all 10x10 granite pavers with tighter joints/replace part		4	5								20	450,000	
16.3	Replace large granite slabs with concrete paving		4	5								20	100,000	
16.4	Install new overall floodlighting		4	5								20	400,000	
16.5	Replace decorative pole fixtures						2	5				10	1,000,000	
16.6	Add 480V 3P and 110V electrical power around plaza									1	10	10	200,000	
16.7	Add 480V 3P and 110V electrical power along promenade									1	10	10	100,000	
16.8	Provide new loading dock									1	5	5	1,500,000	
16.9	Reapir railings		4	5						1	5	25	200,000	
17. GRAPHICS AND SIGNAGE														\$ 600,000
17.1	Replace signage throughout		4	2						1	10	18	600,000	
TOTAL PROGRAM PROBABLE COST \$ 107,688,000														

Importance: 10 is major importance - 1 is least importance

DEPARTMENT OF PUBLIC WORKS



DEPARTMENT OF PUBLIC WORKS

AGENCY MISSION

To provide excellence in the delivery of essential environmental and infrastructure services, thereby ensuring a safe and clean environment for our customers in a cost-effective manner.

CURRENT FACILITIES

The Department of Public Works (DPW) currently has five (5) divisions, including Administration. The functions and locations of the five divisions are summarized below:

Solid Waste Management Division

This division operates from the Russell Ferry Yard (Eastern) and the Southfield Yard (Western), built in 1981 and 1969 respectively. The Russell Ferry Yard is located at 5800 Russell and the Southfield Yard is located at 12255 Southfield Road. The main function of this division is to provide refuse collection services to residential and commercial customers.

Street Maintenance Division

This division is primarily responsible for the resurfacing and maintenance of streets, snow removal and mechanical street sweeping. The employees of this division that perform these activities are located at 2633 Michigan Avenue (eastern), and 12255 Southfield Rd (western). This division utilizes several buildings, the oldest of which is nearly 100 years old. The administrative section of this division operates from the Street Maintenance and Traffic Engineering Administration Building located at 19th and Michigan. This facility was constructed in 1999.

Traffic Engineering Division

The Traffic Engineering activity of this division is responsible for the operation and maintenance of various traffic control systems. Duties include evaluating requests for changes in the street system, including

traffic signals and street signs; planning and reviewing the geometric changes in the street to accommodate new development projects; this division also undertakes various studies to reduce congestion and accidents. Various high-crash locations in the city are studied to reduce accidents. This division also proposes projects for intersection improvements as well as signal modernization. This division interacts with other highway agencies such as the Federal Highway Administration, the Michigan Department of Transportation and Wayne County operations, to coordinate highway planning. The division's administrative and engineering offices are located in the Street Maintenance and Traffic Engineering building constructed with Street Funds, at 19th and Michigan Avenue. The Traffic Sign Shop, which is housed at 2425 Fenkell, fabricates, repairs, and maintains all traffic signs in the City.

City Engineering Division

This division is responsible for the design, survey, engineering and inspection of roads and bridge improvements. Their administrative and engineering offices are located in rental space at the Cadillac Tower building. This division also currently operates a testing laboratory at the Southfield Yard at 12255 Southfield Road.

Administrative Division

This division, headed by the Director, establishes policies and procedures, and administers the activities of the department to accomplish its mission. It is located on the fifth Floor, Room 513, of the Coleman A. Young Municipal Center.

DEPARTMENT OF PUBLIC WORKS

FIVE YEAR HISTORY

A new salt storage facility at the Southfield yard was completed and is fully usable. The new dome will reduce the response time for snow removal. The total estimated cost is \$800,000. Development of engineering and architectural design has been completed for the construction of a new street funded District Maintenance facility at the 2633 Michigan Avenue location.

DPW, through its “ground lease” with the Greater Detroit Resource Recovery Authority (GDRRA), has completed the rehabilitation of the compactor units of the Southfield Transfer Station at a cost of \$3 million. Funding for this project was secured through surpluses in GDRRA’s construction fund balance and made possible by the ground lease agreement.

PROPOSED FIVE-YEAR CAPITAL PLAN

The capital improvements proposed for the next five years are additions/improvements to existing buildings and infrastructure to facilitate and augment the operation of this department in a more efficient and effective manner.

Although disposal infrastructures for Municipal Solid Waste (MSW) are administered by the GDRRA, the financial aspect is part of the department’s operational budget. Further, recognizing that disposal is integral to core functions of MSW and in light of the pending decisions relative to GDRRA’s waste-to-energy facility future operations, there are provisions in this agenda for land acquisitions to procure an eastside transfer station, in the event it is necessary. This is a precautionary measure if it is decided to close the waste-to-energy facility.

Conversely, if the GDRRA remains open and with the implementation of our recycling program, this same allocation would augment operations at the waste-to-energy facility with a tub grinder to process bulk material collected for combustion in lieu of land filling. This acquisition and operational improvement will offset the loss of MSW diverted to recycling and further reduce disposal costs.

The department’s State Fair Yard has served as a drop-off site for citizens to dispose of bulk and yard waste material. Our drop-off site reduces collection-operating costs and upgrades are proposed to transform the facility to a state of the art bulk-yard waste drop-off and potentially, a material recycling facility (MRF). Currently, the site is in very poor condition and thus, requires demolition, reconstruction, and site improvements.

Additionally, our other drop-off facilities require some infrastructure improvement and aesthetic enhancement. Since these locations are meant for public use with direct community interface, they must represent the City, being secure, with a sound infrastructure, and a safe, pleasing environment. Currently, that is not the case. The other sites in question are as follows:

- Davison Yard - 8221 W. Davison
- Southwest Detroit Yard – 5841 Anton

Due to proximity of the Southfield drop-off site to the Southfield (Western District) Yard, infrastructure improvements are included in that facilities request.

The department completed designs for a new District Maintenance Building and fully expected to fund the project with Act 51, Street Fund dollars. Presently the legislation does not allow for capital building construction. However, the Michigan Municipal League (MML) is lobbying on

DEPARTMENT OF PUBLIC WORKS

the City's behalf to amend the Public Act to allow for such capital construction.

As a contingency plan, the department is requesting a capital budget allocation for demolition of the current structure and construction of a new facility. In addition, infrastructure overalls are necessary due significant pavement erosion and deterioration that has occurred over the many years. It is reiterated that this is only in the event the amended bill does not pass the legislative process.

INTERDEPARTMENTAL CAPITAL RELATIONSHIPS

The department works in conjunction with the Planning and Development Department, Detroit Water and Sewage Department, Public Lighting Department and the Recreation Department on various development projects especially those related to streets. DPW also shares existing facility locations, such as the Russell-Ferry and Southfield yards, with the General Services Department. Proposed capital improvements for these locations will involve both DPW and GSD, at minimum.

GOALS FOR CAPITAL PROGRAM

- To either replace or completely overhaul existing obsolete and inefficient facilities at the Southfield Yard (Western District) and Street Maintenance Division's District Maintenance building at 19th and Michigan.
- Renovate the Russell-Ferry mechanicals to ensure the most cost-effective HVAC systems are in place
- Reconstruct or repave the ingress, egress roadway, parking infrastructure, and restore storm water sewers at our facilities where numerous heavy pieces of equipment are deployed and stored.
- Plan & implement the supporting infrastructure conducive to an effective, comprehensive MSW system
- Provide citizen convenience centers (Drop-off bulk & recycling centers) that are, user friendly, aesthetically pleasing and efficient.
- Discourage illegal dumping and assist with prosecution with a camera monitoring system.

DEPARTMENT OF PUBLIC WORKS

PROJECT NARRATIVE AND FUNDING SCHEDULES

Acquisition / Land-Transfer Station / or GDRRA Tub Grinder

In the event the waste-to-energy facility is dissolved from receiving refuse collected from the City, land and equipment acquisitions will be necessary for a transfer facility. If dissolved, landfill is the only disposal option and necessitates a transfer station for efficient MSW operations.

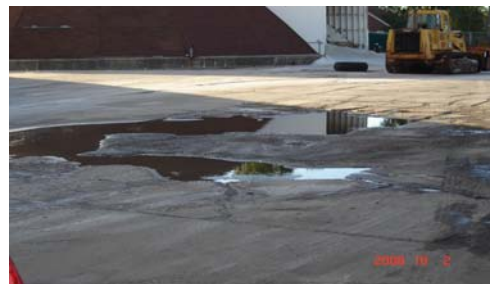
Alternatively, if the waste-to-energy facility remains open, once the curbside recycling program comes on line, the volume of material at the facility will be reduced. Thereby reducing the amount of material for combustion to produce energy. To offset the loss of volume, the department in conjunction with GDRRA would purchase a two (2) tub-grinding units to grind and reduce bulky items suitable for combustion at the waste-to-energy facility, in lieu of the current landfill disposal. Additionally, the off-load sites will require adjustment to accommodate this new application; therefore provision for some site construction are included as well. Either of these options is estimated at a cost \$3.5 million.

\$3,500,000 Unprogrammed

Southfield Yard Renovation

The Southfield yard, which was constructed in 1969, is currently housing the personnel from Solid Waste Management division (Western Yard), GSD-Vehicle Management Division, Container Placement unit, Building Maintenance and City Engineering test lab. The repair garage is inadequate to repair larger equipment. The yard is susceptible to constant power failures and the general condition is very poor. The department is requesting \$4,000,000 to accommodate the repairs of Solid Waste Management and Street Maintenance division equipment. The balance of this request is delineated below.

The rehabilitation of the compactors at the Southfield Transfer Station is complete. Upgrading the entire roadway infrastructure for the facility would complete the transformation and make possible a venue conducive for public use, a sound base for trucks and employee parking. The estimated cost of reconstruction is \$300,000.



2010-11	\$1,000,000	General Obligation Bonds
2012-13	1,000,000	General Obligation Bonds
2013-14	1,300,000	General Obligation Bonds

DEPARTMENT OF PUBLIC WORKS

State Fair Yard

Renovation & Pavement Reconstruction

In previous years, this location was used exclusively as a refuse container repair and storage facility. Since the 2005-06 FY it has been used as a citizen drop-off center. Expanding the site into a state of the art recycling center is forward thinking and would serve the citizens on the east side for a material recycling center. State Fair Yard provides an excellent opportunity for convenience to eastside citizens for recycling, in addition to making the bulk and yard waste drop-off site appropriate for public use. Construction of a pre-fabricated building (which includes an office) upgrading infrastructure for the entire facility where public interaction occurs is estimated at \$1,000,000. This agenda also provide facilities for continuing container repair services on this site for a full service location, meeting the needs of the citizens and the department.



2009-10

\$1,000,000

General Obligation Bonds

Bulk & Recycling Drop-off Renovations

- Davison Yard - 8221 W. Davison
- Southwest Detroit Yard – 5841 Anton

Each of these facilities is intended for public use. Although, they are usable in their current state, they do not depict the image of a world-class city. Sewer systems require restoration; pavement construction is necessary, security fencing can be breached, and there is not aesthetic appeal in the way of landscaping at the berms, nor on the perimeter of each facility. All improvements are required for inclusion as part of the Wayne County Solid Waste Management Plan, for which we have made official application. Estimated costs for these improvements are estimated at \$700,000.



2009-10

\$700,000

General Obligation Bonds

DEPARTMENT OF PUBLIC WORKS

Russell Ferry Concrete Reconstruction & HVAC Replacement

The infrastructure upon which thousands of heavy vehicles have passed and been stored since 1981, resulted in erosion of roadways, curbs, storm water drainage, etc, that need repair. Construction costs are estimated at \$250,000.

In light of the “Green Initiatives” the department further requests \$500,000 to replace the HVAC system at this facility. This is a provision to increase cost effectiveness with regard to energy cost at the facility create a more comfortable work environment by replacing the aged heating and cooling systems with energy star rated mechanicals.



2010-11	\$250,000	General Obligation Bonds
2011-12	500,000	General Obligation Bonds

District Maintenance Building & Infrastructure Improvements

Demolish and reconstruct the District Maintenance building, a facility, which houses equipment, resources and personnel who perform street repair activities. The building was originally constructed over 100 years ago and is in desperate need of replacement. Construction costs are estimated at \$2,750,000.

Additionally, cause infrastructure improvements, upon which thousands of heavy vehicles have passed and been stored since 1981, resulted in erosion of roadways, curbs, storm water drainage, etc, that need repair. Construction costs are estimated at \$250,000.

As stated previously, this allocation is a contingency in the event State legislation amendments are not passed designating the construction and improvements as Street Fund eligible.

\$3,000,000	Unprogrammed
-------------	--------------

Illegal Dumping Preventative Camera Monitoring Systems

Illegal dumping of debris on our streets and alleys throughout the city continues to be a costly and environmentally unacceptable practice. The department is desirous to install sophisticated monitoring equipment at various “hotbed” locations of illegal dumping throughout the city with the ability to monitor these locations from web based computer workstations at our Solid Waste facilities. Costs are estimated at \$1,000,000.

\$1,000,000	Unprogrammed
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DEPARTMENT OF PUBLIC WORKS

BUILDING SURVEY

<u>Location</u>	<u>Year Constructed</u>
Street Maintenance and Traffic Engineering Administration Building	1999
Russell-Ferry	1981
Street Maintenance (Repair Garage)	1974
Davison Yard	1974
Street Maintenance (Scale House)	1971
Southfield Yard	1969
Street Maintenance (Boiler House)	1967
Southfield Brush Burner	1963
Traffic Sign Shop	1960
State Fair	1954
Street Maintenance	1940
Street Maintenance (District Maintenance Building)	1914

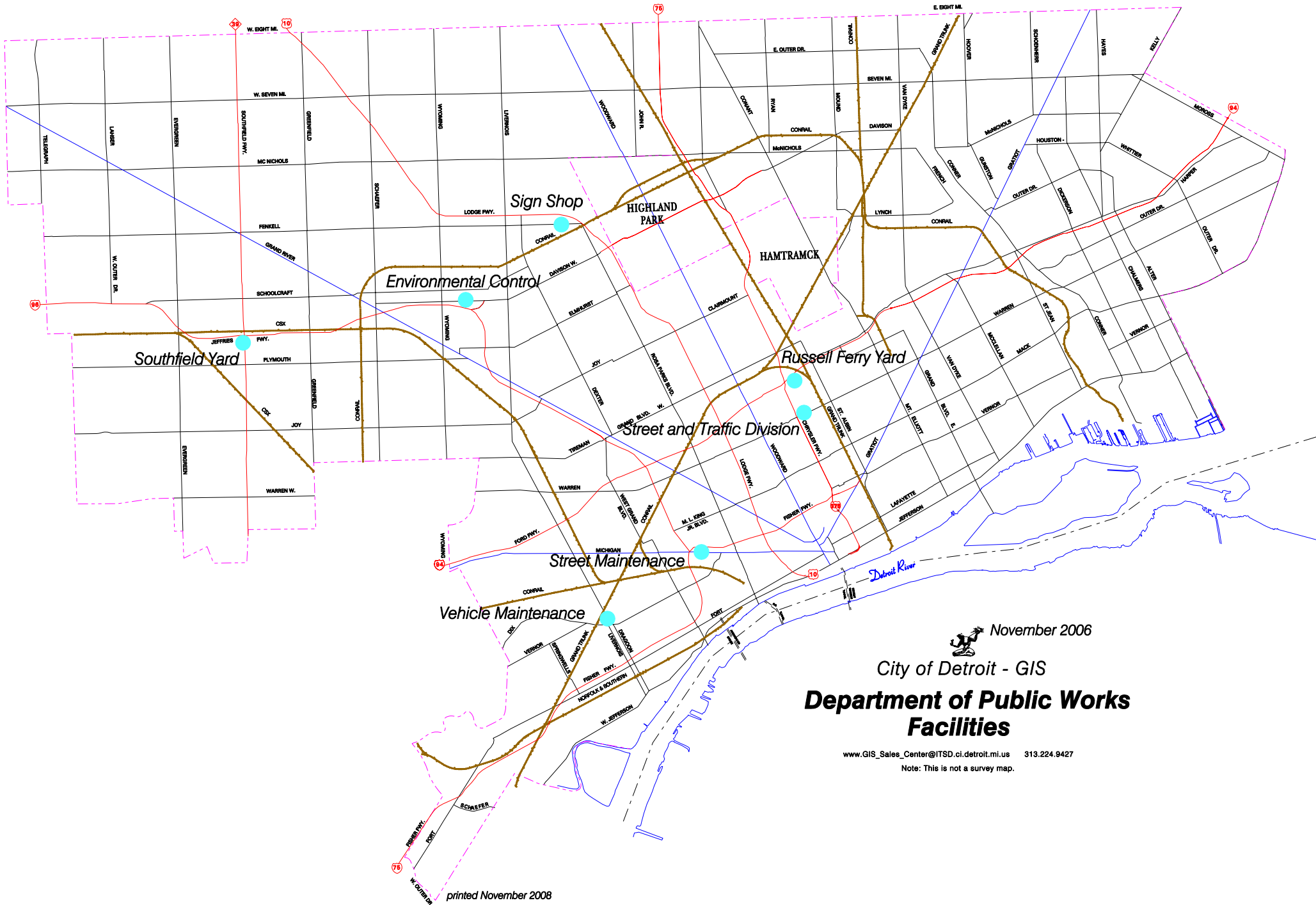
The general conditions of most of these buildings require some type of maintenance ranging from minor repairs to rehabilitation.

DEPARTMENT OF PUBLIC WORKS

(000's OMITTED)

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed	
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14		
Acquisition/Land Transfer Station or GDRRA Bulk Tub Grinders	M	P	NOI	NSI	\$ (480)	G.O									\$ 3,500
Southfield Yard Renovation	M	P	NOI	NSI	(30)	G.O	\$ 1,570	\$ -	\$ 1,000		\$ 1,000	\$ 1,300			
State Fair Yard- Renovation & Pavement Reconstruction	M	P	NOI	NSI	100	G.O			\$ 1,000						
Bulk & Recycling Drop-off Renovations	M	P	NOI	NSI	(100)	G.O			700						
Russell Ferry Concrete Reconstruction	M	P	NOI	NSI		G.O				250	500				
District Maintenance Building & Concrete Reconstruction	N	P	NOI	NSI	(20)	G.O									3,000
Illegal Dumping Preventative Camera Monitoring Systems	M	P	NOI	NSI		G.O									1,000
TOTALS							\$ 1,570	\$ -	\$ 1,700	\$ 1,250	\$ 500	\$ 1,000	\$ 1,300		\$ 4,000
Funding Source Summary:															
General Obligation Bonds						G.O.	\$ 1,570	\$ -	\$ 1,700	\$ 1,250	\$ 500	\$ 1,000	\$ 1,300		\$ 4,000
GRAND TOTAL							\$ 1,570	\$ -	\$ 1,700	\$ 1,250	\$ 500	\$ 1,000	\$ 1,300		\$ 4,000

* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
 ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
 *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impac
 **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impac
 ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project



November 2006

**City of Detroit - GIS
Department of Public Works
Facilities**

www.GIS_Sales_Center@ITSD.ci.detroit.mi.us 313.224.9427
Note: This is not a survey map.

printed November 2008

DEPARTMENT OF PUBLIC WORKS

STREET CAPITAL



DEPARTMENT OF PUBLIC WORKS STREET CAPITAL

AGENCY MISSION

Street capital projects are developed to address the long-term infrastructure needs in the city along with a well defined State and Federal Transportation Program.

The improvements are funded by Gas & Weight Tax, Federal and State Grants, which require local match funded by Gas and Weight Tax revenues.

CURRENT FACILITIES

There are 684 miles of major streets and 1,884 miles of local streets, including appurtenances such as grade separations, traffic control signals and signs, under the City's jurisdiction.

FIVE YEAR HISTORY

497 miles of street were resurfaced during the last five years and 98 miles are under construction now and expected to be completed by end of 2008 construction season. Of the 497 miles resurfaced, DPW crews completed 270 miles and contractors completed the remaining. 121 miles were done with 81.85% funding from Federal assistance and the remaining 376 miles were done with 100% funding from Gas and Weight Tax revenue.

The Department continues to engage in numerous partnerships to evaluate and to provide the best transportation solutions for the City. Some of the partnerships included the GM Project, the Dequindre Cut non motorized path improvement project, the non motorized path and streetscape improvement project on Conner from Harper to Minden, the Streetscape improvement project on Seven Mile from John R street to Carmon Avenue, the streetscape and decorative street light and other street amenities on Woodward from Mack to I-75 (Phase 3) and also from Selden Avenue to Warren (Phase 4), streetscape and decorative street light project on Jefferson Avenue from McClellan to

Cadillac which is in front of the Pewabic Pottery project, Mid Town Greenway Loop Project, a four phased 2 mile greenway that will connect existing campuses, institutions including Wayne State University and Detroit Medical Center. The main loop will follow existing urban street patterns and specifically follows Kirby, John R, Canfield and Cass Avenue. We received financial assistance from the University Cultural center Association, the Pewabic Pottery, the Community Foundation of Southeast Michigan, Michigan Department of Transportation, Michigan Department of Natural Resources; The Detroit Riverfront Conservancy has agreed to do the maintenance of the Dequindre cut improvements. Economic Development Corporation of the City is managing the construction of the Dequindre Cut project. The Detroit East Community Collaborative (DECC) facilitated the implementation of the construction of the non-motorized path and streetscape improvements on Conner from Harper to Minden and has agreed to provide the maintenance.

Phased construction of the Ambassador Bridge /Gateway Project continues to provide access improvements between the privately owned Ambassador Bridge and the freeway system (I-75 and I-96). The project will address long-term congestion mitigation issues. It will also reconstruct I-96 and I-75 and access the Mexicantown International Welcome Center and Mercado currently under construction on the U.S. side. The project includes construction of a "signature" pedestrian bridge connecting East and West Mexicantown across I-75/I-96, along with extensive landscaping and other architectural treatments as part of the proposed context sensitive design elements. The project was originally approved by the Federal Highway Administration (FHWA) in 1997, with re-evaluations and approvals occurring in 1999 and 2004. Design and

DEPARTMENT OF PUBLIC WORKS STREET CAPITAL

implementation of the project was separated into four (4) phases or contracts for design and construction. Contract#1 (\$4.8 million) included rehabilitation of W. Fort Street (M-85) from Rosa Parks to Clark Street, and was completed in 2003. Contract#2 (\$5.7 million) included reconstruction of the West Grand Blvd. Bridge over I-75, and was completed in early 2004. Contract#3 (\$17 million) of the project includes the I-96/I-75 southbound service drive and I-96 off ramp construction, and was let for construction in April 2005, and was completed in 2006. The last phase of construction, or contract #4 (\$174 million), will take about 2 years to construct and is expected to be completed in December 2009.. It includes mainline freeway reconstruction from south of W. Grand Blvd to north of Michigan Ave, and provides direct connection with new ramps between the freeway and the proposed Ambassador Bridge Plaza. The total project cost including Early Preliminary Engineering that includes planning and environmental is \$206.5 million and will be funded with Federal, State and City's revenues. In May 2006, MDOT agreed to apply the value of donated property from the Detroit International Bridge Company toward the City of Detroit's obligation to pay \$2.4 million as local matching funds for the Gateway project. As a result, the City has met its cost share obligation.

MDOT has approved the final environmental impact statement for the I-94 rehabilitation project in Detroit. In May 2005 MDOT also approved the Draft Environmental Impact Statement (DEIS) for the Detroit Intermodal Freight Terminal (DIFT) project. The study includes the proposed enhancement of intermodal operations by four class I railroads at four intermodal terminals in the future.

MAJOR INITIATIVES

The Department is in the process of completing the ITS (Intelligent Transportation Systems) project. The ITS is used to maximize the existing system capacity in maintaining a safe and efficient road system. ITS is used to communicate construction detours and roadway incidents. It is used in conjunction with standard construction signing on roads projects to alleviate inconveniences to the monitoring public. The use of cameras also helps police and emergency vehicles respond to incidents along the roadways and minimize delays. A major component of the ITS is the construction of the Traffic Management Center (TMC). The TMC will function as the command center for traffic management and transportation security and will be the central connection point for all field devices. The TMC will be integrated with MDOT's MITS center to enable information/data sharing and enhance transportation operations. The estimated construction cost is \$6 million of which \$3.4 million is to be funded with federal revenue and the remaining with Gas & Weight taxes revenue. The construction of the TMC is expected to be completed within the next few months. Contracts have been awarded with 100% federal funds to modernize the traffic signals in New Center area and on Jefferson Avenue, which will be integrated into the TMC.

One of the major projects completed by the Department is the implementation of the Asset Management System (AMS) to assess the condition of the streets, as well as, to identify the locations of Right of Ways assets, such as bridges, medians, traffic signals and traffic control signs. This project involved survey, digital mapping, and database design. This system will help the department to best optimize the preservation, upgrading and timely replacement of asset through cost effective

DEPARTMENT OF PUBLIC WORKS STREET CAPITAL

management, programming and resource allocation decisions. The total contract amount was \$1.7 million and was funded with Gas & Weight Tax revenue.

In 2003, The Michigan Department of Transportation through the Federal Highway Administration Transportation Enhancement program funded a two-year State safe Route to School pilot project (SR2S), which was administered by the Governor's council on Physical Fitness Foundation. Since then a federal Safe Route to School program was authorized as part of the Surface Transportation bill signed into law in August 2005. As a result, every state now has dedicated dollars to help with infrastructure improvements (e.g. new sidewalks and traffic calming projects) and non-infrastructure activities to encourage and enable students to walk and bicycle to school. The department actively participated with many stake holders such as MDOT, the schools and community groups to identify the safe routes to schools and the infrastructures in our ROW that need improvements. As a result of this endeavor, we have reviewed applications including the type of infrastructure that needs improvements and the estimated cost thereof and submitted applications to MDOT to secure funding under the SR2S program for the following schools.

Department continues to improve traffic safety in the City. This includes enhancement of school safety by implementing new traffic circulation around selected 35 Detroit Public Schools. The department has installed Driver Feed Back signs at 16 locations around various schools as a measure to deter speeding around schools and enhance safety. The department continues to replace current street name signs due to the effect of aging and the loss of reflectivity. The Department has also taken a very aggressive program of modernizing the traffic signals in the City

under our jurisdiction. During the last three years alone we designed awarded and modernized traffic signals at 589 intersections in the city which accounts for 63 % of the total signals under our jurisdiction, at a total cost of approximately \$22 million dollars, of which about \$19 million was paid out of federal funds. Another 123 signals are under modernization now with 100% federal aid. All these signals were installed with LED bulbs which are many times brighter than the incandescent bulbs, consumes only about 10% of the energy and substantial reduction in maintenance cost compared to incandescent bulbs.

Major Projects undertaken by the Department that is currently under construction or scheduled for construction shortly are as follows:

Safe route to school, Rehabilitation of East Grand Blvd. Bridge west of St. Aubin, Dequindre cut non motorized path improvement project, non motorized path and streetscape improvement on Conner Creek from Harper to Minden, rehabilitation of Antietam bridge over Dequindre cut, replacement of Central Ave. bridge on Belle Isle, rehabilitation of Ridge Rd. bridge over Rouge River, rehabilitation of Lafayette bridge over Dequindre cut, construction of median on Livernois Ave. from 8 Mile to I-96, installation of way finding signs in downtown Detroit, construction of RiverWalk, streetscape and other amenities on the riverfront from Ambassador Bridge to Gabriel Richard Park, installation of driver feedback signs at 16 locations around area schools, installation of countdown pedestrian signals at 135 locations, Midtown greenway loop project, lower Woodward enhancement project, Seven Mile enhancement project, streetscape and decorative street lighting on Woodward Ave, Mack to I-75 and from Selden to W. Warren.

**DEPARTMENT OF PUBLIC WORKS
STREET CAPITAL**

STREET RECONSTRUCTION

Listed below are the projects scheduled for 2008-09:

	Federal/State	Gas and Weight	Other Source
Garden View estates		\$7,036,000	
FAR EAST Project		2,450,000	
PARK VIEW Project		1,140,000	
St. Antoine, Atwater to Riverside			
Riverside Drive, St. Antoine to Rivard			
Hastings, Atwater to Riverside	3,750,000		
Woodbridge, St. Antoine to Rivard	2,700,000		
Atwater, Rivard to Orleans			
Riopelle, Atwater to Jefferson			
Franklin, Riopelle to Orleans			
Orleans, Atwater to E. Jefferson			
Guoin, Riopelle to Orleans			
Woodbridge, Riopelle to Orleans	2,400,000		2,324,000
* Ambassador Bridge Gateway; Improve bridge access (phase#4)	173,553,000		
Total	182,403,000	10,626,000	2,324,000

Listed below are the projects scheduled for 2010-11:

	Federal/State	Gas and Weight	Other Source
* Reconstruction of Fort St. Schaefer to Clark	31,786,000	815,000	

- Indicates projects programmed by MDOT for which the City has to pay Act 51 share

**DEPARTMENT OF PUBLIC WORKS
STREET CAPITAL**

STREET & CURB IMPROVEMENTS

Listed below are the projects scheduled for 2008-09:

	Federal/State	Gas & Weight Tax
Livernois Ave. Median: McNichols to Davison	\$1,440,000	\$361,000
Livernois Ave. Median: Davison to I-96	1,043,000	261,000
Intersection improvement @ 7 locations	1,222,800	305,700
Handicap Ramps in survey area 5 sq. miles in Downtown Detroit	7,900,000	\$1,752,000
Various streets resurfacing		13,032,000
Safety improvements French & Lynch rd	202,000	50,000
* Resurfacing of Davison, Oakland to Conant	10,920,000	280,000
* Resurfacing of Woodward Ave., Adams to I-94	6,442,000	165,000
* Woodward from Tuxedo to I-94	7,915,000	203,000
Resurfacing various Major streets (job #'s 100821,100822, & 103464)	11,349,000	2,517,000
* Resurfacing 8 Mile, Van Dyke to Harper	3,413,000	87,000
*Resurfacing 8 Mile, Lodge to Van Dyke	5,850,000	150,000
* Resurfacing 8 Mile, Lodge to Southfield Fwy.	611,000	16,000
Total	<u>58,307,800</u>	<u>19,179,700</u>

* Projects initiated by MDOT

**DEPARTMENT OF PUBLIC WORKS
STREET CAPITAL**

Class “C” Streets 2008-09

	Federal/State	Gas & Weight Tax
Resurfacing Class “C” streets (pw 6942)		5,403,000

STREET & CURB IMPROVEMENTS

Listed below are the projects scheduled for 2009-10:

	Federal/State	Gas & Weight Tax
City Crew Resurfacing		13,000,000
*Resurfacing M39 M10 to McNichols	10,548,000	270,000
Intersection improvements various locations	764,000	191,000
Resurface various major streets	4,780,000	1,060,000
Total	16,092,000	14,521,000

Class “C” Streets

	Federal/State	Gas & Weight Tax
Road improvements		1,000,000

Listed below are the projects scheduled for 2010-11:

	Federal/State	Gas & Weight Tax
City Crew Resurfacing		13,000,000
Intersection improvements various locations	764,000	191,000
Resurface various major streets	8,823,000	1,956,000
ADA Ramp Construction	2,775,000	615,000
Geometric improvements on Second Blvd. on Grand Blvd. to Ferry	294,000	73,000
Total	12,656,000	15,835,000

Class “C” Streets

	Federal/State	Gas & Weight Tax
Road improvements		1,000,000

Listed below are the projects scheduled for 2011-12:

	Federal/State	Gas & Weight Tax
Resurfacing Major streets	10,000,000	6,000,000
City Crew Resurfacing		13,000,000
Total	10,000,000	19,000,000

Indicates projects programmed by MDOT for which the City has to pay Act 51 share

Class “C” Streets

	Federal/State	Gas & Weight Tax
Road improvements		1,000,000

**DEPARTMENT OF PUBLIC WORKS
STREET CAPITAL**

Listed below are the projects scheduled for 2012-13:

	Federal/State	Gas & Weight Tax
Resurfacing Major Streets	10,000,000	6,000,000
City Crew Resurfacing		13,000,000
Total	10,000,000	19,000,000

Class "C" Streets

	Federal/State	Gas & Weight Tax
Road improvements		1,000,000

Listed below are the projects scheduled for 2013-14:

	Federal/State	Gas & Weight Tax
Resurfacing Major Streets	10,000,000	6,000,000
City Crew Resurfacing		13,000,000
Total	10,000,000	19,000,000

Class "C" Streets

	Federal/State	Gas & Weight Tax
Road improvements		1,000,000

Indicates projects programmed by MDOT for which the City has to pay Act 51 share

TRAFFIC SIGNALS & SIGNING

Listed below are the projects scheduled for 2008-09:

	Federal/State	Gas and Weight Tax
TS Modernization @ 29 locations (ITS Phase II)	\$ 1,113,000	167,000
TS Modernization @ 58 locations (ITS PHASE III)	1,071,000	161,000
* MITS Equipment upgrade	4,788,000	
Intersection marking city wide	328,000	
Lane marking city wide	308,000	
Illuminated street name signs @ 40 Locations	100,000	
Countdown pedestrian signals @ 75 locations	238,000	104,000
Traffic Engineering & Sign shop		6,651,000
* Signal interconnect on Randolph, Woodward and Gratiot	2,000,000	
*Traffic Signal Modernization on US-12	1,970,000	
Total	11,916,000	7,083,000

**DEPARTMENT OF PUBLIC WORKS
STREET CAPITAL**

Listed below are the projects scheduled for 2009-10:

	Federal/State	Gas & Weight Tax
Intersection pavement marking	325,000	
Lane Marking	225,000	
Traffic Signal Modernization	1,000,000	
Pedestrian Signals at Mid Block Crossings	150,000	
Illuminated Street Name Signs	100,000	
Pedestrian Crossings at Five Locations	150,000	
Traffic Engineering & Sign shop		6,500,000
Total	2,850,000	6,500,000

Listed below are the projects scheduled for 2010-11:

	Federal/State	Gas & Weight Tax
Intersection pavement marking	325,000	
Lane Marking	225,000	
Pedestrian Signals at Mid Block Crossings	150,000	
Traffic Signal Modernization	1,000,000	
Traffic Engineering & Sign shop		6,500,000
Total	1,700,000	6,500,000

Listed below are the projects scheduled for 2011-12:

Traffic Signal Modernization	1,000,000	
Traffic Engineering & Sign shop		6,500,000
Total	1,000,000	6,500,000

Listed below are the projects scheduled for 2012-13:

Traffic Signal Modernization	1,000,000	
Traffic Engineering & Sign shop		6,500,000
Total	1,000,000	6,500,000

Listed below are the projects scheduled for 2013-14:

Traffic Signal Modernization	1,000,000	
Traffic Engineering & Sign shop		6,500,000
Total	1,000,000	6,500,000

Indicates projects programmed by MDOT for which the City has to pay Act 51 share

**DEPARTMENT OF PUBLIC WORKS
STREET CAPITAL**

HIGHWAY BRIDGES

Listed below are the projects scheduled for 2008-09:

	Federal/State	Gas and Weight Tax
* 5 bridges over I-75	\$9,421,000	242,000
* 14 bridges over I-75	14,976,000	384,000
Safety improvements on 57 pedestrian bridges	188,000	82,000
* Rehabilitation of pedestrian bridge Davison @ Charest	260,000	7,000
Replacement of bridge carrying Jos Campau over Davison	1,530,000	39,000
* Replacement of bridge Goddard over 8 Mile	1,777,000	46,000
Ridge rd. over Rouge River	1,024,000	216,000
Lafayette bridge over Dequindre cut	1,637,000	363,000
Antietam Over GTW RR	1,828,000	384,000
East Gr. Blvd bridge West of St. Aubin	3,219,000	714,000
Attenuator replacement	129,000	56,800
* Rehabilitation of Bridge carrying 8 Mile over Lodge Fwy.	17,302,000	219,000
* Replacement of bridge carrying eastbound 8 Mile service drive over M-10	2,242,000	28,000
Total	55,533,000	2,780,800

CITY BRIDGES 2008-09:

	Federal/State	Gas and Weight Tax
Central Ave. bridge on Belle Isle		1,214,000

**DEPARTMENT OF PUBLIC WORKS
STREET CAPITAL**

Listed below are the projects scheduled for 2009-10:

	Federal/State	Gas & Weight Tax
*Replace bridge M-85 over Rouge River	47,100,000	1,200,000
*Replacement of seven bridges over I-96	11,353,000	291,000
*Replacement of three bridges over I-96	3,561,000	91,000
*Replacement of seven bridges over M-39	13,059,000	335,000
*Replacement of four bridges over M-39	6,450,000	165,000
*Replacement of five bridges over M-39	7,698,000	197,000
*Replacement of five bridges over I-94	6,942,000	178,000
*Replacement of three bridges over I-94	2,162,000	55,000
*Deck patching of five bridges on M-59	3,382,000	87,000
Total	101,707,000	2,599,000

CITY BRIDGES 2009-10:

	Federal/State	Gas & Weight Tax
Rehabilitation of Larned Bridge over Railroad	1,637,000	363,000
Rehabilitation of Bridges on I-96 Service Dr.	1,310,000	290,000
Total	2,947,000	653,000

Listed below are the projects scheduled for 2010-11:

	Federal/State	Gas & Weight Tax
*Replace bridge on M-85 at Pleasant and Sanders	8,857,000	227,000

CITY BRIDGES 2010-11:

	Federal/State	Gas & Weight Tax
Rehab of Bagley Bridge at Rosa Parks Blvd.	518,000	115,000
Rehabilitation of Twelfth Street Bridge over Conrail	286,000	64,000
Total	804,400	179,000

Listed below are the projects scheduled for 2011-12:

Bridge Rehabilitation		1,000,000
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Listed below are the projects scheduled for 2012-13:

Bridge Rehabilitation		1,000,000
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Listed below are the projects scheduled for 2013-14:

Bridge Rehabilitation		1,000,000
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* Indicates projects programmed by MDOT for which the City has to pay Act 51 share

**DEPARTMENT OF PUBLIC WORKS
STREET CAPITAL**

ENHANCEMENTS

Listed below are the projects scheduled for 2008-09:

	Federal/State	Other Sources
Lower Woodward streetscape project	993,000	248,000
East Riverfront Improvements from Ford Auditorium to Belle Isle (landscaping, bike path, street furniture)	32,000,000	8,000,000
Dequindre Cut	2,448,000	762,000
* Landscaping Ambassador Bridge Gateway Project	1,310,000	17,000
Woodward Ave streetscape-Selden to Warren (phase IV)	2,426,000	809,000
Seven Mile Rd. Streetscape	630,900	157,700
* Streetscape on Woodward I-94 to Euclid	2,437,000	63,000
Midtown Loop Greenway; links Medical Center, Art center, Wayne State. Improve walkway with wider sidewalks, shade trees, benches.	1,700,000	745,000
Total	43,944,900	10,801,700

* Projects sponsored by MDOT for which the City has to pay a match of 2.5% of the project cost.

**DEPARTMENT OF PUBLIC WORKS
STREET CAPITAL**

PROPOSED FIVE YEAR CAPITAL PLAN

The street capital program is an on-going program of improvements to the City's infrastructure of streets and appurtenances such as grade separations traffic control signals and signs. Total estimated cost of the five year capital program is funded with a combination of Federal, State and City revenue. The street capital program represents an approximate investment of \$345 million for roads, bridges, traffic signals, traffic control signs and including similar projects programmed by MDOT for improvements in their ROW within City limits

The Department plans to pursue a program of street improvements, which involves the resurfacing of major and local streets. The program continues to focus on preserving and maintaining the City's roads. This is accomplished through the combination of long-term fixes (reconstruction), intermediate fixes (resurfacing/rehabilitation), as well as routine maintenance.

The street and curb improvement projects proposed for the next five years estimated to total an investment of \$183.7 million, with funding from Gas & Weight Tax, and federal & state transportation funds

In order to comply with the requirements of the Americans with Disability Act and other federal actions, the City will ensure that curb ramps under its jurisdiction will be installed into all resurfaced intersections of streets, roads, highways, and replaced sidewalks and path during 2006 year and thereafter. Also, these curb ramps will be installed into intersections of each cross street that intersects with the alteration or resurfacing, so that these ramps are fully accessible to

mobility-impaired persons with disabilities. There are approximately 15,000 street intersections within the City.

As per the settlement Order issued by the Federal Court, we have entered in to a corrective action plan. In an effort to make the public areas fully accessible, we have agreed to survey the area bounded by East and West Grand Boulevard to the north, the John C Lodge Freeway to the west, the Chrysler Freeway to the East and the Detroit River to the South. A consultant was selected to prepare the design drawings for the construction of the ramps in this survey area. Construction is expected to commence in April 2009. The estimated total cost for the installation of the ramps in the survey area is \$10 million.

The modernization of Traffic Signals and Signing including Pavement Marking is a continuous program aimed at providing more effective/efficient methods of traffic control. Estimated total costs for this program is \$40.5 million, which includes funding for Traffic Engineering for its operations. One of the major projects of the department is to modernize all the traffic signal in the City. This project involves the replacement of all the existing traffic signal bulbs with new 12" head LED bulbs. The advantage of using LED bulbs is that it to increases visibility and enhances safety. Also the LED bulbs use less energy than the existing incandescent bulbs and are expected to last five years. There are 910 traffic signals in the City. Over 90% of these signals have been modernized during the last five years, with 100% federal aid, in most cases.

Other projects under the Street Capital program include Bridge replacement and rehabilitation projects highway and city bridges at a total investment of \$121million, the aging infrastructure in Detroit and the Metro region require extensive work. This

DEPARTMENT OF PUBLIC WORKS STREET CAPITAL

region is home to the highest density population in the state. Therefore the roads and bridges continue to be well traveled by commercial carriers, visitors, and residents alike. MDOT plans to rehabilitate several bridges within the City limit under its "Preserve First Program". Under this program, MDOT will improve the conditions of the existing bridges while protecting the investment of the taxpayers. The program concentrates on high volume freeways and state routes in poor condition and provides an appropriate mix of fixes.

INTERDEPARTMENTAL CAPITAL RELATIONSHIPS

The Department requires input from the Public Lighting Department (PLD) on some street widening and construction projects where existing poles need to be repositioned or where new service is required. PLD also reviews all design for traffic modernization and controller timing. Assistance is also required from the Detroit Water and Sewage Department on various street/road constructions, widening or resurfacing projects where water and sewage lines need to be replaced or repositioned.

The Department also seeks assistance from the Downtown Development Authority or the Downtown Economic Growth Corporation in administering some projects. The department has provided/programmed financial assistance to construct roadways for some of the housing development projects.

GOALS FOR CAPITAL PROGRAM

1. Rehabilitate and resurface existing ROW infrastructure showing surface distress.
2. To continue the modernization of the arterial traffic signal and signing systems.
3. To eliminate high-hazard locations through safety improvements.
4. To reduce traffic congestion.

RATIONALE FOR CAPITAL PROGRAM

The safe and efficient movement of pedestrian non-motorized and motorized traffic by replacement of obsolete, deteriorating and hazardous trafficways and appurtenances.

**DEPARTMENT OF PUBLIC WORKS
STREET CAPITAL**

PROJECT NARRATIVE AND FUNDING SCHEDULES

Street Construction, Resurfacing & Curb Improvements

This continuing Program allocates funds for the construction, resurfacing and reconstruction, of streets and improvements of intersections. The intersections selected for improvements – such as widening, adding left turn lanes, etc., are based on the crash data and the number of accidents at these intersections. Resurfacing lasts approximately 10-15 years on major streets and 20 years for local streets. The Department has been paving an average of 100 miles per year during the last 5 years.

2009-10	\$14,521,000 16,092,000	Gas and Weight Taxes Federal and State Grants
2010-11	16,650,000 44,442,000	Gas and Weight Taxes Federal and State Grants
2011-12	19,000,000 10,000,000	Gas and Weight Taxes Federal and State Grants
2012-13	19,000,000 10,000,000	Gas and Weight Taxes Federal and State Grants
2013-14	19,000,000 10,000,000	Gas and Weight Taxes Federal and State Grants

Class “C” Streets

There are 225 miles of class “C” streets (streets that do not have curb and have concrete base) in the city. Of this, 83 miles have been paved in the last four years and 12 miles are under construction now and expected to be completed by end of this construction season. These streets are beyond maintenance and need paving.

2009-10	\$1,000,000	Gas and Weight Taxes
2010-11	1,000,000	Gas and Weight Taxes
2011-12	1,000,000	Gas and Weight Taxes
2012-13	1,000,000	Gas and Weight Taxes
2013-14	1,000,000	Gas and Weight Taxes

**DEPARTMENT OF PUBLIC WORKS
STREET CAPITAL**

Traffic Signals and Signing

Programs covered under this project includes Modernization of Traffic Signals, Pavement Marking with long life polyester paint, intersectional pavement marking, markings at railroad crossings, symbols, stop signs, yield signs, street name signs, etc. Traffic Signal Modernization is eligible for 100% Federal Funding through the Safe, Accountable, Flexible, Efficient, Transportation Equity Act (SAFETEA-LU). Over 80% of the 910 active traffic signals in the City under our jurisdiction have been modernized with in the last six years. During the last three years alone, we designed, awarded and modernized traffic signals at 589 intersections in the city, at a total cost of approximately \$22 million dollars, of which about \$19 million was paid out of federal funds. Another 123 signals are under modernization now with 100% federal aid. This program also includes funding for Traffic Engineering for its operations.

2009-10	\$6,500,000 2,850,000	Gas and Weight Taxes Federal and State Grants
2010-11	6,500,000 1,700,000	Gas and Weight Taxes Federal and State Grants
2011-12	6,500,000 1,000,000	Gas and Weight Taxes Federal and State Grants
2012-13	6,500,000 1,000,000	Gas and Weight Taxes Federal and State Grants
2013-14	6,500,000 1,000,000	Gas and Weight Taxes Federal and State Grants

**DEPARTMENT OF PUBLIC WORKS
STREET CAPITAL**

Highway Bridges

MDOT plans to rehabilitate some bridges over Freeways in the City limits. Every year matching funds are provided for in the street fund capital budget. The funding for these projects that are programmed by MDOT, for construction season 2009-10 and 2010-11 are shown below. The allocation of Gas & Weight tax shown represents the match money payable for these projects as per provisions of Act 51

2009-10	\$ 2,599,000	Gas and Weight Taxes
	101,707,000	Federal and State Grants
2010-11	227,000	Gas and Weight Taxes
	8,857,000	Federal and State Grants

City Bridges

The City has an inventory of 192 bridges. Some of these bridges are very old and need deck replacement or rehabilitation. Some of the bridges, which are in immediate need of repair and are costly, need funding from other sources.

2009-10	\$ 653,000	Gas and Weight Taxes
	2,947,000	Federal and State Grants
2010-11	179,000	Gas and Weight Taxes
	804,000	Federal and State Grants
2011-12	1,000,000	Gas and Weight Taxes
2012-13	1,000,000	Gas and Weight Taxes
2013-14	1,000,000	Gas and Weight Taxes

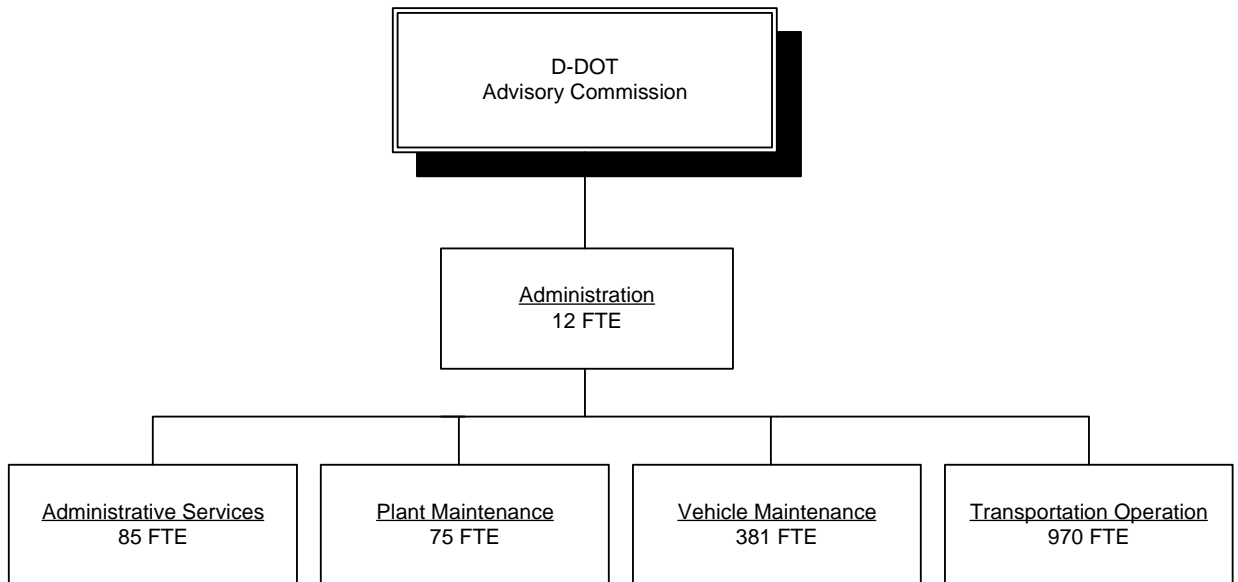
STREET CAPITAL

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14	
Street and Curb Improvement	M	O	RF	NSI		G.W. O.S. O.S.-STIP *		\$ 29,806 2,324 240,711	\$ 14,521	\$ 16,650	\$ 19,000	\$ 19,000	\$ 19,000	
Class "C" Streets Enhancement Project	M	O	RF	NSI		G.W. O.S. O.S.-STIP *		5,403 43,945 10,802	1,000	1,000	1,000	1,000	1,000	
Traffic Signals and Signs	M	O	RF	NSI		G.W. O.S.-STIP		7,083 11,916	6,500 2,850	6,500 1,700	6,500 1,000	6,500 1,000	6,500 1,000	
Highway Bridges	M	O	RF	NSI		G.W. O.S.-STIP *		2,789 55,533	2,599 101,707	227 8,857				
Bridges - City	M	O	RF	NSI		G.W. O.S.-STIP *		1,214	653 2,947	179 804	1,000	1,000	1,000	
TOTALS								\$ 411,525	\$ 148,869	\$ 80,359	\$ 38,500	\$ 38,500	\$ 38,500	\$ -
Funding Source Summary:														
Gas and Weight Tax						G.W.		\$ 46,295	\$ 25,273	\$ 24,556	\$ 27,500	\$ 27,500	\$ 27,500	\$ -
Other Identified Sources						O.S.		46,269	-	-	-	-	-	-
Other Identified Sources-STIP						O.S.-STIP *		318,962	123,596	55,803	11,000	11,000	11,000	-
GRAND TOTAL								- \$ 411,525	\$ 148,869	\$ 80,359	\$ 38,500	\$ 38,500	\$ 38,500	\$ -

Other Identified Sources' include: Federal Highway Funds such as SAFETEA-LU, TEA 21, ISTEA, etc
Transportation Economic Development Funds (TEDF), Railroad Funds and other 'Local Source' shares
* (STIP) refer to projects in the State's Transportation Improvement Program which are subject to amendment

- * PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
- ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
- *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impac
- **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impac

DEPARTMENT OF TRANSPORTATION



DETROIT DEPARTMENT OF TRANSPORTATION

AGENCY MISSION

The mission of the Detroit Department of Transportation (DDOT) is to provide public transit services that are reliable, clean, customer focused, fiscally responsible, safe and secure for all metropolitan Detroit area residents.

CURRENT FACILITIES

DDOT is the largest transit provider in the State of Michigan operating over 1,200 miles of routes and providing service to over 37 million passengers annually.

DDOT's primary facilities include the **Central Shop**, which is located at 1301 East Warren, and includes an administration building, a heavy repair facility, and plant maintenance building. The Central Shop facility is in fair condition and requires some capital enhancement and upgrades. However, its equipment needs are substantial.

DDOT also maintains three other satellite terminals with garages and storage bays for light repairs:

- **Coolidge Terminal** is located at 14044 Schaefer and includes the Customer Service Information Center and Emergency Dispatch Center,
- **Gilbert Terminal**, is located at 5600 Wabash; and
- **Shoemaker Terminal** is located at 11200 Shoemaker and includes the bus rehab facility.

All DDOT maintenance facilities are in need of major upgrades and improvements. In particular, Shoemaker and Coolidge Terminals are in poor condition and require a substantial amount of capital improvements.

Facilities used for major bus passenger traffic and layover purposes are Capitol

Park, State Fairgrounds, Northland, Eastland and Fairlane Shopping Centers. Additionally, the department maintains numerous bus turn-around loops at the end of the bus routes (e.g. Wayburn Loop).

DDOT's active fleet consists of 500 fixed-route coaches, which serves 45 bus routes in the City of Detroit. The department maintains approximately 6,000 bus stops and 175 bus shelters. Additionally, DDOT provides administrative services to the Detroit Transportation Corporation (DTC), operator of the Detroit People Mover.

FIVE-YEAR HISTORY

DDOT capital funding over the past five fiscal years (2002-2007) was provided by grants from the Federal (Federal Transit Administration – FTA) and State (Michigan Department of Transportation – MDOT) governments, a capital lease and voter approved General Obligation (GO) Bonds. The capital lease and GO Bonds will be paid from Federal and State grants. Over the past five fiscal years DDOT has utilized approximately \$132.3 million (\$89.2 million from grant funds, \$36.9 million from a capital lease and \$6.2 million in General Obligation Bonds) to replace forty-foot line haul buses, purchase new service/support vehicles for road personnel, procure communications equipment; make facilities improvements, and purchase computer hardware and software equipment and systems. The department renovated the Gilbert Terminal Garage including replacing pits and floors, improving lighting, and paving the lot. Additionally, professional planning and engineering services were procured for the development of major investment projects such as building the Rosa Parks Transit Center and Detroit Rapid Transit project.

In 2006 construction began on the Rosa Parks Transit Center. In addition, the

DETROIT DEPARTMENT OF TRANSPORTATION

automated vehicle locator (AVL) system is in the final acceptance testing phase.

PROPOSED 5-YEAR CAPITAL PLAN

DDOT's proposed Five Year Capital Plan includes approximately \$693 million in Federal, State, and local funding. Of the total, \$478 million is expected to be funded with a combination of FTA and MDOT grant funds.

The proposed Five Year Capital Plan includes \$352 million for DDOT to undertake the design and construction of a light rail transit (LRT) system proposed to operate between downtown Detroit and 8-Mile Road. An additional \$80 million in construction costs will incur in Year 6 with the estimated total cost of the project at \$432 million and reflects costs in the year of expenditure. To finance the project, it is anticipated that FTA will provide 50% of the project cost through its New Starts Program with the balance of the funding coming from a combination of local, regional, State, Federal non-New Starts and private funding.

In addition to the LRT Project, the Department's five-year plan includes major enhancements such as: bus replacement; bus fleet expansion; major renovations and upgrades to the Shoemaker and Coolidge facilities, construction of an Administration Building in downtown Detroit, completion of the Rosa Parks Transit Center, land acquisition and construction of a new heavy maintenance facility; new bus stop signage and bus shelters and implementation of a closed circuit television security system. Additionally, service and support vehicles and general shop equipment will be procured to maintain daily operations along with replacement of communication equipment.

Planning and Engineering Services

DDOT will procure planning, engineering and general consulting services for structural engineering analysis on DDOT's facilities, communications equipment, and computer systems. Other services will include long-range transportation planning, route evaluation and service planning and multi-modal planning.

DDOT is also coordinating with SMART, DTC, and Transit Windsor on an integrated regional fare system.

CAPITAL RELATIONSHIPS

Interdepartmental and Key Stakeholders

The Department's major investment projects, such as the Rosa Parks Transit Center, Woodward LRT Project, and major renovations at the Shoemaker and Coolidge facilities will require cooperation and services from various City of Detroit Departments including Public Works (Traffic and City Engineering), Planning and Development, Water and Sewerage, Public Lighting, Municipal Parking, and Recreation. Also, the Detroit Building Authority (DBA) and the Economic Development Corporation (EDC) will assist DDOT. The impact on these Department's budgets cannot currently be determined.

GOALS FOR CAPITAL PROGRAM

The goal of the Department's Capital Plan is to improve overall external and internal operations for the benefit of existing customers, to attract new customers, and develop new business relationships. The goals will be carried out through the following objectives:

- (1) Provide transportation service that is efficient by implementing its major investment projects that are directly geared towards improving system efficiency.

DETROIT DEPARTMENT OF TRANSPORTATION

- (2) Provide safe, reliable, and well-maintained service through fleet replacement, expansion, and maintenance programs.
- (3) Provide cost effective service through procurement of fuel efficient buses that decreases overall fleet maintenance costs.
- (4) Provide customer-driven and user-friendly service by upgrading and improving bus stop amenities and availability of schedule information.
- (5) Improve DDOT's infrastructure and provide quality work environments that encourage improved employee performance and productivity through major facility repairs and upgrades.
- (6) Develop new and foster existing business relationships by seeking collaboration and cooperation on major investment projects, support cultural events, areas of employment and commerce by providing transportation service to those areas.

CAPITAL PROGRAM RATIONAL

DDOT's Capital Program supports the Department's mission and reflects its capital needs to carry out its goals. The program is based on:

- 1) Projects eligible for funding under Federal and State guidelines.
- 2) What can be reasonably funded based on all expected funding levels.
- 3) The Department's ability to obtain matching funds for federal grants.

DDOT does expect significant increases in funding levels from the Federal and State governments over the next five years.

The Capital Program was also developed to meet the Federal Highway Act/Federal Transit Act (FHWA/FTA) transportation planning regulations to address service equity issues (e.g., Nondiscrimination under Title VI of the Civil Rights Act) and the Americans with Disabilities Act (ADA). The ADA requires public involvement in the planning process and planning coordination with the local Metropolitan Planning Organization (MPO) - Southeast Michigan Council of Governments (SEMCOG). The Capital Program is consistent with the Transportation Improvement Program (TIP) required by the Safe, Accountable, Flexible, and Efficient Transportation Safety Act (SAFETEA-LU), the nation's new transportation law, and the 2030 Regional Transportation Plan, as approved by the MPO.

DETROIT DEPARTMENT OF TRANSPORTATION

PROJECT NARRATIVE AND FUNDING SCHEDULES

Rosa Parks Transit Center

The Rosa Parks Transit Center (Phase I) located at Michigan Avenue and Cass in Downtown Detroit adjacent to the People Mover's Times Square station is currently under construction. The total cost of the project is \$22.5 million and is being funded by a mix of FTA and MDOT grants. Construction began in 2006 and the facility is expected to open in 2009.

During the upcoming fiscal year (2008 – 2009) \$11.1 million is expected to be spent on completing construction and furnishing the facility

DDOT plans to build a new Administration Building (Phase II) adjacent to the Rosa Parks Transit Center to replace the current building at 1301 East Warren beginning in 2009 - 2010. The new Administration Building will include all of the City of Detroit transportation facilities under one roof. The new Administration Building is estimated to cost \$28.5 million. As of June 30, 2008, \$16.8 million has been requested for this project. The new Administration Building is expected to be completed in 2011.

Phase II – DDOT Administration Building

Year	Cost	FTA (80%)	MDOT (20%)
2009 -10	\$15,000,000	\$12,000,000	\$3,000,000
2010 -11	13,500,000	10,800,000	2,700,000

Woodward Light Rail Project

The Woodward Light rail project will link the Central Business District with midtown Detroit and 8-Mile Road. The project is expected to cost \$426 million dollars (\$372 million in 2007 dollars). To finance the project, it is anticipated that the Federal Transit Administration (FTA) will fund 50% of the project cost through its New Starts program with the balance of the funding coming from a combination of local, regional, State, Federal non-New Starts and private funding. The project is expected to be completed and in revenue service in fiscal year 2013-2014.

Year	Total Cost	FTA (80%)	Other Share *
2009 -10	\$12,000,000	\$9,600,000	\$2,400,000
2010 -11	16,000,000	12,800,000	3,200,000
2011 -12	160,000,000	76,400,000	83,600,000
2012 -13	158,000,000	74,800,000	83,200,000
2013 -14	80,000,000	37,600,000	42,400,000

**Other funding sources are expected to include a combination of local, regional, State, Federal and Non-New Starts Funding.*

DETROIT DEPARTMENT OF TRANSPORTATION

Facility Upgrades and Improvements-Central, Shoemaker, Coolidge and Gilbert Terminals

DDOT is currently completing major renovations of the Central and Shoemaker (Phase 1) facilities. During the next five years additional renovations and site improvements will occur at the Shoemaker Facility (Phases 2 & 3) and the Coolidge Facility.

Activities to be undertaken are expected to include the following:

1. Replacing vehicle hoists;
2. Replacing electrical equipment;
3. Installing coach exhaust ventilation systems;
4. Painting;
5. Asbestos removal;
6. Replace farebox houses;
7. Upgrade Shoemaker rehab center;
8. Upgrade maintenance and bus storage facilities;
9. Replace HVAC systems;
10. Upgrade fire alarm system and fire sprinklers;
11. Replace concrete pavement; and
12. Maintenance pit repairs

The estimated cost of these projects over the next five years is \$62.8 million (\$12.5 million for Shoemaker and \$40.3 million for Coolidge and \$10.0 million for upkeep of the facilities. Approximately 80% of the cost is expected to be funded by a grant from the FTA, with the balance paid for with a grant from the Michigan Department of Transportation (MDOT). A total of \$42.6 million (\$34.6 million – FTA, \$8 million - MDOT) has been requested as of June 30, 2008. Planning and engineering work has been completed for most of these projects. The facility upgrades and improvements are expected to be completed in 2012.

2009 - 10	\$ 12,500,000	\$ 10,000,000	\$ 2,500,000
2010 - 11	19,100,000	15,280,000	3,820,000
2011 - 12	21,200,000	16,960,000	4,240,000
2012 - 13	5,000,000	4,000,000	1,000,000
2013 - 14	5,000,000	4,000,000	1,000,000

DETROIT DEPARTMENT OF TRANSPORTATION

Rolling Stock (Buses)

Over the next five years, DDOT plans to expand its fleet and conduct overhauls to buses that have reached midlife (6 years). In addition to revenue vehicles (bus fleet); DDOT will need to replace a number of service and support vehicles over the next five years.

New Bus Acquisitions

DDOT intends to increase its bus fleet leases by 50 each year over the next five years. The new buses will be secured with 10-year leases which will be financed.

DDOT has established a goal to replace 50 buses per year which will lead to a consistent replacement program. DDOT plans to continue financing/leasing buses each year. The fleet will be kept uniform to increase maintenance performance and reduce parts inventory. Each bus is expected to cost approximately \$310,000 in 2006 dollars.

Year	Annual Lease			Buses Under Lease
	Expense	FTA	MDOT	
2009 -10	\$8,796,255	\$7,037,000	\$1,759,255	100
2010 -11	10,927,073	8,742,000	2,185,073	150
2011 -12	13,121,815	10,497,000	2,624,815	200
2012 -13	15,382,399	12,306,000	3,076,399	250
2013 -14	17,710,801	14,169,000	3,542,801	300

Current Bus Leases

DDOT has a current lease program for 121 of its previously acquired buses.

Year	Annual Lease			Buses Under Lease
	Expense	FTA	MDOT	
2009 -10	\$4,563,579	\$3,651,000	\$913,579	121
2010 -11	4,563,579	3,651,000	913,579	121
2011 -12	4,563,579	3,651,000	913,579	121
2012 -13	4,563,579	3,651,000	913,579	121
2013 -14	4,563,579	3,651,000	913,579	121

DETROIT DEPARTMENT OF TRANSPORTATION

Midlife Overhauls

As part of DDOT's fleet maintenance program, every DDOT bus is overhauled at its midlife (six years). This reduces maintenance costs and provides a more reliable bus fleet. As of June 30, 2008, DDOT has grant funds totaling \$8.3 million for midlife overhauls. The estimated cost for midlife overhauls over the next 5 years is \$25.5 million. The costs along with FTA and MDOT funding for the midlife overhauls over the next five years are detailed below.

Year	Total Cost	Overhauls	FTA Share	MDOT SHARE
2009 - 10	\$ -		\$ -	\$ -
2010 - 11	7,500,000	75	6,000,000	1,500,000
2011 - 12	12,100,000	121	9,680,000	2,420,000
2012 - 13	-		-	-
2013 - 14	3,300,000	33	2,640,000	660,000

Service Support Vehicle Replacement

To support its fleet of over 500 buses, DDOT utilizes a number of support and service vehicles. These vehicles include tow trucks, supervisor vehicles, light-duty trucks, money trucks and other specialty vehicles.

Summarized below are the anticipated capital expenses over the next five years for non-revenue vehicles.

Year	Total Cost	FTA Share	MDOT SHARE
2009 - 10	\$ 500,000	\$ 500,000	\$ -
2010 - 11	500,000	500,000	-
2011 - 12	500,000	500,000	-
2012 - 13	500,000	500,000	-
2013 - 14	500,000	500,000	-

Machinery, Equipment, and Other Capital Assets

DDOT plans on purchasing machinery, equipment and other capital assets to improve maintenance performance and productivity of DDOT employees. Listed below are major categories of anticipated machinery, equipment, and other capital asset purchases for the next five years.

1. Generators
2. Central Warehouse Items
3. Bulk Fuel Storage / Accounting
4. Marketing Equipment
5. Posi-Lock Fueling System
6. Equipment

DETROIT DEPARTMENT OF TRANSPORTATION

Fare Collection

During the last fiscal year, DDOT made a significant investment in its fare collection system by replacing its outdated fareboxes with modern, electronic fareboxes that speeds the collection of fares and improves system accounting and efficiency. General Obligation Bonds in the amount of \$6,271,722 were issued for this purchase and will be repaid with FTA and MDOT grant funds.

As a result, DDOT anticipates limited capital expenditures in this area during the next five years. Two major initiatives are described below.

Year	FTA
2009 -10	\$502,000
2010 -11	502,000
2011 -12	502,000
2012 -13	502,000
2013 -14	6,774,000

Fare Integration System

Over the next five years, DDOT will pursue a fare integration system that allows for an integrated fare structure among various local transit agencies that includes DDOT, Suburban Mobility Authority for Regional Transportation (SMART), the Detroit Transportation Corporation (DTC), plus specified community based transit provider(s). A fully integrated fare system will provide our patrons with a seamless way to transfer from one system to another. The estimated cost of this project is \$100,000 and expected to be incurred during the 2011 – 2012 fiscal year.

Fare Counting & Money Room Upgrades

During the fiscal year 2010 – 2011, DDOT anticipates an expense of approximately \$125,000 to upgrade and replace fare counting equipment.

Year	FTA
2010 - 11	\$125,000
2011 - 12	100,000

DETROIT DEPARTMENT OF TRANSPORTATION

Bus Stop Improvements

DDOT will purchase, install, and improve bus shelters over the next five years. This includes:

- Seating and trash receptacles will be installed at bus stops;
- Install, upgrade and maintain bus stop signs;
- Install static information signs, maps, and route information;
- Install Global Positioning System (GPS) based scheduling information systems at transit centers.

The total estimated cost for bus shelters and bus stop amenities over the next 5 years is approximately \$2.8 million. FTA and MDOT transportation grants of \$2.2 million and \$600,000 respectively will be requested over the next five years for this project.

Year	Total Cost	FTA Share	MDOT Share
2009 - 10	\$ 551,500	\$ 441,200	\$ 110,300
2010 - 11	553,045	442,436	110,609
2011 - 12	554,636	443,709	110,927
2012 - 13	556,275	445,020	111,255
2013 - 14	557,964	446,371	111,593

DETROIT DEPARTMENT OF TRANSPORTATION

The total estimated costs for purchasing machinery, equipment and other capital assets over the next five years is approximately \$11 million. FTA and MDOT transportation grants of \$8.7 million and \$2.3 million respectively will be requested over the next five years for this project.

Year	Total Cost	FTA Share	MDOT Share
2009 - 10	\$ 2,235,260	\$ 1,788,208	\$ 447,052
2010 - 11	2,279,818	1,823,854	455,964
2011 - 12	2,325,712	1,860,570	465,142
2012 - 13	1,622,984	1,298,387	324,597
2013 - 14	2,367,238	1,893,790	473,448

Communications Equipment

DDOT will need to procure communications equipment over the next five years such as computer systems (hardware/software), safety/security equipment, dispatch radio equipment, customer services telephone system, kiosks and emergency management system, etc... This includes AVL Equipment – Radios & APC equipment; replacement computers; Mobile Data Terminal replacements; UPS battery replacement; server replacement; etc... Also, DDOT's Website will need upgrades.

Listed below are major categories of anticipated communications equipment purchases for the next five years.

1. Replacement Radios for Automatic Vehicle Location (AVL) System
2. Radio Tower Lighting Upgrades & Maintenance
3. Voice Logger and Dispatch Equipment
4. CCTV System, (Server)
5. Miscellaneous Equipment
6. Portable, Mobile & Support Radios

The total estimated cost for communications equipment over the next 5 years is approximately \$38.5 million. FTA and MDOT transportation grants of \$30.8 million and \$7.7 million respectively will be requested over the next five years for this project.

Year	Total Cost	FTA Share	MDOT Share
2009 - 10	\$ 2,750,000	\$ 2,200,000	\$ 550,000
2010 - 11	3,200,000	2,560,000	640,000
2011 - 12	2,750,000	2,200,000	550,000
2012 - 13	26,197,514	20,958,011	5,239,503
2013 - 14	3,627,628	2,902,102	725,526

DEPARTMENT OF TRANSPORTATION

(000's OMITTED)

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14	
Rosa Parks Transit Center (Phase II)	N	O	NOI	NSI		S.T.G.-9 F.T.G.-9		\$ 3,020 12,080	\$ 3,000 12,000	\$ 2,700 10,800				
Woodward Light Rail Project (Detroit Rapid Transit Project)	N	P	NOI	NSI		S.T.G.-9 F.T.G.-9 G.O.	\$ 12,000	6,000	2,400 9,600	3,200 12,800	\$ 83,600 76,400	\$ 83,200 74,800	\$ 42,400 37,600	
Facility Upgrades/Improvements	M	O	NOI	NSI		S.T.G.-9 F.T.G.-9		2,160 8,640	2,500 10,000	3,820 15,280	4,240 16,960	1,000 4,000	1,000 4,000	
Sub-Total (page 1)							\$ 12,000	\$ 39,500	\$ 48,600	\$ 181,200	\$ 163,000	\$ 85,000	\$ -	
Funding Source Summary (page 1):														
State Transportation Grants						S.T.G.		\$ 7,900	\$ 9,720	\$ 87,840	\$ 84,200	\$ 43,400	\$ -	
Federal Transportation Grants						F.T.G.		31,600	38,880	93,360	78,800	41,600	-	
General Obligation Bonds						G.O.	12,000	-	-	-	-	-	-	
Sub-Total (page 1)							\$ 12,000	\$ 39,500	\$ 48,600	\$ 181,200	\$ 163,000	\$ 85,000	\$ -	

Notes:

Planned funding for (FY2000-01 through FY2005-06) is based only on Applications for Federal and State Grant Funds, if available. As the sole local government contributing to Detroit D.O.T the City of Detroit General Fund is indicated as 'cash capital' for projects ineligible by the State 'Capital' for Transportation is defined by Federal and State criteria

State Transportation Grants (Michigan Department of Transportation: Section 9 and Section 3 Grants)

Federal Transportation Grants (Federal Transit Administration: Section 9 and Section 3 Grants)

* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development

** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway

*** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impac

**** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impac

***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

DEPARTMENT OF TRANSPORTATION

(000's OMITTED)

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14	
Rolling Stock - Bus Replacement	M	O	NOI	NSI		S.T.G.-9 F.T.A-9		\$ 433 1,731	\$ 1,759 7,037	\$ 2,185 8,742	\$ 2,624 10,497	\$ 3,076 12,306	\$ 3,542 14,169	
Leasing-Previously Acquired Buses (121)	M	O	NOI	NSI		S.T.G.-9 F.T.A-9		913 3,651	\$913 3,651	913 3,651	913 3,651	913 3,651	913 3,651	
Midlife Overhauls 40-FT Bus	M	O	NOI	NSI		S.T.G.-9 F.T.G.-9		1,180 4,720		1,500 6,000	2,420 9,680		660 2,640	
Sub-Total (page 2)								\$ 12,628	\$ 13,360	\$ 22,991	\$ 29,786	\$ 19,946	\$ 25,575	\$ -
Funding Source Summary (page 2):														
State Transportation Grants						S.T.G.		\$ 2,526	\$ 2,672	\$ 4,598	\$ 5,957	\$ 3,989	\$ 5,115	\$ -
Federal Transportation Grants						F.T.G.		10,102	10,688	18,393	23,828	15,957	20,460	-
Sub-Total (page 2)								\$ 12,628	\$ 13,360	\$ 22,991	\$ 29,786	\$ 19,946	\$ 25,575	\$ -

Notes:

Planned funding for (FY2000-01 through FY2005-06) is based only on Applications for Federal and State Grant Funds, if available. As the sole local government contributing to Detroit D.O.T the City of Detroit General Fund is indicated as 'cash capital' for projects ineligible by the State
'Capital' for Transportation is defined by Federal and State criteria
Federal allocations for FY2000-01 have not yet been established

State Transportation Grants (Michigan Department of Transportation: Section 9 and Section 3 Grants)
Federal Transportation Grants (Federal Transit Administration: Section 9 and Section 3 Grants)

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DEPARTMENT OF TRANSPORTATION

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Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14	
Other Capital Projects														
Service Support Vehicles	N	O	NOI	NSI		F.T.G.		\$ 750	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	
Machinery, Equipment & Other Capital Assets	M	O	NOI	NSI		S.T.G. F.T.G.		\$4,609	\$447 1,788	\$456 1,824	\$465 1,861	\$325 1,298	\$473 1,894	
Communication Equipment	M	O	NOI	NSI		S.T.G. F.T.G.		2,900	550 2,200	640 2,560	\$550 2,200	5,240 20,958	726 2,902	
Fare Collection	M	O	NOI	NSI		F.T.G.				125	100			
Farebox Series 2008-A(2) LTG	M	O	NOI	NSI		F.T.G.		407	502	502	502	502	6,774	
Bus Stop Improvements	M	O	NOI	NSI		S.T.G. F.T.G.		93 957	110 441	111 442	111 444	111 445	112 446	

Sub-Total (page 3) \$ 8,966 \$ 6,039 \$ 6,660 \$ 6,232 \$ 28,879 \$ 13,326 \$ -

Funding Source Summary (page 3):

State Transportation Grants	S.T.G.	\$ 93	\$ 1,107	\$ 1,207	\$ 1,126	\$ 5,675	\$ 1,311	\$ -
Federal Transportation Grants	F.T.G.	9,623	5,431	5,953	5,606	23,703	12,516	-

Sub-Total (page 3) \$ 9,716 \$ 6,539 \$ 7,160 \$ 6,732 \$ 29,379 \$ 13,826 \$ -

Notes:

Planned funding for (FY2000-01 through FY2005-06) is based only on Applications for Federal and State Grant Funds, if available. As the sole local government contributing to Detroit D.O.T the City of Detroit General Fund is indicated as 'cash capital' for projects ineligible by the State 'Capital' for Transportation is defined by Federal and State criteria
Federal allocations for FY2000-01 have not yet been established

State Transportation Grants (Michigan Department of Transportation: Section 9 and Section 3 Grants)
Federal Transportation Grants (Federal Transit Administration: Section 9 and Section 3 Grants)

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DEPARTMENT OF TRANSPORTATION

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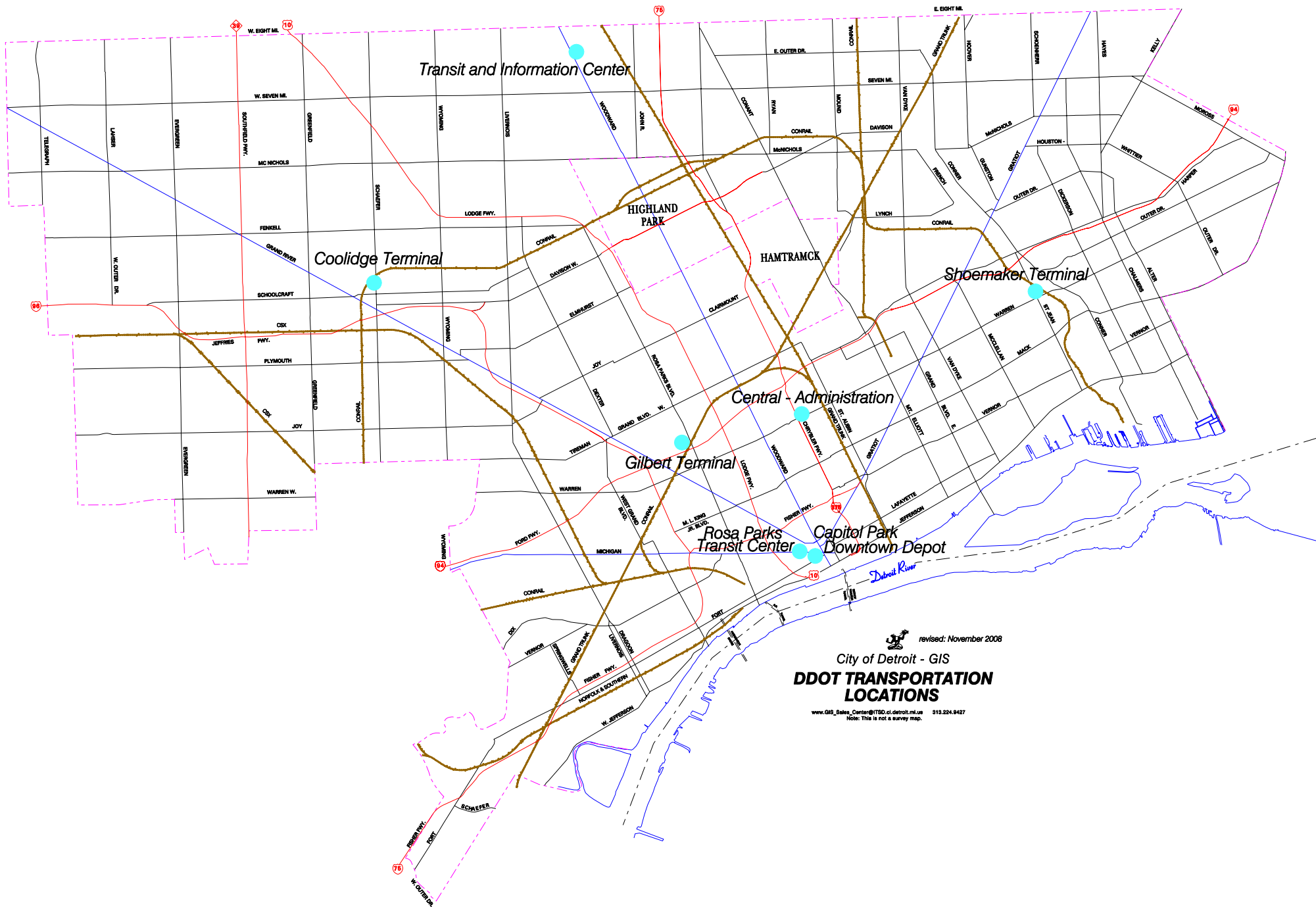
Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14	
GRAND TOTALS							\$ 12,000	\$ 22,344	\$ 59,399	\$ 78,751	\$ 217,718	\$ 212,325	\$ 124,401	\$ -
Funding Source Summary (Grand totals):														
State Transportation Grants						S.T.G.	\$ -	\$ 2,619	\$ 11,680	\$ 15,525	\$ 94,923	\$ 93,865	\$ 49,826	\$ -
Federal Transportation Grants						F.T.G.	-	19,725	47,719	63,226	122,795	118,460	74,575	-
General Obligation Bonds						G.O.	12,000	-	-	-	-	-	-	-
GRAND TOTAL							\$ 12,000	\$ 22,344	\$ 59,399	\$ 78,751	\$ 217,718	\$ 212,325	\$ 124,401	\$ -

Notes:

Planned funding for (FY2000-01 through FY2005-06) is based only on Applications for Federal and State Grant Funds, if available. As the sole local government contributing to Detroit D.O.T the City of Detroit General Fund is indicated as 'cash capital' for projects ineligible by the State 'Capital' for Transportation is defined by Federal and State criteria
Federal allocations for FY2000-01 have not yet been established

State Transportation Grants (Michigan Department of Transportation: Section 9 and Section 3 Grants)
Federal Transportation Grants (Federal Transit Administration: Section 9 and Section 3 Grants)

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DETROIT TRANSPORTATION CORPORATION



DETROIT TRANSPORTATION CORPORATION

AGENCY MISSION

The mission of the Detroit Transportation Corporation (DTC) is to provide safe, reliable, efficient and accessible rail transportation services that will serve to enhance business development and quality of life functions in Detroit by augmenting pedestrian travel and by supporting both private conveyances and other modes of public transportation.

CURRENT FACILITIES

The Detroit Downtown People Mover system (DPM) maintains a variety of facilities that includes the main central Maintenance and Control Facility (MCF), 13 passenger stations, and the administrative offices located at 1420 Washington Boulevard.

The Maintenance Control Facility (MCF) is where the operation and maintenance control of all subsystem and equipment is maintained. The facility was constructed and was in operation in 1986 and serves as a garage for all vehicles when not in use, and all equipment and inventory needed for repair and maintenance by the in-house maintenance staff. The MCF is also the location for the command, control and communication center.

The DPM is a fully automated transit technology system and has reached a point in its operational life where it requires capital investment to maintain the fixed facilities and overhaul various system and component parts to ensure reliability, safety, and efficiently operate the system. Much of the equipment, vehicles, and component

parts has exhausted their design life, and in many instances requires overhaul, replacement and upgrade. The obsolescence of parts and equipment beyond their useful life has presented even greater challenges due to lack of vendor support and the need to identify suitable replacements.

AGENCY HISTORY

The Detroit Transportation Corporation was incorporated in 1985 as a Michigan public body for the purpose of acquiring, owning, constructing, furnishing, equipping, completing, operating, improving, enlarging and/or disposing of the Central Automated Transit System (CATS) in Detroit, Michigan. DTC acquired the CATS Project from the Southeastern Michigan Transportation Authority (SEMTA), on October 4, 1985.

The CATS Project, commonly known as the Downtown People Mover (DPM), officially opened to the public in July 1987. The DPM is an automated guideway transit system serving as a circulator through the Detroit Central Business District. The DPM operates one and two-car automated train sets servicing 13 stations on an elevated 2.9-mile loop.

The DTC is a separate legal entity from the city of Detroit, but is funded by means of an operational subsidy from the city of Detroit, and is the recipient of P.A. 51 operating revenues from the State of Michigan. As per the DTC Articles of Incorporation and By-laws, it is governed by a six-member Board of Directors, which establishes policy for the Corporation.

DETROIT TRANSPORTATION CORPORATION

<i>CAPITAL PROJECTS COMPLETED FY 2004 through FY 2008</i>		
PROJECT	FISCAL YEAR COMPLETED	SUMMARY
Reconstruction of DPM guideway and station at Cadillac Square	2003-04	Structure connects to parking crosswalk at Compuware Headquarters and features a lower pedestrian connection.
Development of Garden Station Park	2003-04	\$15,000 grant: Conversion and landscaping of underutilized property to public park space resulted in 2004 Greening of Detroit award.
Reconstruction of DPM guide and station at Renaissance Center	2004-05	Two-year project culminated in an Engineering Award of Merit for CTE Engineering, DTC and Skidmore, Owings & Merrill
Automatic Train Control project to upgrade computerized subsystems that control train operations	2004-05	Project brought in on-time on 09/03/04 and under budget in coordination with the Renaissance Center reconstruction project.
Replacement of uninterruptible power supply units (UPS) in all 13 DPM stations, Central Substation and 12 vehicle batteries	2004-05	UPS and vehicle batteries: Maintains systems' critical buss power in the event of a power failure. Batteries supply power to the vehicle to allow movement to the Maintenance Facility if failed.
Rail profiling	2004-05	Running rail profiling minimizes noise and enhances interfaces between wheels and rail.
Full-track replacement of power rail heat tape	2004-05	Power rail heat tape minimizes guideway icing.
Replacement of essential vehicle propulsion power system parts: GTO fins, rebuilding of linear induction motors and change out of capacitor banks	2004-06	Technology upgrades of units that convert the power supplied from the rails to power for the linear induction motors, which provide acceleration and braking of the cars.

DETROIT TRANSPORTATION CORPORATION

<i>CAPITAL PROJECTS COMPLETED FY 2004 through FY 2008</i>		
PROJECT	FISCAL YEAR COMPLETED	Summary
Escalator replacements at DPM stations	2004-06	DTC upgraded and replaced escalators throughout the DPM stations.
SCADA project upgrade, monitoring propulsion power, controls of fire alarm, elevators/escalators, guideway lighting, drains and platform heaters	2005-06	Upgrade also includes closed circuit television systems; installation of new passenger information signs; installation and implementation of the security card access system.
Lighting improvements at Cadillac Square and Grand Circus Park	2005-06	Replacement and improvement of station platform lighting and directional artwork at each station.
Inductive loop cable replacement from MCF to Joe Louis Arena; Loops 1 & 2; MCF TO East Side Substation	2005-06	Cables provide vehicle positioning and communications data back to the Control Center.
Redesign of DPM Passes	2005-06	Conversion to more business-centered design, featuring Art in the Station examples. 2006 First Place Winner for fare media by American Public Transportation Association (APTA)
Installation of 16 additional cameras in and around MCF building	2007-08	Cameras provide additional security, and safety for employees and also are a part of the enhanced Homeland Security Program
Replacement Roofs for six (6) DPM Stations	2007-08	The station roofs were replaced at six locations and a green roof was installed on the JLA station as a part of the ongoing Facilities Maintenance program
Installed Emergency Monitors in DPM stations	2007-08	Improved safety for passengers and employees
Repaired and installed new floor covering in eleven (11) DPM vehicles	2007-08	Component of vehicle maintenance program retains aesthetics and safety
Overhauled 20 Linear Induction Motors (LIM) in Vehicles	2007-08	Component of vehicle overhaul program
Upgraded and overhauled thirty-seven (37) couplers	2007-08	Component of vehicle overhaul program
Purchased pre-curved Rail to replace DPM track	2007-08	Component of track replacement program
Upgrade VOBC system on DPM vehicles	2008-09	Component of vehicle overhaul program which is in progress

DETROIT TRANSPORTATION CORPORATION

CAPITAL AGENDA PROJECTS COMPLETED FY 2004 through FY 2008		
Purchased 48 magnetic track brakes	2007-08	Component of vehicle overhaul program
Installed seat back and bottom inserts for DPM vehicles	2007-08	Component of vehicle overhaul program
Overhaul of Hydraulic Power Unit for vehicle brake system	2007-08	Component of vehicle overhaul program
Track Replacement work at 6 locations.	2007-08	A total of 1800 feet of track was replaced where the rails were worn.
Joe Louis Station roof replacement project	2007-08	An eco-friendly transit project that reduces carbon dioxide
Installation of one (1) front truck assembly and one (1) rear truck assembly unit.	2007-08	Component of vehicle overhaul program
Refurbishment of vehicle power conversion units. (PCU)	2007-08	Component of vehicle overhaul program
Replace vehicle lighting on DPM cars	2007-08	Component of vehicle overhaul program

PROPOSED FIVE YEAR CAPITAL PLAN

Several years ago, the DTC, in conjunction with its team of technical consultants, prepared an agenda to upgrade, replace,

refurbish, and overhaul many of the DPM systems, subsystems, and facilities. The capital agenda has been updated to reflect the current priorities for capital funding.

A summary of the DTC's capital plan is indicated below.

Priority	Project	Cost (In Thousands)	Expected Completion Date
# 1	Mid-life overhaul – 12 Vehicle	\$12,000	21 months
# 3	Maintenance Management Inventory System	500	18 months
# 4	Reconstruction of Grand Circus Park station in David Whitney Bldg/Transit Plaza	2,200	24 months
# 5	Fare Collection System Upgrade	10,000	24 months
# 6	Replacement of Substation Power Distribution System	1,000	24 months
# 7	Vehicle Car Wash System	300	15 months
# 8	MCF Office & Lighting Improvements	500	12 months
# 9	Visual Enhancement Project	6,000	36 months
#10	Purchase and overhaul of two used Vehicles	5,000	24 months
#11	Additional Storage Lanes in MCF	500	24 months
#12	Replacement of Sections of Track	10,000	60 months
	TOTAL	\$48,300	

The DPM system is over twenty years old and as a result requires that the maintenance staff is skilled in techniques to maintain, refurbish, and repair the guideway and ancillary facilities and equipment. Therefore money is being requested to enhance the training of appropriate DTC personnel to meet this need.

DETROIT TRANSPORTATION CORPORATION

CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

The Director of the City of Detroit Department of Transportation, the Chief Financial Officer, the Director of Planning & Development, the City Council President, the Board Chair of SMART and an appointee of the Mayor's office of the City of Detroit all sit on the Board of the DTC, and as a result help establish the policies of the DTC.

GOALS FOR CAPITAL PROGRAM

- To ensure operational safety, reliability and efficiency of the Detroit People Mover
- To increase ridership and mobility of downtown residents, guests, and workers
- To replace and/or refurbish obsolete equipment no longer being serviced by the manufacturer with newer technology.
- To replace and/or upgrade equipment / facilities to integrate with proposed Light Rail Transit.

RATIONALE FOR CAPITAL PROGRAM

The Detroit People Mover (DPM) is one of the most efficient transit systems in the world. Its safety and operational efficiency surpass other modes of mass transit if properly maintained. DTC has made progress on its capital improvement plan during the past several years; but the remaining obsolete subsystems that are operating past their useful life and are no longer supported by the manufacturers/vendors of the system must be upgraded and/or replaced as well. Continued capital investment is necessary to ensure system reliability, efficient operation and increased transportation mobility for the residents, guests, and visitors to downtown Detroit. Failure to provide the high level of service that the DPM is capable of operating will have a major detrimental impact on the economic activity of the Central Business District.

DETROIT TRANSPORTATION CORPORATION

PROJECT NARRATIVE AND FUNDING SCHEDULES

The following subsystems are included in the Five-Year Capital Plan: 2009-14

1.0 Vehicles

In 1986, DPM acquired twelve vehicles from the Canadian Company Urban Transportation Development Corporation (UTDC). Eleven of the vehicles are currently in service. One vehicle has been sidelined and stripped for replacement parts. Vehicles are generally run in train pairs. The DPM revenue agreement calls for a minimum of eight vehicles to be in service at any given time, although DTC has implemented a 10-vehicle schedule to operate during all revenue hours.

The DPM vehicles are relatively high-tech equipment with extensive communications and sophisticated automatic control systems, which provides extensive safety parameters for operation. The vehicles are beyond the mid-life design and the majority of the vehicle subsystems are approaching the end of their operational life span resulting in failures. DTC has embarked on a schedule to upgrade, replace or overhaul, as necessary, for the continual safe reliable operation of DPM vehicles.

1.1 Mid-Life Overhaul/Upgrade of DPM Vehicles—Priority #1

As the fleet ages and requires more maintenance, particularly of the outdated electronics equipment which requires large lead-times to order replacement parts, little redundancy is available to maintain a sufficient number of vehicles in operation at one time. Therefore, the fleet overhaul is of the highest priority to ensure reliability of service. DTC is currently negotiating with the vehicle manufacturer on the cost and scope of the project. There is concern the cost will exceed the \$10 million previously budgeted for the vehicles project; therefore, an additional amount of \$2 million is being requested for 2009-10.

\$2,000,000

Unprogrammed

1.2 Purchase and Overhaul Two Used Mark I (MK-1) PM Vehicles—Priority #10

During the past two years, DTC has raised the standard for vehicles in service during revenue hours from eight (8) vehicles to ten (10) vehicles, i.e., five 2-car trains. During the Super Bowl and other special events which attracted large crowds to downtown Detroit and The People Mover, DTC operated eleven (10) vehicles; one single car train to accommodate the patrons and ensure a pleasant experience in downtown. The increased level of service and the interest in transit oriented development and the system tie-in with any rail improvement on Woodward Avenue would necessitate the need for additional vehicles to maintain the high standard established by the DPM.

DETROIT TRANSPORTATION CORPORATION

DTC's preliminary investigation into the rail transit market indicates that there are vehicle manufacturers that may be able to produce new vehicles at a cost of \$3,000,000 each. The option exists to purchase retired MK-1 vehicles from Vancouver, or Toronto, and configure them to meet DTC's configuration.

2009-10	\$2,500,000	Other Sources Vehicle Internal Service Fund
2010-11	\$2,500,000	Other Sources Vehicle Internal Services Fund

3.0 Maintenance Management Inventory System—Priority # 3

The existing procurement and maintenance system is inadequate and outdated. The procurement of an integrated inventory, purchasing, maintenance management system will result in greater utilization of capital, human resources, and efficiencies of processes. An upgraded system will aide in reducing maintenance costs by improving the preventive maintenance process and eliminating the redundancy in the processes.

\$500,000 Unprogrammed

4.0 Reconstruction of Grand Circus Park Station in David Whitney Building—Priority # 4

The DPM Grand Circus Park station is currently not handicap accessible as originally designed. The DTC made temporary modifications to the station's access as a result of the David Whitney Building closing, thus limiting accessibility to the station platform for our patrons in the vicinity of Woodward and Grand Circus Park. Preliminary plans have been developed to reconstruct the Grand Circus Park station within the confines of the David Whitney Building footprint, directly from the northwestern corner. The design consists of a defined DPM entry, a new three-stop elevator, escalator, and stairway directly to the platform level. Plans also include the development of a transit oriented development (TOD) transit plaza, with retail and office space within the station confines. Conceptual plans also include the design of an enclosed pedestrian walkway to connect to the proposed Rock Financial Center location at the old Statler Hilton site. In addition, due to the condition of the building, additional modifications should be made to alter the location of the electrical and mechanical rooms currently in the first basement.

\$2,200,000 Unprogrammed

5.0 Fare Collection System Upgrade—Priority #5

The DPM fare collection system is a flat-fare, barrier design with magnetic swipe read-only readers for monthly, yearly and convention passes. There is no provision for recognizing or paying for transfers to/from local buses. Fares are paid with tokens or coins at turnstile gates in

DETROIT TRANSPORTATION CORPORATION

the ground floor lobby of each station. Token vending machines are adjacent to the fare gates outside the fare paid zone.

The DTC is seeking to upgrade the fare collection system, in part due to obsolete equipment, and to provide a seamless entry point for the patrons of the region's public transportation providers (DDOT and SMART) to the DPM. These smart card systems are designed for proximity read-write to achieve fare payment. Bus system software and equipment can be adapted to the DPM.

- The DPM fare enforcement policy, which is currently a barrier, would be eliminated.
- New automated ticket vending machines (TVMs) would be installed at high traffic DPM stations for passenger purchase of smart cards usable on DDOT and SMART services.
- For integration with the bus system, smart cards interacting at the DPM fare gates would carry all transfer information to/from the bus system and function as debit cards for added payments as needed. This would also make the system adaptable to the proposed Light Rail System.
- An additional function to collect remote ticket vending and fare gate data through a new SCADA system will be added to the fare collection system.
- Smart card media and operating and maintenance cost would be offset in part through a joint purchasing arrangement with DDOT and SMART rather than in the small quantities that DTC currently requires on its own at a higher cost.

\$10,000,000 Unprogrammed

6.0 Replacement of Substation Power Distribution Equipment---Priority #6

The DTC operates two electrical power distribution substations. A power distribution contractor maintains the original electrical equipment and circuit breakers. However, all of the circuit breaker and switch gear equipment needs to be upgraded.

\$1,000,000 Unprogrammed

7.0 Vehicle Car Wash—Priority #7

The vehicle car wash system was installed with the original build of the maintenance facility. In recent years the DTC has made several attempts to contact the OEM, N/S Wash Systems, to purchase brushes and motors. N/S has been unresponsive to calls from the DTC Maintenance manager and Procurement manager. DTC has also attempted to contact local firms that service similar type equipment with no success. The purchase of the Vehicle Wash System will allow the DTC to maintain a clean vehicle exterior with minimal tasks from staff.

DETROIT TRANSPORTATION CORPORATION

\$300,000 Unprogrammed

8.0 MCF Office Space and Lighting Improvements –Priority #8

The Maintenance and Control Facility (MCF) houses the maintenance, operations, and technical staffing arm of the Detroit People Mover system. As technology advances, federal and state requirements are mandated, and upgrades to the DPM vehicles and sub-systems, additional staffing is necessary. DTC finds it in its best interest to utilize existing space within the Maintenance facility to build-out office space for the technical staff. Upgrades to the facility lighting program are being recommended to more energy efficient sources.

\$500,000 Unprogrammed

8.0 Visual Enhancement Improvements—Priority #9

The DTC conducted a study that identified improvements, alterations, and modifications to be made to the DPM system that would enhance the appearance of the system in its entirety. The report provided a series of recommendations to be undertaken that would aesthetically enhance the appearance and experience of riding the DPM. The elements undertaken would add visual appeal, improve upon the DPM image, and attract additional ridership.

\$6,000,000 Unprogrammed

10.0 Purchase of Additional Mark I Transit Vehicles—Priority #10

See Item 1.2 above.

11.0 Additional Storage Tracks (Lanes)—Priority #11

The Maintenance Control Facility was constructed with a limited amount of storage track for housing the DPM vehicles. The original design and construction envisioned the addition of two more tracks. The needed rail and materials were also provided. The additional track would facilitate better usage of the maintenance bays and add efficiency and flexibility to system operations.

\$500,000 Unprogrammed

12.0 Replacement of Running Rail

DTC initiated a running rail replacement program this summer beginning with six curves. There are a few additional sections of the track scheduled for replacement in the upcoming years.

\$10,000,000 Unprogrammed

DETROIT TRANSPORTATION CORPORATION

(000's OMITTED)

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact Staffing	***** Impact Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14	
VEHICLE (2)														
1.1 Vehicle Mid-Life Overhaul	M	P	NOI	NSI		G.O.	\$2,000							\$ 2,000
1.2 Additional Vehicle Purchase	M	P	NOI	NSI		O.S.			\$ 2,500	\$ 2,500				
12.0 Rail replacement	M	P	NOI	NSI		G.O.								10,000
FACILITIES														
4.0 Reconstruct Grand Circus Park Station Park/Transit Plaza & Pedestrian Walkway	M	P	AF	NSI		G.O.	2,200							2,200
6.0 Replacement of Substation Power Distribution System	M	P	AF	NSI		G.O.	800							1,000
7.0 Vehicle Car Wash	M	P	NOI	NSI		G.O.								300
8.0 MCF Office Space and Lighting improvements	M	P	AF	ASI		G.O.								500
9.0 Visual Enhancements	M	P	AF	NSI		G.O.								6,000

Subtotal (page 1)							\$ 5,000	\$ -	\$ -	\$ 2,500	\$ 2,500	\$ -	\$ -	\$ 22,000
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Funding Source Summary: (page 1)

General Obligation Bonds	G.O.	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,000
Other identified Sources: Internal Vehicle Fund	O.S.	-	-	-	2,500	2,500	-	-	-	-	-	-	-	-

Subtotal (page 1)							\$ 5,000	\$ -	\$ -	\$ 2,500	\$ 2,500	\$ -	\$ -	\$ 22,000
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- * PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
- ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
- *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impact
- **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impact
- ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

DETROIT TRANSPORTATION CORPORATION

(000's OMITTED)

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed									
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14										
<u>EQUIPMENT</u>																							
5.0 Fare Collection System	M	P	NOI	NSI		G.O.								10,000									
11.0 Addl. Storage Lanes	N	P	NOI	NSI		G.O.								500									
<u>COMPUTER SYSTEMS</u>																							
3.0 Inventory/Maint Mgt System	M	P	NOI	NSI		C.C.		\$500						500									
Subtotal (page 2)								\$	500	\$	-	\$	-	\$	-	\$	-	\$	-	\$	11,000		
Funding Source Summary: (page 2)																							
General Obligation Bonds						G.O.	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	10,500		
Cash Capital						C.C.		-	500		-		-		-		-		-		500		
Subtotal (page 2)								\$	-	\$	500	\$	-	\$	-	\$	-	\$	-	\$	11,000		
Funding Source Summary:																							
General Obligation Bonds						G.O.	\$	5,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	32,500		
Cash Capital						C.C.		-	500		-		-		-		-		-		500		
Other identified Sources: Internal Vehicle Fund						O.S.		-	-		-	2,500	2,500		-		-		-		-		
GRAND TOTAL								\$	5,000	\$	500	\$	-	\$	2,500	\$	2,500	\$	-	\$	-	\$	33,000

* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
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 ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

EASTERN MARKET



EASTERN MARKET

AGENCY MISSION

- Reinforce Eastern Market as a unique destination and continue to draw Detroiters as it has for more than a century.
- Make Eastern Market a vibrant center for a robust local food system featuring fresh produce, specialty foods, flowers and healthy eating throughout the year.
- Make Eastern Market a convivial and welcoming community where everyone wants to visit, shop, and have fun.
- Establish public and private sector partners to secure needed investment to make Eastern Market a more vibrant urban mixed-use business district.

CURRENT FACILITIES

There are several areas within the market that are in desperate need of improvement. These areas have been identified by the City of Detroit and Eastern Market Corporation who have been working together to develop an improvement strategy for the Market campus.

Management

The Eastern Market is owned by the City of Detroit and is under the jurisdiction of the Recreation Department. The Department has entered into a Management and Promotion Agreement with Eastern Market Corporation, a non-profit corporation established as an umbrella organization to manage the Market facilities and promote the economic development of the district. The main office of the Eastern Market Corporation is at 2934 Russell, Detroit, Michigan 48207. The Eastern Market has been continuously operating in Detroit since 1894.

Buildings and Grounds

The City of Detroit owns more than 11 acres of Eastern Market, from the Fisher Service

Drive to Russell Street. Properties include the following:

- Shed #2—located between Winder and Adelaide
- Shed #3—located between Adelaide and Division
- Shed #4—located between Division and Alfred
- Shed #5—located between Alfred and Brewster
- Shed #6—located between Alfred and Wilkins
- Two stand-alone restrooms-round house and annex restrooms.
- Four concessions stands located in Sheds 3,4,5
- Parking Deck - Three-story structure located at the corner of Alfred and Riopelle.
- Parking lots – Ten located throughout the Market in Squares 2, 5, 6, 7, 8, 10, 12, 13, 14 and 16.
- The Welcome Center is a three story building located at the corner of Adelaide and Market Street.
- The Eastern Market Offices - a two-story structure located at the corner of Russell and Wilkins with adjacent garage and storage space.

FIVE YEAR HISTORY

The Recreation Department through the Detroit Building Authority has contracted for electrical improvements in the market sheds, installed bird control netting, repaired shed doors, power washed the sheds, installed roof drains and painted the exterior of the sheds since 1998.

In 2003 the City Recreation Department and Planning & Development Department worked on plans for major renovation of the Markets sheds 2,3,4 and 5 and adjacent parking lots. This planning was done with resources contributed by the Downtown

EASTERN MARKET

Detroit Partnership. Their work in partnership with City of Detroit resulted in the recommendation of a series of initiatives to make the Market a more active, year round center of health, education, economic growth and diversity. The plan has been endorsed by Eastern Market stakeholders and the City of Detroit.

Eastern Market Corporation took over day to day operations of the market in February of 2006. Eastern Market has secured Community Development Block Grant (CDBG) funding from the City of Detroit and funding from several foundations to augment income earned from market operations to build staff capacity to better manage the market, lead the capital improvement program, and foster revitalization of the market District.

Welcome Center

The Welcome Center was remodeled in 2006 and re-opened as a place to obtain information about the market, purchase memberships in the Friends of Eastern Market, buy Eastern Market merchandise, and conduct EBT transactions. The Bridge Card was first accepted at Eastern Market in July of 2007 and usage has steadily increased.



Shed 2

Following complete renovation, Shed 2 re-opened in May, 2008.

Shed 2

Renovation of Shed #2, including renovation of the exterior, roof replacement, updated electrical, water and related utility systems; repainting, replacement of existing floors and drains, replacement of parking lots, new exterior lighting, sidewalk and curb replacement, including handicap ramps, signage and related actions was completed in 2008. Project cost, \$1,700,000, was supported through bond funds and donations secured by the Downtown Detroit Partnership, the Eastern Market Corporation, and the City of Detroit.

The project has established a center for fresh food and seasonal growers and has re-established the Market as a historic center for delivery of fresh locally grown farm products. It provides opportunities for the Detroit Agricultural Network's youth and urban cooperative farmers to learn about growing and selling produce. It has helped re-establish the historically significant sense of place at Eastern Market.

PROPOSED FIVE-YEAR CAPITAL PLAN

The estimated total cost of the initiatives proposed by the City and Market stakeholders and the Eastern Market Corporation is \$30,000,000.

Specific plans for the Market over the next five years include the following: Sheds #3, #4, #5 and #6 will be renovated, including improvements to the exterior and interior of sheds #3, #5 and #6 and replacement of Shed #4, painting, electrical water and communications system, roof renovation, walls, floors, drains, and signage.

Other planned improvements include adding a security system, new doors, removing and replacing sidewalks and curbs; stall renovation, educational center, new

EASTERN MARKET

landscaping, parking lot replacement, lighting, new infrastructure and streetscape improvements.

CAPITAL RELATIONS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

The Recreation Department, Planning & Development Department and the Eastern Market Corporation will require assistance from the following departments: Recreation, DPW, DWSD and Planning & Development. Assistance also may be required from the Detroit Economic Growth Corporation. The Eastern Market Corporation will coordinate redevelopment opportunities in and around the Eastern Market.

Goals for Capital Program:

1. Reverse decades of decline and develop Eastern Market through an aggressive and comprehensive capital improvement plan that will enable the market to realize its untapped social and economic potential and help transform the historic core of Detroit around food.
2. Accelerate business development by attracting more farmers and vendors under the sheds and to attract additional businesses and residents to the District.
3. Improve stakeholder relationships for vendors, citizens, residents and visitors.
4. Make the Market into a more complete year-round destination by improving facilities for all markets served by Eastern Market – wholesale market, the Saturday Market, flower and horticulture, and the use of the market for special events.
5. Develop the Market an active, year-round center for health, education, economic investment and diversity.
6. Spur business and residential investment in Eastern Market District as proposed in the Eastern Market Economic Development Strategy.
7. Provide barrier-free access to the market for those with special physical needs.
8. Help improve the public health of Detroit residents by increasing both the supply of and demand for nutritious food by closely integrating a Market Hall and an Education Center can greatly improve the diets and wellness of residents.
9. Integrate a variety of sustainable technologies that improve the long-term viability of Eastern Market by reducing heating, cooling, and electric power operating costs.
10. Lastly, it is very important to reduce to the extent possible the disruption to ongoing market operations caused by major construction by carefully considering the timing and sequencing of major construction.

EASTERN MARKET

RATIONALE FOR CAPITAL PROGRAM

The Eastern Market has received insufficient improvements in past decades. As a result, the physical structures, parking areas and infrastructure have suffered and market share has declined.

However, the interest in and support of the Market has not faltered, and there are many willing to make a contribution to support a capital improvement plan capable of

transforming current conditions and allowing Eastern Market to reach its full potential.

In 2008, partnerships between the City of Detroit, private foundations, the State of Michigan and Eastern Market resulted in the planning and reconstruction of Shed #2 and adjacent parking lots and sidewalks. Design and planning of the balance of the Market Campus has been underway during the summer of 2008.

EASTERN MARKET

PROJECT NARRATIVE AND FUNDING SCHEDULES

Phase II

Shed 3 (2009)

Renovation of Shed #3 is intended to create a climate controlled year round facility and to improve the shopping experience for shoppers and visitors.

Renovation of Shed #3 includes renovation of the shed interior; providing radiant heat as part of new concrete floors to be installed, powering the heated floor with a geo-thermal system to reduce long-term operating costs, replacement and improvement of electrical, water, and utilities, added security, new signage, new ventilation and air handling, rehabilitation of the historic exterior, replacement of doors, reorganization of the stalls, renovation of the columns; parking lot, floor, and curb replacement; handicap access and related activities. The total cost for Shed #3 is \$5,000,000. A Kresge Foundation



Shed 3

Restoring the historical character of Shed 3 while adding restrooms and heat will make Shed 3 a more useful and viable facility.

challenge grant to EMC provides \$2,000,000 and additional fund-raising has added \$1,900,000. Previously authorized City of Detroit capital support of \$1,100,000 is allocated toward Shed 3 renovations that are expected to begin in the first quarter of 2009.

2009-10	\$1,000,000	General Obligation Bonds
2010-11	750,000	General Obligation Bonds

Infrastructure Improvements (2009-2013)

These improvements enhance the Market as a major regional destination. Investment will improve visitors' ability to park, walk, and move about in a comfortable and safe manner. It will provide critically needed parking area improvements for vendors and customers. It will provide pedestrian links to the adjacent businesses. New infrastructure will create an attractive environment for property investment in the area adjacent to the public market.

EASTERN MARKET



Infrastructure Improvements

Improving the appearance of the market area includes both working with property owners to encourage them to improve their buildings and improve the streets, sidewalks, curbs, and parking building and parking lots within the Eastern Market District.

The infrastructure project includes but is not limited to the following: parking area improvements, new signage, street improvements, alley improvements, sidewalks, lighting, pedestrian crossings, trash receptacles, new sidewalks, handicap access and related improvements. It also includes ongoing minor repairs required for the sheds, market offices, parking areas and infrastructure.

2009-10	\$ 500,000	General Obligation Bonds
2010-11	500,000	General Obligation Bonds
2011-12	1,000,000	General Obligation Bonds
2012-13	1,000,000	General Obligation Bonds
2013-14	1,000,000	General Obligation Bonds
	7,000,000	Unprogrammed

Shed 4 (2011)

New Shed #4 will serve as the Market Hall and Education Center.

The first floor of a new Shed #4 will be a climate controlled year round attractive Market hall for shoppers and visitors. The days of operation will be expanded to provide neighborhood residents and area employees increased access to high quality food throughout the week. Additional vendors will be added. Shoppers will be able to buy high quality and diverse food products year round. This shed will feature specialty foods, meats, dairy, produce and baked good. The Market Hall will include a teaching kitchens complex to permit a wide variety of outreach and educational programming around nutrition and food.

EASTERN MARKET



Shed 4

A Market Hall with permanent vendors of fresh and prepared foods will operate three-five days weekly to expand the supply of healthy and fresh food to Detroiters while the Eastern Market Food Education Center will increase the demand for fresh and local foods by providing a wide array of education and outreach activities centered on food.

The second floor of new Shed 4 will include four classrooms that will further add to the ability of Eastern Market and its partners to conduct education and outreach. An incubator kitchen will also encourage more aggressive small business development by nurturing those potential entrepreneurs that can add value to food products. This facility will also provide a central location for Market administration and visitor amenities. Eastern Market will enhance its role as the center for food education, safety and awareness for the region. It also will provide space for partnering food organizations throughout the area to join with the Market in providing programs and special events. It will increase the awareness of and attentiveness to customer, vendor and security needs.

2010-11	\$ 2,000,000	General Obligation Bonds
	12,000,000	Private Funds
2011-12	1,000,000	General Obligation Bonds

Shed 5 (2010)

Eastern Market plan calls for improving and expanding Sheds #5 to provide 6,000 square feet of space for permanent retail vendors of plants and flowers and/or space for a Market restaurant.



Shed 5

Expanding Shed 5 to provide for a permanent landscape supplies and flowers will strengthen Eastern Market as a destination while adding improved heat will make the combined Shed 3,4, & 5 Winter Market much more compelling.

EASTERN MARKET

Year round daily sales opportunities for wholesalers and plant and flower growers will be increased. Renovation of Shed 5 will mirror work in Shed 3 by integrating radiant, geo-thermal heating into new concrete floors. This will allow the Winter Market to operate in Sheds 3,4, and 5 that will all be climate controlled while preserving the markets flexibility to expand during peak business seasons in the spring and fall.

2009-10	\$3,000,000	Private Funds
2012-13	1,000,000	General Obligation Bonds
2013-14	1,000,000	General Obligation Bonds

EASTERN MARKET

(000's OMITTED)

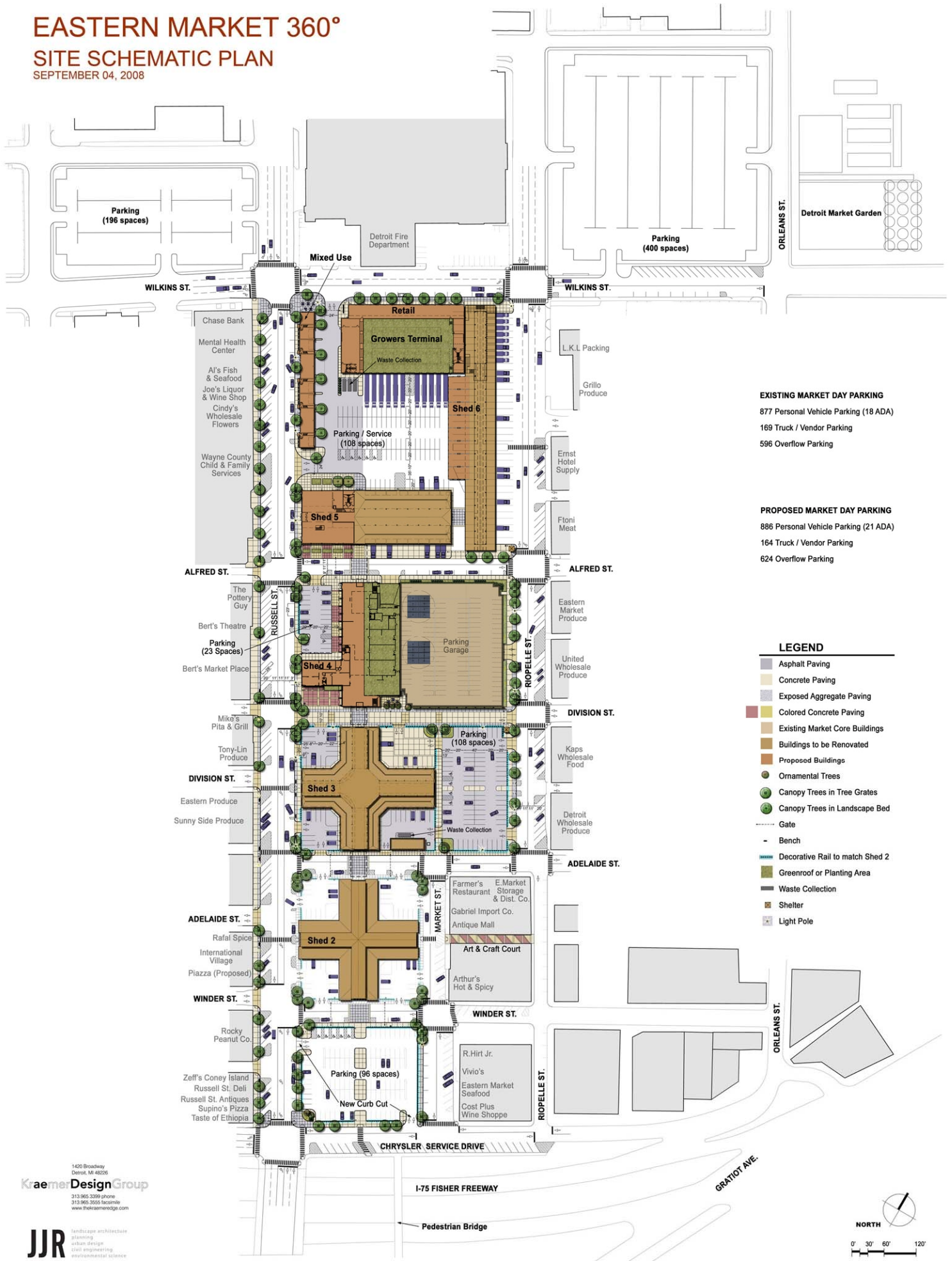
Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14	
PHASE II:														
Shed 3	M	U	AF	AS	\$ (15)	G.O. P.F.		\$ 3,250	\$ 1,000	\$ 750				
Infrastructure Improvements	M	P	AF	AS		G.O.	\$ 200		1,000	1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 7,000
Shed 4	M	P	AF	AS	75	G.O. P.F.				2,000 12,000	1,000			
Shed 5	M	P	AF	AS	(23)	G.O. P.F.			3,000			1,000	1,000	
					18									
TOTAL					\$ 55		\$ 200	\$ 3,250	\$ 5,000	\$ 15,750	\$ 2,000	\$ 2,000	\$ 2,000	\$ 7,000
Funding Source Summary :														
General Obligation Bonds						G.O.	\$ 200	\$ -	\$ 1,000	\$ 3,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 7,000
Private Funds						P.F.	-	3,250	4,000	12,750	-	-	-	-
GRAND TOTAL							\$ 200	\$ 3,250	\$ 5,000	\$ 15,750	\$ 2,000	\$ 2,000	\$ 2,000	\$ 7,000

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EASTERN MARKET 360°

SITE SCHEMATIC PLAN

SEPTEMBER 04, 2008



EXISTING MARKET DAY PARKING

- 877 Personal Vehicle Parking (18 ADA)
- 169 Truck / Vendor Parking
- 596 Overflow Parking

PROPOSED MARKET DAY PARKING

- 886 Personal Vehicle Parking (21 ADA)
- 164 Truck / Vendor Parking
- 624 Overflow Parking

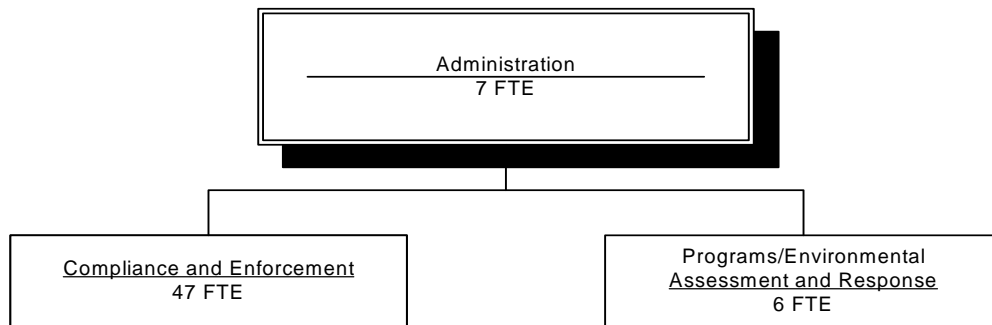
LEGEND

- Asphalt Paving
- Concrete Paving
- Exposed Aggregate Paving
- Colored Concrete Paving
- Existing Market Core Buildings
- Buildings to be Renovated
- Proposed Buildings
- Ornamental Trees
- Canopy Trees in Tree Grates
- Canopy Trees in Landscape Bed
- Gate
- Bench
- Decorative Rail to match Shed 2
- Greenroof or Planting Area
- Waste Collection
- Shelter
- Light Pole

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JJR
 landscape architecture
 planning
 urban design
 civil engineering
 environmental science

ENVIRONMENTAL AFFAIRS



ENVIRONMENTAL AFFAIRS

AGENCY MISSION

The Mission of the Department of Environmental Affairs (DEA) is to manage and coordinate the environmental affairs of the City of Detroit through the development and implementation of a coordinated and comprehensive environmental policy. This environmental policy shall provide for the protection and enhancement of the quality of life for the citizens of Detroit; provide the skills and resources needed to maintain the City in compliance with applicable laws and regulations; and provide for the most effective and sustainable use of natural resources (land, water and air) available to the City.

CURRENT FACILITIES

The Department of Environmental Affairs occupies facilities in two locations within the City of Detroit. The Administrative and Technical Program offices are located in Suite 1800 of the First National Building in downtown Detroit. The Compliance and Enforcement Division office is located at 8221 West Davison near Wyoming at the General Services Department Davison Yard.

FIVE YEAR HISTORY

DEA has established numerous partnerships with state and federal regulators to address environmental concerns and brownfield redevelopment within the City of Detroit. One of which was the Redevelopment of Urban Sites (REUS) Team. Working with this collection of city agencies, state and federal regulators, Environmental Affairs has: 1) provided technical environmental services to prepare land for reuse and redevelopment and developed innovative ways to address assessment and clean-up of re-development properties; 2) mitigate risk and liability associated with real estate transactions; 3) trained city employees in environmental compliance with applicable state statutes and federal regulations; and 4) implemented a solid waste enforcement

program to foster a clean, safe environment for city residents and businesses Partnering with the Michigan Department of Environmental Quality, DEA participated in the Clean Michigan Initiative (CMI) Program which provided additional technical assistance and environmental site assessment and cleanup activities. The Department is also developing procedures to address the Detroit Riverfront development effort to include development and implementation of a coordinated and comprehensive environmental policy addressing floodplain protection and shoreline rehabilitation.

The Department actively participates in state and federal policy initiatives designed to address brownfield re-use and re-development.

The Department has successfully leveraged funds from state and federal grant and loan programs with local dollars to prepare brownfield sites for re-use and re-development. Over the last ten years the City has received approximately \$100 million in grant funding from the State of Michigan. During that same period the federal government contributed over \$12 million dollars in the form of removal actions, time-critical remedial activity and other remedial actions including site assessment grants and revolving loan funds. These clean-up efforts have resulted in over \$320 million dollars in investments in the re-use and re-development of brownfield sites.

The Detroit Downtown Redevelopment Authority actively cooperates with the Department on a case-by-case basis requesting technical review services for those site deemed eligible for tax capture based on their Brownfield Plans. During the 2006-2008 period, over \$200 million in tax

ENVIRONMENTAL AFFAIRS

breaks were provided in an effort to enhance properties of redevelopment.

By providing technical assistance and oversight of environmental site characterization, site cleanup, site remediation and/or site preparation, Environmental Affairs has participated in the following list of major development projects.

RESIDENTIAL DEVELOPMENTS:

Fraternal Civic Center:

The Fraternal Civic Center Group will construct on 3.5 acres a new national headquarters, hotel, conference center, and apartments with facilities for lodge meetings and a garage on the same city block as their current offices. Redevelopment costs are in excess of \$45 million. Michigan Department of Environmental Quality (MDEQ) funds of \$100,000 were used to demolish several buildings. In addition, United States Environmental Protection Agency (USEPA) funding of approximately \$20,000 was used for site assessment activities.

East Riverfront Development - (Former Waterfront Reclamation Casino Development/Detroit Riverfront Conservancy/Dequindre Rail Line):

This 100 acres site has been designated for mixed use residential and commercial redevelopment. Approximately \$1,392,000 has been leveraged for site assessment related activities and associated "Due Diligence" for limiting the City's liability. In addition, \$300,000 will be leveraged for storm water management control alternatives and additional environmental assessment related activities.

Woodward Place at Brush Park:

This \$90 million project will feature more than 700 townhouse units, to be constructed

in phases. Environmental Affairs provides technical assistance and leveraged \$1,000,000 through state grants for environmental assessments and demolition.

Jefferson Village:

The proposed 400 single-family housing development is located on Detroit's east side. Final acquisition and infrastructure upgrades were completed in 2002. Home construction has begun. The Department is providing technical assistance in the rehabilitation of the Harding Canal located in the project area.

10750 Grand River, Former Sears Site:

This 6-acre site has been designated for commercial redevelopment. The Department of Environmental Affairs provides technical assistance and leveraged \$500,000 through state and USEPA grants for UST removal and remediation of contaminated soils.

6200 Second Street (New Amsterdam):

This \$9,000,000 project will convert an old industrial building into a modern 55 unit Loft apartment complex. The Department Environmental Affairs is providing technical assistance and leveraged \$750,000 through state grants for environmental assessments and remediation.

Harbor Hills:

The Harbor Hill Condominium Community is a \$39,000,000 project consisting of 256 condominiums on the 23 acre site. The Department Environmental Affairs provides technical assistance and leveraged \$ 150,000 in 2007-2008 through state Brownfield Redevelopment Assessment grant for environmental site assessments.

Greater Riverfront Site Assessment

This area-wide project consists of Wholesale A and B project area (1580 Wilkins, 1850 Erskine, 3101 & 3085 Orleans) located in

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the Eastern Market, Southwest Detroit Target Investigation Area (W. Jefferson & S. Livernois area), Laro Coal (St. Jean & Lycaste), and Site Assessment Database. The Department of Environmental Affairs provides technical assistance and leveraged \$1 Million through state grants for environmental site assessments and the development of an area-wide GIS database. The GIS database is being enhanced to capture site identification and inspection data for the Vacant Lots Program serviced by the Environmental Control Inspectors for the General Services Department.

Laro Coal:

The Laro Coal Development is a mixed density residential project consisting of fifteen 4 - unit structures, 40 single family homes, and two 18 story mid - rise towers. The total project cost is approximately \$25 million. The Department Environmental Affairs provides technical assistance and leveraged \$1 million through state grants for environmental site assessments and removal action cleanup activities.

INDUSTRIAL & MANUFACTURING DEVELOPMENTS:

Industrial and manufacturing developments include all production-type developments. Several of these projects are auto-related facilities. Most of these developments are located near Detroit's railroad corridors and located in the federally-designated Empowerment Zone or in the State-designated Renaissance Zones. These sites generally require some form of remedial response and demolition of buildings before the development can commence.

3011/3033 Russell

This site is being marketed for Commercial usage. The Department Environmental Affairs provides technical assistance and leveraged \$27,000 through state grants for

UST removal and remediation of contaminated soils.

Armstrong:

The site is being marketed for Commercial usage. The Department of Environmental Affairs provides technical assistance and leveraged \$503,000 through state grants for remediation of contaminated soils.

Dependable Kellering:

The site is being marketed for Commercial usage. The Department Environmental Affairs provides technical assistance and leveraged \$1.5 million through state grants for debris removal and remediation of contaminated soils.

850 Oakman (Focus Hope):

Focus Hope proposes to redevelop the historic "Yellow Pages" building (882 Oakman) by removing and remediating the adjacent blighted and deteriorated industrial building at 850 Oakman. The Department of Environmental Affairs (DEA) provided technical assistance, oversight, and leveraged \$350,000 through EPA grants for site clean up and building demolition. DEA currently received is in the process of receiving payment for the Focus Hope Revolving Loan that will be reinvested into the community and used to conduct site assessment and clean up activities within the City of Detroit.

3724 31st Street, 4638 - 4730 Michigan Avenue

This site consists of eight lots totaling 36,217 square feet, or 0.83 acres. DEA provided technical assistance and leveraged \$70,000 through state funding for environmental assessment activities.

Lear-Siegler:

The 13-acre site is being marketed for Commercial/Industrial usage. The Department of Environmental Affairs

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provides technical assistance and leveraged \$2,998,101 through state grants for underground storage tank (UST) removal and remediation of contaminated soils.

WABCO Cloverdale:

The site being marketed for commercial usage. The Department Environmental Affairs provides technical assistance and leverage \$350,000 through state grants for asbestos abatement and remediation of contaminated soils.

Welcome Center:

The Department of Environmental Affairs provides technical assistance and leveraged \$500,000 through state grants for remediation of contaminated soils.

6051 Hastings (Carter Color Coat):

This site is being marketed for light industrial usage. The Department Environmental Affairs provides technical assistance and leveraged \$622,000 through United State Environmental Protection Agency grants for environmental assessments, remediation of hazardous material.

Sustainable Redevelopment – East River Front Development

Environmental Affairs received \$100,000 Grant from USEPA to conduct sustainable development study and develop a Best Management Practices (BMPs) Plan. BMPs will assist DEGC in developing River Front properties in sustainable manner and reduce pollution into the environment. DEA provides a technical assistance on Sustainable Redevelopment practices.

3445 Warren

This former gas station was recommended to the DEA by the state. A local non-profit group informed the state on their interest in redeveloping the property. DEA is

providing technical assistance and leveraged \$50,000 through state grants for environmental site assessments.

7301 Fenkell

This abandoned gas station site was recommended to the DEA by the Planning and Development Department. DEA is providing technical assistance and leveraged \$50,000 through state grants for environmental site assessments.

13535 Helen Avenue (Detroit Lead):

This site is being marketed for Commercial use. The Department Environmental Affairs provides technical assistance and leveraged \$1.5 million through state and federal grants for remediation of lead contaminated soils.

6425 Charlevoix (Maria Plating):

This site is being marketed for Commercial usage. The Department Environmental Affairs provides technical assistance and leveraged \$250,000 through state grants for demolition and environmental site assessments.

6317 Kercheval (Maria Plating):

The site is being marketed for Commercial usage. The Department Environmental Affairs provides technical assistance and leveraged \$250,000 through state grants for remediation of contaminated soils.

4700 E. Nevada (Master Metals):

This site is being marketed for Commercial usage. The Department Environmental Affairs provides technical assistance and leveraged \$1.2 million through state and federal grants for remediation of lead contaminated soils and demolition.

I-94 Industrial Park:

This area is being developed into light industrial. The Department Environmental Affairs provides technical assistance and

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leveraged \$1,514,950 through state grants for remediation of contaminated soils and demolitions.

Detroit Coke/Springwell Subdivision:

The Department Environmental Affairs provides technical assistance and leveraged \$1 million through a state grant for site assessment activities and contamination delineation. DEA also provides oversight to the “Responsible Party” Final Remedial Action and Remedial Assessment (Phase I and II Remedial Investigations).

17825 Sherwood:

The Department of Environmental Affairs provides technical assistance and leveraged \$1,400 through state grants for environmental assessment.

Statler Hilton Building Demolition

The former Statler Hilton is located in the Grand Circus Park National Historic District, adjacent to the emerging Necklace

Loft District. The property is on the West Side of Washington Blvd. between Bagley and Park Streets. The Statler Hotel was built in 1914 as part of the Statler chain of hotels, the owner was Ellsworth M. Statler. The building is a fifteen-story structure containing approximately 515,000 gross square feet, and originally had eight hundred guestrooms. The Statler was acquired by the Hilton Hotel chain in 1954 and in 1958 became known as the Statler Hilton. The hotel was later renamed the Detroit Heritage Hotel and closed in 1975.

In FY2005-06 DEA has secured funding (\$8million) for the demolition through the CMI Bond Fund from MDEQ. The demolition and remediation of the site were completed in 2006 for redevelopment.

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ADDITIONAL SITES:

In addition to the above projects the Department has facilitated the assessment and clean-up of the following properties and prepared them for re-use and redevelopment:

Alpine Site
9000 Alpine

Federal Reserve Bank
5780 Federal

Piquette
65 Piquette

Woodward UST Site
17105 Woodward

Kercheval UST Site
8852 Kercheval

14th Street UST Site
2847 14th Street

State Fair Dry Cleaner
1103 State Fair

239 Erskine Street,
253 Erskine Street
2284 Erskine Street

71 Garfield Avenue
74 Garfield Avenue

52 East Forest Avenue
66 East Forest Avenue

Piquette Square Apartment
WSU Development Site 1

Chene West Development
2122 Atwater Street

Cass Plaza & Davenport Apartment

Manhattan Apartment
3942-2972 Second Avenue and
2943-61 Second Avenue)

Tireman & Epworth Properties
at 943 Tireman Avenue
(Crosswinds Communities, Inc properties)
Tireman Associates' project

Vacant Building Properties
at 6511 Epworth,
(Crosswinds Communities, Inc. property),
Tireman Associates' project

Gardenview Estate Phase 1 Parcels

Gardenview Estate Phase 2A Parcels

Gardenview Estate Phase 2B Parcels

Former Detroit Elevator Company
(1938 Franklin Street)

5716 Michigan Avenue

4830 Cass Avenue
(UrbCamCom/WSU I) Development

Beethoven Apartment

Federal Reserve Building
(160 W. Fort Street)

Piquette Veterans Building
(285 Piquette Square Avenue)

Corktown Area 2 –
3331 & 3401 Trumbull
3305 Trumbull
(1500 Ash Street)

1941 Pine Street
(Corktown Area 3 Townhome Project)

Northeast Guidance Center
(2920 2950, 2970 Conner Avenue and
2912, 2916 and 2922 Anderson Street)

Conner Creek Village (4777 East Outer Drive)
Woodbridge/Jeffries East Development

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Six Lots on West Warren and Rosa Park Blvd.

1015 Spruce Street

Euclid Street Redevelopment Area

St. Joseph Sr. Village

3105 Carpenter Street

The Detroit Lead Assessment Project:

Environmental Affairs provided technical assistance and leveraged \$120,000 to determine if lead consistent with smelter-related releases were present off-site and could be attributed to the former smelter facilities. The facilities include:

1640 E. Euclid (Great Lakes Smelting)

1436 Holbrook Street (Acme Metal Co.)

19430 Mt. Elliot Street (Industrial Smelting)

11500 Russell Street (Continental Smelting)

11630 Russell (Federated Metals Division)

7001 Lyndon (Detroit Lead Pipe Works)

3421 Gibson (Wolverine White Metal)

2945 Hubbard (City Metals Refining)

1826 Illinois (Aetna Smelting)

PROPOSED FIVE YEAR CAPITAL PROGRAM

One of the major issues in the redevelopment of urban areas is the environmental assessment and clean-up (if needed) of the property. Through the Department's Brownfield Redevelopment Program, contaminated properties are identified, assessed, and cleaned in

preparation for new businesses and residential developments. These site preparation activities are necessary on the majority of large development projects and to close the financing gap between development on a brownfield as opposed to a greenfield site.

Ford Auditorium:

The Ford Auditorium is proposed be demolished for future reuse. The Department of Environmental Affairs provides oversight of environmental assessment and abatement of hazardous/contaminated materials.

Tiger Stadium:

The Tiger Stadium project involves the removal of hazardous/ contaminated materials and demolition of the structures for the future redevelopment of the site. The Department of Environmental Affairs provides technical assistance and environmental oversight for the project.

Typically fifteen (15%) to twenty (20%) percent of project development costs are attributable to site preparation. Although a number of brownfield sites in Detroit have been cleaned up, more remain. Many of which, when cleaned, will become highly marketable parcels with good redevelopment potential.

HOST COMMUNITY AGREEMENTS:

Americal, LLC

Americal, LLC operates a Transfer Station at 14801 Meyers. Materials handled are construction and demolition debris and recyclable corrugated container board. The initial one-time fee collected in FY 2007 was \$5,000. The on-going host fees expected to be collected are approximately \$2,100 per year. However, Americal has not paid the invoice for the 3rd quarter of FY

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2008 (\$516) and may be in financial difficulty.

Systematic Recycling, LLC

Systematic Recycling manages a Composting operation at 9125 W. Jefferson. Only yard clippings (including grass, brush, and wood chips) shall be accepted at the operation. The initial one-time fee of \$10,000 was collected in FY 2006. The on-going host fees are \$10,000 every six

months or \$20,000 each Fiscal Year, collected semi-annually.

Dynecol, Inc.

Dynecol operates a non-hazardous liquid industrial waste stabilization process at 6520 Georgia. The initial one-time fee of \$5,000 was paid in early FY 2008. The on-going fees are estimated to be \$6,000 per FY and collected quarterly (\$1,500 per quarter).

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CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

PROJECT AREA	SPECIFIC PROJECT ACTIVITIES*	DEA	PDD	PLD	DWSD	DPW	OTHER
<i>Brush Park</i>	Brush Park Visions, Woodward Place, Hospice, Brush/Beaubien Connector	X	X	X	X	X	EDC MDEQ
<i>Detroit City Airport (10101 Grinnell)</i>	Remedial investigation, removal and disposal of three underground storage tanks in order to comply with MDEQ Part 213 regulation.	X					Airport, MDEA
<i>DPW/GSD Russel/Ferry Site</i>	Remedial investigation and feasibility study, and remedial action for two leaking underground storage tank facilities in order to comply MDEQ Part 213 regulation.	X	X			X	GSD
<i>Detroit Fire Department – Engine 39</i>	Conduct “due diligence” on property to be acquired as part of the stations expansion	X					DFD
<i>Detroit Police Crimb Lab</i>	Environmental assessment in compliance with National Environmental Police Act (NEPA)	X					DPD
<i>Jefferson Village</i>	Floodplain Protection	X	X		X	X	EDC, MDEQ, ACOE
<i>Jefferson Chalmers</i>	Riverbend Phase III Expansion	X	X	X	X	X	
<i>Near Riverfront Redevelopment</i>	Redevelopment of riverfront land. Environmental Assessment and Remediation and Public Infrastructure improvements	X	X	X	X	X	DNR, Army Corps of Engineers, MDEQ
<i>I-94 Industrial Park</i>	Redevelopment for Light Industrial Use	X	X				EDC
<i>Laro Coal</i>	Environmental Assessment, Site Remediation	X	X				MDEQ
<i>Harbor Hills</i>	Environmental Assessment	X	X				MDEQ
<i>Eastern Market</i>	Public Infrastructure Improvements	X	X	X	X	X	EPA, EDC, MDEQ
<i>Far East Redevelopment</i>	Public Infrastructure Improvements	X	X		X	X	MDEQ

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<i>Uniroyal Project</i>	Environmental Remediation/Infrastructure Improvements	X	X		X		EDC, Law Dept.
<i>Major Building Demolition (Tiger Stadium, Ford Aud., Jefferies East, Fredrick Douglass)</i>	Demolition of major industrial and commercial sites.	X	X			X	EDC, BSE, Housing
<i>Statler Hilton</i>	Remediation and Completed Demolition for site redevelopment	X	X				MDEQ, PLD, DOT, USEPA
<i>Residential Sites Fund</i>	Public infrastructure improvements citywide for market rate residential development projects	X	X			X	

Project Area	Specific Project Activities	DEA	PDD	PLD	DWSD	DPW	OTHER
<i>Detroit River International Crossing</i>	City liaison responsible for review of the EIS	X	X	X	X	X	DFD, DPD, CPC, REC., HS
<i>Intermodal Transportation Projects</i>	Downtown Station, MDOT Detroit Intermodal Freight Terminal	X	X		X		DOT, FHA MDOT
<i>Far East Side Flood Plain Management</i>	Review proposed flood plain elevations related to the Flood Insurance Rate Map, as well as addressing flood plain management issues.	X	X		X		LAW
<i>11031 Shoemaker</i>	DEA is providing technical assistance for environmental site assessments and remediation activities.	X	X		X		Federal Mogul, Inc.
<i>Garden View Estates</i>	Gardenview Estates is approximately 139 acres, formerly known as the Herman Gardens. Detroit Housing Commission is applying HUD funding for a mixed-income housing. DEA performs the oversight of the Due Care activities at the site.	X					DHC, DBA

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<i>Jeffries East Development</i>	Jeffries East development plan will consist of 138 ACC rental units and 42 Low Income Housing Tax Credit (LIHTC) rental units. Additional 4 affordable homeownership units and 9 market rate unit will be constructed on the surrounding vacant land.	X	X	X	X	X	DHC
<i>DPW Livernois Yard</i>	DPW Livernois Facility is a 6.89 acres parcel of land, and is proposed for commercial development.	X	X			X	
<i>Fredrick Douglass Home</i>	The project involves demolition of 18 building structures on the Frederick Douglass Home property located at 2700 St. Antoine Street, 650 Alfred Street, 2601 and 2701 Chrysler Drive in Detroit. Detroit Housing Commission is applying HUD funding for demolition activities.	X					DHC
<i>DPW Livernois Yard</i>	DPW Livernois Facility is a 6.89 acres parcel of land, and is proposed for commercial development. DEA is conducting environmental assessments at the site	X	X			X	
<i>DWSD Upper Rouge Tunnel (URT) Combined Sewer Overflow (CSO) Project</i>	A total of 27 private properties were identified to be acquired by easements that would require a Phase II environmental site assessments (ESAs).	X				X	DWSD

Legend

X = Involvement of Agency essential to timely completion of project

ACOE=United States Army Corps of Engineers

BSE = Building Safety and Engineering

DBRA = Detroit Brownfield Redevelopment Authority

DDA= Downtown Development Authority

DEA = Department of Environmental Affairs

DHC = Detroit Housing Commission

DOT = Department of Transportation

DPD = Detroit Police Department

DWSD = Detroit Water & Sewage Department

EDC = Economic Development Corporation

FHA= Federal Highway Administration

MDEQ = Michigan Department of Environmental Quality

MDNR= State of Michigan Department of Natural Resources

MDOT = Michigan Department of Transportation

PLD = Public Lighting Department

USEPA = United States Environmental Protection Agency

* An average of 20% of the cost of these projects are attributable to environmental site preparation.

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GOALS FOR CAPITAL PROGRAM

Provide technical assistance and management expertise to economic development agencies and departments that facilitate the efficient assessment/clean-up of brownfield sites and provide floodplain management, protection/shoreline restoration.

- Institutionalize the technical and professional expertise needed to address environmental issues that impact the City and its residents.
- Develop, modify or amend local ordinances which affect environmental health, protection, conservation and land use.
- Coordinate disparate City activities and operations that have environmental aspects and/or result in environmental impacts under well-informed environmental policies.

- Implement a comprehensive plan to facilitate the re-use and redevelopment of contaminated property.

Take positive steps to bring about compliance with local, state, and federal environmental laws as allowed by the law and the city code to support a sustainable, healthy, clean environment for our citizens.

RATIONALE FOR CAPITAL PROGRAM

The purpose of the Department of Environmental Affairs' capital program is to facilitate the re-use and redevelopment of brownfield sites. The Department is responsible for evaluating the environmental impacts on property acquired by or disposed of by the City and addressing those impacts as needed. This process is a necessary and essential component of site preparation for redevelopment activities. Addressing these environmental issues can represent as much as 90% of site preparation costs. These costs account for 15% - 20% of the total project costs.

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PROJECT NARRATIVE AND FUNDING SCHEDULES

Following is a list of project descriptions that Environmental Affairs has and is currently working to resolve the environmental site preparation.

REDEVELOPMENT AREA PROJECTS (amounts in thousands 000 omitted)

Cluster 1, 2, 3, 4, 5, 6 and 7 Redevelopment Activities

The City of Detroit has a long industrial history. At one time it was home to steel mills, copper and brass foundries and four major automobile manufacturing centers that served as job centers for all of Wayne County. After the economic downturns of the 1970's and 1980's, many of these industries closed or relocated to other parts of the country leaving acres of abandoned industrial facilities behind in older, poorer neighborhoods that lacked the resources to reuse them. DEA has been allocated \$500,000 through an MDEQ cost recovery action to provide environmental assessment and clean up activities on projects within clusters 1, 2, 3, 4, 5, 6 and 7 within the City of Detroit. DEA will work with Southwest Detroit Environmental Vision (SDEV), and other community based non-profits, to create economic opportunity through redevelopment of contaminated sites.

FUNDING SOURCE	FY 09-10	FY 10-11	FY11-12	TOTAL
CMI	\$ 166	\$ 167	\$ 166	\$500

Brush Park Redevelopment Area

The Brush Park Redevelopment Plan, first adopted in September 1990, provides for the acquisition, relocation, and demolition of properties; the construction of streets, utilities, and other site improvements, and rezoning within the 118 acre Brush Park area. The plan also allows for the preservation of the historical and architecturally significant character of the Brush Park Historic District. The Department will leverage local funds and state grant and loan funds for environmental site preparation activities. The Department will oversee the environmental assessment, removal, and remediation activities, as needed, and the preparation for demolition of any structures in the area.

FUNDING SOURCE	FY 09-10	FY 10-11	TOTAL
CMI	\$100	\$100	\$200

East Riverfront Development - (Former Waterfront Reclamation Casino Development/Detroit Riverfront Conservancy/Dequindre Rail Line)/Former Cement Silos Due Diligence:

This project seeks to transform over 100 acres of prime riverfront land into a mixed-use collection of housing, open space and retail development. The area, bounded by Jefferson to the north, the Detroit River to the south, the MacArthur (Belle Isle) Bridge to the east, and the Renaissance Center to the west. It is estimated that the environmental costs for site preparation and sea wall reconstruction will range from \$5-10 million dollars exclusive of total project costs. This endeavor consist of relocating the cement silos, Port Authority Terminal development, Tri-

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Centennial State Park and Harbor, and the Detroit Riverfront Conservancy construction of the “Riverwalk” for pedestrian use from GM Renaissance Center to Belle Isle Bridge. The Dequindre Rail Line (DRL) is in the advanced planning stages where “*Due Care*” plan activities are underway. The intent is to prepare the former rail line as rails - to - trails path allowing residents, visitors, etc. access from the Detroit River to the Eastern Market district. The DRL project cost is estimated at \$3 million. The former cement silos are currently undergoing due diligence activities. The properties have been assessed and demolition completed by DEA. The projects goals are to redevelop each parcel as mixed used (i.e., residential, commercial, and recreational park space). In FY 2005-06, \$750,000 was designated for this project. Another \$2.2 million was allocated in FY 2006-07.

FUNDING SOURCE	FY 09-10	FY 10-11	FY11-12	TOTAL
CMI	\$750	\$750	\$1,500	\$3,000

Jefferson/Chalmers Redevelopment Area

General Obligation Bonds and Community Development Block Grant funds will be used for the acquisition, relocation, and demolition of properties; the installation and construction of streets, utilities and other site improvements in the Jefferson/Chalmers area. The Department’s participation will include site assessment, clean-up of commercial or industrial sites in the project area and demolition of environmentally impacted structures.

FUNDING SOURCE	FY 09-10	FY 10-11	TOTAL
EPA	\$200	\$200	\$400

Far East Development Study Area

The Far East Side Study area consists of approximately 1,200 acres bounded by Warren Avenue (north), Alter Road (east), East Jefferson (south) and Conner Avenue (west). The primary purpose of this project includes the marketing and disposition of this property by identifying and targeting qualified developers who, upon purchasing all or part of the land, will develop the land into a desirable community inclusive of a variety of land uses and densities. The Department of Environmental Affairs leveraged \$500,000 through a MDEQ grants to conduct environmental assessments on over 2,800 properties within the study area. The City estimates offering assistance to approximately 200 households for major home repair, including lead-based paint abatement, not to exceed \$24,999 per unit. For both FY 2006 and 2007, \$250,000 per year was designated for this project.

FUNDING SOURCE	FY 09-10	FY 10-11	TOTAL
CMI	\$250	\$250	\$500

Uniroyal Redevelopment Project (East Jefferson at Belle Isle Property)

The site is zoned as SD-4 Riverfront Mixed Use District. This zoning designation permits higher-density residential and commercial mixed-use communities and deems industrialization as inappropriate. Funding will be used for “*due care*” obligations as agreed upon by DEA and MDEQ. DEA will also provide over-sight during the remediation of the site. \$200,000 was allocated in FY 2006-07 for this project.

FUNDING SOURCE	FY 09-10	FY 10-11	FY 11-12	TOTAL
Unidentified Source	\$100	\$100	\$100	\$300

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11031 Shoemaker

This site is City owned and heavily contaminated. In order to minimize the City's liability the Department of Environmental Affairs provides technical assistance and leveraged \$5,000 through EPA grants for environmental site assessments in addition to \$100,000 from DWSD. DEA is also providing oversight of tank removal and clean up activities from the primary responsible party (PRP). The cost for the PRP to perform these activities is approximately \$400,000.

FUNDING SOURCE	FY 09-10	FY 10-11	TOTAL
CMI	\$200	\$200	\$400

Underground Storage Tanks (UST) Initiative (Area-Wide)

The Department of Environmental Affairs (DEA) established a UST removal and Clean Up Initiative between DEA, Michigan Department of Environmental Quality (MDEQ), Environmental Protection Agency (EPA), Wayne County, and the community. DEA has coordinated with several City departments; as well as; MDEQ, Wayne County, and the community to assist with the development of the City's UST database. DEA will provide technical assistance, oversight and leverage grant funding, with the assistance of MDEQ, EPA, and Wayne County, for the removal and clean up of abandoned UST properties. For FY 2007, \$200,000 was designated for this project.

FUNDING SOURCE	FY 09-10	FY 10-11	FY 11-12	TOTAL
EPA	\$200	\$200	\$200	\$600

ECONOMIC DEVELOPMENT AND PUBLIC INFRASTRUCTURE IMPROVEMENT PROJECTS:

These projects are focused on business retention and often involve site improvements or changes to existing public infrastructure.

Commercial / Industrial Development Sites

The purpose of this fund is to assemble parcels and provide necessary site improvements to allow commercial and industrial development activity to move forward. Funds will leverage other available sources of investment such as the State of Michigan Renaissance Zone Program and other new state and federal initiatives. The Department will participate with site assessment, asbestos survey and demolition. The cost of these activities is estimated at \$5 million dollars exclusive of project costs. Funding was designated for this project in FY 2006 and FY 2007 was \$600,000 in Clean Michigan grants and \$400,000 in EPA grants.

FUNDING SOURCE	FY 09-10	FY 10-11	FY 11-12	TOTAL
EPA	\$600	\$600	\$600	\$3,000
CMI	400	400	400	2,000
TOTAL	\$1,000	\$1,000	\$1,000	\$5,000

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MAJOR DEMOLITIONS:

Carter Color Coat, 6051 Hastings (5951 Hastings & 5991 Harper)

The site is a former automotive manufacturing facility and has been contaminated by historical industrial activities. The site is proposed for commercial development as a part Detroit Culture and Entertainment District. Request for Qualification/Proposal was issued by DEGC for the site redevelopment. Environmental Affairs leveraged \$150,000 through the state grant to completed environmental site assessment and hazardous waste inventory. Environmental Affairs is providing technical assistance to DEGC on environmental cleanup action and seeding \$1 million Site Remediation State Grant for removal of the hazardous material as well as \$1 million Brownfield Revolving Loan for site demolition.

SOURCE	FY 09-10	FY 10-11	TOTAL
USEPA	\$1,000		\$1,000
MDEQ		1,000	1,000
TOTAL	\$1,000	\$1,000	\$2,000

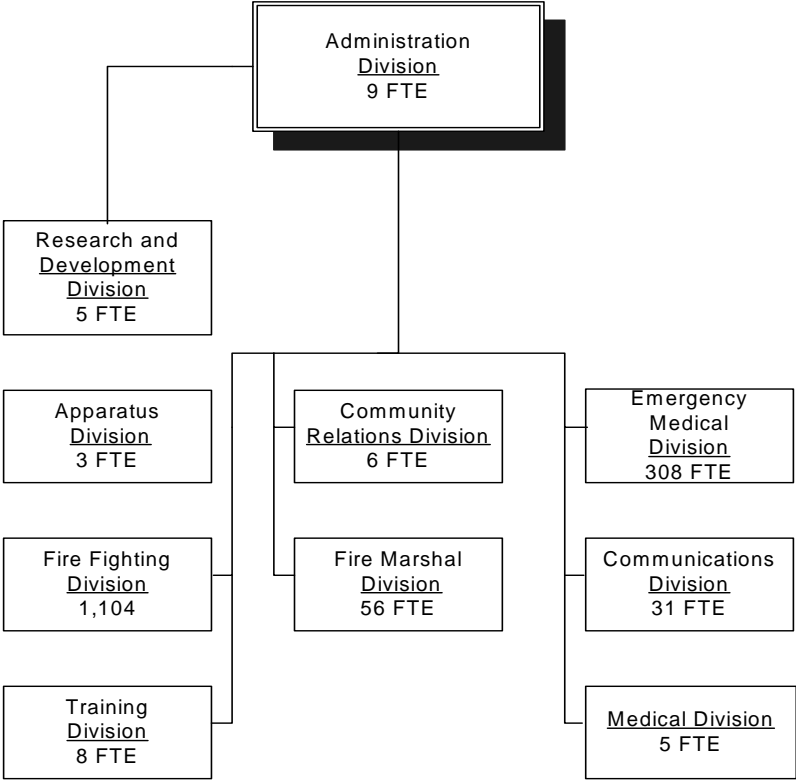
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(000's OMITTED)

Project Name	* Project Status	** Project Timeline	*** Impact on Budget	*** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed
									2009-10	2010-11	2011-12	2012-13	2013-14	
Cluster 1 through 7 Redevelopment Activities	N	O	NOI	NSI		CMI			\$ 166	\$ 167	\$ 166			
Brush Park	N	O	NOI	NSI		CMI			100	100				
East Riverfront Development	N	O	NOI	NSI		CMI			750	750	1,500			
Jefferson-Chalmers	N	O	NOI	NSI		EPA			200	200				
Far East Development Study Area	N	O	NOI	NSI		CMI			250	250				
Uniroyal Redevelopment Project	N	O	NOI	NSI		U.I.			100	100	100			
11031 Shoemaker	N	O	NOI	NSI		O.S.			200	200				
UST Initiative (Area Wide)	N	O	NOI	NSI		EPA			200	200	200			
Commercial-Industrial Development Sites	N	O	NOI	NSI		EPA			600	600	600			
									CMI	400	400	400		
Carter Color Coat	N	O	NOI	NSI		EPA			1,000					
									CMI		1,000			
TOTALS									\$ -	\$ 3,966	\$ 3,967	\$ 2,966	\$ -	\$ -
Funding Source Summary:														
Cleaning Michigan Initiative						CMI			\$ -	\$ 1,666	\$ 2,667	\$ 2,066	\$ -	\$ -
Environmental Protection Association						E.P.A.			-	2,000	1,000	800	-	-
Other Identified Sources: Primary Responsible Party						O.S.			-	200	200	-	-	-
Unidentified Source						U.I.			-	100	100	100	-	-
GRAND TOTAL									\$ -	\$ 3,966	\$ 3,967	\$ 2,966	\$ -	\$ -

* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
 ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
 *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impac
 **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impac
 ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

FIRE



FIRE

AGENCY MISSION

To protect life and property.

STATEMENT OF PURPOSE

The Fire Department will help support the Mayor's vision to transform the government of the City of Detroit by applying the guiding principles of the Next Detroit by applying the guiding principles of the Next Detroit, which means structural balancing by bringing costs in line with revenue, while improving services.

The Fire Department provides the citizens of the City of Detroit with an administratively and technically sound, Fire Department capable of protecting life and property through the efficient use of emergency, fire and rescue response resources. The Fire Department will afford pre-hospital medical service and enforce laws, ordinances and regulations relating to fire prevention and suppression, as well as maintain a high state of emergency management coordination through sustained planning, training and an effective liaison to the Office of Homeland Security.

CURRENT FACILITIES

The Detroit Fire Department deploys emergency personnel and equipment from forty-six facilities located throughout the City. Other units providing support services are facilitated at 250 W. Larned (Headquarters), 13331 Lyndon (Communications), 1400 Erskine (Apparatus Repair and Supply), and 2775 W. Warren (Training Academy). The Fire Department has an Aircraft Crash Rescue Unit at Detroit City Airport and a fireboat located on the Detroit River.

Most Fire facilities are in excess of 75 years old. Facilities of this age require constant maintenance and expensive efforts to accommodate both equipment and assigned

personnel. More specifically, door widening and floor reinforcements have become part of standard repairs due to the size and weight of fire apparatus.

FIVE YEAR HISTORY

During the last five years, The Fire Department has continued its facilities maintenance/upgrade efforts. This work has included staple maintenance items such as electrical, sewer, roof, boiler, and fencing repairs. Additionally, new construction during the same time period included two major new open-bay modules and the design and installation of a four classroom modular facility that has provided the department additional training areas for personnel and the community.

PROPOSED FIVE YEAR CAPITAL PLAN

The Fire Department will plan work from a "facilities maintenance roadmap" that was created from professional assessments of electrical systems, roofs, kitchens and asbestos.

In addition to repairs and renovations of existing stations, the Department will begin construction of open-bay facilities to accommodate the size of highly specialized apparatus/equipment and construct modular extensions to designated facilities that have available land for the comfort of Fire personnel. This vacant land may require some soil testing and/or site development.

To focus on further development of the existing training facility, a live burn building, additional classroom space and a driver's course is an integral part of the plan, which will require adjacent land acquisition.

The Detroit Metropolitan Fire Academy must provide on-going, progressive training for both public and private sectors to

FIRE

maintain State Regional Training Center (RTC) status. Modular open bay style facilities can be utilized for vehicle storage, serve as instructional space for personnel, recruits and/or citizens to train year round without disruption due to unfavorable weather conditions. The development of outdoor training evolution areas will enhance the practical skills of First Responders in response to complex incidents. The existing land houses new classroom space and EMS Units to provide medical assistance and emergency transportation. Currently, \$1,900,000 is budgeted for this project.

The department has a need to house the DFD Fire Boat in a secure environment at all times. A modular extension at the existing site will allow the boat and its equipment to be maintained for immediate accessibility year-round.

All future facilities will be constructed on cement slabs. These facilities will have a design similar to a modular open bay style, which will be larger in size and offers greater flexibility in the growth of the Department. This type of design will allow for the efficient re-deployment of personnel and equipment in response to calls for service.

CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

The Detroit Building Authority is the Project Administrator for additions to the existing Fire Academy site located at West Warren and Lawton.

GOALS FOR CAPITAL PROGRAM

1. Provide high quality, emergency response capabilities for the protection of all individuals and property within the City of Detroit.
2. Improve the physical environment of fire facilities for assigned personnel.
3. Establish a training complex, for both the public and private sectors that will facilitate training opportunities that include emergency preparedness, prevention and response activities.

RATIONALE FOR CAPITAL PROGRAM

In keeping with the Mayor's vision to transform government, controlling costs and improving services the Fire Department has adopted to:

- (1) improve public safety delivery by increasing personnel training,
- (2) improve city service by maintaining a strong departmental relationship with the community, and
- (3) improve the City of Detroit assets by upgrading and/or replacing fire facilities.

These upgrades and/or replacements will promote safety and security for personnel, as well as, improve the appearance of Fire Department locations. These locations will provide suitable facilities in which citizens can receive basic emergency training and public safety awareness.

FIRE

PROJECT NARRATIVE AND FUNDING SCHEDULES

Major Renovations of Fire Facilities

This four year, \$6,600,000 program will provide funding for major renovations at fire facilities. These renovations will involve roof repair and replacement, the replacement of apparatus floors and widening of apparatus doors to accommodate the size and weight of the heavy movable equipment. Additionally, the department plans to construct modular extensions to existing facilities that have available land, which may require soil testing and/or site development.

2009-10	\$1,650,000	General Obligation Bonds
2010-11	1,650,000	General Obligation Bonds
2011-12	1,650,000	General Obligation Bonds
2012-13	1,650,000	General Obligation Bonds

Fire Training Complex- New Construction

This \$10,000,000 program will provide funds to acquire land for the construction of a new training complex. The program is designed to consolidate all Fire Department training, in addition to providing training to metro area municipalities. This complex will have modular open bay style facilities to serve as multiple uses for the department, i.e. classrooms, office space, a burn tower, drivers training course, staging areas for catastrophes, areas of evolutions, sites for hazardous material handling, and certification rooms for all levels of emergency response. Additional classroom space for both fire fighter and EMS technician recruits are housed on the existing land. Also, EMS Units will be housed at the site to provide medical assistance and emergency transportation, if necessary. \$4,900,000 has been allocated in previous years. \$1,500,000 (2007-08) Appropriate- general obligation bonds remain unsold; \$1,500,000 (2008-09) Allocated - general obligation bonds remain unsold

2009-10	\$2,100,000	General Obligation Bonds
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Renovation, Fire Headquarters

This \$3,000,000 project will be applied toward the exterior refurbishment of Fire Headquarters. This two-year program will include masonry repairs, window repair and glazing, painting, sidewalk repairs, sandblasting brick and lighting to improve the existing condition of the building.

2009-10	\$1,500,000	General Obligation Bonds
2010-11	1,500,000	General Obligation Bonds

Fire Boat Facility - New Construction

This \$2,500,000 project will provide funding to develop and construct a facility that will house the DFD Fire Boat during inclement weather. This all weather facility will be constructed next to the existing facility adjacent to Riverside Park located at the foot of West Grand Boulevard. This facility will allow the boat to remain in the water providing increased accessibility in cases of emergency and/or catastrophe.

FIRE

\$2,500,000

Unprogrammed

Fire Station Replacement- New Construction

This \$30,000,000 program will provide for the systematic replacement of our older facilities, as well as, the consolidation of companies that need to be relocated to provide more efficient services. Due to the age of the majority of existing facilities, it has become very costly and difficult to maintain quality living conditions and remain within Health and Safety Standards, as set forth by the State of Michigan. These open bay style facilities will be constructed on cement slabs to offer flexibility in Department growth. This will be a five-year program replacing two (2) fire stations each year. Each station will provide space for one Engine Company, one Ladder Truck Company, one (1) Tactical Service Unit, and one (1) EMS Unit.

2010-11	\$ 1,000,000	General Obligation Bonds
2011-12	5,000,000	General Obligation Bonds
2012-13	5,000,000	General Obligation Bonds
2013-14	6,000,000	General Obligation Bonds
	13,000,000	Unprogrammed

Other Fire Station Renovations

Fire Stations throughout the city will continue to be renovated and repaired. To further improve living conditions for assigned personnel; to conform to MIOSHA standards; provide station security, conserve energy, modify entrance and exit door openings; and to upgrade parking and pedestrian traffic areas in and around stations for convenience and handicapped accessibility. 2008-09 Budget includes \$400,000 in cash capital.

\$ 6,500,000

Unprogrammed

FIRE DEPARTMENT

(000's OMITTED)

Project Name	* Project Status	** Project Timeline	*** Impact on Budget	*** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed	
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14		
Electric Generators	M	O	NOI	NSI	-	G.O.		\$ 400							
Major Renovations - Fire Facilities	M	P	NOI	NSI	-	G.O.	\$ 2,525	5,100	\$ 1,650	\$ 1,650	\$ 1,650	\$ 1,650	\$ -		
Fire Training Complex Renovation D.F.D. Headquarters	N	O	AF	NSI	70	G.O.	2,100		2,100						
Fire Boat Facility	M	P	NOI	NSI		G.O.	1,500		1,500	1,500					\$ 2,500
Fire Station Replacement New Construction	N	P	RF	NSI	(75)	G.O.				1,000	5,000	5,000	6,000		13,000
Other Fire Station Renovations	M	O	NOI	NSI	50	G.O.									6,500

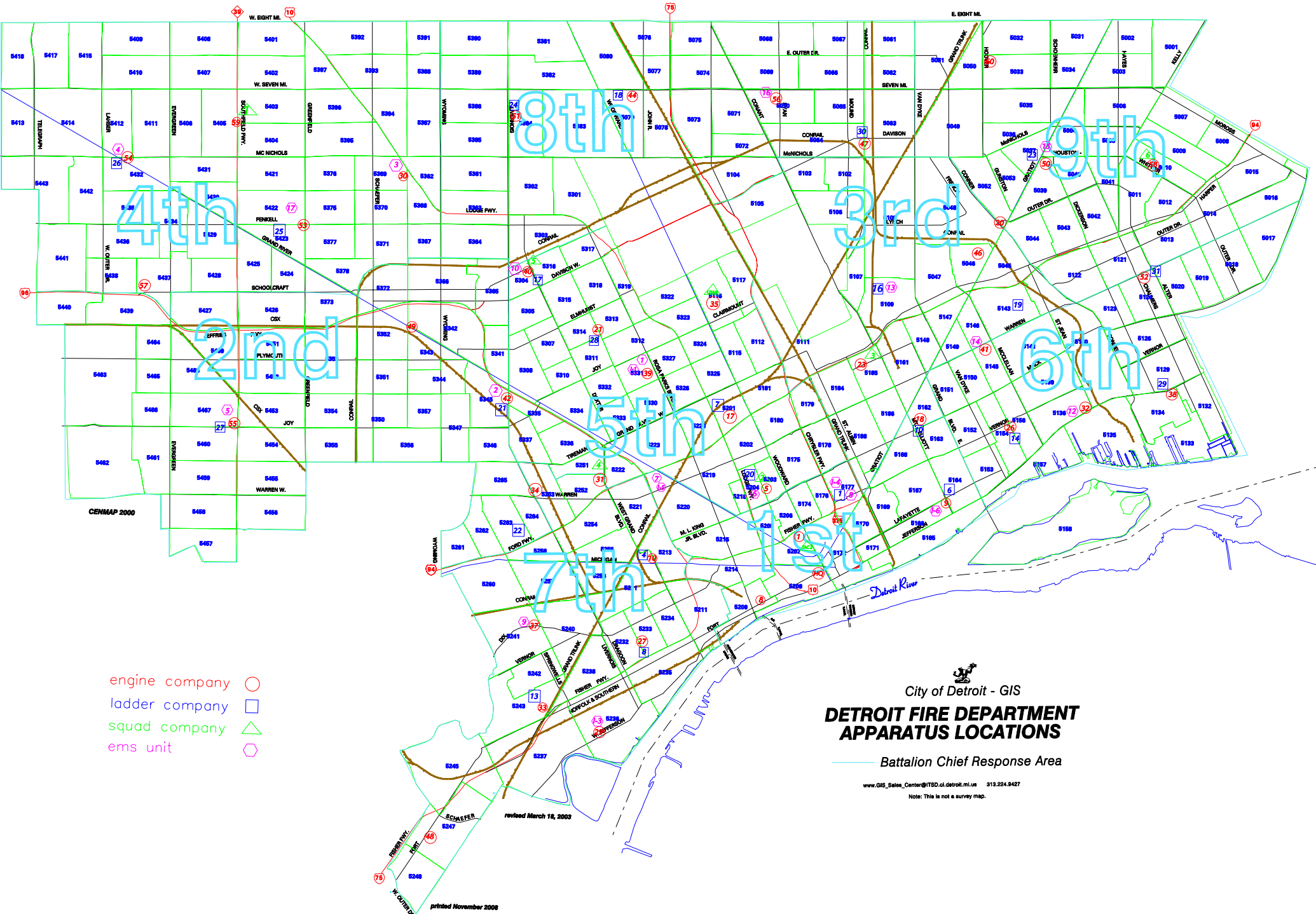
TOTALS					\$55		\$ 6,125	\$ 5,500	\$ 5,250	\$ 4,150	\$ 6,650	\$ 6,650	\$ 6,000	\$	22,000
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Funding Source Summary:

General Obligation Bonds	G.O.	\$ 6,125	\$ 5,500	\$ 5,250	\$ 4,150	\$ 6,650	\$ 6,650	\$ 6,000	\$	22,000
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GRAND TOTAL	G.O.	\$ 6,125	\$ 5,500	\$ 5,250	\$ 4,150	\$ 6,650	\$ 6,650	\$ 6,000	\$	22,000
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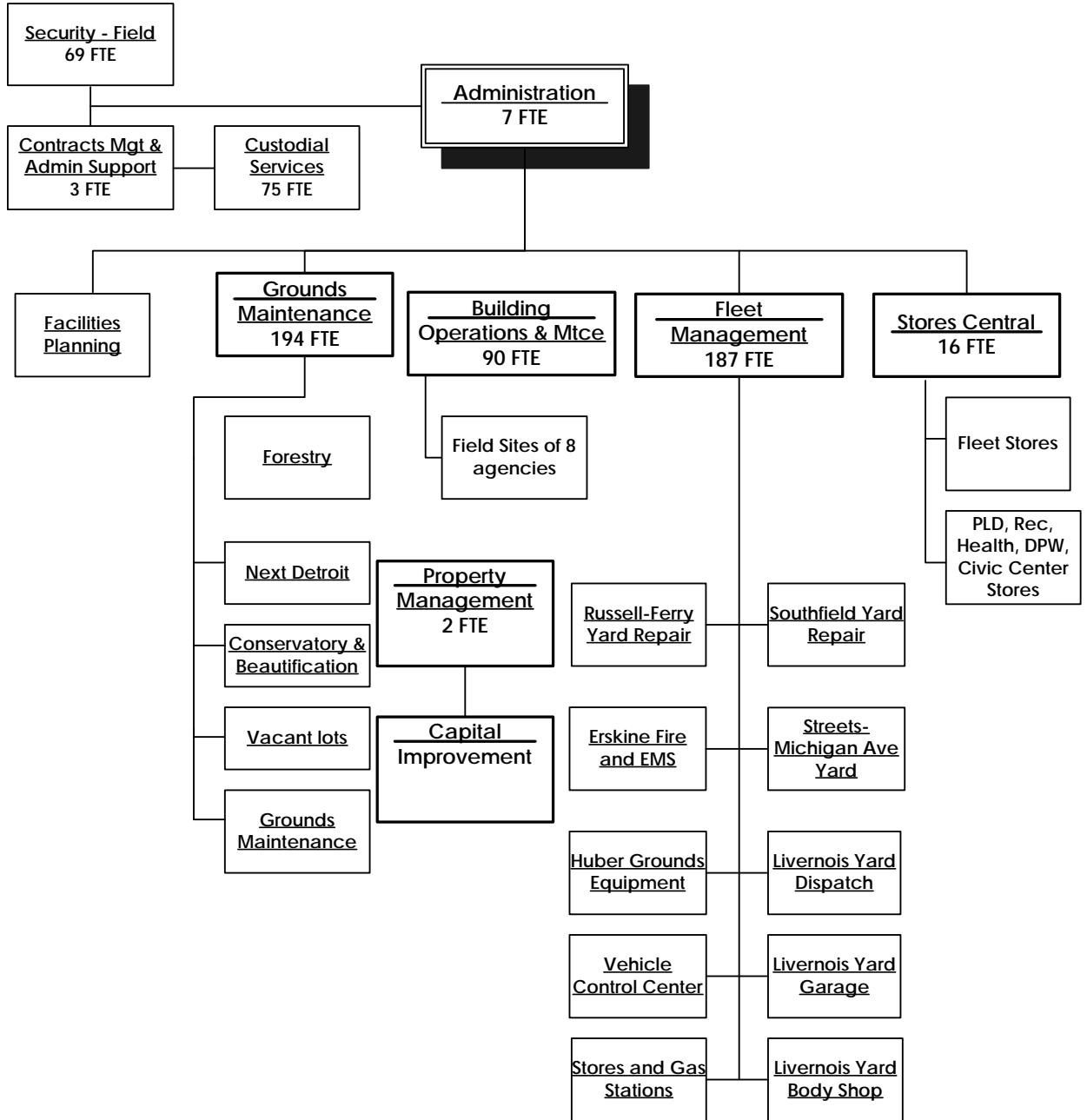


- engine company ○
- ladder company □
- squad company ▲
- ems unit ⬡

City of Detroit - GIS
DETROIT FIRE DEPARTMENT
APPARATUS LOCATIONS
 — Battalion Chief Response Area

www.GIS_Sales_Center@ITSD.ci.detroit.mi.us 313.224.9427
 Note: This is not a survey map.

GENERAL SERVICES



GENERAL SERVICES

MISSION:

The General Services Department (GSD) supports General Fund operating departments by managing municipal leases, operating municipal facilities, grounds and fleet, and managing the inventory of major field operations thus allowing other City of Detroit Departments to focus on their core business. GSD goals are:

1. Maintain all city-owned grounds, parks, medians, right of ways, vacant lots and the urban forest of the City.
2. Procure, maintain and make available appropriate vehicles for General Fund operations.
3. Procure and manage cost-effective space and occupancy arrangements for General Fund city operations.
4. Clean and maintain all city-owned facilities.
5. Manage human and technological resources associated with security of city operations and facilities.
6. Receive, store, monitor and track inventories of major city field operations.

Five Year Capital Plan

The Department will focus their first and second year of resources on two areas. 1) Updating and modernizing our garages at Russell Ferry and Southfield Yard and 2) Roof, HVAC, and elevator/escalator replacements. These areas are of extreme importance to ensure that the City is taking public safety, safety of the structure, and code compliance when making our capital five year plan. Years three, four, and five will focus on boilers, sewers, parking structures, and cosmetic items – doors and exterior improvements.

Year one of our five years plan will focus on roof replacement on buildings, which are in dire need of replacement. This is the most

urgent need in the Building Maintenance Operations of City facilities. If these replacements are not completed, severe damages will occur when the roof leaks. A well maintained roof system will protect the HVAC systems, protect elevator shafts, as well as the entire structure. Roof issues are the single largest cause of damage to a building. Also in year one, we are advocating for the replacement of four elevators in Herman Kiefer. The reason being they are 10 years past their life-span. Additionally we are having increased difficulty in procuring vendors and parts for these antiquated elevators and costs of maintenance. Presently, we are paying double industry averages for the repair and preventative maintenance contracts. Repairs have become the routine.

Following years will have an emphasis on boiler replacement and cosmetic improvements (new parking lots to limit damage to vehicles, windows, gutters, doors, and paint). The final part of our capital plan calls for the upgrading of recreation center pool systems.

ROLE AND RATIONALE

In 2006-07, GSD was created through the transfer of existing staff and contracts from facilities-related functions in various city agencies. The Department is responsible for analyzing agency facility requirements, for establishing deployment plans for building services, grounds maintenance, skilled trades, inventory and fleet staff, and for overseeing related contracting processes.

GENERAL SERVICES

This new department serves General Fund agencies, with a focus on achieving economies of scale and labor-saving process improvements. Its methods include: better tracking of service levels to support operational planning; unit costing as a basis for exploring alternative service delivery approaches; emphasis on multi-tasking and other flexibility in work assignments; creative use of human resources; volume purchasing; “out of the box” thinking.

Services will be allocated to various operating departments on a rotating schedule with some ability to provide as needed services. Eventually this department may also serve other city-owned properties including those not used presently for municipal purpose. Other support functions will be assessed for consolidation at a later point: mail-room delivery, total copy reproduction, information, technology support, photo copies and equipment are examples.

DESCRIPTION OF OPERATIONS

Property Management Division

Property Management staff are developing an inventory of municipal spaces, locating staff by operation at any city-owned or leased sites. They negotiate lease agreements, and they will be the point for a master planning process seeking to assess what facilities are needed for public purposes in the future. This master planning process may result in further consolidation of municipal spaces, such as consolidating City operations into joint-use facilities at locations where several departments with similar and compatible real estate or facility needs are servicing a similar geographical area, or it may include joint projects with other governments on the private sector.

All staff and contractors currently providing building services at municipal buildings

have been consolidated into this department. A central deployment plan will be created including roving crews and full-time and part-time assignments to dedicated locations. This will be based on an assessment of current service and skilled trades levels and requirements for all facilities associated with General Fund agencies in order to achieve an optimal servicing rotation and on-call schedule. Service Agreements with each field department will then be executed based on this assessment and available resources, and performance standards will be identified.

Grounds Maintenance Division

The Grounds Maintenance Division is responsible for cleaning and landscaping the grounds of municipal facilities, and medians of public right-of-ways, and maintaining trees and vacant lots throughout the city. This includes city-owned parkland, and it includes management of contractual vacant lot weed cutting. It will be coordinated with maintenance of medians, which is located in the Street Fund activity. In the winter, it will include snow and ice removal at municipal facilities.

This Division is also responsible for forestry in parks and neighborhood berms. This includes tree trimming, removal of fallen trees and stumps, and tree plantings. It also includes operating the Tree Nursery at Rouge Park, and procuring grants for tree plantings. The Department has partnered with the Greening of Detroit to re-forest the City planting over 20 varieties of trees to provide a diverse urban forestry.

In the case of new construction or major renovation of parks, grounds maintenance staff will coordinate park development activities by working closely with the Recreation Department. The activities of the Park Development Workforce will be

GENERAL SERVICES

funded with Park Development-Bonds in accordance with Capital Bond requirements.

A standardized geographic deployment of various grounds maintenance tasks includes non-park forestry functions from DPW, such as grass-cutting along city rights-of-way and medians. With common equipment and job titles involved in the various tasks, workers may perform any or all forms of grounds maintenance at an assigned site, or, all tasks may be performed in district rotations.

The city has a problem of unprecedented proportions in vacant lots. The figure is now estimated at nearly 50,000, as they are scattered throughout the city and often not prime for assembly or for redevelopment. Further, ownership is often hard to clarify or enforce, with State, City-owned, County and Land Bank parcels far outnumbering privately-owned. With all of the city's grounds crews consolidated, there will be an opportunity to explore new approaches to the problem which may include promoting community-based solutions of care or innovative environmental methods such as planting low-maintenance ground covers.

Building Operations and Maintenance Division

This Division includes skilled trades who maintain and repair City-owned buildings: plumbing, heating, ventilation, electrical, air conditioning systems, elevators, automotive hoists, carpentry, painting, roofing, limited concrete work, welding, upholstery, emergency generators, furniture, smoke detectors, locksmith, carpet installation, other related equipment.

Many organizations, including the Detroit Water and Sewerage Department and the Detroit Public Schools System, are turning to Job Order Contracting (JOC) to reduce skilled trades costs. This approach details for routine construction services all of the

descriptions of tasks and associated unit prices. Pre-establishing technical specifications for each construction task enforces contractor performance standards. Industry standards of savings realized range from 8 – 15% based on reduced design costs, lower procurement costs, lower direct construction costs, decreased overhead, and reduced post-award costs such as change orders.

Inventory Management Division

The Inventory Management Division is responsible for making available the right goods and services at the optimum prices. They operate the storerooms supporting numerous field service functions: vehicle services, Police services, most public health programs, parks and grounds maintenance, recreation center activities. DPW Yards at Russell-Ferry, Southfield, Livernois and Davision; Recreation's Huber Facilities; PLD's storerooms. Responsibilities include receiving goods; organizing, securing and monitoring of sites; and tracking agency usage.

Existing storerooms scattered throughout major field departments have not systematically tracked and planned out the usage of parts, supplies and other goods, nor coordinated purchases beyond blanket purchase agreements facilitated by Finance Purchasing. This Division will participate in that analysis, and it will take on additional tasks related to better securing and accounting for inventories:

- Conduct regular inventory of supplies
- Tighten up supplies requisitioning practices
- Increase the security of supplies

There may be some movement of goods to multiple sites to increase agency access to supplies. This may especially benefit an operation like fire-fighting, which has

GENERAL SERVICES

locations throughout the city and had one storeroom location, making delivery logistics a time-consuming issue.

The city has nearly 100 parts and service contracts, and this has made it difficult for user departments to do more than process work orders and vendor payments. Because of centralized mechanic pool making possible flexible assignments, better planning of annual requirements, and reductions in the City fleet over the last 2 years, reduced parts and service usage is expected to result, even if no contract consolidations occur.

After assessing agency requirements, staff will explore software options for automating tracking and analysis. Tasks include developing the inventory system to determine what supplies and equipment are on hand, determining how best to schedule ordering and re-ordering to meet departmental needs, evaluating all supplies requirements against available storerooms sites, and exploring alternative service approaches which may include “on-time” suppliers or independent contractual oversight of the operations.

This division may eventually take on inventories of all city agencies. This could be organized by commodity groups such as construction and maintenance, office operations, automotive, information technology, etc. Further consolidation of contracts and changes in goods ordered may result from better tracking. The Department will be utilizing the MAXIMUS Inventory Management system for tracking our inventory.

Security Services Unit

Security Services provides armed, bonded and unarmed manpower for municipal sites. An initiative is underway to consolidate 60 technological and service-providing

contracts so that citywide operations are managed better.

Janitorial Services Unit

This Unit provides custodial services to General Fund operations in offices and buildings throughout the City, including trash removal, vacuuming, sweeping, carpet cleaning, floor maintenance, pest control, dusting, interior window and wall washing.

Fleet Management Division

The Vehicle Management Division of DPW, the repair functions of Fire Department Apparatus Division and the Recreation Equipment Maintenance Unit were consolidated into GSD. This responsibility totals almost 3,900 vehicles – 3,600 formerly under the responsibility of the Department of Public Works and 269 formerly under the responsibility of the Fire Department Apparatus Division. These vehicles range from passenger cars to PLD cherry pickers, Courville trucks, EMS vehicles and heavy-duty fire fighting vehicles. This responsibility also includes 402 grounds maintenance related equipment formerly under Recreation Department responsibility.

Division activities operate out of the Russell-Ferry, Southfield, Livernois and Davison yards, as well as the Fire Apparatus facility at 1400 Erskine Street. One immediate advantage of consolidating mechanics is the consolidation of secondary services, such as the body shop for simple bump repairs, and the 24-hour road crew to respond to downed vehicles in the field.

Vehicle Management Reforms

In fiscal year 2000-2001, the city implemented vehicle management reforms designed to better manage its fleets. The purpose of the reforms was to ensure that appropriate vehicles would be made

GENERAL SERVICES

available to city operating departments, at the least possible cost to the city. These reforms include: planning processes for vehicle replacement and fleet redefinition; clarifying vehicle policies and governance; and establishing an Internal Service Fund for vehicle purchases. In 2004, an electronic system for vehicle repairs, fuel usage and service tracking (“REVS”) was rolled out. Further upgrades to REVS have occurred in July 2008 moving the system from the City servers to a “hosted” system by MAXIMUS.

The Internal Service Fund is a Non-Departmental account, and the custodian of the Internal Service Fund is part of the Finance Department Accounting Consolidation.

REVS will be further deployed to inventory control by compiling information against parts and usage standard to inform the purchasing process. Further, the Internal Service Fund, which initially only recognizes vehicle acquisition costs, will ultimately integrate all costs of repairs so that every program can bear the full costs of vehicle operation. This could become the model for assigning other overhead costs administered by GSD. A thorough

identification of other areas where efficiencies can be realized may include parts usage studies, benchmarking of industry service time standards, and an assessment of the internal skill set and capabilities of employees.

Vehicle Management Governance

A Vehicle Management Steering Committee, consisting of the Fleet Manager who is head of the Fleet Management Division, the Mayor’s Office, and Directors of both Finance and Budget Department is responsible for recommending the purchase and assignment of general fund vehicles, establishing and communicating policies about vehicle acquisition and operation.

The Fleet Management Division of GSD has the following responsibilities: conducting hearings from agencies for annual vehicle requests, approve vehicle specifications, receive and dispose of vehicles, repair and maintenance of vehicles, and support for the city’s employee local driving policies. Also administer the loaner pool and approves stipends in lieu of vehicle assignment.

GENERAL SERVICES

PROJECT NARRATIVE AND FUNDING SCHEDULES

A narrative description of the development projects that make up General Services Department's five-year Capital Improvement Program. GSD will ultimately provide input into major renovations and capital projects related to all of the facilities that they have responsibility for servicing. These facilities include and are related to the following departments:

- Department of Public Works
- Recreation
- Police
- Health
- Civic Center
- Elections
- Fire
- Public Lighting

CAPITAL OPERATIONS

Continued funding is requested to continue the in-house staffing our capital program. This workforce is responsible for completing major improvements to roughly 6,000 acres of park land, 17 active recreation centers, and various other properties, including Belle Isle and Rouge Park. In addition, this workforce, complete capital improvements for departments listed above, if it is determined to be economical. In fiscal year 2008-09, general obligation bonds in the amount of \$1,000,000 were budgeted for these operations.

2009-2010	\$1,000,000	General Obligation Bonds
2010-2011	1,000,000	General Obligation Bonds
2011-2012	1,000,000	General Obligation Bonds
2012-2013	1,000,000	General Obligation Bonds
2013-2014	1,000,000	General Obligation Bonds

Garage/New Construction

Fleet Operations will update and modernize by the construction of bays separating oil and lube changes between light and heavy duty operations and bays for HVAC work. Additionally, we will invest in diagnostic equipment to more quickly diagnose engine related problems. All improvements to the Fleet will improve turn-around time and maximize existing resources. The requested \$15 million will modernize our operations and place us on par with existing operations in cities such as Chicago and Indianapolis. Completion of the Fleet modernization will be targeted for year one. The full request of \$15 million will be utilized in year one in the Russell Ferry and Southfield Yard locations.

\$15,000,000

Unprogrammed

GENERAL SERVICES

Security Assessment and Improvements

General Services is proposing a city-wide evaluation and assessment of security needs for all city facilities. General Services will work with Homeland Security and city agencies to develop a security system that best meet the operational needs of the agency and protects the city's capital assets. The first phase of the project is to complete a study/assessment of the facilities, to be followed by implementation of the security improvements. The total cost of this city-wide initiative is yet to be determined.

Environmental Assessment and Remediation

General Services is proposing a city-wide evaluation and assessment of environmental concerns for all city facilities. General Services will work with city agencies to develop an environmental protocol to systematically review city facilities for environmental issues such as asbestos, etc. This program will be designed to best meet the operational needs of the agency, and meet all federal, state and local building requirements as it relates to environmental concerns. The first phase of the project is to complete a study/assessment of the facilities, to be followed by remediation, if necessary. The total cost of this city-wide initiative is yet to be determined.

Department of Public Works

Several repairs and improvements will be made at various DPW yards to include: Solid Waste Roof, Rooftop and HVAC at Southfield-Building Maintenance, Livernois, Davison, Russell Ferry, State Fair and Huber Garage. This project amount is \$2,888,000.

2009-10	\$500,000	General Obligation Bonds
2010-11	650,000	General Obligation Bonds
2011-12	700,000	General Obligation Bonds
2012-13	400,000	General Obligation Bonds
2013-14	38,000	General Obligation Bonds
	600,000	Unprogrammed

Recreation

Recreational Facilities are in need of maintenance repair and upgrades. These repairs will be made at Recreation Centers such as Lasky, Farewell, Williams, Athletic Office, Butzel Family, Lenox, Lipkie Center, Adams Butzel, Crowell, Clemente, Kemeny, Patton Park, Coleman Young, Belle Isle Casino, Bathhouse, Bath House Conservatory, Gatliff Pool, Carpenter Shop, Chene Park Administration Building and Henderson Marina. Repairs and improvements will include: roofing, parking lot pavement, HVAC system, HVAC pool system, sewers, new ventilation in pool filter room, boiler control, refrigeration (ice rank), domestic hot water tanks, boilers, heating and underground heating lines. This project amount is \$1,765,000.

2009-10	\$300,000	General Obligation Bonds
2010-11	300,000	General Obligation Bonds
2011-12	350,000	General Obligation Bonds
2012-13	300,000	General Obligation Bonds
2013-14	115,000	General Obligation Bonds
	400,000	Unprogrammed

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Police

Several Police Facilities are in need of repair and upgrades to include: roofing, HVAC, parking lot pavement, boiler, exterior lighting and air compressor for Southwest, Eastern District, Northwest, Western, Northeast District, 10th Precinct-Gang, Schaefer-Grand River, Pistol Range and Crime Lab. This project amount is \$1,200,000.

2009-10	\$400,000	General Obligation Bonds
2010-11	200,000	General Obligation Bonds
2011-12	200,000	General Obligation Bonds
2012-13	200,000	General Obligation Bonds
2013-14	200,000	General Obligation Bonds
	530,000	Unprogrammed

Health

Herman Keifer summer boiler, air conditioner, roof shipping, sewer, elevators, water service, steam control valves, byron entrance doors, Building No. 1 and 7, and Wing windows will be repaired. Also, the parking lot at Northeast will be paved and the HVAC, heat fan and a new elevator will be installed at Grace Ross. This project amount is \$3,230,000.

2009-10	\$700,000	General Obligation Bonds
2010-11	700,000	General Obligation Bonds
2011-12	700,000	General Obligation Bonds
2012-13	300,000	General Obligation Bonds
2013-14	300,000	General Obligation Bonds

Civic Center (Cobo Hall)

Maintenance and repairs will be made to the roof parking drains, exterior lighting Hart Plaza, Walk In Refrigeration-Hart Plaza, perimeter roof around parking deck, Heliport and Penthouse roof, door pedestrian interior and lights in the elevated walk tunnel. The project amount is \$735,000.

\$735,000	Unprogrammed
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Elections

Exterior tuck point sealings, replacement of windows and the rear exit door will be repaired. This project is \$160,000.

2012-13	\$80,000	General Obligation Bonds
2013-14	80,000	General Obligation Bonds

GENERAL SERVICES

Fire

Several Fire facilities are in need of repairs to their roofs, boilers, parking lots and sidewalks, painting of gutters, HVAC, overhead doors, replacement of windows, exhaust system and brick tuck pointing. This project amount is \$2,750,000.

2009-10	\$725,000	General Obligation Bonds
2010-11	900,000	General Obligation Bonds
2011-12	500,000	General Obligation Bonds
2012-13	325,000	General Obligation Bonds
2013-14	300,000	General Obligation Bonds

Public Lighting

Roofs, parking lots and sidewalks will be repaired to Public Lighting facility. This project amount is \$800,000.

2009-10	\$200,000	General Obligation Bonds
2010-11	200,000	General Obligation Bonds
2011-12	200,000	General Obligation Bonds
2012-13	200,000	General Obligation Bonds

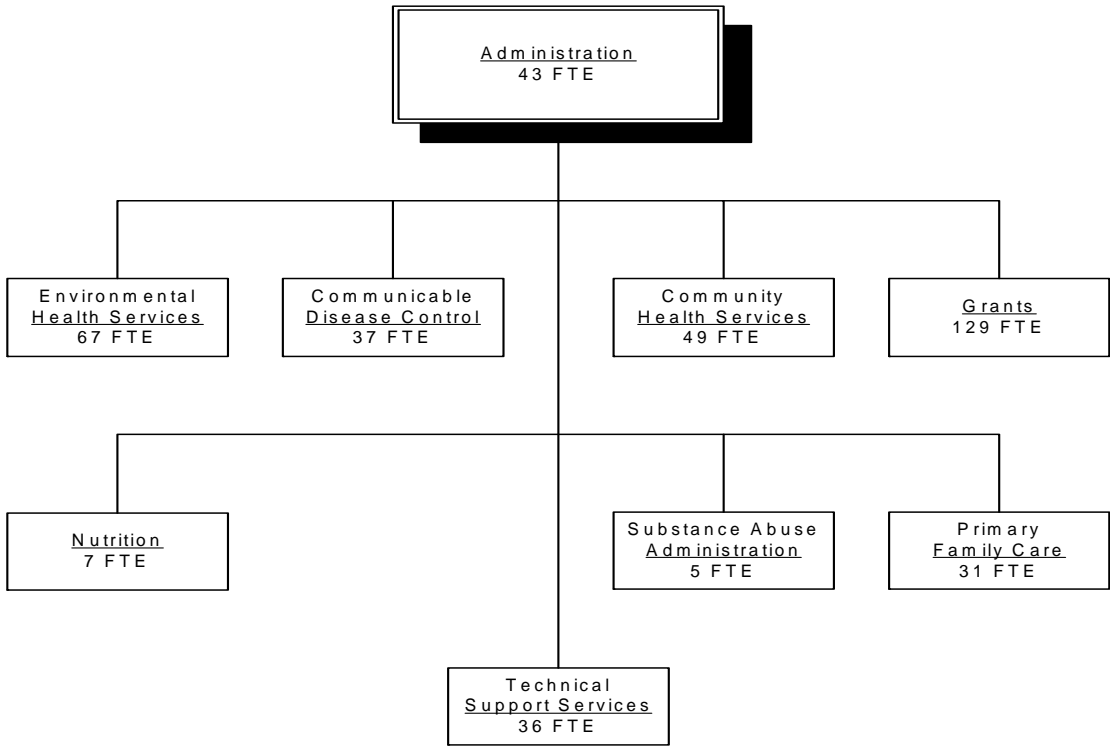
GENERAL SERVICES DEPARTMENT

(000's OMITTED)

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed	
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14		
Capital Workforce	M	O	NOI	NSI		R.I.		\$ 1,100							
New Construction- Southfield Yard Garage	M	P	AF	AS		G.O.			\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000		\$ 7,500
New Construction- Ferry St. Yard Garage	M	P	AF	AS		G.O.									7,500
Security Assessments & Improvements	M	P	NOI	NSI		G.O.									tbd
Environmental Assessments & Remediation	M	P	NOI	NSI		G.O.									tbd
Projects by Agency															
Dept of Public Works	M	P	NOI	NSI		G.O.			500	650	700	400	38		600
Recreation	M	P	NOI	NSI		G.O.			300	300	350	300	115		400
Police	M	P	NOI	NSI		G.O.			400	200	200	200	200		530
Health	M	P	NOI	NSI		G.O.			700	700	700	300	300		
Civic Center	M	P	NOI	NSI		G.O.									735
Elections	M	P	NOI	NSI		G.O.						80	80		
Fire	M	P	NOI	NSI		G.O.			725	900	500	325	300		
Public Lighting	M	P	NOI	NSI		G.O.			200	200	200	200			
TOTALS								\$ -	\$ 1,100	\$ 3,825	\$ 3,950	\$ 3,650	\$ 2,805	\$ 2,033	\$ 17,265
Funding Source Summary:															
General Obligation Bonds						G.O.		\$ -	\$ -	\$ 3,825	\$ 3,950	\$ 3,650	\$ 2,805	\$ 2,033	\$ 17,265
Reinvestment Earnings (Interest Earnings)						R.I.		-	1,100	-	-	-	-	-	-
GRAND TOTAL								\$ -	\$ 1,100	\$ 3,825	\$ 3,950	\$ 3,650	\$ 2,805	\$ 2,033	\$ 17,265

* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
 ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
 *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impac
 **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impac
 ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

HEALTH



DEPARTMENT OF HEALTH AND WELLNESS PROMOTION

AGENCY MISSION

The mission of the Department of Health and Wellness Promotion (DHWP) is to improve the health and quality of life through the application of best practices in the delivery of public health services. Our responsibilities include identifying health risks, educating the public, and preventing and controlling disease, injury, and exposure to environmental hazards.

CURRENT FACILITIES

The DHWP operates and/or maintains the following facilities:

- **Herman Kiefer Health Complex (HKHC)**

Located at 1151 Taylor, the facilities have 554,000 square feet of space on 18 acres composed of a main building (451,000 square feet) and six outer buildings (103,000 square feet). The Herman Kiefer Family Health Center, Infectious Disease Clinic, Laboratory, Birth and Death Records and all Public Health Department operational and administrative activities are at this location.

- **Animal Control Center**, 3511 West Jefferson; a facility of 30,000 square feet dedicated to the city's animal control and care activities, animal adoption, and dog licensing . The facility was built in the 1920s and has major state code violations, heating and ventilation problems, and other kennel deficiencies. The construction of a new facility is planned for 2009.

- Two separate Primary Health Care Centers are located throughout the City:

GRACE ROSS

Located at 14585 Greenfield the building is a two-story 11,759 sq.ft. primary health care facility that was last renovated in the 1960s. The clinic provides over 25,000 residents

annually with prenatal care, pediatrics, immunizations, WIC, Family Planning, and other health and social services. Significant updating is needed to enhance clinic efficiencies, technology, energy savings, patient flow, and handicap accessibility.

NORTHEAST

Located at 5400 E. Seven Mile and built in 1977, the building is a 10,000 sq.ft. primary health care facility serving over 20,000 residents each year. The clinic provides prenatal care, pediatrics, WIC, Family Planning, immunizations, and other health and social services. The facility needs renovations to improve clinic efficiencies, technologies, and patient flow.

FIVE YEAR HISTORY

Over the past five years capital improvements have been completed at Herman Kiefer Health Complex (HKHC). The most recently completed projects at HKHC were the "C" Wing parapet repair and the stabilization of the cantilever entrance canopy. This project included removing the fascia bricks, replacing steel lentels where needed and replacing bricks. In addition, we completed an electrical upgrade for the "A & B" Wings in the main building at HKHC and the renovation of the HKHC Family Clinic registration and waiting area.

Recently Completed Projects Cost Date:

Electrical Plant Upgrade - \$726,300
FY05 General Obligation Bonds

Renovation of the Family Clinic registration and waiting area - \$98,000
FY05 General Obligation Bonds

Building the new Animal Control and Care Shelter - \$473,509
In Process General Obligation Bonds

DEPARTMENT OF HEALTH AND WELLNESS PROMOTION

PROPOSED FIVE YEAR CAPITAL PLAN

Much of the proposed capital improvements over the next five years relate to continuing improvements to the Client Service/Support areas. These improvements will not only enable the department to better serve the public, but will also produce savings in such areas as energy consumption and more efficient use of employees. Of the \$32.3 million in proposed expenditures, \$19.3 million involves improvements to operations/facilities at HKHC, \$9.0 million to construction of new facilities, and \$4.0 million for improvements to the two satellite Primary Care Clinics.

While the DHWP is currently in compliance with the Americans with Disabilities Act, additional improvements are planned for the Complex's entrances to insure that all DHWP buildings are easily accessible for all clients.

Once completed, the five-year capital plan will enable the department to vastly improve its delivery of preventive and primary health care services.

GOALS FOR CAPITAL PROGRAM

- To provide public health and clinical services for the city of Detroit residents from facilities that are modern, safe, attractive, and efficient.
- To provide Animal Control and Care services from a facility that is modern, clean, efficient, code compliant, and provides a humane environment for the animals.
- To upgrade or relocate the DHWP operating facilities to enable cost savings, energy efficiencies, and enhanced program and client service delivery.

RATIONALE FOR CAPITAL PROGRAM

It is absolutely essential that building requirements be identified and funds obtained to provide for the type of facilities necessary to fulfill the public health services role assigned by the City. Public health services should be provided both effectively and efficiently at all the DHWP facilities in accordance with established standards and regulations. It is particularly important that the department be able to provide all core public health functions and essential services to the citizens of Detroit.

DEPARTMENT OF HEALTH AND WELLNESS PROMOTION

PROJECT NARRATIVE AND FUNDING SCHEDULES

1. Satellite Facility Renovation/Replacement

The Health Department operates three satellite facilities throughout the city. These facilities include two primary health care centers and the Animal Control Shelter. The following facilities should be considered for improvements:

A. Animal Control Building

This was constructed in the 1920s with additional administrative offices added in 1970. Because of the age of the facility, code violations are issued on a regular basis. There are ventilation and heating problems, and foul odors are a constant problem due to the lack of a proper exhaust system. A modern facility utilizing current animal handling procedures is needed. \$1,000,000 was appropriated in FY 2004-2005; an additional \$5,000,000 is due to be appropriated in FY 2005-2006 thru 2008-2009 with \$1,500,000 needing approval for 2008-2009. Construction of a new animal control and care facility to replace existing facility that has state code violations, heating and ventilation problems, and many other kennel deficiencies. The new facility will provide the city with a modern animal shelter that meets state licensing requirements; improved veterinarian service area; improved environment for boarding animals; and provide a safer work environment for employees. The new facility will have a community training room for pet owners. The location is centrally located for residents and will create better visibility of Animal Control and care within the community. The estimate cost of construction is now at \$9,000,000.

2009-10	\$1,500,000	Other Identified Sources
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B. Health Centers Renovation

The two Satellite Health Centers operated by DHWP have not been rehabilitated in many years. These facilities need renovations to provide clinic efficiencies, enhanced patient flow, updated technology, and handicap accessibility.

Northeast Health Center:

Public Health Center that provides 20,000 residents each year with prenatal care, pediatrics, WIC, Family Planning, immunizations, lead testing, medical insurance enrollment and other health and social services needs to be redesigned and renovated. The renovations are needed to improve clinic efficiencies, technologies, and patient flow. Registration area, records storage, waiting rooms, and exam rooms need updating to comply with health care facility standards. Renovations will require plumbing, electrical, and HVAC improvements and efficiencies. Need for additional parking for staff and patients. Improved clinic security and patient confidentiality needed to meet HIPAA requirements.

2009-10	\$1,000,000	General Obligation Bonds
2010-11	\$1,000,000	General Obligation Bonds

DEPARTMENT OF HEALTH AND WELLNESS PROMOTION

Grace Ross:

This Public Health Center that provides over 25,000 residents each year with prenatal care, pediatrics, WIC, Family Planning, immunizations, lead testing, medical insurance enrollment, and social services needs to be redesigned and renovated. The renovations are needed to improve clinic efficiencies, technologies, and patient flow. Second floor is not handicap accessible and needs an elevator. Registration area, waiting rooms, exam rooms and records storage all need renovation to stay current with standards of health care facility design. Updates of plumbing, electrical and HVAC are needed to provide improved energy efficiencies and reduce costs. Parking lot needs resurfacing and lighting repaired. Improved clinic security and patient confidentially areas needed to meet HIPAA requirements.

\$2,000,000

Unprogrammed

2. Herman Kiefer Health Complex - Client Services/Support Area Renovation

The purposes of these projects are to provide coordinated and efficient customer service to our clients from clean, safe and attractive facilities. A feasibility study has been completed which reflects the need to upgrade the facility to improve the overall efficiency of services provided. Areas where services are presently provided are worn, unattractive, not client friendly, and lacking in technologically advanced equipment. Service areas should be upgraded and have more advanced equipment installed. Whether the Department stays at the Herman Kiefer Health Complex or relocates, capital funds will be necessary to upgrade the public health infrastructure. The client service/support areas to be considered are as follows:

A. Elevators and Entrances:

Upgrading the ten (10) elevators within the main building is vital for providing services to clients. Many of the services used by the elderly or physically impaired clients are located between the 2nd and 7th floors of our facility. Elevator Bank A (elevators #1 and #2) have not been operating for two years. Elevator # 9 (C-wing) and the Freight Elevator have been inoperable for the past year. Parts to repair these elevators are not available due to the age of the elevators. The remaining elevator banks are consistently non-operational because of poor maintenance, lack of available parts, or outdated electronics. Upgrading these elevators is essential for our programs, clients, tenants, and staff. In addition the three main entrances to the complex are in need of refurbishing. These environmental upgrades will enhance customer service, security, and energy efficiencies for the complex.

2009-10

\$1,600,000

General Obligation Bonds

DEPARTMENT OF HEALTH AND WELLNESS PROMOTION

B. Dental Clinic

The DHWP operates two dental clinics at HKHC: the 1st Floor Adult Clinic and the 7th Floor Pediatric Dental Clinic. These two dental clinics at HKHC are operating out of separate locations and need to be combined to yield greater operational and service efficiencies. The present clinics have not been upgraded in many years and lack modern technologically advanced equipment. By relocating services, suitable contiguous space can be obtained and a convenient, modern dental clinic that will serve all segments of the population can be developed.

2009-10	\$700,000	General Obligation Bonds
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C. Pharmacy

The medication dispensing area is currently located in the basement of the main building, in isolation from clinical services, and was last renovated in 1984. The present location is not convenient for clients and is not attractive or conducive to promoting a positive image of the DHWP. The dispensing service should be relocated to the 1st floor where it will be more accessible to the public and closer to the Family Primary Care Clinic.

2009-10	\$500,000	General Obligation Bonds
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D. Upgrade windows and air conditioning system

To provide a more energy efficient facility the replacement of original windows and an upgrade of the air conditioning system from window units to a central air conditioning system in wings A, B and C are necessary. The original windows are in poor condition and allow for both heated and cooled air to escape the building. The condition of the windows requires the window air conditioning units to operate continuously during the summer months and during the winter months the heating system must operate at full capacity. The up-grading of both the windows and air conditioning system will reduce overall energy cost and provide a better temperature controlled environment for both the staff and the citizens we serve. The windows in Wing C were replaced approximately 18 years ago and we have seen a decrease in our overall energy consumption.

2010-11	\$2,000,000	General Obligation Bonds
2011-12	2,000,000	General Obligation Bonds
2012-13	2,000,000	General Obligation Bonds
2013-14	2,000,000	General Obligation Bonds
	3,000,000	Unprogrammed

DEPARTMENT OF HEALTH AND WELLNESS PROMOTION

E. Laboratory Relocation Project

The DHWP Laboratory is a State approved and designated Regional Lab with additional federal certifications. The DHWP Lab receives numerous clinical and environmental samples from other health departments, primary care clinics and public health partners. Through billing and fees the goal of the Laboratory is to become a financially self-sustaining unit. The functions of the laboratory have evolved in such a way that we now contain various chemical and biological (bio-terrorist) agents which must be kept away from the general public. In addition to these new chemical/biological agents housed in the laboratory we also perform extremely sensitive tests such as PCR (polymerase chain reaction) which require clean and stable environments and these types of tests are expected to become more prevalent in the future. Presently our laboratory space includes a main thoroughfare in which patients and visitors to the DHWP must travel. In order to insure the DHWP is in compliance with the required level of cleanliness, safety and containment of biological and chemical agents expected to be required by CLIA in the years following the September 11th attacks, the laboratory needs to be relocated to an area which is not accessible by the general public. Relocating the laboratory to another floor at Herman Kiefer or to another campus building will restrict public accessibility and improve security for the lab.

\$1,500,000

Unprogrammed

DEPARTMENT OF HEALTH AND WELLNESS PROMOTION

(000's OMITTED)

Project Name	* Project Status	** Project Timeline	*** Impact on Budget	*** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed	
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14		
Animal Control and Care Facility	M	P	NOI	NSI	(40)	G.O.		\$ 1,500	\$ 1,500						
Satellite Health Centers Renovation Herman Keifer :	M	P	NOI	NSI	(50)	G.O.	\$ 120		1,000	\$ 1,000					\$ 2,000
Elevators and Entrances	M	P	NOI	NSI		G.O.			1,600						
Dental Clinic	M	P	NOI	NSI		G.O.			700						
Pharmacy	M	P	NOI	NSI		G.O.			500						
Upgrade windows and air conditioning	M	P	NOI	NSI	(400)	G.O.				2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 3,000
Laboratory Relocation	M	P	NOI	NSI		G.O.				1,500					

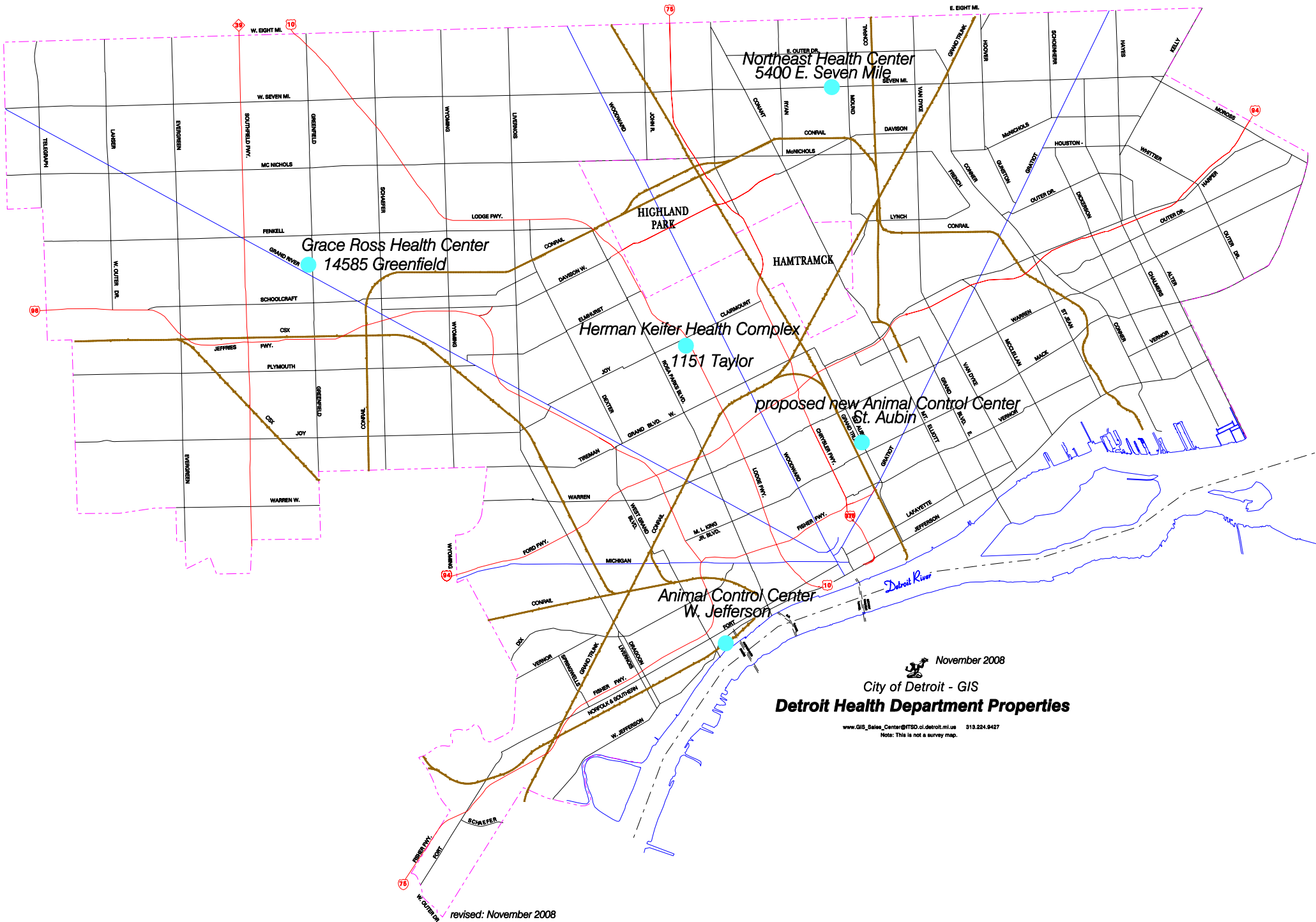
TOTALS					\$ (490)		\$ 120	\$ 1,500	\$ 5,300	\$ 4,500	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 5,000
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Funding Source Summary:

General Obligation Bonds						G.O.	\$ 120	\$ 1,500	\$ 5,300	\$ 4,500	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 5,000
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GRAND TOTAL							\$ 120	\$ 1,500	\$ 5,300	\$ 4,500	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 5,000
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* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
 ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
 *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impact
 **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impact
 ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project



November 2008
 City of Detroit - GIS
Detroit Health Department Properties
 www.GIS_Sales_Center@ITSO.ci.detroit.mi.us 313.224.9427
 Note: This is not a survey map.

revised: November 2008

HISTORICAL



DETROIT HISTORICAL MUSEUM

AGENCY MISSION

The Detroit Historical Society educates and inspires our community and visitors by preserving and portraying our region's shared history through dynamic exhibits and experiences.

The Detroit Historical Society was founded in 1921 to foster an appreciation of Detroit's rich history. In 1928, leaders of the Society founded the Detroit Historical Museum. In 1945, the Society's leaders began negotiations with the City of Detroit to establish a City Historical Commission, which built and operated an expanded Museum, as a department of the City, in Detroit's Cultural Center. From that time until March 2006, the Detroit Historical Society primarily provided fundraising and marketing support, while the City retained ownership of all assets and operated the museums that grew to include the main Museum on Woodward, the Dossin Great Lakes Museum on Belle Isle and Historic Fort Wayne.

The City-Society partnership continued successfully for over 40 years, but by the early 21st century, the City no longer found it possible to continue operations under the existing structure.

In March 2006, an operating agreement was signed by representatives of the City and the Society that transferred overall management responsibility to the Society for the main museum, the Dossin Great Lakes Museum and the Collections Resource Center at Historic Fort Wayne. The City retained ownership of all of the facilities and retained operational responsibility for Historic Fort Wayne; except for the Collections Resource Center, which transferred to the Society. As part of the agreement, the City agreed to provide

transitional funding to the society for at least two years, with the opportunity to request operational support in subsequent years. Additionally, as a City asset, the Museums, under the day-to-day management of the Society, would be eligible for capital funding annually through the capital budget process.

The Vision Statement for the Historical Society is to create a shared sense of community and pride by celebrating the history and unique culture of our region.

The vision and the mission of the Detroit Historical Society is accomplished through exhibitions and educational programs, events and experiences based upon the museums' large collection of original artifacts and a variety of interpretive techniques. Approximately 100,000 visitors benefited from the museum in FY 2007-08, including nearly 20,000 children, many of whom visited as part of organized school and group tours.

CURRENT FACILITIES

The Detroit Historical Department operates three sites:

- **Detroit Historical Museum**

The main museum is located at 5401 Woodward Avenue. This museum was built in 1951 and contains 78,900 square feet of exhibition and office space. The building is in average to good condition, through some major systems and infrastructure components are several decades old. Since 2006, proactive ongoing maintenance has been a priority of the Society's operations department. Unfortunately, the museum lacks many modern amenities including proper lighting, efficient heating and cooling systems, reliable security systems, modern elevators, adequate electrical

DETROIT HISTORICAL MUSEUM

service, proper drainage and plumbing systems, insulation and energy efficient windows. Of specific concern is a suspected humidity problem in the *Streets of Old Detroit* exhibit, that must be addressed to ensure the integrity of the museum's signature exhibit. Further, some key exhibit need technical upgrades and/or show signs of neglect and excessive wear. Recent improvements (2000-01) include the investment of \$1.25 million in State of Michigan, private and City provided capital funds to enhance the Woodward Avenue Plaza and other minor maintenance-related repairs. In 2004, numerous ADA-related improvements were implemented including four new enhanced and accessible restroom facilities. During 2006, the Society launched an aggressive "museum makeover" investing over \$1,000,000 in much needed repairs and infrastructure enhancements.

As detailed later in this document, with approval of \$17.2M in the FY 2008-2009 budget, the Society is moving forward with plans for a museum expansion and enhancement project that will utilize these voter approved bond funds along with funds raised in the private sector.

- **Collections Resource Center (CRC)**

This Collections Resource Center (CRC) is currently housed at Historic Fort Wayne (HFW) and serves as the collections storage and conservation facility for the Museums. The CRC is housed in a World War II-era block building which consists of climate-controlled space. It houses our most fragile artifacts but is not large enough to accommodate many other items in the collection which are dispersed in other buildings at the Fort, most of which have

no climate control and poor levels of security. Expansion of our collections storage capacity is a high priority since collections is at the core of our mission to preserve the physical remnants of the city's past. The lack of adequate storage space prevents us from acquiring additional items if those items cannot be cared for adequately. In 2004 the Historical Department committed \$500,000 of capital funds and entered into a contract of lease with the Detroit Building Authority to obtain the services of ABE, an architectural and engineering firm. This firm has prepared construction plans, final drawings and specifications for renovation of the existing buildings and construction of a new addition adjacent to the existing location. This renovation and new construction will double the current storage capacity upon completion of all three phases. Renovation and expansion of this facility is critical in that the current facilities that house the collections are in poor repair and represent a serious security risk to the City and Society. Further, the consolidation of collections into a fewer number of secure, well equipped buildings will enable the vacated buildings, that include some of historical significance, to be returned to the City for other uses or redevelopment. The \$2.8M that was approved in the FY 2007-2008 budget, is expected to be fully expended to complete phase 1 of the multi-phase project.

- **Dossin Great Lakes Museum**

The Dossin Great Lakes Museum is located at 100 Strand Drive on Belle Isle. It is the only museum in Southeastern Michigan to portray and interpret Great Lakes maritime history. The Dossin is a 1960s era building in need of significant capital investment to support its aging and marginally maintained infrastructure. The building

DETROIT HISTORICAL MUSEUM

is in average condition, with major systems and important infrastructure components showing signs of age and deferred maintenance. Further, the museum lacks many modern amenities including proper lighting, efficient heating and cooling systems, reliable security systems, adequate electrical service, insulation and energy efficient windows. Further, key exhibit areas utilize outdated technology and in some cases show signs of excessive wear. The Dossin Great Lakes Museum, beloved by a devoted following of ship and maritime enthusiasts faces numerous challenges including development of a sustainable operational model. Further, its long-term viability on Belle Isle, in collaboration with other maritime organizations like the Wayne County Port Authority, the Friends of Belle Isle, the Belle Isle Nature Zoo and other Island attractions, is also being explored.

FIVE YEAR HISTORY

Investments by the City over the past five years at the Main Museum, the Dossin Great Lakes Museum and the Collections resource Center are summarized below.

As noted earlier, the Historical Department appropriated \$650,000 in its FY 2004-05 budget to make the necessary additional improvements to bring its facilities in compliance with the American with Disabilities Act. The department utilized its existing contract of lease with the Detroit Building Authority to secure the services of an architectural firm to develop construction documents for this project. New handicap accessible restrooms were completed on the main floor of the museum during 2005-06. Handicap street parking and improvements to the handicapped ramp were also made.

On July 20, 2006, the DBA awarded a contract to Caasti Contracting Services of Detroit for over \$900,000 for major renovations at the Main Museum. Major renovations and improvements to the facility included:

- A new welcome center at the Kirby Street entrance;
- A refurbished parking area;
- A new pedestrian path with improved landscaping and lighting from the parking area;
- New lighting and signage inside and outside the building;
- New carpeting in key exhibit areas;
- Refreshed paint on the building exterior and in key exhibit areas.
- *Completed September 2006*

Additionally, the Society used private funding sources totaling nearly \$100,000 to implement many improvements and enhancements to core exhibit areas. New exhibits implemented as part of this effort included *New to the Collection*, *Treasures of the Collection*, *Fabulous Five: Detroit Music Legends*, *Digital Dress*, *Detroit Then & Now*, and the *Automobile Showcase*

- *Completed September 2006*

Additionally, various improvements were made to the Museum's permanent existing exhibits. Technology upgrades and overall general enhancement were made to *The Streets of Old Detroit*, *Frontiers to Factories*, the *Glancy Trains*, the *Motor City* exhibit and *Doorway to Freedom*.

- *Completed September 2006*

Other private funds raised over the past five years included nearly \$760,000 in private funds used to install and present numerous travelling or changing exhibits. Highlights include *American Icons: Detroit Designs*, *Enterprising Women*; *150 Years of Women in*

DETROIT HISTORICAL MUSEUM

American Business, Reflections: The Mary Wilson Supreme Legacy Collection, 381 Days: The Montgomery Bus Boycott, Detroit: The Reel Story, Detroit's Classic Radio Voices, 1920s: Detroit's Building Boom, and Hero or Villain: Metro Detroit's Legacy of Leadership. The Detroit Historical Museum has hosted more unique and diverse exhibits during the last 3-5 years than at any time in its history.

- *Completed September 2008*

During the past five years, the Dossin Great Lakes Museum has not enjoyed the level of capital investment as the main museum. During FY 2006-2007, as part of the Society's "museum makeover" initiative, approximately \$100,000 in private funds were invested at the facility.

- *Completed September 2006*

Capital investment and improvements at Historic Fort Wayne should be considered as two distinct projects.

The Collections Resource Center (CRC)
As noted earlier, in FY 2004-2005, the Historical Department committed \$500,000 of capital funds and entered

into a contract of lease with the Detroit Building Authority to obtain the services of architectural and engineering firm. This firm has prepared construction plans, final drawings and specifications for renovation of the existing buildings and construction of a new addition adjacent to the existing location. The \$2.5 million that was approved in the FY 2007-2008 budget, is expected to be fully expended to complete phase 1 of the multi-phase project.

- *In Process*

Historic Fort Wayne - Barracks Building
During FY 2005-06, the Society obtained \$2 million in funding from the Wayne County Parks Division to support major improvements to the barracks building and general infrastructure in and around Historic Fort Wayne. These improvements were completed and as required under the terms of the newly enacted operating agreement (MOA dated 3/22/06), these improved buildings have been transferred to the City's Recreation Department.

- *Completed March 2006*

DETROIT HISTORICAL MUSEUM

FIVE YEAR HISTORY

Year	Description	Cash Capital	State Grant	Private Funds	Total
2005	ADA Improvements and restrooms upgrade at the Main Museum	635,000			635,000
2003-2008	New Exhibits at Main Museum			818,000	818,000
2006-07	Museum Makeover Renovations at Main Museum	939,871		93,637	1,033,508
2006-2007	Makeover Renovations at Dossin Museum	138,193		72,062	210,255
2007-2008	CRC New Construction	500,000			500,000
2005-06	Renovations at Historic Fort Wayne Barracks			2,000,000	2,000,000
Total		\$2,213,064	0	\$2,983,699	\$5,196,763
Percentages		43%	0%	57%	100%

DETROIT HISTORICAL MUSEUM

PROPOSED FIVE YEAR CAPITAL PLAN

The Society's plan for capital investment at the main museum, the Dossin Great Lakes Museum and the Collections Resource Center is aggressive and collaborative, and is based on securing funds from the City's sale of voter-approved bond funds and the successful launch and execution of a private fundraising campaign.

City funds needed to advance these projects include \$2.5 million in capital funds for the CRC, as approved in the FY 2007-2008 budget, \$16.7 million in capital funds for the main museum as approved in the FY 2008-2009 budget and \$500,000 in capital funds for the Dossin Great Lakes Museum, also approved in the FY 2008-2009 budget.

Our first priority is the construction of the CRC. This project is farthest along with final design and construction documents expected very soon. The construction of the new CRC building is well defined and far less complex than the two museum projects in that it is not intended to serve the general public, but rather serve as a state-of-the-art collections storage facility.

Expansion of the main museum is our second priority. This project is, by far, our most complex and highly visible undertaking. The DBA has assisted us in overseeing the preliminary design work, that is nearly completed by SDG Design.

Our final priority is the enhancement and more modest expansion of the Dossin Great Lakes Museum. While we have a conceptual idea of what is required, no funds have been expended on architectural or design work to date.

INTERDEPARTMENTAL RELATIONSHIPS

City of Detroit agencies and departments will continue to be involved in our work as follows.

The Society will work with the Detroit Building Authority to aid in administration of contracts to expand and enhance the main museum, the Dossin Great Lakes Museum and the Collections Resource Center (CRC) at Historic Fort Wayne. Additionally, at the CRC, close coordination and possible co-management of the project with the Recreation department is likely, to ensure our plans and complement Recreation's overall plans for the rest of the Historical Fort Wayne property. On Belle Isle, we anticipate working closely with other City stakeholders, including the Recreation department and the Detroit Zoological Society for a similar reason.

The eventual construction of a major addition to the DHM may also require close coordination with the Planning and Development Department and Department of Transportation.

GOALS FOR THE CAPITAL PROGRAM

The Detroit Historical Museum, the Dossin Great Lakes Museum and the Collections Resource Center, under the day to day management of the Detroit Historical Society is an excellent example of the Mayor's effort to create the *NEXT DETROIT* by transforming City government. The transfer of the day-to-day management of the Museums to the Society was an important step in transforming City Government to better serve the needs of its citizens.

DETROIT HISTORICAL MUSEUM

Renovating, upgrading and expanding these facilities will enable us to deliver more services to a larger, more diverse audience and enhance the viability of the neighborhoods and regions in which they are located. All of these facilities require ongoing investment by both the City and private funding sources to sustain and prosper. By doing so, Detroit's proud history will be celebrated and contribute toward the achievement of *NEXT DETROIT* as visualized by the Mayor.

RATIONAL FOR CAPITAL PROGRAM

The proposed capital program is a combination of proper care for the City's assets and the enhancement of those assets to attract more public use and support of the City's growth and development. Renovation and expansion of the museum buildings and the Collections Resource Center will enable the Museum to support additional education programs and exhibitions for school children and adults. This will attract substantial investment to the City, stabilize each respective neighborhood and attract tourists to the region as well

as residents. It will also serve to enhance residents' pride in their community and Detroit's status as a destination city.

The Detroit Historical Museums have shown extraordinary resilience since the drastic State budget cuts of 1991. Support from individuals, foundations, corporations and other public sources continues to increase. We have also increased our collaborations with other institutions and agencies and have improved our exhibits, educational programs and public programs.

Today, however, the Society finds itself facing an urgent and significant financial challenge that will require new forms of collaboration and the continued fine-tuning of our operational model. The loss of all but \$500,000 in City operational support requires the Society to drastically increase the funds raised from private sources to sustain operations and advance its mission. As the economy across southeast Michigan and the nation continues to struggle, this has been increasingly challenging.

DETROIT HISTORICAL MUSEUM

PROJECT NARRATIVE AND FUNDING SCHEDULES

Priority 1: Renovation, Expansion and Stabilizations of the Collections Resource Center at Historic Fort Wayne

As described above, Capital funds for this effort would be focused in two areas: (1) construction of a new secure state-of-the-art storage building adjacent to the existing Collection Resource Center building, and (2) an upgraded security system.

2009-10	\$2,640,000	Private Funds
2013-14	1,500,000	General Obligation Bonds
	6,500,000	Unprogrammed

Priority 2: Continued Renovations and Expansion of the Detroit Historical Museum

The Historical Society is committed to the timely launch of a private fundraising campaign to augment the \$16.7 million in capital funding approved as part of FY 2008-2009 budget. This combination of \$16.7 million public funding from the City and a comparable amount to be provided by the private sector will enable the Historical Society to provide a superior museum experience for City residents and other visitors.

2009-10	\$ 4,000,000	Private Funds-Society
2010-11	4,000,000	Private Funds-Society
2011-12	4,000,000	Private Funds-Society
2012-13	2,000,000	Private Funds-Society
2013-14	1,000,000	Private Funds-Society
	15,000,000	Unprogrammed

Priority 3: Stabilization of Dossin Great Lakes Museum, Including Security

As described above, capital funds are needed to again stabilize the Dossin Great Lakes Museum. Minimally, upgraded security, new windows, electrical upgrades and parking lot resurfacing, estimated at \$360,000 is required. General Obligation bonds of \$500,000 were included in the budget for FY2008-09.

2009-10	\$ 500,000	Private Funds- Society
2011-12	1,000,000	Private Funds- Society
2013-14	1,000,000	General Obligation Bonds
	2,000,000	Unprogrammed

DETROIT HISTORICAL MUSEUM

(000's OMITTED)

Project Name	* Project Status	** Project Timeline	*** Impact on Budget	*** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14	
COLLECTION RESOURCE CENTER														
New Facility Construction (Phase I)	N	O	NOI	NSI	50	G.O. P.F.			\$ 2,640				\$ 1,500	\$ 6,500
HISTORICAL MUSEUM:														
Facility Expansion and Construction (Collection Center)	N	O	NOI	NSI	100	G.O. P.F.	\$ 20	\$ 16,700 2,000	4,000	4,000	4,000	2,000	1,000	15,000
DOSSIN MUSEUM:														
Expansion/Relocation Study	M	P	NOI	NSI	25	G.O. P.F.		500 500	500		1,000		1,000	2,000

TOTALS					\$175		\$ 20	\$ 19,700	\$ 7,140	\$ 4,000	\$ 5,000	\$ 2,000	\$ 3,500	\$ 23,500
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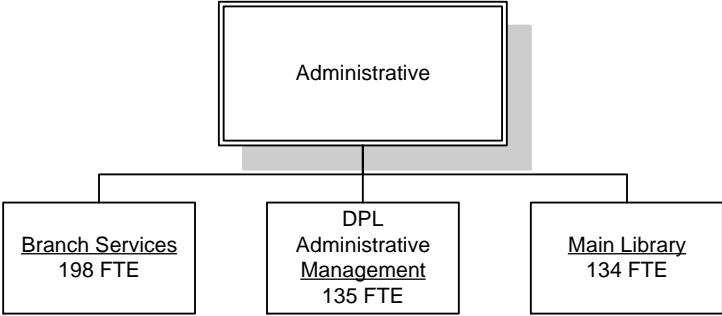
Funding Source Summary:

General Obligation Bonds	G.O.	\$ 20	\$ 17,200	\$ -	\$ -	\$ -	\$ -	\$ 2,500	\$ 23,500
Private Funds (DETROIT HISTORICAL SOCIETY)	P.F.	-	2,500	7,140	4,000	5,000	2,000	1,000	-

GRAND TOTAL	\$ 20	\$ 19,700	\$ 7,140	\$ 4,000	\$ 5,000	\$ 2,000	\$ 3,500	\$ 23,500
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* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
 ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
 *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impac
 **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impac
 ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

LIBRARY



DETROIT PUBLIC LIBRARY

AGENCY MISSION:

The Detroit Public Library enhances the quality of life for the diverse and dynamic community in the City of Detroit. The library enlightens and empowers its citizens to meet their lifelong learning needs through open and equitable access to information, technology, and cultural/educational programs.

BACKGROUND:

The Detroit Public Library (DPL) is an independent municipal organization, administered through the Detroit Library Commission. Funding for library operations is generated through a dedicated millage of 4.64 mills voted on by the citizens of Detroit. The Detroit Public Library serves as the city's information hub and a major educational and informational resource. The library's collection of over 3.6 million catalogued items includes books, magazines, professional journals, as well as extensive audio, video and DVD collections. In addition, the library has 4 million manuscripts, music scores, photographs, pictures and government documents. Over 800 public access computers provide customers with Internet access. The Detroit Public Library's website records over 12 million hits each year. Computer assistance and training is available at most library locations. Two bookmobiles make weekly stops at schools and community centers farthest removed from library locations.

CURRENT FACILITIES:

The Detroit Public Library provides services from the Main Library at 5201 Woodward Avenue and twenty-three (23) neighborhood branch libraries located throughout Detroit. Included in the library's property portfolio are three leased facilities: the Elmwood Park Branch Library, located in the Elmwood Park Shopping Plaza; the Mark Twain Branch Annex located in Mt. Calvary

Missionary Baptist Church; and the Campbell Branch Library, located in the heart of Southwest Detroit's Business District, at Vernor and Lawndale. The Library on Wheels (LOW), Services to Shut-ins and Retirees (SIR), and the Library for the Blind and Physically Handicapped (LBPH), are operated from the Frederick Douglass Branch on Grand River at Trumbull.

The Detroit Public Library also owns a Facilities Service Building, located at 5828 Third Street, as well as two other facilities: the closed Mark Twain Branch Library, located at Gratiot and Burns, and the 801 W. Baltimore Street building, located in the New Center area. The Mark Twain building, a critical capital improvement project, is discussed in detail under the "Looking Ahead: What's Next?" section of this document. The 801 W. Baltimore Building was acquired by the library in 2001, with the intent of relocating the library's service and processing functions from Third Street to W. Baltimore Street. Funding to bring this vision to fruition has not been available.

Library buildings provide the foundation for quality library services. While the library struggles with the deterioration of its facilities, library services must adjust to meet the challenging demographics of the City of Detroit.

The Detroit Public Library desires to provide the highest level of public library services to the citizens of Detroit in library facilities that are accessible, stable, comfortable and inviting. At present, library facilities range in age from 30 to 100 years, averaging 55 years of age. Most library facilities are desperately in need of major overhauling of mechanical equipment, heating and cooling systems, and most

DETROIT PUBLIC LIBRARY

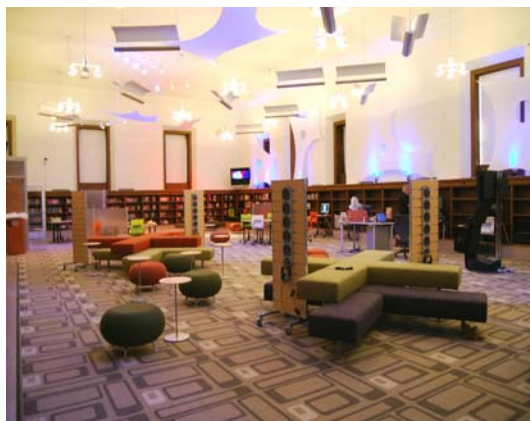
branches are not ADA compliant. The library system is also challenged to provide an expanded level of technology access in buildings that were not designed for that purpose. In fact, most DPL facilities have outlived their utility and have become maintenance resource drains. This Capital Improvement Plan is DPL's response to addressing its serious building issues.

FIVE-YEAR HISTORY

The following improvements and additions were made to Detroit Public Library facilities in the last five years:

HYPE Teen Center:

In May 2008, the Detroit Public Library introduced a new HYPE Teen Center, focused on services for young adults. Since opening its doors inside of the Main Library, the new HYPE Center has established itself as the place to be for Detroit's teens. H.Y.P.E. stands for **H**elping **Y**oung **P**eople **E**xcel, and is the umbrella for teen-focused programs and services at the Detroit Public Library. The center utilizes digital technology and creative programming as tools to enhance teen literacy and learning, resulting in teens becoming "hyped" for success.



The new H.Y.P.E. Teen Center at the Main Library

Technology, Literacy & Career Center:

A new Technology, Literacy & Career Center (TLC) was opened at the Main Library in July 2008. This new center brings under one roof the training and tutoring for technology and basic literacy competencies, which are needed to survive in today's knowledge driven economy. Library staff work one-on-one with adult learners, guiding them through the process from learning to read, to earning their GEDs, to helping them find jobs, and to gradually improving their quality of life.



DETROIT PUBLIC LIBRARY



New Technology, Literacy & Career Center at Main Library

Main Library – Repaving & Asphalt:

Also in 2008, the Main Library's shipping and receiving dock was demolished and rebuilt and a new driveway was constructed. This enhancement replaced a driveway that was previously in major disrepair.



Asphalt/Repaving at Main Library

Campbell Branch:

The Campbell Branch reopened in March 2006, following the closure of the original Campbell Branch Library in December 1996. This new library is in a leased facility, in the heart of Southwest Detroit's Business District. Within a short time, the branch established itself as a vital community center, with materials and programs for users of all ages, English as a Second Language classes, and a major focus on literacy and technology training.



The new Campbell Branch at Lawndale Station

Sherwood Forest Branch:

The Sherwood Forest Branch, located on W. Seven Mile near Livernois, received a much-needed facelift in 2005. Renovations at Sherwood Forest include: new ADA doors, ramp and bathrooms, new flooring, improved lighting, a new HVAC system, refurbished windows, abatement & remediation, new and refurbished shelving, new furniture, wireless Internet access, new computers and printers and enhanced library collections.

DETROIT PUBLIC LIBRARY



Sherwood Forest Branch

Cyber Connection Center at Parkman Branch:

In April 2006, DPL introduced a new service – the Cyber Connection Center, located at the Parkman Branch, on Oakman and Linwood. The Cyber Connection Center is dedicated to the technology and information needs of Detroit’s seniors. One of the signature programs at the Center is the **Grandparents Exchange**, a technology training program focused on grandparents who are primary caregivers for their grandchildren.



The new Cyber Connection Center at Parkman Branch

Pistons Teen Center at Redford Branch:

In 2004, DPL opened its first Teen Center on the Redford Branch, located at Grand River at W. McNichols, in partnership with the Detroit Pistons. This teen center continues to thrive, serving as a beehive for neighborhood teens, a place where they can relax, socialize, do their homework and explore career opportunities for their future.



The Pistons Teen Center at Redford Branch

ADA Access:

Through an ADA access grant received from the City of Detroit in 2004, DPL upgraded the following branches to accommodate the physically challenged:

- Jefferson
- Parkman
- Wilder
- Sherwood Forest

The Rose and Robert Skillman Branch of the Detroit Public Library, formerly called the Downtown Library, was reopened in December 2003, following major renovations to the building. The library was

DETROIT PUBLIC LIBRARY

renamed the Rose and Robert Skillman Branch Library to honor a generous gift from the Skillman Foundation, which made the building renovations possible.



Skillman Branch Library

LOOKING AHEAD: WHAT'S NEXT?

When we build
Let us think that we build forever
Let it be such work as our
Descendants will thank us for
And let us think as we lay stone on stone,
That time is to come when those stones
Will be held Sacred
And that people will say as they look upon
the labor:
“See this, Our Parents Did for Us.”
- John Ruskin, 1817 - 1900

The Detroit Public Library's Strategic Directions 2010-2013 identifies physical infrastructure improvements as an institutional priority. The library's vision is to provide services from facilities that are stable, accessible, comfortable and inviting. An aggressive Capital Improvements Plan

has been developed to transform the library's facilities, from the Main Library to the neighborhood branch locations.

It is estimated that it would cost over \$88 million to address the infrastructure needs identified in the library's strategic plan.

The following Physical Infrastructure goals are outlined in the library's strategic plan:

- The “Library as a Community Center” will grow in importance at all DPL locations. Library spaces will be evaluated and transformed, to achieve an ambiance of the library as a community gathering place
- DPL will aggressively pursue economies and efficiencies to create funding to help us address our many infrastructure needs, without compromising effectiveness
- DPL will explore and implement a capital improvement fundraising campaign to assist us in creating a strong and stable physical infrastructure for the library's future

HIGHLIGHTS OF THE FIVE-YEAR CAPITAL IMPROVEMENT PLAN

- Six New Library Branches
- Transformation and stabilization of the Main Library
- 9 Transformation Projects at Branches
- The following library locations are not impacted by the plan:
 - Skillman – opened 2003
 - Campbell – opened 2006
 - Parkman – 2006 upgrades
 - Richard - reopened 2001
 - Sherwood Forest – 2006 upgrades

This Five-Year Capital Agenda is requesting \$40 million to be included in the City of Detroit's bond proposal to assist the library

DETROIT PUBLIC LIBRARY

in addressing the following priorities in its Capital Improvement Plan:

Priority #1: Children's Library

Detroit's children deserve a special place that is a center for reading, learning and exploration. The present Children's Library was built in 1963 and has not been renovated since. It is no longer adequate to meet the needs of 21st Century children and families. The Children's Library attracts over 100,000 visitors annually but has seating capacity for only 50 people, and has only four computer stations. Approximately 25% of the children's books are in storage because of space limitations. Limited space also presents challenges for programming.

Children's Library plans:

- *Expand and update the Children's Library from 5,000 sq. feet to 15,000 sq. feet of space, resulting in improved access to library materials, technology and programming.*
- *Design a welcoming, child-friendly library environment that celebrates reading, sparks a child's imagination, encourages creativity and exploration, and plants the seeds for lifelong learning.*



Proposed Children's Library at Main Library

Priority #2: Six New Library Branches:

Two Immediate Priorities:

Mark Twain:

The Mark Twain Branch Library, located on Gratiot at Burns, was closed for service in 1997 due to major structural issues. This community is currently served from a library annex inside the Mt. Calvary Missionary Baptist Church. DPL plans to demolish the original building on Gratiot and lease space inside a new strip development on Gratiot between Holcomb & Rohns. The result will be a location similar to that of the Campbell Branch Library in Southwest Detroit. With the closure of the Gray Branch Library in 2002, over 100,000 Detroiters in this eastside community do not have a library facility within five miles of their homes. The proposed new Mark Twain Branch Library is a partnership project with the Detroit Catholic Pastoral Alliance.

DETROIT PUBLIC LIBRARY



Mark Twain Branch Library

Chandler Park:

The 7,500 square foot Chandler Park Branch Library, opened for public service in 1957 on the city's eastside on Harper Avenue at Dickerson Avenue near I-94. This branch is showing signs of distress, including interior and exterior cracking that are the result of foundation movement. Expert evaluation determined that the building has shifted to the south and to the west. In addition, the building requires critical upgrades of mechanical and electrical systems including HVAC. The building is not ADA compliant making it difficult to provide easy access to library customers with special access needs. *DPL is proposing demolition of the existing facility and constructing or leasing a new Chandler Park Branch Library in that area.*



Chandler Park Branch Library

Four Additional Priorities:

Riverfront Branch: DPL proposes a new branch library to serve the eastside community currently being served by the Elmwood Park Branch Library, located on Chene between E. Lafayette and E. Larned. The library is currently pursuing riverfront property acquisition opportunities for this new branch. As part of this priority, *the Elmwood Park Branch would be closed and the new branch would serve that community.*

Knapp Branch:

Located on Conant at E. Davison, the Knapp Branch Library has served this eastside community since 1950. *DPL intends to demolish this building and rebuild a larger, more accessible branch on that site or in another nearby location.* As part of this plan the Lincoln Branch will close and that community would receive library services at the new Knapp Branch.



Knapp Branch Library



Lincoln Branch Library

DETROIT PUBLIC LIBRARY

Renaissance Branch:

DPL proposes closing the current Hubbard Branch Library, located on W. McNichols at James Couzens, and the Chase Branch, located on W. Seven Mile at Southfield. Library customers would enjoy a new facility, tentatively known as the Renaissance Branch, located in the Hubbard and Chase areas. This branch will include centers for technology and teens.



Hubbard Branch Library



Chase Branch Library

48217 Branch:

In 2001, DPL acquired a site in Southwest Detroit (Fort Street and Outer Drive) for the eventual construction of a branch library. Currently, the nearest library (Campbell Branch) to this community is at least five miles away.

Other Branch Projects:

Eleven additional branches will be improved as part of the 2010-2014 Capital Improvement Plan, including lighting renovations and ADA compliance. These include:

- Wilder Branch (E. 7 Mile Rd./Van Dyke)
- Franklin Branch (E. McNichols/Gratiot)
- Redford Branch (Grand River/W. McNichols)
- Edison Branch (Joy Rd./Southfield)
- Jefferson Branch (E. Outer Dr./E. Warren) *New Construction*
- Chaney Branch (Grand River/Mansfield) *New Construction*
- Monteith Branch (Kercheval/Eastlawn)
- Douglass Branch (Grand River/Trumbull)
- Bowen Branch (W. Vernor/W. Grand Blvd.)
- Duffield Branch (W. Grand Blvd/14th St.)
- Conely Branch (Martin/Michigan Ave)



Wilder Branch Library

DETROIT PUBLIC LIBRARY



Franklin Branch Library



Proposed Franklin Branch Library

Priority #3: Main Library Stabilization & Transformation:

The Main Library, located on Woodward Avenue in the heart of Detroit's University Cultural Center, is one of the city's architectural jewels. The original building was opened for public service in 1921, and the north and south wings were added on Cass Avenue and opened for public service in 1963. With 420,000 square feet, Main Library is the largest public library in Michigan and is the hub of the Detroit Public Library. Special collections housed in Main Library include the Burton Historical Collection and E. Azalia Hackley Collection.

At least \$25 million is needed to stabilize and address the Main Library's structural needs as listed below:

Summary of Main Library's Physical Infrastructure Priorities:

Structural Needs:

- Roofing
- Foundation
- Wall Separation
- Water Damage
- HVAC
- Systems need replacement
- New systems must accommodate climate controls for special collections
- Exterior Façade
- Marble walls are separating
- Woodward marble entrance is separating from building
- Parking
- Parking structure is needed for customers and staff
- Concrete & Repaving
- Putnam Entrance
- Cass Entrance
- Windows
- Many do not open
- Many are not properly sealed

Interior Needs:

- Plaster – address water damage on walls and 3rd floor paintings
- Lighting issues in many areas of the building
- Ceiling tiles are caving from water damage
- Floor tiles need to be replaced in many areas
- Staff workrooms need to be overhauled

Accessibility Issues:

- Woodward entrance needs to be accessible
- Cass entrance doors are cumbersome
- Ramp is needed on Cass to Woodward hallway
- Elevators (excluding freight) need to be replaced
- Consider adding a second escalator

DETROIT PUBLIC LIBRARY

Bathrooms needed on 3rd floor
1st floor bathrooms need to be accessible

Space Reorganization Projects:

Children's Library
South Wing Redesign / Service
Reorganization
Popular Library / Media Center
Circulation / Coffee Shop / Gift Shop
Third Floor Reorganization / Redesign
Woodward Entranceway
Staff workrooms



Structural Damage/Needs at the Main Library

DETROIT PUBLIC LIBRARY

Rationale for the Library's Capital Agenda:

The Detroit Library Commission is committed to providing excellent library services to the citizens of Detroit. DPL envisions for the community to *“recognize the library as a vital force for expanding the mind, promoting literacy, embracing diversity, creating opportunities for individual and community development, and building a thriving city.”* This vision is only possible if the library's facilities are stable, accessible, comfortable and inviting.

Strong libraries build strong communities. Through focus groups and community surveys conducted during the Detroit Public Library's strategic planning process, we heard loud and clear from Detroiters that they want improved library facilities. The 21st Century public library is a “community center” that supports literacy and lifelong learning. Today's libraries provide

opportunities for people to discover and rediscover themselves. Through a strong Capital Improvement Program, Detroit Public Library will be positioned for Detroiters to “Find Themselves” at Main Library and at neighborhood branches.

At present, most Detroit Public Library facilities are dated, dingy and dilapidated. At the same time, communities around Detroit are building engaging, innovative and technology friendly libraries. The newest Detroit Public Library facility, built from ground up, was built in 1975. It is time to overhaul DPL's facilities. It is time to establish a new foundation for Detroit Public Library buildings. It is time to give Detroiters library facilities they can enjoy, celebrate and take pride in. We are confident that Detroiters will embrace this plan that is aimed at transforming library facilities for present and future generations.

DETROIT PUBLIC LIBRARY

PROJECT NARRATIVE AND FUNDING SCHEDULES

Children's Library

The current facility is insufficient to meet the needs of the children of this city. Inadequate size, the lack of modern amenities and the lack of computers and other technology prevents the library from offering a full range of services the children of this city requires and deserves.

2009-10	\$2,500,000	General Obligation Bonds
2010-11	1,000,000	General Obligation Bonds

Mark Twain Library

This branch building is currently closed and requires extensive renovations and repairs. DPL is committed to maintaining library services in the Mark Twain community. A permanent facility is required.

2009-10	\$1,500,000	General Obligation Bonds
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Chandler Park Library

DPL goal is to re-open the Chandler Park Library at a new location, either as new construction or a lease facility. The existing building has outlived its useful life and requires extensive renovations and repairs. A professional evaluation of the building has determined extensive structural and foundational damages. In addition, the building's size at approximately 7,500 square feet is inadequate for the current needs of the community.

2010-11	\$2,000,000	General Obligation Bonds
2011-12	2,000,000	General Obligation Bonds
2012-13	2,000,000	General Obligation Bonds
2013-14	500,000	General Obligation Bonds

Riverfront Branch

DPL proposes a new branch library to serve the eastside community. This branch will ultimately replace the Elmwood Park Branch Library currently located on Chene at E. Lafayette.

2009-10	\$7,000,000	Cash Capital
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Knapp Branch

The Knapp Branch is located on Conant at E. Davison and has served the eastside community since 1950. DPL proposes demolishing the current facility and replacing it with a new branch library at the current location or a nearby site.

2011-12	\$6,000,000	Private Funds
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DETROIT PUBLIC LIBRARY

Renaissance Branch

DPL proposes constructing a new branch library to serve the westside community. This community is currently being serviced by the Hubbard Branch Library and the Chase Branch Library. These branches will ultimately close and be replaced with the new Renaissance Branch to be sited in the Hubbard- Chase areas.

2011-12	\$4,000,000	Private Funds
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Delray (48217) Branch

DPL proposes constructing a new branch library to service the Southwest Detroit community in order to fulfill the need for library services in this community. DPL currently owns land in this area (Fort Street and Outer Drive). The land was acquired for this project in 2001.

2013-14	\$6,000,000	Private Funds
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Various Branch Improvement Projects

The library and branches were constructed without accommodations for those individuals with certain disabilities. The branch libraries will require the installation of lifts, ramps, renovated restrooms, signage, and door hardware to accommodate all of its clients. The Detroit Public Library system still has the lighting fixtures, which were originally installed, or fixtures installed in the 1950's. These fixtures provide insufficient light for either current or future programming needs of the Library. Of greater concern is the poor energy efficiency of the old lighting fixtures. The branch libraries require the replacement of the old fluorescent fixtures and improved exterior security lighting.

2009-10	\$ 3,000,000	Cash Capital
2010-11	5,000,000	Cash Capital
2011-12	1,500,000	Cash Capital
2012-13	4,500,000	Cash Capital
	12,000,000	Private Funds
2013-14	5,000,000	Cash Capital

Main Library

The Main Library, due to its' age, is in need of renovations and repairs to its roof, foundation, exterior facade, Woodward entrance marble steps, interior, repairs and parking facilities. The marble steps at the Woodward entrance and the marble sheet facade both areas are a public safety concern and require immediate remediation. Roof leaks are causing damage to interior walls and the library collections. The library needs to permit access and usage by its diverse clientele and therefore require additional improvements for accessibility. The Main Library requires new fluorescent light fixtures throughout and greater use of high-density fixtures in inaccessible locations. A lack of public parking facilities at the Main library causes an inconvenience to the library clients. Repairs and repaving of the employee parking lot and the loading dock is also required.

DETROIT PUBLIC LIBRARY

2009-10	\$5,500,000	Cash Capital
2011-12	1,000,000	General Obligation Bond
2012-13	1,000,000	General Obligation Bond
2013-14	2,500,000	General Obligation Bond
	7,500,000	Unprogrammed

HVAC Repair and Replacement

The elevators and HVAC system repairs are needed due to obsolesce.

2010-11	\$1,000,000	General Obligation Bond
2011-12	1,000,000	General Obligation Bond
2012-13	1,000,000	General Obligation Bond
2013-14	1,000,000	General Obligation Bond

Demolitions

The Detroit Public Library system is proposing several new construction projects that will replace existing buildings. This project will provide funds for the demolition of current structures preceding the construction of the new or replacement facility.

\$1,000,000	Unprogrammed
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DETROIT PUBLIC LIBRARY

(000's OMITTED)

Project Name	* Project Status	** Project Timeline	*** Impact on Budget	*** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed	
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14		
Children's Library	M	P	NOI	NSI		G.O.			\$ 2,500	\$ 1,000					
<u>New Library Branches:</u>															
Mark Twain	M	P	AF	AS		G.O.			1,500						
Chandler Park Library	M	P	AF	AS		G.O.				2,000	\$ 2,000	\$ 2,000	\$ 500		
Riverfront Branch	M	P	AF	AS		C.C.			7,000						
Knapp Branch	M	P	AF	AS		P.F.					6,000				
Renaissance Branch	M	P	AF	AS		P.F.					4,000				
48217 Branch	N	P	AF	AS		G.O.									
Delray Branch	N	P	AF	AS		P.F.								6,000	
Various Branch Improvement Projects	M	P	NOI	NSI		C.C. P.F.			3,000	5,000	1,500	4,500 12,000	5,000		
<u>Main Library</u>	M	O	NOI	NSI		G.O. C.C.			5,500		2,000	1,000	2,500	\$ 7,500	
HVAC Repair & Replacement	M	P	RF	NSI		G.O.				1,000	1,000	1,000	1,000		
Demolitions	N	P	NOI	NSI		G.O.									1,000

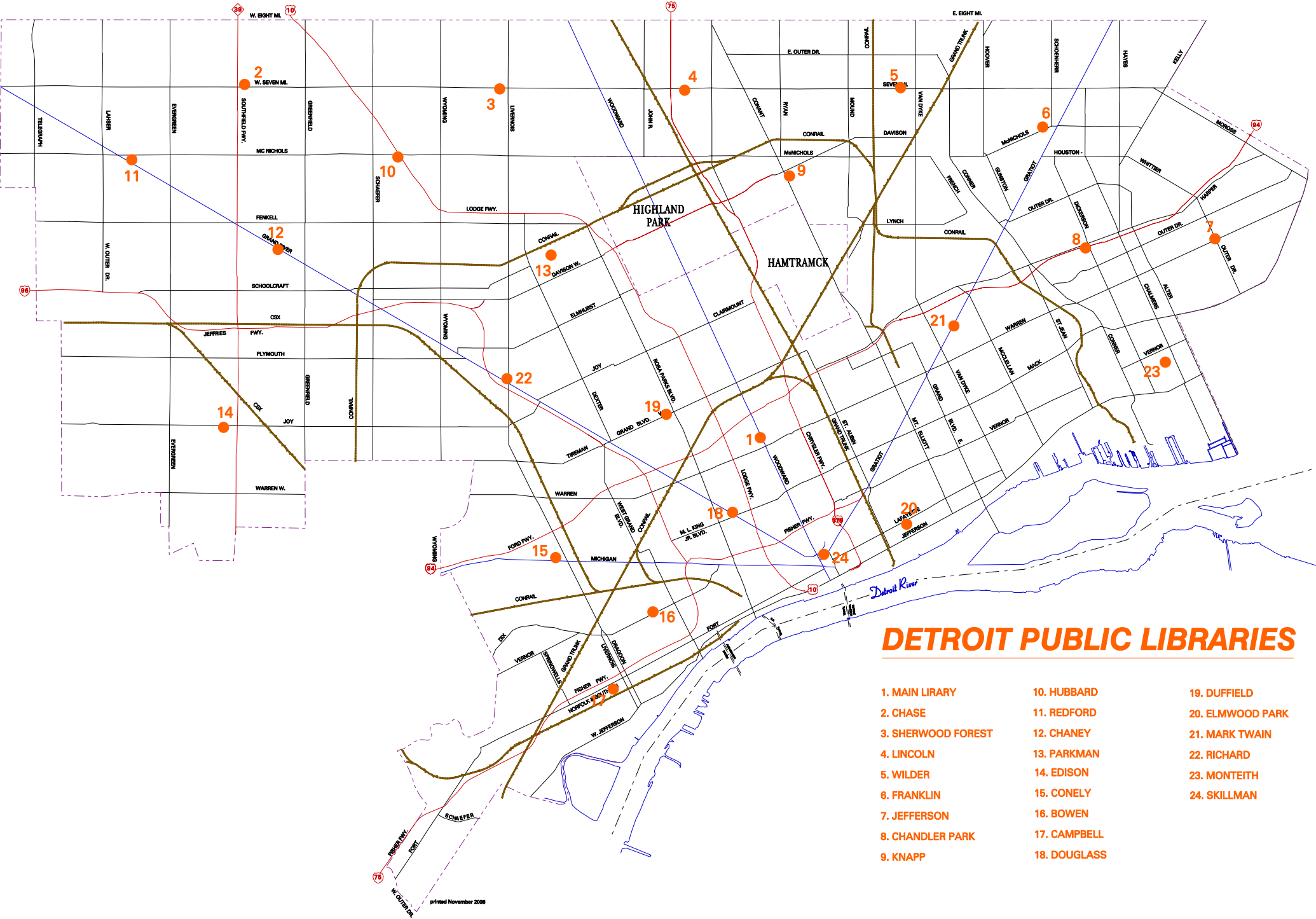
TOTALS \$ 0 \$ - \$ - \$ 19,500 \$ 9,000 \$ 16,500 \$ 20,500 \$ 15,000 \$ 8,500

Funding Source Summary:

General Obligation Bonds	G.O.	\$ -	\$ -	\$ 4,000	\$ 4,000	\$ 5,000	\$ 4,000	\$ 4,000	\$ 8,500
Cash Capital	C.C.	-	-	15,500	5,000	1,500	4,500	5,000	-
Private Funds	P.F.	-	-	-	-	10,000	12,000	6,000	-

GRAND TOTAL \$ - \$ - \$ 19,500 \$ 9,000 \$ 16,500 \$ 20,500 \$ 15,000 \$ 8,500

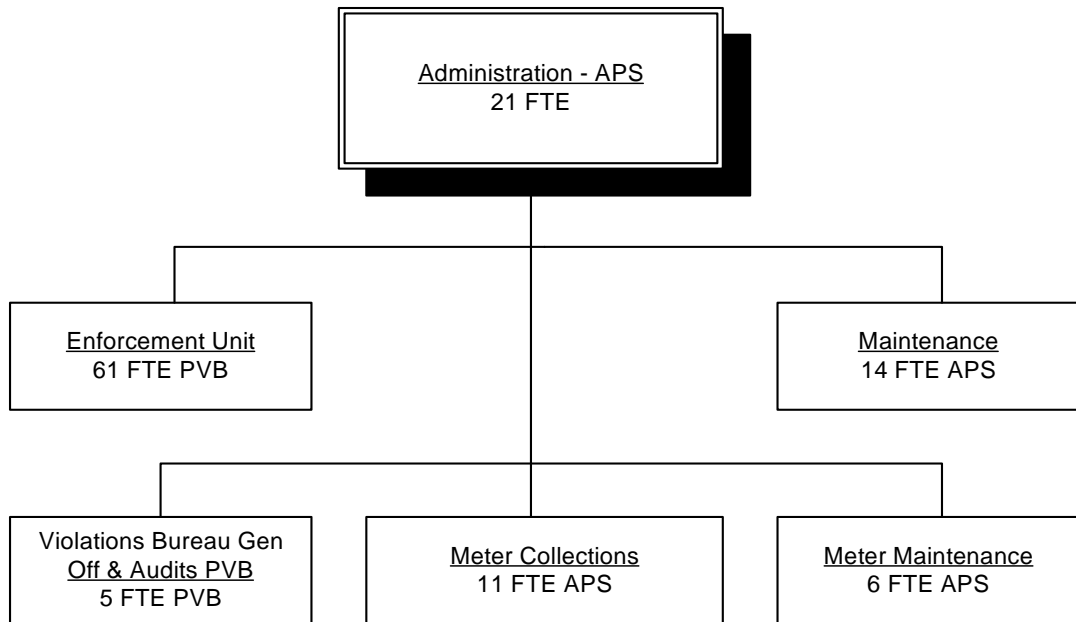
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DETROIT PUBLIC LIBRARIES

- | | | |
|--------------------|--------------|------------------|
| 1. MAIN LIBRARY | 10. HUBBARD | 19. DUFFIELD |
| 2. CHASE | 11. REDFORD | 20. ELMWOOD PARK |
| 3. SHERWOOD FOREST | 12. CHANEY | 21. MARK TWAIN |
| 4. LINCOLN | 13. PARKMAN | 22. RICHARD |
| 5. WILDER | 14. EDISON | 23. MONTEITH |
| 6. FRANKLIN | 15. CONELY | 24. SKILLMAN |
| 7. JEFFERSON | 16. BOWEN | |
| 8. CHANDLER PARK | 17. CAMPBELL | |
| 9. KNAPP | 18. DOUGLASS | |

MUNICIPAL PARKING



MUNICIPAL PARKING

AGENCY MISSION

The mission of the Municipal Parking Department (MPD) is to grow Detroit by providing economical on and off-street public parking services; enforcing City of Detroit parking ordinances; and coordinating parking with economic development projects throughout the city of Detroit.

CURRENT FACILITIES

The MPD operates and maintains two divisions, the Automobile Parking System (APS) and the Parking Violations Bureau (PVB). The divisions are located at 1600 W. Lafayette and 1531 Howard.

The Department's Auto Parking System, pursuant to City Ordinance, operates and maintains nine (9) garages, with approximately 7,878 spaces, one (1) Central Business District lot with approximately 240 spaces, Cobo Roof Deck with 1,200 spaces and approximately 3,722 on-street parking meters, with all the revenue going to an Enterprise Fund for the City of Detroit's Parking System. The Fund receives rent, service fees, and a percentage of concession and suite revenue from Cobo Arena and the Joe Louis Sports Arena. The APS also maintains and operates nine (9) outlying business district lots.

The Parking Violations Bureau activity, pursuant to City Ordinance, includes management of the City's parking ticket processing and fine collection program and supervises the enforcement of parking regulations through its civilian ticket writing personnel.

FIVE-YEAR HISTORY

The Municipal Parking Department has completed various improvements to the Auto Parking System facilities over the past five years. Improvements included elevator installations, facility reconditions and

upgrades for compliance with Americans with Disabilities Act, rehabilitation work for floors, ceiling, beams/joints and stair repairs, minor concrete repairs, electrical and lighting system repairs and installations, replacement and upgrades to the revenue and access control equipment. Renovation of the offices of Administration Building and Maintenance Building were also completed during this period.

- In 2003, Premier Garage opened to the public. Construction began on this four-story underground, 1,100 space parking structure located at Woodward Avenue and Grand River Avenue in 1999 at a cost of approximately \$43 million dollars. This underground garage is to support a five-block development project for office, retail, hotel and entertainment use. The reuse of space is another approach to provide needed parking in the most cost effective manner. This project was a coordinated effort with the Detroit Economic Growth Corporation (DEGC), the Greater Downtown Partnership and the Planning and Development Department.
- The lighting project for the Cobo Roof Deck helix was completed in 2003 at a cost of approximately \$205,000.
- In 2004, elevator replacements were completed at the Greektown and Grand Circus Garages at a cost of approximately \$765,390.
- The lighting upgrade for the Joe Louis Arena Garage levels five through nine was completed in 2004 at a cost of approximately \$674,000.
- In 2004, repairs and upgrades were completed in the stairwells, and the sprinkler system at the Grand Circus Garage at a cost of approximately \$377,000. This project included painting of the facility.
- In 2005, electrical repairs and upgrades were completed at the Joe Louis Arena

MUNICIPAL PARKING

Garage at a cost of approximately \$33,660. Approximately \$388,900 was invested at the Grand Circus Garage for electrical upgrades and concrete repair.

- The revenue equipment at Ford Underground Garage was upgraded in 2006 to a pay on foot system at a cost of approximately \$322,300.
- In 2006, the Cobo Roof Deck's helix and expansion joint were repaired at an estimated cost of \$3.5 million .
- In 2006, 175 pay stations were installed in the Downtown Detroit, Wayne State and New Center areas at an estimated cost of \$1.5 million. These pay stations replaced approximately 1,320 single space parking meters and offer alternative payment options as well as, more efficient revenue collection activity.
- In 2007, Completed Joe Louis Arena Stairwell Repairs at a cost of \$500,000.
- In 2007, Installed Administration Building air condition unit at a cost of \$250,000.
- In 2008, Cobo Helix repaired at a cost of \$1.4 million.
- In 2008, Administration Building upgrade projects completed at a cost of \$170,000.
- In 2008, Ford Underground Garage assessment completed at a cost of \$28,000.
- In 2008, Phase One of Parking System Lighting Project completed at a cost of \$750,000.

PROPOSED FIVE-YEAR CAPITAL PLAN

The proposed five-year capital plan continues an ongoing program of renovations, repairs and improvements to area parking facilities as deemed necessary. Funds for these improvements will be provided from operational revenues, as well as, revenue bond proceeds. Also included in

the plan are other facilities identified as needing renovating, upgrading or construction; however, the funding source has yet to be determined. Total expenditures projected for ongoing renovations and improvements amount to \$10,000,000, of which proposed unfunded projects are estimated to cost \$4,250,000.

Future plans for the Municipal Parking Department include renovation/repair of existing facilities. Future renovation work is needed at Cobo Arena, Ford Underground and Joe Louis Arena garages. MPD estimates at least \$5 million per garage.

The Millennium Garage is in very good condition. Premier, Cobo Arena, Ford Underground, and Joe Louis Arena Garage are in need of repairs/renovation. The Cultural Center Garage is in critical need of repair and the need for this facility according to its location is in question.

CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

The Municipal Parking Department has contracted with the Detroit Building Authority to perform project administration on various capital projects. The Department will be working with the Downtown Development Authority (DDA) on projects for parking facilities owned/or under its jurisdiction.

GOALS FOR CAPITAL PROGRAM

- Renovate, maintain and repair all facilities in the Auto Parking System as needed.
- Continue to install and upgrade Security and Revenue and Access Control System in high volume garages.

MUNICIPAL PARKING

RATIONALE FOR CAPITAL PROGRAM

Capital improvements are needed to ensure the City's ability to provide safe, convenient, and competitively priced public parking spaces. Upgrading existing major facilities increases the attractiveness of these facilities and enables them to produce projected revenues. The department needs to determine when new parking spaces are

needed to meet existing and projected public demands at the Civic Center, Joe Louis Arena, Cadillac Center, and along the People Mover route. Improving existing public parking and adding new public parking where demand warrants will enhance public and private investment in downtown Detroit and other business and activity centers throughout the city.

MUNICIPAL PARKING

PROJECT NARRATIVE AND FUNDING SCHEDULES

RENOVATIONS/REPAIR OF FACILITIES AND IMPROVEMENTS TO ARENAS

Improvements and replacement of physical components of existing parking facilities are initiated, as each is determined necessary. Funding for this construction work is generated each year from Auto Parking revenues and flows to the Parking System Program Reserve Account, a trustee account established pursuant to Contract of Lease No. 2. These funds are transferred from this Reserve Account twice each year as needed for necessary work. It is expected that an average of \$2,500,000 per year will be expended from this Reserve account for this purpose. The FY 2008-09 Budget includes \$2,500,000 from the Parking System Program Reserve Fund for this project.

2009-10	\$2,500,000	Parking System Program Reserve Fund
2010-11	2,500,000	Parking System Program Reserve Fund
2011-12	2,500,000	Parking System Program Reserve Fund
2012-13	2,500,000	Parking System Program Reserve Fund
2013-14	2,500,000	Parking System Program Reserve Fund
	4,250,000	Unprogrammed

The following projects are identified as work to be performed during fiscal year 2008-09:

COBO ARENA GARAGE	Structural and Column Repair	\$3,000,000
CULTURAL CENTER GARAGE 41 Farnsworth	Structural Repair	250,000
FORD UNDERGROUND 30 E. Jefferson	Concrete Repair	3,500,000
JOE LOUIS ARENA GARAGE 900 W. Jefferson	Concrete Repair & Stairwell Replacement	500,000
PARKING VIOLATIONS BUREAU	Structural Repairs Upgrades	341,240
CONSTRUCTION MANAGEMENT		250,000

To engage a professional engineering and consulting firm as Construction Manager for the above mentioned projects

¹System-wide repairs and upgrades to include structural repairs, elevators, Power systems, Drain systems, Stairwells, Ventilations systems, Walkways, Facility Door Refitting, Emergency Plumbing, Lighting, Signage, Retail space, Generators, Booth replacement security systems and Fire system.

MUNICIPAL PARKING

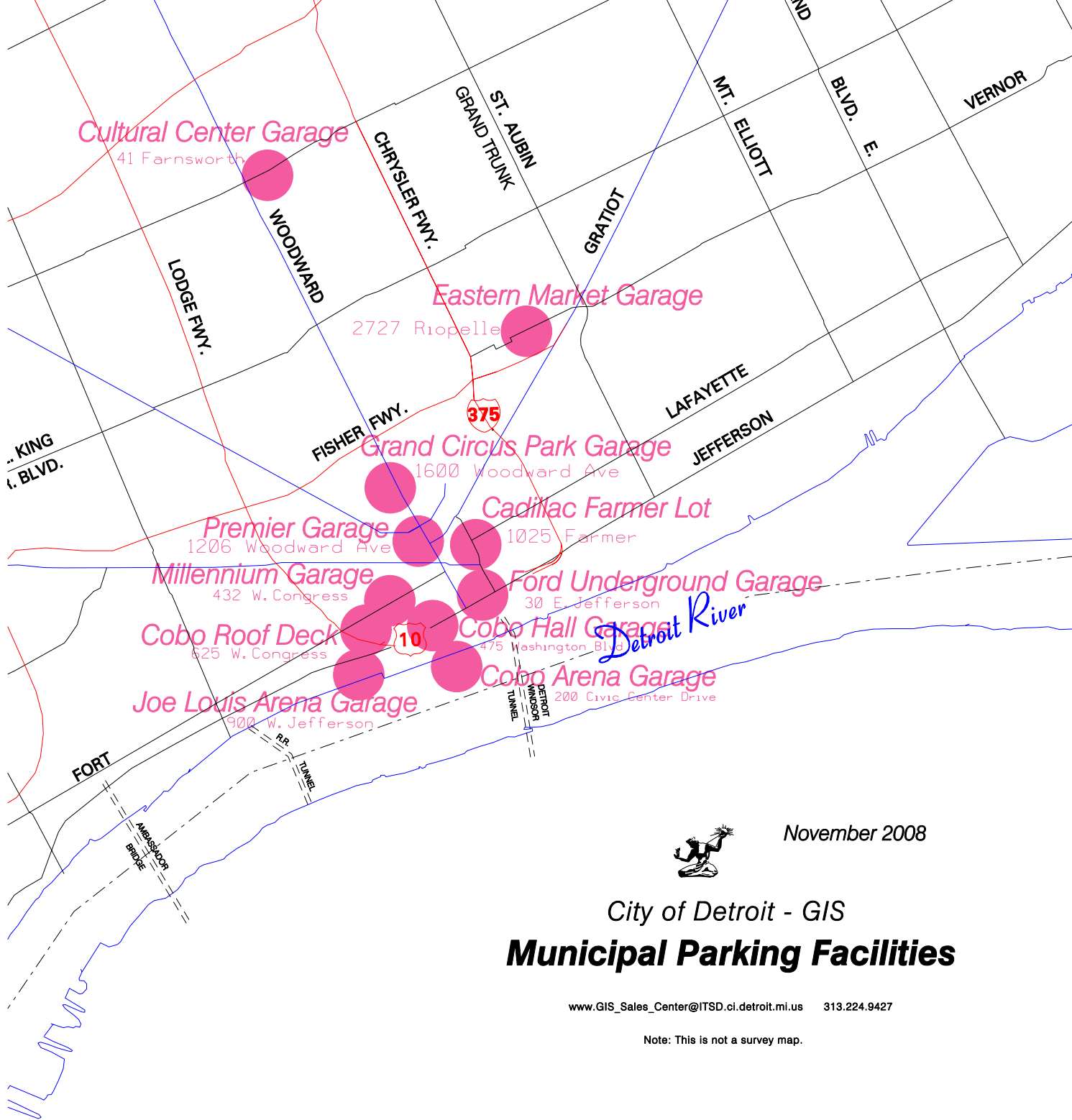
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Project Name	* Project Status	** Project Timeline	*** Impact on Budget	*** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14	
Renovation/Repair of Facilities	M	O	NOI	NSI		PSPR		\$ 2,500	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 4,250	
Improvements to Arenas	M	O	NOI	NSI		PSPR		500	500	500	500	500		
Cobo Arena Garage	M	P	NOI	NSI		G.O. O.S. PSPR			3,000					
Cultural Center Garage Structural Repair	M	P	NOI	NSI		PSPR			250					
Ford Underground Garage Concrete Repair	M	P	NOI	NSI		PSPR			3,500					
Joe Louis Arena Garage Concrete Repair and Stairwell Replacement	M	U	NOI	NSI		PSPR			500					
Parking Violations Bureau	M	P	NOI	NSI		PSPR			341					
Construction Management	M	O	NOI	NSI		PSPR			250					
TOTALS								\$ 3,000	\$ 7,841	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 4,250

Funding Source Summary:

Parking System Program Reserve Fund (revenue-supported)	PSPR	\$ 3,000	\$ 7,841	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 4,250
General Obligation Bonds	G.O.	-	-	-	-	-	-	-
Other Identified Sources	O.I.	-	-	-	-	-	-	-
GRAND TOTAL		\$ 3,000	\$ 7,841	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 4,250

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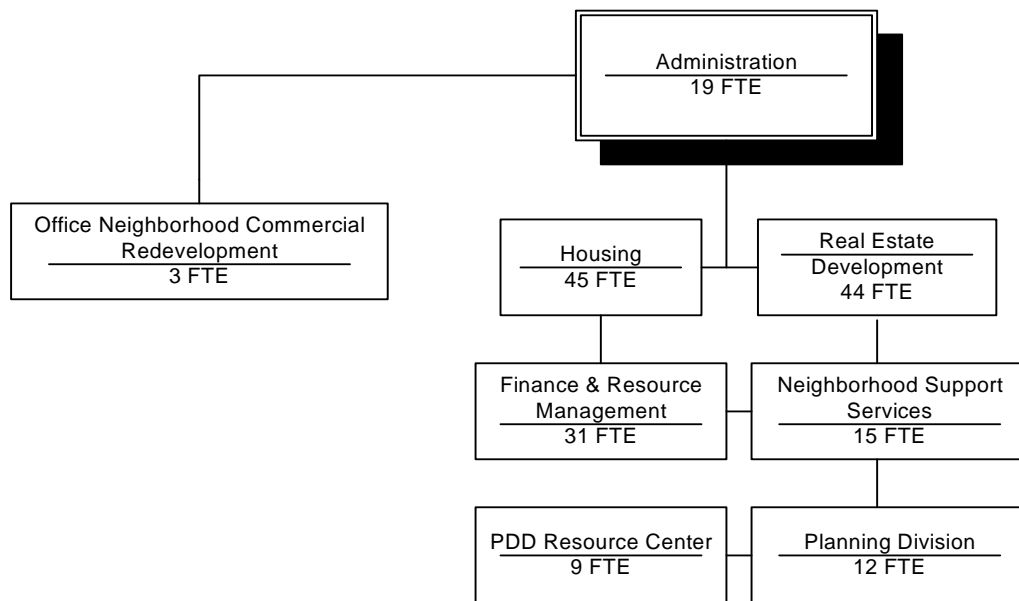
November 2008

City of Detroit - GIS
Municipal Parking Facilities

www.GIS_Sales_Center@ITSD.ci.detroit.mi.us 313.224.9427

Note: This is not a survey map.

PLANNING AND DEVELOPMENT



PLANNING AND DEVELOPMENT

AGENCY MISSION

The mission of the Planning and Development Department is to strengthen and revitalize the City of Detroit's neighborhoods and communities and to stabilize and transform our physical, social, and economic development.

The activities implemented by the Department are designed to (1) identify and promote development initiatives that will increase tax base revenue, jobs and residential construction; (2) identify and promote activities that leverage public funds and encourage development activity by the private sector; (3) provide technical and financial assistance to community organizations to improve the quality of life in neighborhoods; (4) conduct a planning process that results in a shared vision for future development in the City; (5) administer various grant programs allocated for community development; and (6) manage City controlled real estate.

CURRENT FACILITIES

The Planning and Development Department offices are located in the Cadillac Tower Building and organized into the following divisions:

- *Administration (23rd floor)
- *Real Estate Development Division (11th and 20th floors)
- *Financial and Resource Management Division (12th, 14th, 23rd, and 24th floors)
- *Housing Services Division (17th and 19th floors)
- *Neighborhood Support Services Division (14th floor)
- *Planning Division (2nd and 13th floors)

FIVE YEAR HISTORY

The following list represents major development projects that were undertaken with assistance from the Planning and Development Department. Assistance

included land assemblage in conjunction with the disposition of public land, affordability subsidies to reduce the overall cost of construction, as well as, technical assistance from the project management and technical services staff of the Development, Housing and Planning Divisions.

Residential Developments:

Residential Developments consist of six types of dwellings: Apartments and Townhomes, Condominiums, Duplexes, Lofts, and Single Family Homes. These projects represent the most diverse land use type in Detroit. Numerous new residential dwellings have been constructed or substantially rehabilitated in Detroit since 2003. A large number of these projects are senior and affordable housing developments.

8840 Second Avenue

The HOME Program provided \$600,000 of the \$1,668,716 total development cost to rehabilitate 11 units at 8840 Second Avenue. Central Detroit Christian Community Development Corporation is the Community Housing Development Organization (CHDO) Project Sponsor. Project was completed in 2003. (CLUSTER 4)

Arcadia Apartments

The HOME Program provided \$2,000,000 of the \$13,606,133 total development cost to rehabilitate 248 units located at 3501 Woodward. This project was completed in 2004 and was closed-out in 2006. (CLUSTER 4)

Bagley Housing Association

The City of Detroit HOME Program provided \$420,000 to partially finance the rehabilitation of 6 homes within Bagley Housing's boundaries. The property addresses are 1485 18th, 1069 Dragoon, 444 W. Grand Blvd, 1960 Palms, 1734 Ste. Anne, 1736 Ste. Anne. The Project was completed August 2006. Standard Federal

PLANNING AND DEVELOPMENT

Bank provided additional construction financing to complete the project. The total development cost of the project was approximately \$850,000. (CLUSTER 5)

Bradby Homes

The second phase, approximately 130 senior apartments is under discussion and estimated to be completed in 2011. (CLUSTER 4)

Brainard Street Project

The HOME Program has provided \$2,000,000 to assist in financing the \$13,658,819 total development cost. One hundred twenty (120) affordable housing units will be constructed within the boundaries of M. L. King Blvd., Second and Third Avenue. Cass Corridor Non-Profit Housing Organization is the Community Housing Development Organization (CHDO) Project Sponsor. This project is completed was closed-out in 2007. (CLUSTER 4)

Brewer Park Homes

The HOME Program provided \$1,659,000 in permanent funds to assist in financing the \$9,465,099 total development cost. Fifty (50) affordable housing units were constructed within the boundaries of Fairview, Lemay and Lilliebridge streets. Eastside Emergency Center, Inc. is the CHDO Sponsor. This project was completed in 2006 and closed-out in 2007. (CLUSTER 3)

Bridgeview I

The HOME Program has provided \$181,232 to assist in financing the \$1,545,759 total development cost. Eleven (11) affordable housing units were constructed at 1505 Field, 165, 177 E. Grand Boulevard. Church of the Messiah Housing Corporation is the CHDO Project Sponsor.

This project was completed in 2005 and was be closed-out in 2007. (CLUSTER 3)

Bridgeview II

The HOME Program provided \$464,441 in permanent funds to assist in financing the \$2,144,313 total development cost. Eleven affordable housing units were constructed at 1050-1058 Field Street, and 185-191 E. Grand Boulevard. Church of the Messiah Housing Corporation is the CHDO Project Sponsor. This project was completed in 2005 and closed-out in 2007. (CLUSTER 3)

Brightmoor Homes (Northwest Detroit Neighborhood Development CDC)

One hundred (100) new affordable (low-to-moderate) single-family homes were constructed on Detroit's westside bounded by Puritan Avenue to the north, W. Outer Drive to the east, Acacia Street to the south and Beaverland Street to the west. The residential development includes two-story three and four bedroom homes. These homes represent the latest single family housing development constructed in the Brightmoor area bounded by Puritan to the north, Schoolcraft to the south, Telegraph to the west and Evergreen to the east. The HOME Program provided \$4.7 million toward the project's total development cost of \$15 million. Phase I of this project was completed in 2001 and Phase II was completed in 2004. (CLUSTER 8)

Brightmoor III

The HOME Program provided \$1,659,000 in permanent funds to assist in financing the \$9,465,099 total development cost. Fifty-(50) affordable housing units were constructed within the boundaries of Bentler, Chapel, Burgess, Greystone, Lahser, W. Outer Drive and Rockdale streets. Northwest Detroit Neighborhood Development is the CHDO Sponsor. This

PLANNING AND DEVELOPMENT

project was completed in 2005. (CLUSTER 8)

Cadieux Apartments

The HOME Program provided \$1,040,000 of the \$2,067,021 total development cost to rehabilitate 17 units at 10435 & 10445 Cadieux. Project was completed in 2003. (CLUSTER 2)

Core City Estates Phase II

The HOME Program committed \$2,300,000 in permanent funds to assist in financing the \$12,058,932 total development cost. Sixty-six (66) affordable housing units were constructed within the boundaries of Poplar, 14th, Selden, Wabash, and Magnolia Streets. Core City CDC is the CHDO Project Sponsor. This project was completed in 2006. (CLUSTER 4)

Core City West Village

The HOME Program has committed \$2,393,691 to assist in financing the \$10,937,607 total development cost. Sixty-six (66) affordable housing units were constructed and the project is within the boundaries of M. L. King Blvd., Selden, 14th Street and 16th Street. Core City CDC is the Community Housing Development Organization (CHDO) Project Sponsor. This project was completed in 2005. (CLUSTER 4)

COTS

The HOME Program provided \$5,870,014 total development cost to rehabilitate 35 apartment units located at 8500, 8520, 8535, 8550, 8580 and 8600 Wyoming. This project was completed in 2005 and was closed-out in 2007. (CLUSTER 7)

Delray Senior Housing Project

Completed in 2004, this project located at 275 W. Grand Boulevard provides 73 units of affordable senior housing. The total

development costs exceeded \$9 million of which \$2 million was provided by the City's HOME Program. (CLUSTER 5)

Devin Apartments

The HOME Program provided \$1,250,000 of the \$4,923,945 total development cost to rehabilitate 42 units located at 2710 W. Chicago. This project was completed 2006. (CLUSTER 6)

East English Village

Located in the Islandview Village neighborhood between Kercheval and St. Paul on Townsend, this townhouse development once completed will include 100 new townhouse units. Construction began in 2000 and 42 units have been sold in Phase I (out of 78 units). A second phase of housing consisting of 66 units is planned to begin in 2009. (CLUSTER 3)

Eastside Detroit Elderly

Completed in 2004, the project provides 54 units of affordable senior housing at 12801 Mack. The total development costs were approximately \$8.3 million of which the City provided \$1,428,000 in HOME funds. Eastside Emergency Center, Inc. is the CHDO sponsor. (CLUSTER 3)

East Detroit HOMES

The HOME Program provided \$819,000 to assist in financing the \$10,802,500 total development cost. Sixty (60) affordable housing units were constructed and are bounded by Gray, Waveney, Mack and Springle Street. Eastside Emergency Center, Inc. is the CHDO Sponsor. Project was completed in 2004. (CLUSTER 3)

Emmanuel Community Housing, Inc

The Emmanuel Community House, Inc. Crossroads Village Project is located on Nevada Street between John-R and Brush streets. The Crossroad Village Project is a 9-unit new construction single-family home

PLANNING AND DEVELOPMENT

development. The Project's total development cost was approximately \$1.3 million. The Emmanuel Community House, Inc. completed the Project in October 2003. The HOME CHDO Program provided \$600,000 to partially finance the construction of the homes. A homebuyer subsidy enabled low and moderate-income families to purchase a home for \$73,000. (CLUSTER 1)

Field Street II

The Church of Messiah Housing Corporation created an overall redevelopment plan in an ongoing effort to develop affordable housing in the Islandview Village neighborhood. Phase I consisting of 17 duplex units was completed in 2000. Phase II consisting of 23 townhouse units and 5 apartment renovations was completed in 2002. The total development costs exceeded \$3,500,000 of which the City's HOME Program provided \$915,313. Phase III will include 39 scattered site townhouse units with the majority of these units targeted to families at or below 60% of the median income level. The project was completed in 2005. (CLUSTER 3)

Genesis Villa at Medbury Park:

The HOME Program has committed \$1,787,184 to assist in financing the \$11,175,726 total development cost. 70 of the 90 units are home-assisted and the development project is located at 106 Harper, 200-211 Harper. Van Guard CDC is the CHDO Project Sponsor. This project was completed in 2004. (CLUSTER 4)

Gratiot Woods Homes

Detroit Catholic Pastoral Alliance proposed to built 10 affordable in-fill single-family detached units. This CHDO developer requested \$600,000 in HOME funds to partially finance this project the total

development cost is \$1.4 Million. Construction was completed in Spring 2008. (CLUSTER 3)

Greater Corktown Development Corporation

The Greater Corktown Development Corporation (North Corktown Scattered Site infill Phase I Project) constructed 30 new construction single-family homes in the north Corktown development area. The total development cost for the project was \$4.3 million. The HOME CHDO Program provided \$1,980,000 to partially finance the construction of the homes completed July 2006. A homebuyer subsidy enables low and moderate-income families to purchase a home for \$91,000-\$98,700. (CLUSTER 5)

Greyhaven Marina Village/Lenox Project:

Greyhaven is situated on an approximately 17-acre site located on the Detroit River just south of the Victoria Park subdivision. The second phase of the project consisted of 127 condominiums, 110 situated in 2 & 3 story buildings and priced at \$190,000 to \$260,000, along with 17 detached condominiums priced at \$500,000 - \$1,000,000.

Phase II will consist of the development of upscale, single-family, market rate housing which will be comparable in density, scale, lot size and architectural design to the adjacent Shore Pointe residential development project. (CLUSTER 3)

Habitat For Humanity/ Tricentennial Village:

Habitat for Humanity Detroit constructed 20 new single-family houses during Blitz Build 2003 in the area bounded by Martin Luther King Jr. Blvd, Jeffries Fwy. Michigan Ave and Grand River. Additional total development costs will exceed \$6.8 million. (CLUSTER 6)

PLANNING AND DEVELOPMENT

Harmony Village Senior Apartments

The HOME Program committed \$1,841,773 to assist in financing the \$5,361,673 total development cost of 44 affordable housing units constructed within the boundaries of Fenkell, Griggs, Birwood, and Chalfonte streets. Presbyterian Villages of Michigan is the Project Sponsor. This Project was completed in 2005.

HDAC Rehab Project

This Development is within the boundaries of St. Anne, 16th street, Lafayette and West Vernor Street. The total development cost is \$777,000 and has 6 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone (NEZ). (CLUSTER 5)

Heritage Park Homes

The HOME Program committed \$2,183,184 funds to assist in financing the \$11,102,967 total development cost. Sixty-six (66) affordable housing units were constructed within the boundaries of Petoskey/Arcadia; Grand River/Jeffries; Quincy/Hazelwood Streets. This project was completed in 2006. (CLUSTER 6)

Homes at St. Anne

The Bagley Housing Association currently has 30 new construction single-family homes underway in Southwest Detroit near the Ambassador Bridge. The total project cost is \$4.5 million. The HOME CHDO Program is providing \$1,980,000 to partially finance the construction of the homes that were completed March 2005. A subsidy from the city's HOME funds will enable low and moderate -income families to purchase the homes for \$85,000. (CLUSTER 5)

Jefferson Village

This proposed 400 single-family housing development is located on Detroit's east side bounded by Jefferson to the North, St. Jean

to the East, Freud to the South and Marquette to the West. Final land acquisition and infrastructure upgrades were completed in 2003. Home construction began in 2004 with an anticipated completion date of 2010. (CLUSTER 3)

Martin Gardens

The HOME Program provided \$2,000,000 of the \$8,270,154 total development cost to rehabilitate a total of 50 units at 1739-55 & 1737 25th Street, 1185 Clark and 3502-28 W. Vernor Streets. Southwest Non-profit Housing Corporation is the Community Housing Development Organization (CHDO) project sponsor. This project was completed in 2005 and was closed-out in 2006. (CLUSTER 5)

Morningside Commons Phase I

U SNAP BAC, a CHDO developer, sponsored the development of 40 new single-family homes on Wayburn Street. The project was developed in smaller sub-phases, the final units were completed and sold in April 2004. Home funds in the amount of \$1.74 million supported the total development cost of approximately \$4.2 million. (CLUSTER 3)

Morningside Commons Phase II

The HOME Program provided \$2,000,000 to assist in financing the \$10,382,982 total development cost. Sixty-four (64) affordable single and duplex units were constructed within the boundaries of Alter Road, Mack Avenue, Waverly and Wayburn Streets. This project was completed in 2004. (CLUSTER 3)

Morningside Commons Phase III

The HOME Program committed \$1,800,000 to partially finance 27 out of 50 single-family for-sale homes (Phase III). The HOME units were completed in July 2006. The Sponsor anticipates the remaining 23 units will be funded with HOME funds from

PLANNING AND DEVELOPMENT

the State of Michigan. The Sponsor proposes to develop the remaining 346 units with private funds, Low Income Housing Tax Credit (LIHTC) along with any HOME funds and Community Development Block Grant (CDBG) funds that may be available to assist in the developing of additional affordable housing units in the future. (CLUSTER 3)

Northlawn Gardens

The HOME Program provided \$2,000,000 of the \$7,727,499 total development cost to rehabilitate 96 units at 9545-9706 Northlawn. Project was completed in 2003. (CLUSTER 7)

Nortown Homes

The HOME Program provided \$1,659,000 in permanent funds to assist in financing the \$9,465,099 total development cost. Fifty (50) affordable housing units were constructed within the boundaries of Bessemore, Georgia etc. al. Nortown CDC is the CHDO Project Sponsor. This project was completed in 2005. (CLUSTER 1)

Pingree Park Homes

The HOME Program provided \$1,659,000 in permanent funds to assist in financing the \$9,465,099 total development cost. Fifty (50) affordable housing units were constructed within the boundaries of Buhl, Crane and Fischer et. al. Eastside Emergency Center, Inc is the CHDO Project Sponsor. This project was completed in 2006 and closed-out in 2007. (CLUSTER 3)

Piety Hill

The Central Detroit Christian CHDO developer currently has 9 new construction single-family homes under construction on Pingree Street near the Boston Edison community. The total development cost of the Piety Hill Project is \$1.6 million. The HOME CHDO Program is providing funding of \$660,000 to partially finance the

construction of the homes. A homebuyer subsidy will enable low and moderate-income families to purchase the homes for \$80,000-\$86,000. (CLUSTER 4)

Riverside Estates

The HOME Program provided \$4,955,000 of the \$10,380,042 total development cost to rehabilitate 67 units located at 1730, 1800, 1830 & 1831 Magnolia Street. This project was completed in 2004 and was closed-out in 2007. (CLUSTER 4)

San Juan Townhomes

The HOME Program provided \$755,000 to assist in financing the \$1,714,982 total development cost. Northstar CDC, the CHDO Sponsor, constructed 11 affordable housing units at 7408-7452 Puritan and 16126-16138 San Juan. Project was completed in 2004. (CLUSTER 9)

Springwells Partners I

The HOME Program provided \$2,000,000 of the \$8,920,383 total development cost to rehabilitate a total of 54 units at 8740 W. Vernor, 1930 Cabot, 7628 Pitt, 2506 Carson, and 8730 W. Vernor. Southwest Non-profit Housing Corporation is the Community Housing Development Organization (CHDO) project sponsor. This project was completed in 2004. (CLUSTER 5)

Springwells Partners II

The HOME Program provided \$1,829,900 of the \$5,937,644 total development cost to rehabilitate a total of 34 units at 8715 W. Vernor. Southwest Non-profit Housing Corporation is the Community Housing Development Organization (CHDO) project sponsor. This project was completed in 2004. (CLUSTER 5)

SWAN/Bagley Housing Association

The SWAN/Bagley Housing Association Partnership (Junction Street Project) completed four new construction single-

PLANNING AND DEVELOPMENT

family townhouse style homes on Junction Street in southwest Detroit. The Junction street project was completed in July 2004. The total development cost of the homes was \$600,000. The HOME CHDO Program provided \$260,000 to partially finance the construction of the homes. A homebuyer subsidy enabled low and moderate-income families to purchase the homes for \$76,000. (CLUSTER 5)

U-SNAP-BAC

The HOME Program provided \$120,000 to partially finance the rehabilitation of two single-family homes within U-SNAP-BAC's boundaries. The property addresses are 3635 Seminole and 4499 Seminole. The project was completed in 2003. National City Bank and developer's equity were the other sources of financing for the project. The total development cost for the project was approximately \$210,000. (CLUSTER 2,3)

Van Dyke Apartments

The HOME Program provided nearly 100% (\$1,843,822) of the \$1,846,822 total development cost to rehabilitate 16 units. The project is located at 1761-81 Van Dyke. Project was completed in 2003. (CLUSTER 4)

Whittier Apartments

The HOME Program provided \$1,260,000 of the \$2,536,276 total development cost to rehabilitate 21 units located at 9151 Whittier. This project was completed in 2004 and was closed-out in 2006. (CLUSTER 3)

Woodward Place at Brush Park

The project is underway and is being constructed in phases by Crosswinds Communities. The first phase consisting of 200 townhouses were completed in 2007. Overall, the \$90 million project will feature

more than 600 townhouse units. (CLUSTER 4)

Industrial And Manufacturing Developments:

Industrial and manufacturing developments include all production type developments. Several of these projects are auto-related facilities. Most of these developments are located in the State-designated Renaissance Zones or were assisted through the City's Brownfield Redevelopment Authority.

ArvinMeritor

ArvinMeritor relocated its Light Vehicle Systems Company to southwest Detroit in 2001. The project is located in the Renaissance Zone near West Fort Street and Rademacher and will accommodate up to 400 employees. Total cost of construction exceeded \$25 million. (CLUSTER 5)

Budd Company

This Empowerment Zone company completed a \$20 million renovation of its eastside plant. The automotive components firm improved the exterior parts of the building at Mack and Conner Avenues. The Budd Company has also expanded the press shop and implemented new robotics equipment. (CLUSTER 3)

Commercial Development Projects

Commercial development projects include big box development, neighborhood retail, strip malls and stand alone retail establishments.

Jefferson Village (Retail)

Completed in 2003, the 14 acre parcel generally bounded by Montclair Avenue, E. Jefferson Ave., St. Jean Avenue and a line about 210 feet north of Edlie Street was redeveloped into a commercial retail development which included a Farmer Jacks grocery store along E. Jefferson Avenue.

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Mixed-Use Development Projects:

Mixed-use is a term used to describe development projects that contains more than one type of use such as a development project that contains commercial establishments on the first floor of a building and residential units on the upper floors of the same building.

Ferry Street Bed and Breakfast

This \$6.5 million project completed in 2001, involved the renovation of four historic homes and two carriage houses into a 42-unit Bed and Breakfast Inn located at 60 East Ferry Street in the historic Art Center area. (CLUSTER 4)

Detroit's Permanent Casinos:

Motor City Permanent Casino Project

In the permanent casino, gaming was to be redistributed across the lower three levels. The requested rezoning would permit a second floor gaming area expansion that would facilitate the programming of all casino gaming on the first and second levels of the building. At the ground level, beneath the new second floor gaming area, a VIP valet entrance would be introduced including ingress and egress points as well as provision for vertical circulation.

The addition would utilize a variety of building materials consistent with what was previously approved for the complex. The first floor would be enclosed with a glass and metal storefront treatment including a stone base, to match the enclosure to be applied to the existing building. The second floor would be clad with a metal panel system, again, to match the cladding intended for the existing building. Glass and metal decorative fins that would be reminiscent of the Art Deco era and convey an auto industry feel would accent the

façade. The subject property would provide 22,000 square feet of additional casino floor. (CLUSTER 4)

Greektown Permanent Casino Project

Greektown Permanent Casino complex is in property generally bounded by: Beaubien, East Lafayette, St. Antoine, and Monroe (the existing temporary Greektown casino and adjacent buildings on Monroe Street), including the vacated portion of E. Lafayette; Macomb, St. Antoine, the Chrysler Service Drive, and Monroe (The Foster-Winter garage and Parkwyck Apartments site); Randolph, Monroe, Brush, and East Lafayette (the parking garage used by the casino); Brush, East Lafayette, a line approximately 135 feet east of Brush, and the alley south of East Lafayette (the existing surface parking lot used by the casino); and Fort, Beaubien, the alley south of East Lafayette, and a line approximately 70 feet east of Brush St. (the newly-constructed parking garage used by the casino).

These areas combined comprise a total of approximately 9.65 acres.

The casino complex is proposed to include approximately 100,000 square feet of gaming area (representing an approximately 30,000 square foot expansion of the temporary casino). A new 13-story, 2,875 parking space parking structure on the site of the Foster-Winter garage, with provisions for 2,000 square feet of retail space along Monroe developed in conjunction with the hotel described below (5,100 parking spaces are provided overall between the new and existing parking facilities).

A 27-story (including seven for parking and three as a base), 310 foot tall, 400 room hotel immediately west of the new parking garage, with up to 3,000 square feet of retail

PLANNING AND DEVELOPMENT

space (provision is made for 400 additional hotel rooms to be added above the parking garage); approximately 21,877 square feet of banquet and meeting space in the hotel; and a 1,200 seat entertainment space to be included in the expanded area of the temporary casino facility. Presently under construction. (CLUSTER 4)

MGM Permanent Casino Project

MGM Permanent Casino complex is in an area bounded by Bagley, the Fisher Freeway, Third Ave., and the John C. Lodge Service Drive. MGM Grand Detroit Casino complex contains approximately 100,000 square feet of gaming area, a 16-story 400 room hotel, and related uses in the above-captioned area. On-site parking facilities would include an 8-story visitor self-park structure, a 5-story employee parking structure, and approximately 1,000 below-grade valet parking spaces. The casino building will be two stories (50 feet) in height, with much of the casino floor area being the full 50 feet in height. The design fits well with Detroit's stock of early 20th Century downtown buildings.

The first floor will be comprised of the casino floor, restaurants, very limited retail, and back-of-house activities. Restaurants and entertainment venues will be around the perimeter of the casino floor. There will be a "circulation ring" of sorts separating all of the restaurants (except the most southwesterly one) and stores from the casino floor, so that non-casino patrons and minors can use the restaurants and stores. The second floor will contain back-of-house activities above the restaurants, a bingo "hall" that was not previously identified, and conference facilities tied to the hotel.

The hotel is proposed to be 16 stories in height and to have its own access to the subsurface parking structure for both valet and self-parking. Conference space is connected to the hotel, as is a full-service spa and pool. Space has been designated for, and the hotel has been designed to join, a second 400-room hotel tower immediately to the west of the first tower. The dedicated entrance to the hotel and its valet parking is located at the southeast corner of the complex. The project was completed in 2007. (CLUSTER 4)

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**SUMMARY OF MAJOR DEVELOPMENT PROJECTS
FOR THE PERIOD 2003-2007**

<u>PROJECTS</u>	<i>PLANNING DEPARTMENT ASSISTANCE</i>		
	<u>LAND ASSEMBLY</u>	<u>SUBSIDY</u>	<u>TECHNICAL ASSISTANCE</u>
RESIDENTIAL DEVELOPMENTS			
8840 Second Avenue		X	X
Arcadia Apartments		X	X
Bagley Housing Association Rehab. Project		X	X
Bradby Townhomes	X		X
Brainard Street Apartments	X	X	X
Brewer Park Homes	X	X	X
Bridgeview I and II	X	X	X
Brightmoor Homes	X	X	X
Brightmoor III	X	X	X
Cadieus Apartments		X	X
Core City West Village	X	X	X
Core City Estates Phase II			
Cots		X	X
Delray Senior Housing Project	X	X	X
Devin Apartments		X	X
Eastside Detroit Elderly	X	X	X
East Detroit HOMES	X	X	X
East English Village	X		
Emmanuel Community Housing, Inc.		X	X
Field Street II	X	X	X
Fox Creek Phase 1 (New Town #1)	X	X	X
Genesis Villa at Medbury Park	X	X	X
Gratiot Woods Homes	X	X	X
Greater Corktown	X	X	X
Greyhaven Project			X
Habitat for Humanity-Tricentennial Village	X		X
Harmony Village Senior Apartments	X	X	X
HDAC Rehab Project		X	X
Heritage Park Homes	X	X	X
Homes at St. Anne	X	X	X
Jefferson Village- Residential	X	X	X
Martin Gardens		X	X
Morningside Commons Phase I	X	X	X
Morningside Commons Phase II	X	X	X
Morningside Commons Phase III	X	X	X
Northlawn Gardens		X	X
Nortown Homes	X	X	X
Piety Hill	X	X	X
Pingree Park Homes	X	X	X
Riverside Estates		X	X
Saks Park Homes	X		X
San Juan Townhomes		X	X
Springwells Partners I and II		X	X
SWAN/ Bagley Housing Association	X	X	X

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U-Snap-Bac		X	X
Van Dyke Apartments		X	X
Whittier Apartments		X	X
Woodward Place – Phase II	X	X	X
INDUSTRIAL AND MANUFACTURING DEVELOPMENTS			
Arrow Cold Storage			X
ArvinMeritor	X	X	X
Budd Company			X
COMMERCIAL DEVELOPMENT PROJECTS			
Jefferson Village – Retail	X	X	X
MIXED-USE DEVELOPMENT PROJECTS			
Campus Martius Development			X
Harmonie Park Redevelopment Project		X	X
Greektown Trappers Alley (temp casino)			X
Greektown (permanent casino)			X
INSTITUTIONAL PROJETS			
US Citizenship & Immigration Services	X		

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HOUSING OPPORTUNITY PROJECTS

Projects designed to develop affordable and market-rate housing in the City of Detroit and to help preserve and improve neighborhoods.

THE HOME PROGRAM - AFFORDABLE HOUSING

The following is a list of housing projects that have funding commitments from the HOME grant.

Projects Currently Under Construction and/or Close-out Pending

Project Name	Project Description	HOME Funds	Grant Year
River Tower Apartments	The HOME Program provided \$3,500,000 of the \$28,688,467 total development cost to rehabilitate 472 units located at 7800 East Jefferson. This project was completed in 2006 and was closed-out in the Summer of 2008. (CLUSTER 3)	\$3,500,000	2003-2004
Positive Images	The HOME Program provided \$1,775,000 of the \$6,061,759 total development cost to rehabilitate 32 units located at 4875 Coplin. Positive Images is the Project Sponsor. This project was completed in 2007 and will be closed-out in 2008. (CLUSTER 3)	\$1,775,000	2000-2001
Messiah Housing Corporation	Messiah Housing Corporation is proposing to build 10 single-family detached units within its boundaries. The developer is requesting \$600,000 for Down Payment Assistance. Construction started in the Spring 2008. (CLUSTER 3)	\$870,000	2005-2006
Grandmont Rosedale Development Corporation	Grandmont Rosedale Development Corporation is proposing to rehab 11 single-family detached units within its boundaries. The developer is requesting \$700,000 to partially finance the construction of the units. Construction started in the Fall of 2007. (CLUSTER 9)	\$700,000	2005-2006

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River Park Village	The HOME Program provided \$7,300,000 of the \$17,986,129 total development cost to rehabilitate 84 units of the 140 multi-family apartments located at 415 Burns. This project was completed and closed-out in October 2008. (CLUSTER 3)	\$7,300,000	2001-2002
Midtown Square	The HOME/CDBG Program provided \$3,994,116 of the \$ 11,207,698 total development cost to rehabilitate 71 units located at 93 Seward. This project was completed in 2005 and will be closed-out in 2008. (CLUSTER 4)	\$3,994,116	2003-2004 & 2005-2006
University Groves	The HOME Program provided \$3,353,000 to assist in financing the \$8,860,825 total development cost. Fifty (50) affordable housing units will be constructed within the boundaries of Puritan, Lodge Freeway, Petoskey and Parkside Streets. Northstar CDC is the CHDO project developer. This Project was completed in 2008 and will be closed-out in the fall of 2008. (CLUSTER 10)	\$3,353,000	2002-2003
Woodbridge Estates III	The HOME Program provided \$500,000 to assist in financing the \$6,043,839 total development cost. Ten of the thirty-eight (10 of 38) units constructed will be HOME-assisted. John C. Lodge, M.L.King Blvd., Canfield and Gibson Streets are the boundaries of the project. The Detroit Housing Commission is the Sponsor of the Project. This project was completed in 2007 and will be closed-out in the fall of 2008. (CLUSTER 4)	\$500,000	2006-2007
Woodbridge Estates IV	The HOME Program provided \$500,000 to assist in financing the \$6,363,167 total development cost. Ten (10) of the 45 units will be HOME-assisted and located within the boundaries of John C. Lodge, M. L. King Blvd., Canfield and Gibson Streets. The Detroit Housing Commission is the Sponsor of the Project. This Project was completed in 2007 and will be closed-out in the Fall of 2008. (CLUSTER 4)	\$500,000	2006-2007
Woodbridge Estates V	The HOME Program will provide \$500,000 in permanent funds to assist in financing the \$10,351,782 total development cost. 10 of the 64 units	\$500,000	2006-2007

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	constructed will be HOME-assisted and the project is located within the boundaries of John C. Lodge, M.L.King Blvd., Canfield and Gibson Streets. The Detroit Housing Commission is the Sponsor of the Project. The project will be closed-out in the Fall of 2008. (CLUSTER 4)		
Oakman Manor	The HOME Program provided \$222,000 to assist in financing the \$6,059,734 total development cost. 55 HOME-assisted units will be HOME-assisted units will be constructed and the project will be located within the boundaries of Kendall, Woodrow Wilson, Thomson and LaBelle. This Project was completed in 2007 and will be closed-out in the Fall of 2008. (CLUSTER 4)	\$222,000	2004-2005
Chapel Hill Townhomes	The HOME Program will provide \$762,522 in permanent funds to assist in financing the \$2,572,756 total development cost. Twelve (12) affordable housing units will be constructed within the boundaries of Riviera, Joy, Yosemite and Grand River streets. Chapel Hill Non-profit Housing Corporation is the Project Sponsor. This Project was completed in 2008 and will be closed-out in the Fall of 2008. (CLUSTER 6)	\$762,522	2003-2004
Titan Pointe Condominiums	The HOME Program provided \$2,400,000 to assist in acquisition and construction on the Titan Pointe Condominiums Project. The project consists of 40 new construction units, 16 affordable units and 24 market rate units. The project is located at Puritan east of Livernois avenue. The project is scheduled to be completed Spring 2010. (CLUSTER 4)	\$2,400,000	2004-2005
Woodmont Estates	The HOME Program provided \$600,000 to partially finance the construction of 10 single-family homes on Woodmont Street. The single-family units will be affordable to homebuyers at 80 percent of Area Median Income (ami). The project is schedule to be completed Spring 2010. (CLUSTER 5)	\$600,000	2004-2005
Gratiot McDougall Homes	The HOME Program provided \$1,560,000 to partially finance the construction of twenty (20) single-family affordable homes. The single-family homes will be affordable to homebuyers at 80 percent of Area Median Income (ami). The project is	\$1,560,000	2004-2005

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scheduled to be complete by Spring 2009.
(CLUSTER 4)

West Town Homes, LLC	The HOME Program provided \$1,560,000 to partially finance the construction of twenty-two (22) single-family affordable homes. The project is located in the Tireman Avenue Greenfield area. The single-family homes will be affordable to homebuyers at 80 percent of Area Median Income (ami). The project is scheduled to be complete by Spring 2009. (CLUSTER 5)	\$1,560,000	2004-2005
Brightmoor Rehabilitation Project (NDND)	The HOME Program provided \$600,000 to partially finance the construction and provide down payment assistance to six (6) homes in the Brightmoor area. The project is a scattered site rehabilitation project. The homes will be affordable to families at 80 percent of Area Median Income (ami). The homes have been rehabilitated and the Developer is currently marketing these homes for sale for which the HOME Program will provide down payment assistance. (CLUSTER 9)	\$600,000	2004-2005

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HOUSING OPPORTUNITY PROJECTS

Projects designed to develop affordable and market-rate housing in the City of Detroit

and to help preserve and improve neighborhoods

PROJECTS AWAITING APPROVAL TO START CONSTRUCTION

Project Name	Project Description	HOME Funds	Grant Year
Herman Gardens Revitalization Plan	<p>The HOME Program will provide \$8,350,000 over four years to assist in financing the \$185,174,184 total development cost. 278 of the 920 units will be financed with HOME funds. The HOME Program will assist in financing the construction of 90 single-family for-sale units and 188 rental housing units, with an average subsidy of \$25,000-\$50,000 per unit.</p> <p>The Detroit Housing Commission has prepared a comprehensive Revitalization Plan to provide a diverse mix of uses including commercial, recreational and educational to serve residents in the area. The Project is located in northwest Detroit on approximately 139 acres within the boundaries of Southfield Fwy., Joy Road, Tireman and Asbury Park. This site was once the Herman Gardens public housing. It is anticipated that construction will begin in 2009 with a completion date of 2013. (CLUSTER 7)</p>	\$8,350,000	2005-2006
Greater Corktown Development Corporation	<p>Greater Corktown Development Corporation is proposing to build 10 affordable single-family detached units within its boundaries of Martin Luther King (N), I-75 Service Drive (S), Rosa Parks (W), Trumbull (E) with an average subsidy of \$60,000 per unit. Construction is scheduled to begin Spring 2009. (CLUSTER 5)</p>	\$600,000	2005-2006
Morningside Commons Phase IV	<p>U-SNAP-BAC is proposing to build 10 affordable single-family detached units within the boundaries of Warren (N), Mack Avenue (S), Maryland (E), and Alter Road (W). The CHDO developer is requesting \$600,000 for Down Payment Assistance. Construction is scheduled to begin Spring 2009. (CLUSTER 3)</p>	\$600,000	2005-2006

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Bagley Housing Association	Bagley Housing Association is proposing to build 15 single-family detached units and rehabilitate 2 single-family units within its boundaries. The CHDO developer is requesting \$1,020,000 to partially finance the construction of the units. The construction is scheduled to begin Spring 2009. (CLUSTER 5)	\$1,020,000	2005-2006
Crossroads Village	Emmanuel Community House is proposing to build 10 single-family detached units within the boundaries of Seven Mile Road (N), Six Mile Road (S), Brush Street (E), John R. Street (W). The Developer is requesting \$600,000 to partially finance the construction of the units. Construction is scheduled to begin Spring 2009. (CLUSTER 1)	\$600,000	2005-2006
Creekside Community Development Corporation	Creekside Community Development Corporation is proposing to build 10 single-family detached units within its boundaries. The developer is requesting \$600,000 to partially finance the construction of the units. Construction is scheduled to begin in the Fall of 2008. (CLUSTER 3)	\$600,000	2005-2006
Vanguard Development Corporation	Vanguard Community Development Corporation is proposing to build 15 single-family detached units within its boundaries. The developer is requesting \$300,000 to use as down payment assistance to assist its homebuyers in purchasing its units. Construction is scheduled to begin in the Spring of 2009. (CLUSTER 4)	\$300,000	2005-2006
Bateau/Lerman Partnership/ Naila LLC	Naila LLC is proposing to build 23 single-family attached units within its boundaries. The developer is requesting \$300,000 to use as down payment assistance to assist its homebuyers in purchasing its units. Construction is scheduled to begin Spring 2009. (CLUSTER 4)	\$300,000	2005-2006

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HOUSING OPPORTUNITY PROJECTS

Projects designed to develop affordable and market-rate housing in the City of Detroit

and to help preserve and improve neighborhoods

Projects Currently Under Construction and/or in the Pre-Development Process		
AFFORDABLE RESIDENTIAL DEVELOPMENTS		
Biraga Park Apartments	This development is located at 8931 Mt. Elliott. The total development cost is \$7 million and has 64 residential units. This project is presently under construction. (CLUSTER 1)	Tax Credits Private Financing
Bridging Communities	This is a scattered site development in Southwest Detroit, consisting of 18 units. Construction began in Summer 2008.	MHSDA
Brush Estates	The development is located on the Eastside of Detroit at 17584 Brush street and consists of 75 units of three bedroom townhomes. The total development cost of the project is \$15,580,842 including \$1,750,000 in City Home funds. This project is not currently under construction, total development costs are being finalized. (CLUSTER 1)	HOME Funds Tax Credits and Private Financing
Central Detroit CDC-Piety Square Development	This development is located at Philadelphia (West of Woodward, North of West Grand Blvd). The total development cost is \$1.6 million and has 10 residential units. This project is in the early pre-development stage. (CLUSTER 4)	HOME Funds (Const. Fin.) LISC Private Financing
City of Hope International	This development is located at Beechton & Theodore. The total development cost is \$4.1 million and has 55 residential units. This project is not presently under construction. (CLUSTER 5)	Tax Credits, Private Financing
Community 1st Development Alter Commons	This development is located South of E. Jefferson E. of Marlborough. The total development cost is \$4.7 million and has 32 residential units. This project is in the early development stage. (CLUSTER 3)	Private Financing HOME Funds (DPA)
Community 1st Development Paradise Valley Estates	This development is located Gratiot & Vernor area. The total development cost is \$2.9 million and has 20 residential units. This project is in the early pre-development stage. (CLUSTER 4)	HOME Funds (DPA) Private Financing

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AFFORDABLE RESIDENTIAL DEVELOPMENTS (continued)

Community Services CDC-Triangle Housing Development Project	This development is located North of Lynch Road and East of Mt. Elliott & Conant. The total development cost is \$3.5 million and has 20 residential units. This project is in the early development stage. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 1)	HOME Funds (Const. Fin) Private Financing
Congregate Care Facility	This development is located at Erskine & Beaubien. The total development cost is \$5 million and has 132 residential units. This project is not presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Private Financing
Corinthian Development	This development is located at Caniff & Oakland. The total development cost is \$3,119,906 and has 20 residential units. This project is not presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Private Financing- National City
Detroit Catholic Pastoral Alliance (DCPA)	This development is located at 6009 McClellan. The total development cost is \$1.4 million and has 15 residential units. This project is presently under construction. (CLUSTER 3)	Private Financing- Bank One (Chase)- \$720,000 MSHDA-\$301,000
Dogwood Brookside LLC Northend Housing Project	This project is located on Delmar street between Caniff and Holbrook. The total development cost is \$20 million and the developer plans to develop 100+ residential units. The project is currently under construction. (CLUSTER 4)	HOME Funds (DPA) Private Financing
Ephesus Homes	This development is located at Carrie & Pachetto. Total development cost is \$9,895,000. 45 Single family affordable homes. 45 units under construction	Tax Credits Charter One Loan
Evangel Church of the Air	This development is located at Cheyenne & Schoolcraft. The total development cost is \$600,000 and has 10 residential units. This project is presently under construction. (CLUSTER 6)	Private Financing
Farr Estates	This development is located at Farr & Selkirk. The total development cost is \$1,560,000 and has 13 residential units. This project is not presently under construction. (CLUSTER 1)	Private Financing

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AFFORDABLE RESIDENTIAL DEVELOPMENTS

(continued)

Garfield Block	This development is located at Forest & John R. The total development cost is \$13 million and has 70 residential units. This project is presently under construction. (CLUSTER 4)	Section 108, CDBG, Tax Credits, Private Financing
Great Faith Ministries	This development is located at 10750 Grand River. The total development cost is \$5 million and has 55 residential units. This project is not presently under construction. (CLUSTER 7)	Brownfield, NEZ, Private Financing
Harmony Village	This development is located at Fenkell & Griggs. The total development cost is \$5,361,673 and has 44 residential units. This project is presently under construction. (CLUSTER 9)	HUD, Section 202
HDAC Rehab Project	This development is located at 1069 Dragoon. The total development cost is \$777,000 and has 6 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone (NEZ). (CLUSTER 5)	Private Financing- Bank One (Chase)
Helisa Square	This development is located at 700-718 Willis. The total development cost is \$2 million and has 12 residential units. This project is presently under construction. (CLUSTER 4)	Private Financing
Heritage Park Townhouses	This development is located at Petoskey and Grand River. The total development cost is \$11,102,967 and has 66 residential units. This project is presently under construction. (CLUSTER 6)	Low Income Housing Tax Credits, Private Financing
Hubbard Communities Project	This development is located at 1949 Hubbard street and consists of eleven single-family homes (three bedroom) and thirty-three (33) three-bedroom townhouses. The total development cost of the project is \$8,540,955.00 including \$825,000 in City HOME funds. This project is not currently under construction, total development costs are being finalized. (CLUSTER 5)	HOME Funds Tax Credits and Private Financing
Jefferson North Park	This development is located at Charlevoix & St. Jean. The total development cost is \$14 million and has 96 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone (NEZ). (CLUSTER 3)	Private Financing, NEZ

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AFFORDABLE RESIDENTIAL DEVELOPMENTS

(continued)

Jimmy Carter Work Project	This development is located at Martin Luther King & Jeffries Fwy. The total development cost is \$8 million and has 100 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone (NEZ). (Cluster 5)	MSHDA, Habitat Restore Prog. Habitat Family- Partner Mortgage
Kendall Homes II	This development is located at Foley & Appoline. The total development cost is \$4 million and has 24 residential units	Low Income Housing Tax Credits
Lewis Homes	This development is located at 2945 Wabash. The total development cost is \$280,000 and has 2 residential units. This project is presently under construction. (CLUSTER 4)	Private Financing
Mack/Alter Housing Project	This development is located at Mack & Lakewood. The total development cost is \$11 million and has 90 residential units. This project is presently under construction. (CLUSTER 3)	Private Financing Charter One
Martin Gardens Apts	This development is located at 1737 25 th street. The total development has 15 residential units and cost \$8,270,154. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone (NEZ). (CLUSTER 5)	Low Income Housing Tax Credits
Martin Luther King (MLK) Homes	This development is located at 15 th street & Forest. The total development cost is \$7.5 million and has 45 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Tax Credits
Martin Luther King (MLK) Homes	This development is located at 14 th street & Forest. The total development cost is \$8 million and has 45 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Private Financing, Tax Credits

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AFFORDABLE RESIDENTIAL DEVELOPMENTS (continued)

Martin's Place Project	This development is located at Martin Luther King & 18 th street. The total development cost is \$8,270,154 and has 100 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 5)	Private Financing
Marwood Investments, LLC	This development is located at 304 Custer. The total development cost is \$5 million and has 52 residential units. This project is not presently under construction. (CLUSTER 4)	Tax Credits, Private Financing
McDougall North	This development is located at Kirby & Jos. Campau. The total development cost is \$11.2 million and has 30 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Private Financing
Medical Center Village-Family	This development is located at 4701 Chrysler Drive and consists of 194 units of one, two and three-bedroom garden-style apartments and townhomes. The total development cost of the project is \$14,595,685.00 including \$2,000,000 in City HOME funds. This project is not currently under construction, total development costs are being finalized. (CLUSTER 4)	HOME Funds Tax Credits and Private Financing
Milwaukee Development Group II	This development is located at 6500 Brush. The total development cost is \$12 million and has 50 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Private Financing
Mt. Moriah CDC-Euclid Street Project	This development boundaries are West Chicago (N), West Grand Blvd (S), Woodward (E), John C. Lodge (W). The total development cost is \$3.5 million and has 24 residential units. This project is in the early pre-development stage. (CLUSTER 4)	HOME Funds (DPA) Private Funding

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AFFORDABLE RESIDENTIAL DEVELOPMENTS

(continued)

Nailah Commons	This development is located East of Woodward, South of Ferry. The total development cost is \$1.8 million and has 35 residential units. This project is not presently under construction. The project is in the pre-development stage. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Private Financing LISC HOME Funds (DPA)
New Center East Neighborhood	This development is located at Oakland & Hague. The total development cost is \$5.1 million and has 50 residential units. This project is not presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Tax Credits
New Community Development NPHC- Longacre Project	This development is located South of 8 Mile at Heyden, Vaughn, and streets. The total development cost is \$850,000 and has 10 residential units. These 10 new construction units have been completed. The developer is seeking Down Payment Assistance for its homebuyers. (CLUSTER 8)	HOME Funds (DPA) Private Financing
North Corktown Scattered Site Infill Phase I	This development is located at Temple & Rosa Parks. The total development cost is \$4,620,000 and has 30 residential units. This project is not presently under construction. (CLUSTER 5)	LISC, Private Financing- National City, Tax Credits
North Village Homes	This development is located at Gratiot & Houston-Whittier. The total development cost is \$9,963,000 and has 45 residential units. This project is not presently under construction. (CLUSTER 2)	Private Financing, MI Tax Credits
Oakman Place Apts	The development is located at 811-873 Oakman Boulevard and consists of 24 one and two bedroom apartments. The total development cost of the project is \$4,632,054 including \$225,000 in City HOME funds. This project is not currently under construction, total development costs are being finalized. (CLUSTER 10)	HOME Funds Tax Credits and Private Financing
Open Hands	This development is located at Warren & Conner. The total development cost is \$9 million and has 90 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 3)	Michigan- Capital Fund, Private Financing
Penrose Village	This development is located at Carahan & 7 Mile. Total development cost is \$20,000,000	Tax Credits and Private Financing

PLANNING AND DEVELOPMENT

and has 85 affordable houses under construction.
(CLUSTER 1)

Philadelphia Court	This development is located at Euclid & John C. Lodge. The total development cost is \$14.5 million and has 24 residential units. This project is not presently under construction. (CLUSTER 4)	CDBG, Tax Credits, Private Financing
Pilgram Village Homes	This development is located at Puritan & Linwood. The total development cost is \$1,644,250 and has 11 residential units. This project is not presently under construction. (CLUSTER 10)	Private Financing
Preferred Building Contractors	This development is located at 17416 Riopelle. The total development cost is \$1,644,250 and has 5 residential units. This project is not presently under construction. (CLUSTER 4)	Private Financing
Rouge Woods Apts.	This development is located on the west side of Detroit at 23230 Fenkell Avenue and consists of the construction of 23 units of one and two bedroom apartments. The total development cost of the project is \$3,575,565 including \$457,352 in City CDBG funds. This project is not currently under construction, total development costs are being finalized. (CLUSTER 8)	HOME Funds Tax Credits and Private Financing
Ryan Road Townhouses	This development is located at 18642 Ryan. The total development cost is \$1,060,000 and has 14 residential units. This project is not presently under construction. (CLUSTER 1)	Private Financing
Sacred Heart/St. Elizabeth CDC	This development is located at Warren E. & McDougall. The total development cost is \$14.1 million and has 95 residential units. This project is not presently under construction. (CLUSTER 4)	Private Financing
Saks Park Homes	This development is located at Buchanan & 30 th . The total development cost is \$9,000,000 and has 45 residential units. This project is not presently under construction.	Tax Credits Private Financing
Saratoga Homes	This development is located at Saratoga & Chalmers. The total development cost is \$7.7 million and has 45 residential units. This project is not presently under construction. (CLUSTER 2)	Private Financing
Shelbourne Square	This development is located at 8931 Mt. Elliott. The total development cost is \$7 million and has	Tax Credits, Private Financing

PLANNING AND DEVELOPMENT

	10 residential units. This project is not presently under construction. (CLUSTER 1)	
Six Oaks Homes	This development is located at John R. & Minnesota. The total development cost is \$10 million and has 83 residential units. This project is not presently under construction. (CLUSTER 1)	MSHDA, Low Income Housing Tax Credits
St. Anne's Gate Parcel B	This development is located at 16 th street & Porter. The total development cost is \$19 million and has 88 residential units. This project is presently under construction. (CLUSTER 5)	Private Financing
St. Aubin Square Apts.	This development is located on the Eastside of Detroit at 4200 St. Aubin Square and consists of the rehabilitation of 49 units of one and two bedroom apartments. The total development cost of the project is \$7,655,080 including \$1,000,000 in City Home funds. This project is not currently under construction, total development costs are being finalized. (CLUSTER 4)	HOME Funds Tax Credits and Private Financing
The Islands Non-Profit Development-Farr Street Estates	This development is located at Miller street and Mt. Elliott/Conant. The total development cost is \$1.9 million and has 11 residential units. This project is in the early development stage. (CLUSTER 1)	HOME Funds (DPA) Private Financing
The Original New Grace MBC Senior Apt. Housing	This development is located at Woodward & Bryson. The total development cost is \$12 million and has 90 residential units. This project is presently under construction. (CLUSTER 1)	Tax Credits, Private Financing
Village of Oakman	This development is located at Oakman & Woodrow Wilson. The total development cost is \$4.6 million and has 55 residential units. This project is not presently under construction. (CLUSTER 6)	Section 202
Weber Block	This development is located at Alexandrine & Second Ave. The total development cost is \$4 million and has 69 residential units. This project is not presently under construction. (CLUSTER 4)	Historic Tax Credits, NEZ, Brownfield, Private Financing

PLANNING AND DEVELOPMENT

AFFORDABLE RESIDENTAL DEVELOPMENTS (continued)

West Town Homes II	This development is located at Plymouth & Greenfield. The total development cost is \$5,492,491 and has 66 residential units. This project is not presently under construction. (CLUSTER 7)	Private Financing
West Village	This development is located at Selden & 14 th street. The total development cost is \$10,436,482 and has 60 residential units. This project is presently under construction. (CLUSTER 4)	Low Income Housing Tax Credits, Private Financing
Woodbridge Neighborhood Development Corp- Northwest Triangle Infill Project	This development is located at Trumbull at Warren. The total development cost is \$1.9 million and has 10 residential units. This project is not presently in the pre-development stage. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	HOME Funds (Const. Fin) Private Financing
3550 Cass Ave. Apts	This development is located at 3550 Cass Avenue consists of the rehabilitation of 47 units of one and two bedroom apartments. The total development cost of the project is \$5,178,306 including \$400,000 in City Home funds. This project is not currently under construction, total development costs are being finalized. (CLUSTER 4)	HOME Funds Tax Credits and Private Financing

PLANNING AND DEVELOPMENT

HOUSING OPPORTUNITY PROJECTS

Projects designed to develop market-rate housing in the City of Detroit and to help preserve and improve neighborhoods.

Projects Currently Under Construction and/or in the Pre-Development Process MARKET RATE RESIDENTIAL DEVELOPMENTS

Belle Harbor Estate	This Development is located at Klenk & Riverside. The total development cost is \$73 million and has 270 residential units. This project is not presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 3)	Private Financing, Brownfield, NEZ
Brush Park Central Parcel	This Development is located at John R. & Alfred. The total development cost is \$19 million and has 145 residential units. This project is not presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Private Financing
Detroit Fire Department Lofts	This Development is located at 3434 Russell. The total development cost is \$2 million and has 30 residential units. This project is 85% completed. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	
College Park	This Development is located at Curtis & Lindsay. The total development cost is \$15 million and has 60 residential units. This project is not presently under construction	Private Financing

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MARKET RATE RESIDENTIAL DEVELOPMENTS (continued)

E & B Brewery Lofts – Eastern Market	This Development is located at Winder & Orleans. The total development cost is \$5 million and has 52 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Private Financing
East Ferry Street Project	This Development is located at Ferry & Brush. The total development cost is \$3 million and has 31 residential units. This project is not presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Private Financing
East Village	This Development is located at Agnes & Crane. The total development cost is \$900,000 and has 111 residential units. This project is completed as of 2007. (CLUSTER 3)	Private Financing, CDBG, Bonds

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MARKET RATE RESIDENTIAL DEVELOPMENTS (continued)

East Village aka Whittier	This Development is located at Jefferson E. & Burns. The total development cost is \$100 million and has 280 residential units. This project is not presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 3)	Private Financing, MSHDA
G & N Homes LDHALP	This Development is located at Meyers & Grand River W. The total development cost is \$2,281,000 and has 12 residential units. This project is not presently under construction. (CLUSTER 7)	Home, Low Income Housing Tax Credit, Private Financing
Greyhaven/Lenox LLC	This Development is located at Lenox & Avondale. The total development cost is \$40 million and has 150 residential units. This project is not presently under construction. (CLUSTER 3)	Private Financing
Harbor Hill Condominiums	This Development is located at 150 St. Jean. The total development cost is \$3,219,000 and has 256 residential units. This project is not presently under construction. (CLUSTER3)	Brownfield, NEZ
Gratiot/McDougall Parcel 273	This Development is located at Chene & Hunt. The total development cost is \$19.6 million and has 118 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Private Financing, HOME Funds, Brownfield, NEZ
Jefferson Towne Square	This Development is located at Dickerson & Jefferson E. The total development cost is \$15 million and has 88 residential units. This project is not presently under construction. (CLUSTER 3)	Private Financing-Key bank, Standard Federal
Lombardo Heritage	This Development is located at Jefferson E. & Newport. The total development cost is \$15,336,000 and has 120 residential units. This project is presently under construction. (CLUSTER 3)	Private Financing

PLANNING AND DEVELOPMENT

**MARKET RATE RESIDENTIAL DEVELOPMENTS
(continued)**

The Mack @ Brush Park	This Development is located at Mack & Brush. The total development cost is \$4 million and has 15 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Private Financing CBDG Funding Brownfield
Maplewood Village (Former DPS Site)	This Development is located at 8411 Northfield. The total development cost is being calculated and has 22 residential units. This project is not presently under construction. (CLUSTER 5)	Private Financing, NEZ
Petit Bateau, LLC	This development is located at Kirby and St. Antoine. The total development cost is \$7,000,000, and has 24 residential units. This project is not currently under construction.	Private Financing
Marlborough Estates	This Development is located at Marlborough & Mack. The total development cost is \$5,261,000 and has 38 residential units. This project is presently under construction. This project is in an Enterprise Zone. (CLUSTER 3)	Private Financing-May Mortgage Lender
New Amsterdam Project	This Development is located at 6200 Second. The total development cost is \$25 million and has 91 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Section 108 loan, EDI Grant, Historic Tax Credits
Oakland East Development Group	This Development is located at Oakland & Caniff. The total development cost is \$13 million and has 40 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	CDBG, NEZ, Private Financing

PLANNING AND DEVELOPMENT

**MARKET RATE RESIDENTIAL
DEVELOPMENTS
(continued)**

Old James Scott House	This Development is located at 81 Peterboro. The total development cost is \$2 million and has 8 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Private Financing
Palmer Street Project	This Development is located at Palmer & Brush. The total development cost is \$3,450,000 and has 52 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Private Financing, NEZ, Brownfield Tax Credits
Pennsylvania Street Development	This Development is located at Pennsylvania & Kercheval. The total development cost is \$2.7 million and has 20 residential units. This project is not presently under construction (CLUSTER 3)	Private Financing
Petoskey Park Townhouses	This Development is located at Linwood & Boston Blvd. The total development cost is \$10 million and has 130 residential units. This project is presently under construction. (CLUSTER 6)	Tax Credits, Dev. Equity
Princeton Estates Phase I	This Development is located at Martin Luther King & Wabash. The total development cost is \$7,000,000 and has 47 residential units. This project is not presently under construction. (CLUSTER 4)	Bond, Private Financing
Brush Park Village North	The Development is located between John R & Brush Street on Erskine in Brush Park. The total development cost is 6.2 million and will feature 31 residential units. The project is currently under construction	Private Financing
Morgan Estates	This development is located at Lycastle & Freud. Total development cost is \$100,774,820.00 and is a multi-component development with 40 single townhomes, 19 four unit buildings, 2 mid-rise residential towers. This project is currently under construction.	Private Financing

PLANNING AND DEVELOPMENT

MARKET RATE RESIDENTIAL DEVELOPMENTS (continued)

Cortktown LLC

This development is located at Pine and Wabash. The total cost is projected at \$2,000,000. The project will consist of 18 single family market rate homes. The project is presently under construction.

Private Financing

PLANNING AND DEVELOPMENT

COMMERCIAL OPPORTUNITY PROJECTS

Projects designed to develop Commercial Projects in the City of Detroit and to help preserve and improve neighborhoods.

**Projects Currently Under Construction
and/or in the Pre-Development Process
COMMERCIAL DEVELOPMENTS**

<u>Development Name</u>	<u>Development Type</u>	<u>Location</u>	<u>New Construction or Rehab</u>	<u>EZ</u>	<u>Other Funding Source</u>	<u>Total Development Costs</u>	<u>Commitment Date</u>	<u>Cluster</u>
Bethlehem Assembly Full Gospel Baptist Church	Shelter & Conference Center	3632 Mack	New Construction	No	Private Financing	\$1,700,000	2000	4
Coleman A. Young Post 202		14000 Puritan	Rehab	No	Private & Public Financing	\$25,000	2001	10
Detroit River Tunnel Partnership, Super Tunnel	Transportation Project	Rosa Parks & Fort	Rehab	No	Private Financing	\$600,000,000	2001	5
Euclid, LLC; Woodward Neighborhood Shopping Center	Strip Mall	Woodward & Euclid	New Construction	No	Private Financing	\$688,500	2001	4
Franklin Wright Settlement	Parking Lot	2706 Elmwood	Rehab	No	Private Financing	unknown	2001	4
Woodward Block at Central Brush Park	Retail, Mixed Use, institutional, and residential	Woodward & Erskine	New Construction	Yes	Private Financing	\$100,000,000	2001	4
BND Mini Mart-McDougall-Hunt Project	Building Expansion & Parking Lot	3714 Mack	Rehab	No	Private Financing	\$250,000	2002	4
Capital Waste	Paper recycling facility	7529 St. Aubin	New Construction	No	Private Financing	unknown	2002	4
Detroit Ready Mix	Business Expansion	9000 Alpine	Both	No	Private Financing	\$500,000	2002	6
FEMI Talibi; Scotch Sirloin Lounge	Restaurant	Eight Mile & Greenfield	Rehab	No	Private Financing	\$1,500,000	2002	10

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COMMERCIAL OPPORTUNITY PROJECTS (continued)

FEMI Talibi, Plymouth Plaza	Neighborhood Retail	18625 Plymouth	New Construction	No	Private Financing	\$750,000	2002	7
Focus: Hope	Campus Expansion	Fenkell & Oakman		No	Private Financing	unknown	2002	9
Glen E. Wash & Associates, Inc.	Storage Facility	Jefferson E & St. Jean	New Construction	Yes	Private Financing	\$4,000,000	2002	3
Grand-Meyers, LLC	Strip Mall	Grand River & Meyers	New Construction	Yes	Private Financing	\$3,000,000	2002	7
Lovell Norwood; Van Dyke Daycare Facility	Day Care Center	9248 Van Dyke	New Construction	No	Private Financing	\$200,000	2002	1
Perfecting Church	Religious Campus w/ Housing	Woodward & Seven Mile	New Construction	No	Private Financing	\$60,000,000	2002	1
Prince Hall Grand Lodge McDougall-Hunt Project; Masonic Headquarters	Corporate Headquarters	McDougall & Gratiot	New Construction	Yes	Private Financing	\$5,000,000	2002	4
Reverend Jim Holley; Detroit Academy of Arts & Sciences	School Annex	2281 Hendrie	New Construction	Yes	Private Financing	\$2,500,000	2002	4
Robert Jaffal: Jaffal Mini Mart	Gas Station	5829 Tireman	New Construction	Yes	Private Financing	\$250,000	2002	1
Robert Jaffal: Jaffal Mini Mart	Gas Station	5829 Tireman	New Construction	Yes	Private Financing	\$250,000	2002	1
Robert Jaffal; Jaffal Mini Mart	Gas Station-Mini Mart	5944 E. Davison	New Construction	No	Private Financing	\$160,000	2002	1

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COMMERCIAL OPPORTUNITY PROJECTS (continued)

Roger Robinson; Group 7500	Retail, Mixed Use	7503 Oakland	Rehab	Yes	Private Financing	\$907,500	2002	4
Russell Woods Church of Christ	Church	11613 Broadstreet	New Construction	Yes	Private Financing	\$1,500,000	2002	6
Sharon Missionary Baptist Church	Church, Assisted Living Facility	Rosa Parks & Brainard	New Construction	Yes	Private Financing	\$4,300,000	2002	6
Southwest Detroit Business Association; Vernor Lawndale Project	Apartments	Vernor W & Lawndale	Rehab	No	Section 108 Loan, EDI Grant, Tax Credits	\$12,800,000	2002	5
Sparetime Family Entertainment Center	Bowling Alley	Jefferson E & St. Jean	New Construction	Yes	Private Financing	\$10,000,000	2002	3
Thomas Shumaker; Stough Enterprises		14053 E. Seven Mile	New Construction	No	Private Financing	\$2,000,000	2002	2
Zachary & Associates; Garfield Block Development	Mixed-Use Residential, Commercial	Forrest & John R	Both	No	Section 108, CDBG, Tax Credits, Private Financing	\$33,000,000	2002	4
Gardella Holding Inc	Warehouse & Parking Lot	2912 Chene	New Construction	No	Private Financing	\$250,000	2003	4
Joan Crawford; Conservatory of Fine Arts	Institutional	229 Edmund Place	Rehab	Yes	Private Financing	800,000	2003	4
Land Inc.; Mack/ Alter Phase I	Gas Station	Mack & Alter	New Construction	No	Public and Private Funding	600,000	2003	3

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COMMERCIAL OPPORTUNITY PROJECTS (continued)

Joan Crawford; Conservatory of Fine Arts	Institutional	229 Edmund Place	Rehab	Yes	Private Financing	800,000	2003	4
Land Inc.; Mack/ Alter Phase I	Gas Station	Mack & Alter	New Construction	No	Public and Private Funding	600,000	2003	3
Ness-Boris, Inc.; 9512-20 Woodward	Office Space	18625 Plymouth	Rehab	No	Private Financing	350,000	2003	1
Rayo Development, Inc	Strip Mall	9145 Livernois	New Construction	No	Private Financing	unknown	2003	7
Rocky Produce	Warehouse	7450 Melville	New Construction	No	Private Financing	2,800,000	2003	5
Sure Transit/ First Development Companies	Food, Cold Storage, Transit Facility	6501 Harper	New Construction	Yes	Private Financing	6,500,000	2003	1
Sweetest Heart of Mary	Memorial Garden	4468 Russell		No	Private Financing	320,000	2003	4
The Paragon Company	Parking Lot	3701 Michigan Ave		No	Private Financing	unknown	2003	4
Sterling Group		1900 Gratiot	New Construction	No	Private Financing	unknown	2004	4
Northeast Guidance Center	Guidance	2920 Conner	New Construction	No	Private Financing	\$3,000,000	2007	4
Rock Property Management	Retail	9053 Woodward	New Construction	No	Private Financing	\$1,000,000	2007	4

PLANNING AND DEVELOPMENT

PROPOSED FIVE YEAR CAPITAL PROGRAM

The Planning & Development Department will vigorously pursue development opportunities in keeping with its mission to strengthen and revitalize the City of Detroit neighborhoods and communities. The Department's major purpose is to promote private sector investment in the City of Detroit.

The projects proposed for the Capital Agenda represents a comprehensive approach to economic development throughout the entire city.

In rebuilding the City of Detroit, our definition of economic development encompasses not only construction of new structures and redevelopment or rehabilitation of existing structures, but also attracting new businesses and investment, as well as, expansion and retention of existing businesses. Our goal is to attract desirable investment, principally real estate, business creation and expansion, infrastructure and technology, which will enhance the tax base and economic viability of Detroit.

The strategy for neighborhood development emphasizes the rehabilitation and construction of new housing, increased support for community developers, and the attraction and retention of small businesses in neighborhood shopping districts and strips. The downtown strategy encompasses the improvement of the city's main avenues – Woodward, Jefferson, Gratiot, Michigan and Grand River. We want to emphasize each avenue as a "Gateway" to downtown Detroit; support existing developers by recruiting new developers to these areas, contribute City resources where available to support new development, and to stimulate economic development.

The following is a breakdown of the Department's efforts. For clarity of presentation, the projects and programs of the Planning and Development Department are grouped into the following categories:

Redevelopment Areas:

These projects typically incorporate many different development or conservation activities, usually involving the reconfiguration of land or change of land use, and have a defined geographic boundary. Areas that are historically Urban Renewal Areas are identified as such, other project areas have been identified as areas of potential redevelopment and resources will be targeted as needed for this purpose.

Economic Development And Public Infrastructure Improvements

These projects are focused on business retention or business development and generally are administered in conjunction with other appropriate agencies such as the Detroit Economic Growth Corporation, Downtown Development Authority, Public Works Department, Airport Department, etc.

Residential Development

These programs are generally administered on a city-wide basis, to promote housing and neighborhood preservation through rehabilitation of single family and multi-family units, the financing of affordable new housing through the HOME Program and site preparation activities for construction of new housing units.

Completed Projects With Continual Financial Obligations:

These projects are complete yet the City issued loans and has guaranteed the repayment of the outstanding debt with future Community Development Block Grant funds. This section illustrates each

PLANNING AND DEVELOPMENT

Section 108 project presented in the Capital Agenda and its proposed repayment schedule during the fiscal years 2009-10 through 2013-14.

Amendments included in the 2007-08 through 2011-12 Capital Agenda

In the previous Capital Agenda the Detroit City Council amended this Planning and Development Capital improvement plan as follows:

- Federal and State funding be designated to revitalize the commercial business strip along Dexter Avenue from Joy Road on the south to Fenkell Avenue on the north, and for single family housing; and that funding also be allocated to include façade improvements for existing housing; and
- Federal and State funding be designated for commercial business development and single family and mixed-use housing

for the area bounded by the Davison expressway on the north, Webb on the south, the John C. Lodge expressway on the east and Interstate 96 on the west; and

- Federal and State funding be designated for affordable single family housing for the Brush Park area, and that funding also be allocated for façade improvements for existing low and moderate income housing; and
- Federal and State funding be designated for affordable single family and mixed use housing in the area designated as Leland Estates, bounded by Mack Avenue on the south, St. Aubin Street on the west, Forest Avenue on the north and Grandy Street on the east; and that funding also be allocated for public infrastructure and right-of-way improvements.

PLANNING AND DEVELOPMENT

City of Detroit Planning and Development Department Section 108 Loan Guarantee Assistance Program

The Section 108 Loan Program enables local governments that participate in the federal Community Development Block Grant (CDBG) program to obtain federally guaranteed loans that help fuel large economic development projects and other revitalization activities.

This program is one of the most important public investment tools that HUD offers to local governments. The City of Detroit is able to transform a small percentage of its CDBG funds into federally guaranteed loans large enough to pursue physical and economic revitalization projects that help renew entire neighborhoods. Such public investment is needed to inspire private economic activity, providing the initial resources that private firms may need to invest in distressed areas of the City of Detroit.

The Section 108 Loan Program is not risk free, the City of Detroit must pledge future CDBG allocations (up to the loan amount) as security for the loan.

HUD guarantees repayment of notes issued to the local governments to raise capital for approved projects. The guarantee represents the full faith and credit of the United States Government, providing private investors with the necessary security that the participating local governments can borrow funds at lower interest rates comparable to those that the Government commands when borrowing through the U.S. Treasury.

The guaranteed amount cannot exceed five times the community's most recent CDBG allocation. The maximum loan term is 20 years. The guidelines for targeting benefits of the Section 108 loan program are the same as the CDBG program. At least 70 percent of the loan funds must benefit activities in which either the majority of the individuals who benefit or the majority of the residents of the neighborhood that benefit are low or moderate income persons. The funds can also be used to prevent or eliminate slums or blight or meet other urgent community development needs.

Eligible activities include property acquisition, rehabilitation of publicly owned buildings, housing rehabilitation, economic development activities, and construction activities.

Since the inception of this financing tool, the City of Detroit has processed over 20 Section 108 loans for a variety of activities citywide.

Section 108 Loans Summary

Caraco Pharmaceuticals

The project consists of the construction of a manufacturing facility and executive offices. The Caraco Section 108 loan was refinanced in August 2002. Caraco Pharmaceuticals is making payments according to the repayment schedule and the payments are current. (CLUSTER 6)

Ferry Street Bed and Breakfast

This \$6.5 million project completed in 2001, involved the renovation of four historic homes and two carriage houses into a 42-unit Bed and Breakfast Inn located at 60 East Ferry Street in the historic Art Center area. CDBG funds are repaying the loan. (CLUSTER 4)

Garfield Building

Located on Woodward and Garfield, this \$6.5 million renovation transformed the Garfield Building into 56 units of loft housing and a ground floor Rite Aid. The project was lead by the Cathedral Church of St. Paul was completed in 1999. The interest payments are being made. CDBG funds are repaying the loan. (CLUSTER 4)

Garfield II

The Garfield Development Project is located in Detroit's University Cultural Center Area, bounded by Forest Avenue to the west. The project is primarily a housing development that will involve the rehabilitation of six historic structures, construction of three parking decks with a total of 355 parking spaces and new commercial space. The proposed sources of financing to complete this project include Section 108 loan proceeds, Historic tax credits, CDBG funding and conventional financing. Total estimated cost of construction is estimated at \$33 million. The project consists of four (4) phases. The two phases involving Garfield Real Estate Properties and the East Forest Art Project have begun. The interest payments are being made according to the repayment schedule. (CLUSTER 4)

Michigan Repacking and Produce Company

Interest payments have been made according to the agreed upon repayment schedule. (CLUSTER 4)

PLANNING AND DEVELOPMENT

Section 108 Loans Guarantee Assistance Program (continued)

New Amsterdam Residential Project

The proposed mixed-use project is in the area directly south of New Center abutting the WSU Technology Park (SMART ZONE) located at 6200 Second and 41-47 Burroughs. This project would be comprised of approximately 120 new and renovated housing, apartment style, condominiums and townhouse units, along with 50,000 square foot of commercial space. Public improvements, including sewer and water replacements, street resurfacing, and public lighting projects will be necessary to upgrade the existing conditions within this area. An application for Transportation Equity Act for the 21st Century (TEA-21) has been awarded to defray some of the costs associated with this project. CDBG funds are repaying the interest on the loan during the construction phase. (CLUSTER 4)

Riverbend Plaza

Riverbend Plaza is a commercial development consisting of the construction of a 23,000 square feet retail complex located on the South side of East Jefferson, east of Dickerson in the Jefferson-Chalmers Urban Renewal Area. Loan reimbursements are being made according to the payment schedule and are current. (CLUSTER 4)

Stuberstone Building

Stuberstone consisted of the renovation of historical structure to accommodate residential units, commercial workplace and general commercial space. The project has been completed, however the Developer has been unable to satisfy the conditions set forth in the HUD agreement. The loan proceeds are being used to satisfy the loan terms according to the loan. (CLUSTER 4)

Book Cadillac Hotel

Book Cadillac will redevelop the existing structure into a new Westin Hotel with approximately 455 hotel rooms, 66 market rate condominium housing units, a 45,000 square foot conference center and a 225 space parking garage. The project is located on the corner of Michigan Avenue and Washington

Blvd. The Grand Opening Gala is scheduled for October 25, 2008. Interest payments are being made according to the payment schedule and are current. (CLUSTER 4)

Woodward Garden

This project consists of a mixed-use development including the renovation of the Garden Theater, the Blue Moon Café and the construction of a 300 space parking deck. The first of the four (4) phases of this project is in process. Interest payments are being made according to the payment schedule and are current (CLUSTER 4)

Mexicantown Commercial Development

The Mexicantown Development project consists of a Welcome Center with an attached commercial center to service the Mexicantown community. Loan funds are to be used to subsidize the construction costs associated with the Mercado, Retail/Office Building and Public Plaza. Proposed funding will also be used to provide public infrastructure improvements as deemed necessary with the project. CDBG funds are repaying the loan. (CLUSTER 5)

Fort Shelby Hotel

Fort Shelby is a mixed-use development consisting of 204 Doubletree Hotel guest suites with a 38,000 square foot conference center, and 52 market rate condominiums. The Grand Opening is scheduled for December 2008. Interest payments are being made according to the payment schedule and are current (CLUSTER 4)

West Vernor Project

The project consists of the construction of a mixed-use development on West Vernor Highway in Southwest Detroit. Loan funds will be used to subsidize the construction costs associated with the renovations of the Odd-Fellows Building into ground floor commercial space with residential units on the upper floors of the building. Public funds will be used for sidewalk repair/replacement, public lighting enhancement and landscaping as deemed necessary. Interest payments are being made according to the payment schedule. (CLUSTER 4)

PLANNING AND DEVELOPMENT

CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

PROJECT AREA	SPECIFIC PROJECT ACTIVITIES	PLD	DWSD	DPW	OTHER
<i>Far East Study Area</i>	Public Infrastructure Improvements	X	X	X	EDC
<i>Eastern Market</i>	Public Infrastructure Improvements	X		X	EDC
<i>Near East Riverfront Redevelopment</i>	Redevelopment of riverfront land. Public Infrastructure Improvements	X	X	X	DNR, EDC, Riverfront Conservatory
<i>Harbor Hill Development</i>	Public Infrastructure Improvements	X	X	X	EDC
<i>Jefferson Chalmers</i>	Public Infrastructure Improvements	X		X	
<i>Virginia Park</i>	Public Infrastructure Improvements	X		X	
<i>McDougall-Hunt</i>	Public Infrastructure Improvements	X	X	X	
<i>Core City Neighborhood Redevelopment Plan</i>	Mixed-use redevelopment project in the area bounded by Martin Luther King Blvd. Grand River, Jeffries Freeway and Warren Avenue.	X	X	X	
<i>Focus Hope Redevelopment Plan</i>	In-fill residential development project with public improvement assistance as needed, renovation of the Bell Building				EDC, BRDA
<i>Commercial / Industrial Sites</i>	Citywide-funds will be used to provide site improvements for commercial and industrial development	X	X	X	EDC
<i>Trafficways Development Fund</i>	TEA-21 projects, Street Enhancement Projects	X	X	X	MDOT, DDA
<i>Major Building Demolition</i>	Funds will be used for the demolition of structures as deemed necessary.			X	BSE
<i>Mexicantown Commercial Development</i>	Construction of the Mexicantown Welcome Center	X	X	X	EDC
<i>North Corktown Project</i>	CDBG Funds will be used for repairing alleys	X		X	
<i>Residential Sites Fund</i>	Public infrastructure improvements citywide for market rate residential development projects	X	X	X	
<i>Garfield Redevelopment Plan</i>	Construction of three parking structures to support Phase II of this mixed-use project.				MPD, DBA, BRDA
<i>New Amsterdam Residential Project</i>	Public Infrastructure Improvements	X	X	X	BRDA
<i>Jefferson North</i>	Public Infrastructure Improvements			X	BRDA
<i>Chalmers Heights Project</i>	Public Infrastructure Improvements	X	X	X	

PLANNING AND DEVELOPMENT

Legend

BRDA	Brownfield Redevelopment Authority
BSE	Buildings and Safety Engineering
DEA	Department of Environmental Affairs
DNR	State of Michigan Department of Natural Resources
DOT	Detroit Department of Transportation
DWSD	Detroit Water & Sewage Department
DDA	Downtown Development Authority
EDC	Economic Development Corporation
MDOT	Michigan Department of Transportation
PLD	Public Lighting Department
MPD	Municipal Parking Department
DBA	Detroit Building Authority
X	Requires financial commitments from or on behalf of other City Agencies
EMC	Eastern Market Corporation

PLANNING AND DEVELOPMENT

GOALS FOR CAPITAL PROGRAM

Identify and promote economic development initiatives that will increase tax base, revenues and jobs.

- To continue the expansion of major industrial sites and revitalization of commercial sites, particularly in the State designated Renaissance Zones.
- To continue major riverfront and downtown public improvements to make the riverfront and downtown Detroit more attractive to visitors, workers, residents and the development community.
- Identify and promote activities that eliminate blight and public safety hazards, and that improve the quality of life in neighborhoods.
- To complete special purpose projects such as neighborhood rehabilitation programs and neighborhood commercial development projects.
- To complete activities already programmed for existing Redevelopment Areas, to market development parcels that are currently available and to undertake new activities to make substantial improvements within a reasonable period of time.

RATIONALE FOR CAPITAL PROGRAM

The major purpose of the Planning and Development Department's capital program is to promote private sector investment in the City of Detroit. The Planning and Development Department utilizes its development capacity to leverage all available Federal, State and private funds and to encourage the preservation, restoration and rebuilding of Detroit's urban

fabric. Private sector investment considerations will, in many instances, determine the timing of many projects contained in the Planning and Development Capital Program.

The Planning and Development Department has prioritized the project request based upon the following assumptions:

1. Gap Financing – without the public subsidy, the project cannot be completed. It is unrealistic to assume that most development projects will be able to absorb the added infrastructure costs because of market forces and utility conditions within the City of Detroit.
2. The subsidization of private developments will result in additional housing opportunities for City of Detroit residents. Projects will utilize existing city-owned land to construct a blend of market-rate and affordable housing to retain and attract new residents and businesses to the City.
3. Assisted projects will generate substantial future revenue and consequently the public subsidy will be repaid to the City through property and income taxes.
4. Assisted projects will improve the existing public infrastructure thus allowing the City to invest in itself with updated public utilities. The improvements most often include new street and alley lighting, street and alley repaving, sidewalk repair or replacement and water and sewer utility repairs or upgrades.

PLANNING AND DEVELOPMENT

PROJECT NARRATIVE AND FUNDING SCHEDULES

REDEVELOPMENT AREA PROJECTS

Far East Development Study Area

CLUSTER 3

The Far Eastside creates a strategy to reestablish a 1,200 acre area into nine distinct neighborhoods. The redevelopment strategy for the 1,200 acre Far Eastside infill study focuses on a rehabilitation and revitalization initiative. This 20 year planning initiative, one of the largest in North America, provides an urban design vision for the area as well as a marketing and implementation program. The large percentage of city-owned land in the area allows for the creative assembly of land for appropriate redevelopment. The total project costs to the City of Detroit will be approximately \$154 million for right of way improvements and approximately \$71 million for the rehabilitation of existing homes. This results in an overall project cost of \$225 million or \$15 million per year.

Current projects underway or recently completed include the following:

1. Chalmers Heights - Located on Mack, Canfield, Warren, Lenox, the project will offer 60 units of MSHDA/LIHTC Tax Credit single-family homes. The project will utilize \$1 million in home investor loan funds and will also utilize the PILOT tax program. The amount of investment is estimated at \$6.5 million. (Also see HOME Projects)
2. Mack/Kercheval Housing - Located on Mack, Alter, Warren, Marlborough, this project will offer approximately 80 units of market rate single-family homes, starting at \$140,000. The homes are located in a Neighborhood Enterprise Zone. The amount of investment is estimated at \$12 million. The developer will repave the roads and sidewalks within the entire project area.
3. Marlborough Estates - Located on Marlborough between Mack and Kercheval, this market rate development will offer 32 single-family units of housing. The project is located in a Neighborhood Enterprise Zone. The total amount of investment is estimated at \$3 million.
4. MV Communities - Located on Warren, Conner, Canfield, Lenox, the project will offer 60 units of MSHDA/LIHTC Tax Credit single-family homes. The project will utilize the PILOT tax program. The amount of investment is estimated at \$6 million.
5. Land Inc Commercial - Located on Mack between Alter and Phillip, this development proposal will offer a gas station and one stand-alone commercial building. The development will utilize a Brownfield grant to clean up the site and establish a facility under the Brownfield legislation in order to be eligible for tax increment financing and the single business tax credit. The project is estimated at \$4 million.

SOURCE (000' s omitted)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	Unprogram	TOTAL
G.O. BONDS	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$20,000	\$25,000

Brush Park Redevelopment Area

CLUSTER 4

The Brush Park Redevelopment Plan, as amended in 2002, provides for the acquisition, relocation, and demolition of properties; the construction of streets, utilities, and other site improvements, and rezoning within the 118 acre Brush Park area. The plan also allows for the

PLANNING AND DEVELOPMENT

preservation of the historical and architectural significant character of the Brush Park Historic District. Current projects underway include:

1. Construction of a residential community, Woodward Place at Brush Park, by Crosswinds Development. Phase I of the project began in 1999 and will consist of approximately 600 townhouse condominiums. This new market rate residential development will cover a nine-block area immediately north of the Fisher Freeway and east of Woodward. The total acquisition phase of this project is scheduled to be completed by July 2010. Anticipated costs to complete South Parcel: \$0 Construction of infill moderate and market rate residential projects in the area bounded by Woodward and Beaubien and between Erskine and Alfred. The action plan to redevelop the Central Parcel will require public infrastructure upgrades, acquisition of privately held parcels, and the historic rehabilitation of eight structures. Anticipated costs to complete Central Parcel: \$8 million
2. Construction of infill moderate and market rate residential projects in the area bounded by Woodward and Beaubien and between Erskine and Alfred. The action plan is completed to redevelop the Central Parcel required public infrastructure upgrades, acquisition of privately held parcels, and the historic rehabilitation of eight structures.

SOURCE (000' s omitted)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	Unprogram	TOTAL
CDBG	\$500	\$500	\$500	\$500	\$500		\$2,500

Citywide Infrastructure Infrastructure improvements for housing projects based upon proposals received by the City of Detroit i.e. Gratiot Woods Homes, Northstar Development, etc

SOURCE (000' s omitted)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	Unprogram	TOTAL
G.O. BONDS	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$10,000	\$15,000

Eastern Market and Wholesale Distribution Center – Public Improvements CLUSTER 4

Funds will be used to complete required roadway upgrades and other public improvements such as streetscape and public lighting improvements. The Eastern Market Action Plan is completed. A nonprofit was formed in 2002, consisting of market constituents (Eastern Market Action Corporation). Since then additional plans such as Eastern Market Investment Strategy have been completed, with assistance of Downtown Partnership. The Detroit City Council allowed the market to be managed privately in 2007 with thus the formation of the EMC (Eastern Market Corporation) non-profit. The improvements to the city owned sheds are currently underway and the outcome of this project will require funds to implement the recommendations as outlined in the action plan, which will focus on improving all aspects of the market from circulation, facility upgrades, marketing and image. Monies have been raised privately from such sources as Kellogg Foundation, Kresge Foundation, Michigan Economic Development Corp., HUD/DTI, Cool Cities, and other corporate funding, and individual donor funding requests.

SOURCE (000' s omitted)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	Unprogram	TOTAL
G.O. BONDS						\$2,000	\$2,000
CDBG	\$500						\$500
TOTAL	\$500					\$2,000	\$2,500

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Harbor Hill Development

CLUSTER 3

This project envisions a planned community on the eastside Detroit Riverfront at St. Jean Street. As part of the Phase I project, a marina and clubhouse were constructed in 1994. Phase II will include the construction of approximately 256 condominium units to be built on 20 acres of land at 150 St. Jean, 11200 & 11250 Freud. This project will require public support with the public utilities, lighting, repair or resurface of adjoining streets – Freud and St. Jean and demolition of abandoned homes on St. Jean between Jefferson and Freud.

SOURCE (000' s omitted)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	Unprogram	TOTAL
G. O. Bonds	\$500	\$500	\$500	\$500	\$500	\$2,500	\$5,000

Jefferson/Chalmers Redevelopment Area

CLUSTER 3

General Obligation Bonds and Community Development Block Grant funds will be used for the demolition of properties; the installation and construction of streets, utilities and other site improvements in the Jefferson/Chalmers area. Current projects ready to begin include:

1. Jefferson Towne Square, market rate housing project that will include 12 new infill houses and 80 townhouse units. The proposal is market rate, but will utilize the Neighborhood Enterprise Zone tax incentive. The amount of investment is estimated at \$12 million. Anticipated improvements include installation of streetlights, including new poles, overhead wiring and light fixtures.
2. Riverbend Phase IV- project will consist of additional stores and restaurants to serve the Jefferson/Chalmers community.
3. Lakewood Rehab-located East of Dickerson and West of Victoria Park, this project will produce 17 fully rehabilitated single-family homes, which is proposed for market rate housing. The amount of investment is estimated at \$1.1 million.

SOURCE (000' s omitted)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	Unprogram	TOTAL
G. O. Bonds	\$500	\$500	\$500	\$500	\$500	\$2,500	\$5,000

Next Detroit NDNI Sites

Development Sites, city-wide, which are a part of an initiative to redevelop targeted residential areas. Funds are requested to support significant private investments in these neighborhood development sites.

SOURCE (000' s omitted)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	Unprogram	TOTAL
G. O. Bonds	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000		\$20,000

Virginia Park Redevelopment Area

CLUSTER 6

The Department is in the process of modifying the Development Plan and as a result of this modification, a variety of residential and mixed-use development projects will be underway beginning in FY 2005-06. Funds may be allocated toward public right-of-way improvements, public infrastructure upgrades and limited acquisition to establish a commercial corridor on Rosa

PLANNING AND DEVELOPMENT

Parks Blvd. Furthermore, the Virginia Park Redevelopment Plan, once amended, will provide for the demolition of abandoned properties, the reconstruction of utilities, sidewalk repair and/or replacement associated with the proposed residential (in-fill housing) development projects and other site improvements as deemed required.

SOURCE (000' s omitted)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	Unprogram	TOTAL
G.O. BONDS						\$2,500	\$2,500
CDBG	\$500						\$500
TOTAL	\$500					\$2,500	\$3,000

Hubbard/Richard Redevelopment Area

CLUSTER 5

The Hubbard Richard Redevelopment Plan has been implemented to preserve and improve the existing residential neighborhood, to create an environment that encourages the residents of the area to maintain and improve the existing homes in the area and to encourage the construction of new housing units where feasible. Funds may be allocated toward public right of way improvements and public infrastructure upgrades (i.e. installation of streetlights, new poles, overhead wiring, light fixtures and curbs). MDOT Gateway project under construction. Completion anticipated in December 2009. Mexicantown Welcome center completed, along with Bagley Street improvements and infrastructure upgrades completed.

SOURCE (000' s omitted)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	Unprogram	TOTAL
G.O. BONDS						\$1,800	\$1,800

McDougall/Hunt Redevelopment Area

CLUSTER 4

This area north of Elmwood Park and south of Gratiot continues to age and evolve despite extensive use of rehabilitation funding over the years. Proposed changes to the McDougall/Hunt Development Plan will include land for construction of new commercial and new residential facilities in the Joseph Campau to St. Aubin area. Funding is for the demolition of blighted structures, repair of sidewalks and curbs, and other public improvements that support private investment.

SOURCE (000' s omitted)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	Unprogram	TOTAL
G.O. BONDS							\$1,500
CDBG	\$500						\$500
TOTAL	\$500						\$2,000

Core City Neighborhood Redevelopment Plan

CLUSTER 4

Core City Community Development Organization has submitted a multi-phase mixed-use redevelopment plan for the Core City Neighborhood area. Their first phase is in collaboration with Phoenix Consultants to expand affordable and market-rate housing over the next five years with the construction of Core City Estates (66 units) and Core City West Village – Phases I through V (approx. 340 units) in the area generally bounded by Selden to the north, ML King Jr. to the south, Rosa Parks to the east and 18th Street to the west. There are additional plans to construct a neighborhood retail center as well.

PLANNING AND DEVELOPMENT

In addition, Habitat for Humanity- Detroit has committed to providing approximately 100 new homes through its Tercentennial Village Project and the Jimmy Carter Project in FY 05-06. Funds will be used to provide public lighting upgrades, sidewalk repair and replacement throughout the project area.

SOURCE (000' s omitted)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	Unprogram	TOTAL
G.O. BONDS						\$2,500	\$2,500

Focus Hope Redevelopment Plan

CLUSTER 6

Focus Hope has proposed the redevelopment of the area immediately surrounding its campus located on Oakland Avenue. Proposed projects include the construction of a Section 202 funded senior apartment complex and the completion of a residential n-fill housing project to the south of their facility to stabilize this area in the City of Detroit, as well as, the City of Highland Park.

SOURCE (000' s omitted)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	Unprogram	TOTAL
CDBG	\$500	\$500	\$500	\$500	\$500		\$2,500

Bell Building Development

The Bell Building is a historic 253,000 square feet vacant building located at 882 Oakman Blvd. Neighborhood Services Organization (NSO) is planning to rehab the facility to serve the homeless in the city. Supportive Housing will be provided with 101 units of permanent housing. The facility will also house the NSO administrative component.

SOURCE (000' s omitted)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	Unprogram	TOTAL
CDBG	\$250	\$250					\$500
HOME	2,000						2,000
TOTAL	\$2,250	\$250					\$2,500

Oakland East Redevelopment Project

CLUSTER 4

The Oakland East project consists of approximately 124 acres bounded by Oakland Avenue to the north, East Grand Blvd. to the south, Caniff to the west and I-75 to the east. The initial redevelopment project will consist of in-fill single-family housing and low to moderate townhouses (for sale and rental). There are additional plans to redevelop the commercial corridor along Oakland Avenue from E. Grand Blvd. to Caniff and to construct a commercial node in the area bounded by Oakland, Holbrook, Owen and Cardoni. Final phase of this project will allow for the development of a senior housing facility on the corner of Greely and Caniff and a child care facility along Oakland and Holbrook. Funding will be used for home repair, commercial façade improvements, tax abatement programs and public infrastructure improvements, as deemed appropriate.

SOURCE (000' s omitted)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	Unprogram	TOTAL
G.O. BONDS			12			\$2,500	\$2,500

PLANNING AND DEVELOPMENT

ECONOMIC DEVELOPMENT AND PUBLIC INFRASTRUCTURE IMPROVEMENT PROJECTS:

Projects are focused on business retention and often involve site improvements or changes to existing public infrastructure.

Commercial / Industrial Development Sites

The purpose of this fund is to assemble parcels and provide necessary site improvements to allow commercial and industrial development activity to move forward. Funds will leverage other available sources of investment such as the State of Michigan Renaissance Zone Program and other new state and federal initiatives.

SOURCE (000' s omitted)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	Unprogram	TOTAL
G.O. BONDS	\$2,000	\$2,000	\$2,000	\$3,000	\$3,000	\$12,000	\$12,000

Trafficways Development Fund

Funds will provide a source of “local match” for various Federal and State of Michigan grants such as the Transportation Enhancement Act (TEA-21) and Michigan Department of Transportation Economic Development Funds. Projects will consist of street construction or reconstruction, which produce an economic development benefit. In recognition of the importance of roadways (and freeway access) to industrial revitalization, funding will assist in the developing of new roads or modification of existing right-of-way within and adjacent to the Renaissance Zone areas. Funding may also be used to finance the Washington Blvd. Improvement Project, the Lower Woodward Corridor Street Enhancement Project and the Broadway Street Enhancement Project.

SOURCE (000' s omitted)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	Unprogram	TOTAL
G.O. BONDS						\$10,000	\$10,000

Major Building Demolition

Demolition of major industrial/commercial sites. Prior to re-development of several major facilities around the City, demolition activities may be required.

SOURCE (000' s omitted)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	Unprogram	TOTAL
G.O. BONDS						\$13,000	\$13,000

Commercial/Residential

These funds will be used to enhance the commercial/residential streetscapes of mixed use projects that will be constructed on major gateway projects or major streets, ie Woodward, Vernor, Livernois, Jefferson, etc.

SOURCE (000' s omitted)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	Unprogram	TOTAL
CDBG	\$1,000	\$1,000	\$1,000	\$1,000	\$500	\$500	\$5,000

PLANNING AND DEVELOPMENT

RESIDENTIAL DEVELOPMENT:

Programs are generally administered on a city-wide basis to promote housing and neighborhood preservation.

Residential Development Sites Fund

Funds requested are for the purpose of site consolidation, limited acquisition and relocation, site improvements and public infrastructure construction and/or reconstruction. The City has seen a tremendous amount of interest in residential development in the last three years, both market rate and subsidized, which require public funds for their success. In many instances, public sector activities are necessary to repair the existing infrastructure and bring them up to reasonable standards.

Projects that may utilize these funds include but are not limited to: Core City Neighborhoods, Northstar CDC Target Area (Multiple Projects), Bagley Housing Association, Corktown Economic Development Organization, Habitat for Humanity, Brightmoor Phase III, and Cass Corridor Neighborhood Development Corporation (CCNDC), Arden Park LLC (multiple projects), Jefferson North project, English Village and Martin’s Place.

SOURCE (000’ s omitted)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	Unprogram	TOTAL
G.O. BONDS						\$12,000	\$12,000

Garfield Development Project

CLUSTER 4

The Garfield Development Project is located in Detroit’s University Cultural Center Area, bounded by Forest Avenue to the north, John R to the east, the alley south of Canfield Avenue to the south and Woodward Avenue to the west. The project is primarily a housing development that will involve the rehabilitation of six historic structures, construction of three parking decks with a total of 355 parking spaces and new commercial space. The proposed sources of financing to complete this project include Section 108 loan proceeds, Historic tax credits, CDBG funding and conventional financing. Total estimated cost of construction is estimated at \$33,000,000.

SOURCE (000’ s omitted)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	Unprogram	TOTAL
G.O. BONDS							
CDBG	\$500	\$500	\$500	\$500	\$500		\$2,500

Chalmers Heights Project (Part of the Far East Side Project Area)

CLUSTER 3

The project includes over twenty square blocks bounded by Alter, Mack, Chalmers, and Warren. The area has been divided into three development phases. General Obligation Bond funds will be needed to finance infrastructure and environmental work for each of the three phases. There will be two rounds of construction within the Phase I development Area. The first construction round calls for 68 new units of housing, 40 of which will be single family homes and 28 of which will be attached multi-family housing.

SOURCE (000’ s omitted)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	Unprogram	TOTAL
G. O. Bonds						\$4,000	\$4,000
CDBG	\$1,000						\$1,000
TOTAL	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000		\$5,000

PLANNING AND DEVELOPMENT

Belle Harbor Estate

CLUSTER 3

This Development is located at Klenk and Riverside. The total development cost is \$73 million and has 270 residential units. This project is not presently under construction. This project is located in a Neighborhood Enterprise zone. Funding is for infrastructure and site preparation.

SOURCE (000' s omitted)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	Unprogram	TOTAL
G.O. BONDS						\$3,000	\$3,000

Market Square

The Market Square Community is an area east of Easter Market, generally bounded by Dequindre, Gratiot, McDougall and E. Ferry. This area is one in which the Department is encouraging the construction of primarily affordable and market-rate residential development on remaining city outlined property in the area. The City outlines a significant amount of property in the area and there is significant developer interest and possibility of leveraging other public funds with the City's added funding for the area. Infrastructure upgrades support this endeavor.

SOURCE (000' s omitted)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	Unprogram	TOTAL
G.O. BONDS	\$500						\$500
CDBG	500						500
TOTAL	\$1,000						\$1,000

CDBG Citywide New Construction

Funds to support residential construction throughout the city of Detroit, by enhancing the right of ways in these areas. The scope of work includes curbs, sidewalks, and street lighting. Areas will be identified when a any prospective development is committed with funding to move forward.

SOURCE (000' s omitted)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	Unprogram	TOTAL
CDBG	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500		\$12,500

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COMPLETED PROJECTS WITH CONTINUING FINANCIAL OBLIGATIONS

These projects are basically complete, yet they require continued payments because a portion of the financing of these projects was based on loan proceeds, which must be repaid. The Section 108 program guarantees the repayment through the commitment of Community Development Block Grant funds.

STUBER-STONE BUILDING

Issued Date: FY 1996 **Ending Date FY – 2017**

Total Loan Amount \$400,000 + Interest

SOURCE (000's OMITTED)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	TOTAL
CDBG	\$39	\$38	\$37	\$36	\$34	\$184

RIVERBEND PLAZA

Issued Date: FY 1996/97 **Ending Date FY – 2017**

Total Loan Amount \$ 1,555,000 + Interest (\$1,136,483) – Paid off

SOURCE (000's OMITTED)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	TOTAL
CDBG	\$136	\$130	\$124	\$137	\$129	\$656

GARFIELD BUILDING

Issued Date: FY 1996 **Ending Date FY – 2016**

Total Loan Amount \$ 2,260,000 + Interest

SOURCE (000's OMITTED)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	TOTAL
CDBG	\$158	\$164	\$269	\$261	\$252	\$1,104

FERRY STREET PROJECT

Issued Date: FY 1999 **Ending Date FY – 2019**

Total Loan Amount \$2,900,000 + Interest

SOURCE (000's OMITTED)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	TOTAL
CDBG	\$209	\$216	\$217	\$266	\$333	\$1,241

NEW AMSTERDAM

Issued Date – FY 2002. **Ending Date FY - 2023**

Total Loan Amount \$9,700,000 + Interest (\$8,714,733)

SOURCE (000's OMITTED)	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	TOTAL
CDBG	\$829	\$835	\$839	\$842	\$844	\$4,189

PLANNING AND DEVELOPMENT

MEXICANTOWN INTERNATIONAL WELCOME CENTER & MERCADO

Issued Date – FY 2005. **Ending Date FY - 2025**

Total Loan Amount \$7,789,000 + Interest (\$3,706,380)

	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	TOTAL
SOURCE (000's OMITTED)						
CDBG	\$405	\$405	\$405	\$4488	\$574	\$6,277

WEST VERNOR

Issued Date – FY 2006. **Ending Date FY - 2026**

Total Loan Amount \$1,800,000 + Interest (\$1,291,117)

	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	TOTAL
SOURCE (000's OMITTED)						
CDBG	\$97	\$97	\$97	\$97	\$546	\$934

BOOK CADILLAC – Note 1

Issued Date – FY 2006. **Ending Date FY - 2027**

Total Loan Amount \$7,300,000 + Interest (\$6,136,666)

	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	TOTAL
SOURCE (000's OMITTED)						
CDBG	\$404	\$404	\$404	\$404	\$404	\$2,020

BOOK CADILLAC – Note 2

Issued Date – FY 2008. **Ending Date FY - 2028**

Total Loan Amount \$10,700,000 + Interest (\$6,466,985)

	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	TOTAL
SOURCE (000's OMITTED)						
CDBG	\$518	\$518	\$518	\$518	\$1,219	\$3,291

FORT SHELBY

Issued Date – FY 2008. **Ending Date FY - 2027**

Total Loan Amount \$18,700,000 + Interest (\$11,818,929)

	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	TOTAL
SOURCE (000's OMITTED)						
CDBG	\$915	\$915	\$915	\$1,356	\$1,388	\$5,489

PLANNING AND DEVELOPMENT

WOODWARD GARDEN – Note 1

Issued Date – FY 2008. **Ending Date FY - 2022**

Total Loan Amount \$7,050,000 + Interest (\$3,346,265)

	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	TOTAL
SOURCE (000's OMITTED)						
CDBG	\$331	\$331	\$331	\$331	\$331	\$1,655

GARFIELD II – Note 1

Issued Date – FY 2006. **Ending Date FY - 2026**

Total Loan Amount \$6,522,000 + Interest (\$4,389,941)

	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	TOTAL
SOURCE (000's OMITTED)						
CDBG	\$325	\$325	\$375	\$373	\$371	\$1,769

GARFIELD II – Note 2

Issued Date – FY 2006. **Ending Date FY - 2027**

Total Loan Amount \$2,058,000 + Interest (\$1,862,143)

	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	TOTAL
SOURCE (000's OMITTED)						
CDBG	\$115	\$115	\$115	\$115	\$115	\$575

PLANNING AND DEVELOPMENT

(000's OMITTED)

Project Name	* Project Status	** Project Timeline	*** Impact on Budget	*** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14	
REDEVELOPMENT AREAS:														
Far East Development Study Area	N	O	NOI	NSI		G.O. B.G.	\$ 2,000		\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 20,000
Brush Park	N	O	NOI	NSI		G.O. B.G.		\$ 200	500	500	500	500	500	
Citywide Infrastructure	N	P	NOI	NSI		G.O.	2,000		2,000	2,000	2,000	2,000	2,000	
Eastern Market & Wholesale Distribution Center	N	O	NOI	NSI		G.O. B.G.		250	500					2,000
Harbor Hill	N	O	NOI	NSI		G.O.	1,000		500	500	500	500	500	2,500
Jefferson/Chalmers	N	O	NOI	NSI		G.O.	1,000		500	500	500	500	500	2,500
Next Detroit NDNI Sites	N	O	NOI	NSI		G.O.	1,795		1,000	1,000	1,000	1,000	1,000	20,000
Virginia Park	N	O	NOI	NSI		G.O. B.G.			500					2,500
Hubbard Richard	N	O	NOI	NSI		G.O.								1,800
McDougall/Hunt	N	O	NOI	NSI		G.O. B.G.			500					1,500
Core City Neighborhood	N	O	NOI	NSI		G.O.								2,500
Focus Hope	N	O	NOI	NSI		B.G.			500	500	500	500	500	
Bell Building Development	N	P	NOI	NSI		B.G. Home			\$250 2,000	\$250				500
Oakland East	N	O	NOI	NSI		G.O.								2,500

Sub-Total (Page 1) \$ 7,795 \$ 450 \$ 9,750 \$ 6,250 \$ 6,000 \$ 6,000 \$ 6,000 \$ 58,300

Funding Source Summary:

General Obligation Bonds	G.O.	\$ 7,795	\$ -	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 57,800
Block Grant	B.G.	-	450	2,750	1,250	1,000	1,000	1,000	1,000	500
Home (Federal) Grant	Home	-	-	2,000	-	-	-	-	-	-

Sub-Total (Page 1) \$ 7,795 \$ 450 \$ 9,750 \$ 6,250 \$ 6,000 \$ 6,000 \$ 6,000 \$ 58,300

Note: Responses in the 'Impact on Budget' column refers to completion of project, in order for department to implement these projects in the periods indicated, additional funding and staffing may be required.

- * PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
- ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
- *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impact
- **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impact
- ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

PLANNING AND DEVELOPMENT

(000's OMITTED)

Project Name	* Project Status	** Project Timeline	*** Impact on Budget	*** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed	
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14		
ECONOMIC DEVELOPMENT AND PUBLIC															
Commercial Industrial Development	N	O	NOI	NSI		G.O.								\$ 12,000	
Trafficways Development Fund	N	O	NOI	NSI		G.O.								10,000	
Major Building Demolition	N	O	NOI	NSI		G.O.								13,000	
Commercial/Residential	N	P	NOI	NSI		B.G.			1,000	1,000	1,000	1,000	500	500	
Residential Development Sites Fund	N	O	NOI	NSI		G.O.								12,000	
Garfield Development	N	O	NOI	NSI		B.G.			500	500	500	500	500		
Chalmers Heights	N	P	NOI	NSI		G.O. B.G.			1,000					4,000	
Belle Harbor Estates	N	P	NOI	NSI		G.O.								3,000	
Market Square	N	P	NOI	NSI		G.O. B.G.			500 500						
CDBG Citywide New Construction	N	P	NOI	NSI		B.G.			2,500	2,500	2,500	2,500	2,500		
Sub-Total (Page 2)								\$ -	\$ -	\$ 6,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 3,500	\$ 54,500
Funding Source Summary:															
General Obligation Bonds						G.O.		\$0	\$0	\$500	\$0	\$0	\$0	\$0	\$54,000
Block Grant						B.G.		0	0	5,500	4,000	4,000	4,000	3,500	500
Sub-Total (Page 2)								\$ -	\$ -	\$ 6,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 3,500	\$ 54,500

Note: Responses in the 'Impact on Budget' column refers to completion of project, in order for department to implement these projects in the periods indicated, additional funding and staffing may be required.

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PLANNING AND DEVELOPMENT

(000's OMITTED)

Project Name	* Project Status	** Project Timeline	*** Impact on Budget	*** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14	
COMPLETED PROJECTS WITH CONTINUING FINANCIAL OBLIGATIONS														
Stuber-Stone Building			NOI	NSI		B.G.		\$ 39	\$ 39	\$ 38	\$ 37	\$ 36	\$ 34	
Riverbend Plaza			NOI	NSI		B.G.		136	136	130	124	137	129	
Garfield Building			NOI	NSI		B.G.		158	158	164	269	261	252	
Ferry Street			NOI	NSI		B.G.		209	209	216	217	266	333	
New Amsterdam			NOI	NSI		B.G.		829	829	835	839	842	844	
Mexicantown Commercial Development			NOI	NSI		B.G.		405	405	405	405	4,488	574	
West Vernor			NOI	NSI		B.G.		97	97	97	97	97	546	
Book Cadillac- Noete 1			NOI	NSI		B.G.		404	404	404	404	404	404	
Book Cadillac- Noete 1			NOI	NSI		B.G.		518	518	518	518	518	1,219	
Fort Shelby			NOI	NSI		B.G.		915	915	915	915	1,356	1,388	
Woodward Garden			NOI	NSI		B.G.		331	331	331	331	331	331	
Garfield II- Note 1			NOI	NSI		B.G.		325	325	325	375	373	371	
Garfield II- Note 2			NOI	NSI		B.G.		115	115	115	115	115	115	

Sub-Total (Page 3) \$ 4,481 \$ 4,481 \$ 4,493 \$ 4,646 \$ 9,224 \$ 6,540

Funding Source Summary :

CDBG Repayment for Section 108 Loans B.G. \$ 4,481 \$ 4,442 \$ 4,455 \$ 4,609 \$ 9,188 \$ 6,506

Sub-Total (Page 3) \$ - \$ 4,481 \$ 4,442 \$ 4,455 \$ 4,609 \$ 9,188 \$ 6,506 \$ -

Note: Responses in the 'Impact on Budget' column refers to completion of project, in order for department to implement these projects in the periods indicted, additional funding and staffing may be required.

NOTE: Other Identified Funding Sources include: Tax Increment Finance Authority Funds, Federal Aid - Urban System Grants
Economic Development Authority Funds and Railway Funds.

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PLANNING AND DEVELOPMENT

(000's OMITTED)

Project Name	Project Status	Project Timeline	Impact on Budget	Impact on Staffing	Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed		
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14			
GRAND TOTAL									\$ 7,795	\$ 4,931	\$ 20,192	\$ 14,705	\$ 14,609	\$ 19,188	\$ 16,006	\$ 112,800
Funding Source Summary:																
General Obligation Bonds						G.O.	\$ 7,795	\$ -	\$ 5,500	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 111,800		
Block Grant						B.G.	-	4,931	12,692	9,705	9,609	14,188	11,006	1,000		
Home (Federal) Grant						Home	-	-	2,000	-	-	-	-	-		
GRAND TOTAL									\$ 7,795	\$ 4,931	\$ 20,192	\$ 14,705	\$ 14,609	\$ 19,188	\$ 16,006	\$ 112,800

NOTE: Other Identified Funding Sources include: Tax Increment Finance Authority Funds, Federal Aid - Urban System Grants
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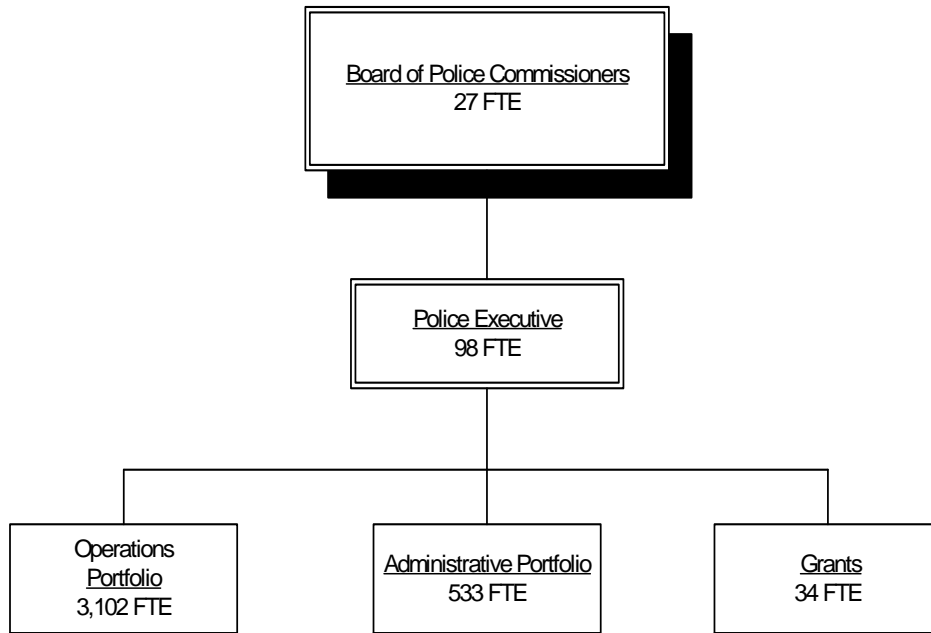
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POLICE



POLICE

AGENCY MISSION

Setting New Standards of Excellence in Policing through Integrity, Innovation, and Training.

CURRENT FACILITIES

The Detroit Police Department, headquartered at 1300 Beaubien, consists of six districts strategically located throughout the city. The locations are as follows:

District Name / Address
Central District (formerly 1st & 13 th precincts) 7310 Woodward Ave.
Southwestern District (formerly 2 nd & 3rd precincts) 4700 Fort St. W.
Northeastern District (formerly 7 th & 11th precincts) 5100 East Nevada St.
Western District (formerly 10th & 12th precincts) 1441 W. 7 Mile Rd.
Eastern District (formerly 5th & 9 th precincts) 11187 Gratiot Ave.
Northwestern District (formerly 6 th & 8th precincts) 11450 Warwick St.

The department utilizes a total of twenty-two (22) owned buildings and twenty-three (23) rental facilities. Five (5) of the owned buildings are local district stations: one is an administration complex, and the remainder house specialty units that support the Police Department's mission.

FIVE YEAR HISTORY

In the last five years the Police Department has emphasized updating their physical facilities.

The site that was selected and subsequently purchased by the Police Department for the Forensic Laboratory

and Property Room is located at 1400 Rosa Parks Boulevard. A feasibility study was conducted to determine if the one location could house both facilities. The study concluded that the building could be designed to house both. The design phase of the project was completed in early fiscal year 2008-2009.

In November 2007, the Criminal Investigations Bureau moved into the Schaefer Station located at 13530 Lesure on the city's Westside. This state of the art facility houses a prisoner detention area that is manned by Southwestern District personnel and offers a location in the neighborhood where citizens can file police accident reports and talk to investigators. It also houses a multi-agency task force that includes the Drug Enforcement Agency (DEA), the Michigan State Police (MSP), The Bureau of Alcohol, Tobacco, Firearms and Explosives (ATF), the Federal Bureau of Investigations (FBI) and Wayne County Sheriffs.

The Southwestern District, located at 4700 Fort St. opened in April 2006 and replaced the former Third and Fourth precincts. This facility houses police, fire and municipal parking personnel.

The department acquired the building located at 17825 Sherwood in 2005 from the U.S. Military's surplus property. This facility houses the Training Center. The center is run by the Office of Training and Professional Development which is charged with the responsibility of approving and facilitating all in-service, recruit and restoration training.

In the Fall of 2005, the Emergency Communications Center on Lyndon was brought online.

POLICE

This combined facility now handles all dispatching for Police, Fire and EMS calls from a state of the art facility. Wayne County has considered negotiating a lease of space to house their dispatching facilities. However, due to budgetary constraints, those negotiations are on hold.

District renovations and repairs are on-going and include electrical, plumbing, heating and cooling, roofing and structural improvements at the Southwestern, Northeastern, Western, Eastern and Northwestern districts. It should be noted that in May 2008, the Central District was relocated to leased space at 7310 Woodward. The Records and Identification unit will also be housed at this location. A final move in date is being schedule.

PROPOSED FIVE-YEAR CAPITAL PLAN

The Police Department's proposed five-year plan earmarks most of it capital resources to bringing its facilities into compliance with the U.S. Department of Justice Consent Decree "Conditions of Confinement" requirements which include district renovations.

The projects included in the department's capital plan in order of priority are: the construction of a Prisoner Detention Center, Forensic Laboratory/Property Room, district/facility upgrades and renovations, a new Crime Prevention house, Northwestern District expansion, Northeastern District expansion, Western District expansion, a new Eastern District facility, a new Gang Squad facility, and the renovation of police headquarters.

GOALS FOR CAPITAL PROGRAM

1. To build a new Detention Facility.
2. To build a combined Property Room/Crime Lab at 1400 Rosa Parks.
3. To upgrade and renovate the districts and other facilities.
4. To acquire land and build a Crime Prevention House.
5. To expand the Northwestern District.
6. To expand the Northeastern District.
7. To expand the Western District.
8. To acquire land and build a new Eastern District.
9. To build a new Gang Squad Facility.
10. To renovate police headquarters.

CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

The Police Department has contracted with the Detroit Building Authority to perform as project administrators on various capital projects.

RATIONALE FOR CAPITAL PROGRAM

The Detroit Police Department's Capital Program is designed to update the department's technology, as well as, comply with Federal (Department of Justice Consent Judgment) and State occupational safety and health requirements. The program will promote operational efficiency by renovating or replacing outmoded facilities with up-to-date, technologically sound facilities to meet the current and future needs of the Detroit Police Department.

POLICE



Detroit Police Headquarters

POLICE

PROJECT NARRATIVE AND FUNDING SCHEDULES

Prisoner Detention Center

In order to be in compliance with the Department of Justice “Conditions of Confinement” consent judgment as it pertains to holding cell requirements, the Police Department seeks to build a centrally located prisoner detention center. Retrofitting existing District holding cells to comply with the mandates of this judgment would be very costly. A new single centrally located prisoner detention center will 1) Eliminate costly and repetitive holding cell repairs; 2) Allow the department to maximize resources in one location; and 3) Meet the Department of Justice requirements.

\$30,000,000

Unprogrammed

Forensic Laboratory and Property Room

A new crime lab facility will better suit the needs of the department. The current facility is located on the second floor of the former Foster Elementary School. A portion of the building is unusable. The replacement facility will provide sufficient space including storage space and meet accepted industry standards. A new facility will include features designed to deal with terrorism, and provide enough space to allow for the consolidation of all of the department’s currently decentralized forensic facilities and staff. Space for the expansion of future necessary procedures and operations will also be included.

Currently, the Property Room is located on the 1st floor of police headquarters. Due to the volume of evidence stored and collected, the department also stores property at an off-site location. The facility will be designed as a secure evidence storage facility that will house all of the department’s property in one location. State of the art technology will be utilized to categorize and track all property coming into the department’s possession. The new facility will be combined with the Forensic Laboratory.

Funding allocations received since fiscal year 2005-2006 total \$42,000,000. Future funding requests are not required.

District and Other Facility Upgrades and Renovations

Many of the Police Department facilities need extensive renovations, not only to comply with the Michigan Occupational Safety and Health Act (MIOSHA) regulations, State Corrections Department regulations and Department of Justice recommendations, but also to maintain the structural integrity of the buildings. The age of our occupied buildings range from two years (Southwestern District) to eighty-six years (Police Headquarters). Heating, air conditioning, plumbing, and electrical service are major items that need to be upgraded or replaced. In many cases windows, doors, roofs, and paved areas need to be replaced and ceilings and walls repaired. The department will continue its ongoing district and other facility renovation projects.

2009-10	\$3,000,000	General Obligation Bonds
2010-11	3,000,000	General Obligation Bonds
2011-12	3,000,000	General Obligation Bonds
2012-13	3,000,000	General Obligation Bonds
2013-14	3,000,000	General Obligation Bonds

POLICE

5,500,000

Unprogrammed

Crime Prevention House

This facility will be located in the community and will assist the Detroit Police Department’s overall effort to reduce crime and to increase citizen safety through crime prevention information, training, and services to the community. This facility will be the only one of its kind and will allow the department to teach crime prevention by conducting the training in an actual “house” setting. With this community facility the department will attempt to:

1. Reduce citizen vulnerability to crime through the dissemination and application of the latest and most effective crime prevention information and techniques.
2. Expand police/citizen cooperation in the crime prevention effort.
3. To establish partnerships with residents, businesses and neighborhood leaders, including youth, to reduce the opportunity for crime.
4. To deal effectively with the fear of crime by providing leadership training and other resources to enable groups to solve their own problems in order to create a safer community.
5. To develop both proactive and reactive efforts to connect residents to each other, as well as to City services.

\$1,000,000

Unprogrammed

Expansion of the Northwestern District

The current facility will be expanded to better house the personnel assigned to the location. The expansion will include areas such as locker rooms, lobby area, parking lots, and community meeting rooms. Prior to the reorganization this facility was budgeted for 199 personnel. There are 370 personnel currently budgeted. In order to meet the needs of the citizens and the staff the department is proposing to expand this facility to comply with the Michigan Occupational Safety and Health Act (MIOSHA) regulations and Department of Justice recommendations.

Funding allocations received in fiscal year 2007-2008 totaled \$2,500,000. Future funding requests are not being made at this time.

Expansion of the Northeastern District

The current facility will be expanded to better house the personnel assigned to the location. The expansion will include areas such as locker rooms, lobby area, parking lots, and community meeting rooms. Prior to the reorganization this facility was budgeted for 209 personnel. There are 307 personnel currently budgeted. In order to meet the needs of the citizens and the staff, the department is proposing to expand this facility to comply with the Michigan Occupational Safety and Health Act (MIOSHA) regulations and Department of Justice recommendations.

2009-10

\$1,500,000

General Obligation Bonds

2010-11

1,500,000

General Obligation Bonds

POLICE

Expansion of the Western District

The current facility will be expanded to better house the personnel assigned to the location. The expansion will include areas such as locker rooms, lobby area, parking lots, and community meeting rooms. Prior to the reorganization this facility was budgeted for 182 personnel. There are 305 personnel currently budgeted. In order to meet the needs of the citizens and staff, the department is proposing to expand this facility to comply with the Michigan Occupational Safety and Health Act (MIOSHA) regulations and Department of Justice recommendations.

2011-12	\$1,500,000	General Obligation Bonds
2012-13	1,500,000	General Obligation Bonds

New Eastern District

The current facility is landlocked and allows no room for expansion. Prior to the reorganization this facility was budgeted for 225 personnel. There are 323 personnel currently budgeted. In order to meet the needs of the citizens, the department is proposing building a new police facility in the area of Conner and Gratiot. Project costs for land acquisition and construction are estimated at \$14,000,000. This project is necessary to comply with the Michigan Occupational Safety and Health Act (MIOSHA) regulations and Department of Justice recommendations.

2010-11	\$1,500,000	General Obligation Bonds
2011-12	2,000,000	General Obligation Bonds
2012-13	2,000,000	General Obligation Bonds
2013-14	2,000,000	General Obligation Bonds
	6,500,000	Unprogrammed

New Gang Squad Facility

The current facility is 43 years old. In order to meet the needs of the citizens in this area the department is proposing building a new facility on city owed land (currently a park and parking lot) adjacent to the current facility. The old facility would then be demolished. Project costs for construction and demolition are \$12,500,000. This will allow the Department to maintain a police presence gives the citizens an opportunity to make a police report instead of traveling to the District. This project is necessary to comply with the Michigan Occupational Safety and Health Act (MIOSHA) regulations.

\$12,500,000	Unprogrammed
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Renovation of 1300 Beaubien

The current facility is 84 years old. The Department is proposing to renovate 1300 Beaubien. The Police Department is preparing to commission a study to determine the feasibility of: renovating 1300 Beaubien; building a new facility; or renovating an existing facility. The estimated cost of the study is \$55,000. Upon the completion of the study and a review of the recommendations the Department will move forward with this project. Total project cost to be determined.

POLICE

Current Facilities

BUILDING	ADDRESS / LOCATION	YEAR BUILT	APPROX. AGE	NOTES
Administration	1300 Beaubien	1922	86	
Schaefer Station	13530 Lesure	1940	68	
Northwestern District	11450 Warwick	1950	58	Renovated & acquired by Police in 1986
Eastern	11187 Gratiot	1979	29	
Livernois Station	12000 Livernois	1963	45	
Northeastern District	5100 E. Nevada	1991	17	
Western	1441 W. 7 Mile	1987	21	
Southwestern District	4700 Fort St.	2006	2	
Belle Isle Radio	Pleasure Dr., Belle Isle	1968	40	
Harbormaster	Belle Isle	1929	79	
Boat House	Belle Isle	1929	79	
Traffic Enforcement	11631 Mt. Elliott	1982	26	
Auto Pound	5311 Caniff	1982	26	
Auto Auction	6300 Caniff	1982	26	
Rouge Park Range	8841 Spinoza	1992	16	
Mounted - Bethune	100 E. Bethune	1893/ 1917	115/91	Propose demolition
Mounted - Rouge Park	Rouge Park	Est. 1920	88	Vacant
Mounted - Palmer Park.	Palmer Park	1992	16	Vacant
Mounted - Belle Isle	Belle Isle	Est. 1920	88	Vacant
Training Center	17825 Sherwood	N/A	N/A	Acquired from U.S. Military.
Forensic Lab/Property	1400 Rosa Parks	N/A	N/A	Purchased in 2004
Communications	13133 Lyndon	N/A	N/A	

POLICE

Proposed Facility Expansions

Current & Proposed Square Footage / Pre. & Post Restructuring Personnel Count

Building	Address	Year Built	Sq./Ft. Current	Sq./Ft. Proposed	Personnel Pre. Restruc.	Personnel Post Restruc.
Northwestern District	11450 Warwick	1950	28,000	49,000	199	370
Northeastern District	5100 E. Nevada	1991	35,500	62,175	209	307
Western District	1441 W. 7 Mile	1987	33,000	57,750	182	306

Proposed New Facilities

Current & Proposed Square Footage / Pre. & Post Restructuring Personnel Count

Building	Address	Year Built	Sq./Ft. Current	Sq./Ft. Proposed	Personnel Pre. Restruc.	Personnel Post Restruc.
Gang Squad Facility / Livernois Station	12000 Livernois	1963	26,300	46,025	N/A	N/A
Eastern District	11187 Gratiot	1979	30,000	52,500	225	320



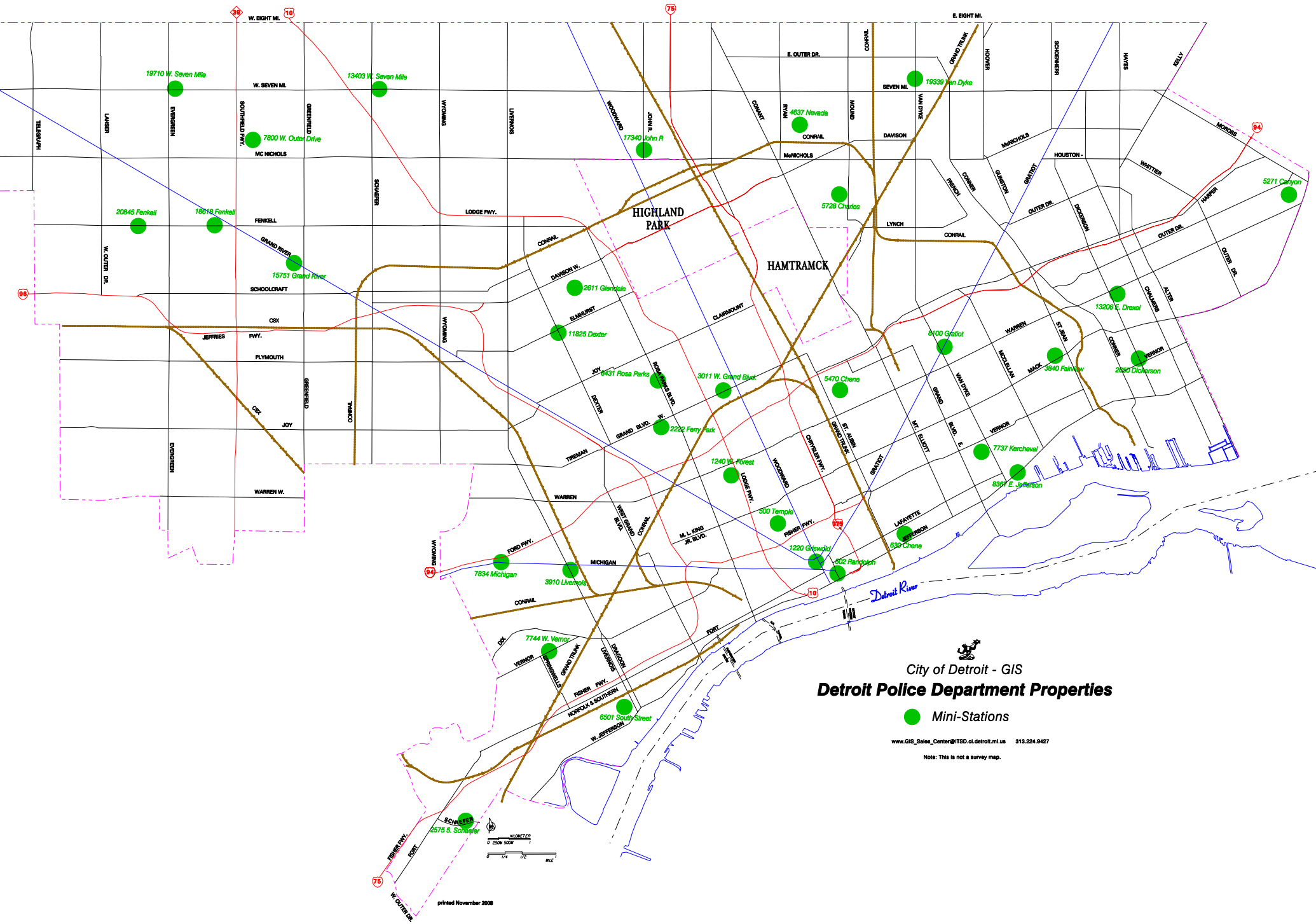
DETROIT POLICE DEPARTMENT

(000's OMITTED)

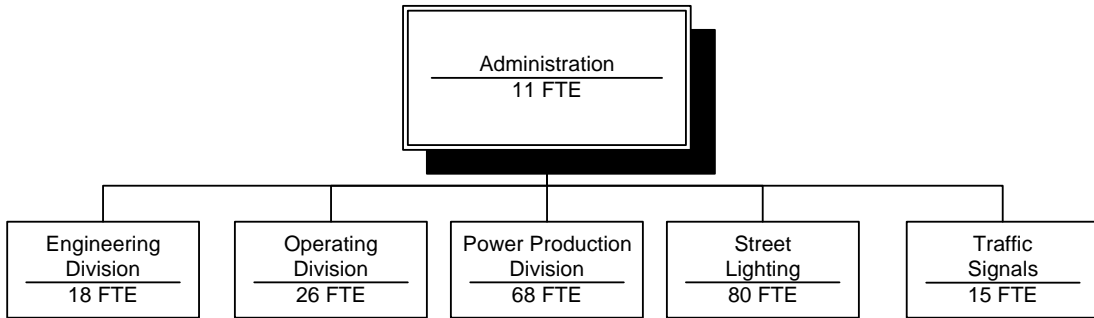
Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed	
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14		
Prisoner Detention Center	N	P	NOI	NSI		G.O.	\$ 15,500								\$ 30,000
Forensic Laboratory/Property Room	N	P	NOI	NSI		G.O.		\$ 17,500							
District/ Facility Upgrades & Renovations	M	O	NOI	NSI		G.O.	3,000		\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000		5,500
Crime Prevention House	N	P	NOI	NSI		G.O.									1,000
Expansion of Northwestern District	M	P	NOI	NSI		G.O.									
Expansion of Northeastern District	M	P	NOI	NSI		G.O.	1,500		1,500	1,500					
Expansion of Western District	M	P	NOI	NSI		G.O.					1,500	1,500			
New Eastern District Precinct Facility (Land Acquisition/pre-design)	N	P	NOI	NSI		G.O.				1,500	2,000				
New Construction- Eastern District -- Facility	N	P	NOI	NSI		G.O.						2,000	2,000		6,500
New Construction Gang Squad - Facility	N	P	NOI	NSI		G.O.									12,500
Renovate/New Headquarters	N	P	NOI	NSI		U.I.									tbd
TOTALS							\$ 20,000	\$ 17,500	\$ 4,500	\$ 6,000	\$ 6,500	\$ 6,500	\$ 5,000	\$	55,500
Funding Source Summary:															
General Obligation Bonds						G.O.	\$ 20,000	\$ 17,500	\$ 4,500	\$ 6,000	\$ 6,500	\$ 6,500	\$ 5,000	\$	55,500
Unidentified Source						U.I.	-	-	-	-	-	-	-	-	tbd
GRAND TOTAL							\$ 20,000	\$ 17,500	\$ 4,500	\$ 6,000	\$ 6,500	\$ 6,500	\$ 5,000	\$	55,500

Note: tbd- to be determined

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- ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project.



PUBLIC LIGHTING



PUBLIC LIGHTING

AGENCY MISSION

To provide reliable, economical, high quality lighting, traffic signal, and energy services for residents, businesses, and tourists. By doing so we will improve the quality of life for those who live, work, and visit the City of Detroit.

CURRENT FACILITIES

The Public Lighting Department operates from three (3) main locations:

Administrative offices, warehouse and shops at 9449 Grinnell in Northeast Detroit;

Mistersky Power Station at 5425 West Jefferson in Southwest Detroit; and

Witkowski Operations Center at 1340 Third Avenue in Downtown Detroit.

PLD also owns and operates thirty-one (31) substations throughout the City and a steam plant near Herman Kiefer Hospital.

Additionally, departmental personnel are responsible for numerous transformer rooms in schools, libraries, police stations, freeway pumphouses, etc. in every part of Detroit.

Power is furnished to 1,475 services, which include the facilities of the City of Detroit, the Detroit Board of Education, Wayne State University, the United States Government, the Michigan Department of Transportation, Wayne County, the Detroit Housing Commission and other agencies. The PLD also provides electric service to a number of private customers such as privately-owned buildings on Belle Isle, former Detroit Board of Education facilities now owned by private schools and developers, lofts, churches, former Fire Department facilities converted to lofts, and commercial properties such as University Plaza.

The Department maintains approximately 88,000 street and alley lights, several municipal parking lot installations and 975 traffic signal installations.

FIVE YEAR HISTORY

Over the most recent five fiscal years, PLD has engaged in a major and continuing street light improvement program. The initial modernization began in FY98-99 and consisted of modernizing the entire overhead residential network. Over 45,000 overhead residential lights were outfitted with new sodium vapor lights and converted to receive power from Detroit Edison's secondary service in a period of about 18 months. The Department then shifted its direction to underground commercial and residential neighborhoods. New lighting was constructed in the Boston – Edison Historic District (\$1.3M), Grandmont Subdivision (\$900K), Oakman Blvd. Historic District (\$1M), Palmer Woods (\$1M), Palmer Park (\$1.2M), Kelly Road (\$60K), Van Dyke (\$450K), East and West Outer Drive (\$2M), East and West McNichols (\$560K), East and West Seven Mile Road (\$625K) and East and West Eight Mile Road (\$440K).

In FY07-08, PLD committed funds to the redevelopment occurring at Garden View Estates, \$1.9 million. PLD contributed funds to light Woodbridge Estates. In prior fiscal years, \$1.3 million was spent for that redevelopment.

PLD made a significant improvement to its generating facilities in FY06-07 at an expense of nearly \$6 million. A DVAR system was installed at Mistersky Power Station that allows PLD to maintain the system voltage while reducing the amount of generation necessary. This allows PLD to purchase more power instead of generating, which saves the department millions of dollars per year.

PUBLIC LIGHTING

During FY04-05 an external wall at Mistersky was also rebuilt. The wall, built in the 1920's, needed brick work repairs and cost over \$400K.

Public Lighting committed \$711thousand toward the reconstruction of the Kennedy Square Garage in FY03-04. The funds went towards rebuilding the transformer rooms at the garage which feed much of the downtown street lighting and traffic signals.

In FY03-04, PLD began a program designed to modernize the lamps associated with 330 traffic signal intersections. The upgrade consisted of retrofitting or replacing the existing lighting components in the traffic lights and pedestrian signals to light emitting diode (LED) modules.

Also in FY 03-04, electrical service upgrades were performed at 120 Detroit Public Schools in conjunction with their Capital improvement program. Six (6) schools had their electrical service upgraded in FY 04-05 and another eleven (11) in FY 05-06. In FY 04-05, new 13,200 volt services were installed for the newly constructed Cass Tech High School and the new Detroit School of Arts. Also in FY 04-05, electric service was installed for the newly constructed Renaissance High School.

Walton substation transformers #1 and #2 were replaced in FY 2002-03 and 2004-05 respectively. Stanton and Warren substation transformers were replaced in FY 2003-04.

PROPOSED FIVE YEAR CAPITAL PLAN

The Public Lighting Department has aligned its priorities to focus on the vision and strategic priorities of this Administration. If Detroit is to become a World Class City, Detroit must be a place that is clean, safe for

residents, businesses, and tourists, and conducive to raising children and having families. It is imperative that Public Lighting provides reliable street lighting and traffic signals to accomplish this vision. PLD has therefore made the modernization of the remaining 32,000 streetlights its first priority.

Over the past five years a significant amount of debate centered on the funding and timetable associated with underground street lighting. Under a policy instituted by the Administration, Public Lighting will replace in-kind the lighting associated with every neighborhood, where necessary at the Department's cost. This policy decision has now enabled PLD to finalize a capital program to complete the modernization efforts that are badly needed to improve the reliability and performance of the street lighting network.

Of the remaining 32,000 street lights that require modernization, some 22,000 of those lights are energized and fed by underground wires and some 400 of those lights are located in historic districts. Citywide, it is estimated that the modernization of the remaining 10,000 overhead lights would be about \$6 million, while the modernization costs associated with the 22,000 underground lights would be about \$122 million without including the costs of abandoning and removing the current poles and foundations. Historic districts modernization alone would require over \$4 million.

In the next five years, PLD's capital plans also call for the installation of a new 24kv substation in the Cultural Center area to add capacity to the fully loaded network.

Protective relaying is also being modernized to improve performance. The new relaying

PUBLIC LIGHTING

will reduce the impact a system fault has on the rest of the system. This will lead to improved power quality.

Replacing the lighting and traffic signal power cables in the Central Business District is planned. Cable replacement will reduce outages.

Large scale conversion of the remaining series street lighting system to multiple lighting is beginning. This conversion is required due to recent federal government laws setting a timetable to ban the mercury vapor lamps used in series lighting. This is a massive unplanned problem requiring immediate attention.

Large lighting modernization projects are also planned for the Midtown and Foxtown areas. The modernizations will improve lighting quality and reliability.

CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

The Public Lighting Department's capital projects generally do not impact other City departments' capital programs. Just the opposite; many other City departments' capital projects impact the Public Lighting Department, such as service extensions to various Housing Department facilities (Garden View Estates, Charles Terrace, Woodbridge Estates, etc.) and new Planning Department development projects (similar to Brush Park, East Jefferson Village, etc.)

In addition, agencies outside of the City impact the Public Lighting Department.

Most notably the Michigan Department of Transportation with their freeway bridge and state trunk-line rehabilitation projects.

The Public Lighting Department is coordinating efforts with the Detroit Public Schools in their Capital Improvement Program.

GOALS FOR CAPITAL PROGRAM

Deliver reliable, economic, high quality energy (electric and steam) to our customers.

1. Provide reliable, economic, high quality street lighting on city streets.
2. Operate and maintain a reliable, high quality traffic signal system in the city.
3. Deliver reliable and economical electric energy services.

RATIONALE FOR CAPITAL PROGRAM

Lighting must be reliable and maintainable if we are to have an environment that is safe for residents, businesses, and tourists. In addition, if we are to have a city that continues to be conducive for raising families, we must continue to economically provide those services and we must provide them at an exemplary level. We must maintain traffic signals and streetlights in a manner that is responsive and affordable for the citizens of Detroit. We must have options so that we can minimize the cost of power for our citizens. We must have reliable service that will be available during all types of weather, peak demand periods, or in case of a catastrophic event.

PUBLIC LIGHTING

PROJECT NARRATIVE AND FUNDING SCHEDULES

BILLING SYSTEM UPGRADE

Public Lighting is presently installing a new billing system's first phase in the FY 2008-09. The new billing system is to replace our obsolete system originally written for a Burroughs mainframe computer. The upgrade is required due to unavailability of support to the existing system.

The upgrade's second phase taking place in FY 2009-10 builds upon the first phase. The second phase will replace the obsolete Public Lighting Accounting System, PLAS. A DRMS interface will also be installed in phase 2.

2009-10	\$325,000	Other Identified Sources
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CAPITAL ABATEMENT

Capital Abatement is an ongoing program to handle small capital projects that occur every year. These projects are small in nature, typically less than \$100,000, and unscheduled. Projects falling under Capital Abatement may include installation of several street lighting fixtures, an individual manhole, a small traffic signal installation or a small new power service.

Each year the details of the year's requirements are submitted based on anticipated and specific projects.

2009-10	\$650,000	General Obligation Bonds
2010-11	650,000	General Obligation Bonds
2011-12	500,000	General Obligation Bonds
2012-13	500,000	General Obligation Bonds
2013-14	850,000	General Obligation Bonds

CENTRAL BUSINESS DISTRICT TRAFFIC AND LIGHTING RECONDUCTORING

The power lines for traffic signals and street lighting in the Central Business District are well past useful life. Line condition is deteriorating and in many cases insufficient to provide necessary power. Failure of these obsolete lines causes outages of traffic signals and street lighting. Service outages create a hazardous condition and concerted conductor replacement will minimize outages.

2011-2012	\$1,250,000	General Obligation Bonds
2012-2013	1,000,000	General Obligation Bonds
2013-2014	1,000,000	General Obligation Bonds

PUBLIC LIGHTING

SERIES STREET LIGHTING CONVERSION TO MULTIPLE

Recently the federal government banned mercury vapor ballasts in the United States. The Public Lighting Department's series street lighting uses mercury vapor lamps for light. The department can no longer acquire ballasts to power the mercury lamps when ballasts fail. This federal mandate requires the PLD to plan to convert the entire series lighting system to multiple lighting, which uses sodium vapor instead of mercury.

Identified Projects

Outer Drive - East	\$1,900,000
Outer Drive - West	\$2,500,000
Indian Village	\$1,000,000
Rosedale Park	\$1,500,000

The above projects represent the department's currently identified priorities. Ongoing evaluations are being performed to continue prioritizing and programming conversions.

2009-10	\$ 1,900,000	General Obligation Bonds
2010-11	2,500,000	General Obligation Bonds
2012-13	2,500,000	General Obligation Bonds
2013-14	2,850,000	General Obligation Bonds
	60,000,000	Unprogrammed

STREET LIGHTING MODERNIZATION

The project calls for the prioritization and evaluation of major city streets, state trunk lines, county roads, historic districts, and residential neighborhoods in an effort to expeditiously modernize lighting associated with residential safety and the safety of businesses and tourists. PLD will also be heavily involved in the modernization efforts associated with redevelopment projects throughout the city. In addition, surveying and modifications to lighting will take place around Wayne State, public schools, police precincts, fire engine houses, and recreation centers in order to provide emphasis on public safety and the safety of our children during school hours and during the hours after school.

Identified Projects

Foxtown Area	\$1,000,000
Midtown	\$8,000,000

The above projects represent the department's currently identified priorities. Ongoing evaluations are being performed to continue prioritizing and programming modernizations.

2009-10	\$2,000,000	General Obligation Bonds
2010-11	2,000,000	General Obligation Bonds
2011-12	2,000,000	General Obligation Bonds
	93,000,000	Unprogrammed

PUBLIC LIGHTING

SCADA SYSTEM UPGRADE

The existing supervisory control and data acquisition, SCADA, system is in need of a computer and software update. This update will allow for continued support of the department's SCADA system.

2009-10

\$350,000

Other Identified Sources

DISTRIBUTION SYSTEM IMPROVEMENTS

This is a continuing program two different aspects. Each year the details of the requirements are submitted, based on the needs of PLD, City departments, and other agencies.

Belle Isle Substation and Distribution

The existing substation on the island is operating at capacity. It was originally designed for when the island was strictly a park with small loads. Any increase in existing loads and/or creation of new development on the island will require a larger substation and a new distribution network.

\$3,000,000

Unprogrammed

Lawton Substation Upgrades

The new Lawton Substation is planned for construction during FY 2008-09. The initial construction is to provide support to the PLD 24kV transmission system. Subsequent stages of construction will add support and capacity to the 13.2kV and 4.8kV distribution systems servicing the Midtown area including Cultural Center, Wayne State and Medical Center areas.

\$7,450,000

Unprogrammed

Maple Substation Upgrades

Upgrading this substation is critical to meet the steadily increasing demand in the downtown area. Installation of new 24kv switchgear will improve reliability of the existing network. Installation of 13.2kv switchgear and transformers are essential for supplying power to any new services in the area and will also provide backup for existing services.

\$3,000,000

Unprogrammed

PUBLIC LIGHTING

The above projects represent the department's currently identified large projects. The department also experiences annual capital requirements due to load changes, new customers and construction projects that impact the PLD system without advance planning.

2009-10	\$ 250,000	General Obligation Bonds
2010-11	250,000	General Obligation Bonds
2011-12	250,000	General Obligation Bonds
2012-13	250,000	General Obligation Bonds
2013-14	250,000	General Obligation Bonds
	34,550,000	Unprogrammed

SUBSTATION BATTERY REPLACEMENT

The battery replacement program is an ongoing project to replace substation control batteries and chargers that have reached the end of their useful life. This project cycle is expected to be completed by the end of FY 2013-14.

2009-10	\$120,000	General Obligation Bonds
2010-11	120,000	General Obligation Bonds
2011-12	120,000	General Obligation Bonds
2012-13	120,000	General Obligation Bonds
2013-14	120,000	General Obligation Bonds

DEVELOPMENT PROJECTS

Development Projects is an on-going capital improvement program. Each year the details of the year's requirements are submitted based on anticipated and specific development projects.

2009-10	\$500,000	General Obligation Bonds
2010-11	500,000	General Obligation Bonds
2011-12	500,000	General Obligation Bonds
2012-13	500,000	General Obligation Bonds
2013-14	500,000	General Obligation Bonds
	2,500,000	Unprogrammed

Projects that are anticipated but without any associated timeframe currently include the Cobo Exposition Center expansion and the Woodward Light Rail project. An anticipated cost of \$2,500,000 has been identified for the Cobo expansion but will likely require revision. The Woodward Light Rail project is just being initiated and scope of involvement and costs are undetermined.

PUBLIC LIGHTING

RESIDENTIAL STREET LIGHTING REQUESTS

Lighting requests is an ongoing project. The department receives approximately 15 requests per year for improved residential street lighting. The requests may involve installation of new lighting in a block without lights or upgrading insufficient lighting.

2009-10	\$ 500,000	General Obligation Bonds
2010-11	500,000	General Obligation Bonds
2011-12	500,000	General Obligation Bonds
2012-13	500,000	General Obligation Bonds
2013-14	500,000	General Obligation Bonds
	250,000	Unprogrammed

CONTROL ROOM MODERNIZATION

The existing Public Lighting control room was assembled circa 1970. This facility serves to monitor power to the entire Public Lighting electric service delivery system. Critical public services of police, fire, water and education all rely on this system to stay in operation. The control room, with its map and record boards, has seen continuous 24-hour use since commissioning. No redundancy exists and loss of the control room would compromise service to critical public functions. Extensive maintenance is necessary to insure accuracy and functionality of records. A full control room modernization will address ongoing maintenance issues and provide redundancy in the event of an emergency.

\$1,100,000 Unprogrammed

SUBSTATION TRANSFORMER REPLACEMENT

This is a continuing program. Each year the details of the year's requirements are submitted on projected system load growth and specific expansion projects.

\$10,500,000 Unprogrammed

SUBSTATION 24kV BREAKER REPLACEMENT

This is a continuing program designed to replace and upgrade high voltage breakers needed to operate and protect transmission and distribution systems.

\$22,100,000 Unprogrammed

PUBLIC LIGHTING

MISTERSKY POWER STATION UPGRADES

The Mistersky Power Station was initially constructed during the 1920's with numerous additions and modifications during the plant's operation life. Numerous large projects under consideration have been identified.

Mistersky Units #6, 7, & GT #1 Overhauls

The turbines on steam turbine-generators deteriorate with use, and become less reliable and less efficient over time. The manufacturers recommend overhaul of their turbines every six years. In some cases catastrophic failures can occur without diligent maintenance. Overhauls consist of replacing steam seals, worn and mechanically defective components and bringing all of the components of the turbine back into tolerance. Overhauls of Mistersky turbines on Units 6, 7 and the gas turbine were last performed in 1994, 1993, and 1991, respectively. The amount of cost savings varies with the specific condition of the turbine.

Unit #6	\$1,800,000	Unprogrammed
Unit #7	\$1,800,000	Unprogrammed
GT #1	\$1,800,000	Unprogrammed

Mistersky Unit #7 Control System

Unit #7 is controlled and monitored by four central computer systems: a Bailey Net-90, Bailey 7000, General Electric Mark II and Fisher-Porter 3000. The Bailey Net-90 was installed in 1988, and the others in 1978. The manufacturers no longer offer support for any of these units. Parts and repair service is very expensive and difficult to obtain, and some parts are simply not available. A new digital control system would replace all of these units and provide functionality, reliability and serviceability not available in the current equipment.

\$1,500,000	Unprogrammed
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Mistersky 24 kV Switch Gear Replacement

The project calls for replacing the 1920's vintage switch house that currently exists at the Mistersky Power Station facility. Transmission and sub-transmission lines terminating in the existing switch house will be rerouted to terminate in new state-of-the art switchgear. This project will provide faster automatic switching to eliminate distribution system voltage sags and dips.

\$11,200,000	Unprogrammed
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PUBLIC LIGHTING DEPARTMENT

(000's OMITTED)

Project Name	* Project Status	** Project Timeline	*** Impact on Budget	*** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed	
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14		
Billing System Upgrade	M	U	NOI	NSI		O.S.			\$ 325						
Capital Abatement	M	O	NOI	NSI		G.O.	235		650	\$ 650	\$ 500	\$ 500	\$ 850		
Ced Traff/Lighting Reconductoring	M	P	NOI	NSI		G.O.					1,250	1,000	1,000		
<u>Series Street Lighting Conversion to Multiple</u>															
Fenkell	M	U	NOI	NSI		G.O.									
Green Acres/Sherwood Forest	M	U	NOI	NSI		G.O.									
Indian Village	M	P	NOI	NSI		G.O.						1,000			
Outer Drive East	M	P	NOI	NSI		G.O.		1,900							
Outer Drive West	M	P	NOI	NSI		G.O.				2,500					
Rosedale Park	M	O	NOI	NSI		G.O.						1,500			
Miscellaneous	M	P	RF	NSI		G.O.								2,850	\$ 60,000
<u>Street Lighting Modernization</u>															
Foxtown Area	M	P	NOI	NSI		G.O.						1,000			
Midtown	M	P	NOI	NSI		G.O.			2,000	2,000	1,000				3,000
Miscellaneous	M	O	RF	NSI		G.O.		\$1,500							90,000
SCADA System Upgrade	M	P	NOI	NSI		O.S.			350						
<u>Distribution System Improvements</u>															
Belle Isle Substation & Distribution	M	P	NOI	NSI		G.O.		3,500							3,000
Lawton Substation Installation	M	P	NOI	NSI		G.O.									7,450
Maple Substation Upgrades	M	P	NOI	NSI		G.O.									3,000
Relaying Upgrade 13.2kV Network	M	O	NOI	NSI		G.O.									
Relaying Upgrade 24kV Network	M	O	NOI	NSI		G.O.									
Miscellaneous	M	O	NOI	NSI		G.O.			250	250	250	250	250	250	34,550
Substation Battery Replacement	M	O	NOI	NSI		G.O.			120	120	120	120	120		

Sub-Total (Page 1) \$ 235 \$ 5,000 \$ 5,595 \$ 5,520 \$ 4,120 \$ 4,370 \$ 5,070 \$ 201,000

Funding Source Summary:

General Obligation Bonds G.O. \$ 235 \$ 5,000 \$ 5,595 \$ 4,845 \$ 4,120 \$ 4,370 \$ 5,070 \$ 201,000
Other Sources O.S. - - - 675 - - - -

Sub-Total (Page 1) \$ 235 \$ 5,000 \$ 5,595 \$ 5,520 \$ 4,120 \$ 4,370 \$ 5,070 \$ 201,000

* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
 ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
 *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impact
 **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impact
 ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

PUBLIC LIGHTING DEPARTMENT

(000's OMITTED)

Project Name	* Project Status	** Project Timeline	*** Impact on Budget	*** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14	
<u>Development Projects</u>														
Cobo Hall Substation Upgrades	M	P	NOI	NSI		G.O.								\$ 2,500
Woodward Light Rail Project	N	P	NOI	NSI		G.O.								tbd
Miscellaneous	N	O	NOI	NSI		G.O.			\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	
Special Events Load Center Replacem	M	P	NOI	NSI		G.O.								
Residential Street Lighting	M	O	NOI	NSI		G.O.			500	500	500	500	500	250
Control Center Modernization	M	O	NOI	NSI		G.O.								1,100
Modernizing 9449 Grinnell Facility	M	P	NOI	NSI		G.O.								
<u>Substation Transformer Replacement</u>														
Ludden Substation Transformer #4	M	P	NOI	NSI		G.O.								
Miscellaneous	M	P	NOI	NSI		G.O.								10,500
Substation 24v Breaker Replacement	M	O	NOI	NSI		G.O.								22,100
<u>Mistersky Power Station Upgrades</u>														
Mistersky Turbines	M	P	NOI	NSI		G.O.		\$ 2,000						
GT # 1 Overhaul	M	P	NOI	NSI		G.O.								1,800
24 kV Switch Gear Replacement	M	P	NOI	NSI		G.O.								11,200
Unit # 6 Overhaul	M	P	NOI	NSI		G.O.								1,800
Unit # 7 Control System	M	P	NOI	NSI		G.O.								1,500
Unit # 7 Overhaul	M	P	NOI	NSI		G.O.								1,800

Sub-Total (Page 2)								\$ -	\$ 2,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 54,550
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Funding Source Summary:															
General Obligation Bonds						G.O.		\$ -	\$ 2,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 54,550

Sub-Total (Page 2)								\$ -	\$ 2,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 54,550
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Note: tbd- To be determined

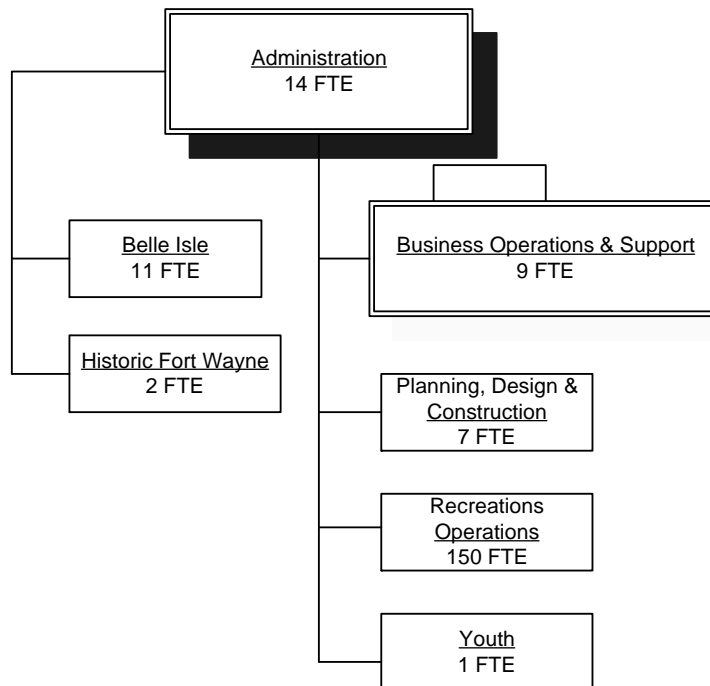
GRAND TOTAL

Funding Source Summary:															
General Obligation Bonds						G.O.		\$ 235	\$ 7,000	\$ 6,595	\$ 5,845	\$ 5,120	\$ 5,370	\$ 6,070	\$ 255,550
Other Sources						O.S.		-	-	-	675	-	-	-	-

GRAND TOTAL								\$ 235	\$ 7,000	\$ 6,595	\$ 6,520	\$ 5,120	\$ 5,370	\$ 6,070	\$ 255,550
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 ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

RECREATION



RECREATION

AGENCY MISSION

The mission of the Detroit Recreation Department (DRD) is to illustrate leadership and excellence in the administration of parks and leisure facilities that promote the health, well being and quality of life for the citizens of Detroit.

CURRENT FACILITIES

The DRD provides opportunities for the public to participate in both organized and informal leisure activities at Detroit's recreation centers, parks and playgrounds. Programming activities coordinated by the DRD range from traditional sports leagues and tournaments to swim programs, fitness activities, cultural arts, computer-related activities and socialization programs, as well as ice skating, fishing, hockey, boxing and more. An array of related human services, wellness programming and educational enrichment activities are made available through a multi-service recreation center approach.

These programming activities are available at our various 308 park properties and 17 active recreation centers throughout the City of Detroit. Other major facilities include: Belle Isle, Chene Park Amphitheater, Henderson Marina, Riverside and Reid-Vaughn Boat Launches, five golf courses (Rouge Park, Belle Isle, Rackham, Chandler Park, and Palmer Park), a conservatory, a beach, a waterslide and three cemeteries (Forest Hill, Mount Hazel and Gethsemane).

To aid the DRD in property inventory, building assessment and capital program project selection, the DRD has completed a comprehensive long range Strategic Master Plan. The plan helps streamline the DRD's capital program to promote greater efficiency in the selection and administration of capital improvements by utilizing current demographic information

and community input. Property assessments of DRD parks and recreation centers are incorporated into an interactive database that is available for public viewing via the City of Detroit's website.

FIVE YEAR HISTORY

The primary focus of our capital program has been directed towards the upgrading of recreation centers and parks that service Detroit neighborhoods and their residents.

Although the majority of our capital program is funded through General Obligation Bonds, we have been assisted in funding our development efforts by both the public and private sectors. During the last several years, the DRD has actively sought to develop partnerships with other governmental agencies, foundations and non-profit groups. Some of these entities include Wayne County, Michigan Department of Natural Resources, Michigan Department of Environmental Quality, the Belle Isle Women's Committee and the National Park Service.

PARKS & LANDSCAPES

Major renovations and improvements to DRD parks are integral to the city-wide strategic priority of improving neighborhood quality of life, improving public safety, and maintaining and growing the tax base within the City of Detroit. In furtherance of these priorities, the DRD has instituted a capital program that attempts to include one major park renovation project per year in each of the 10 Community Planning Clusters.

DRD staff work with the surrounding community to complete park designs that satisfy the needs of the public, while adhering to safety standards put forth by the National Playground Safety Institute. Typical items addressed in our major park renovation projects include:

RECREATION

- New playground equipment with rubber safety surfacing;
- New site fencing, picnic tables, grills, benches and trash receptacles;
- New asphalt/concrete sidewalks, paths, walkways and walking trails;
- New sports court equipment, including basketball, tennis, baseball, softball, football and horseshoe areas;
- Landscape improvements, including accent tree and shrub planting.



Butzel Playground 2007

In Years 2006 and 2007, the DRD made major renovations to the following parks:

Cluster 1 – Farwell Playfield

Cluster 3 – Butzel Playground

Cluster 5 – Lafayette NYCRR Playlot

Cluster 7 – Shirley-Plymouth Greenbelt

Cluster 7 – Simanek Playfield

Cluster 9 – Fargo-Oakfield Playground

Cluster 10 – Van Antwerp Park

Cluster 10 – Butzel Playfield



Farwell Playfield 2007

Butzel Playfield Improvements

This Cluster 10 project at Butzel Playfield was completed in 2007-08 and supported a \$900,000 renovation to the playfield. Thanks in part to a grant from the Michigan Department of Natural Resources Trust Fund, we were able to construct a new play equipment area with rubber safety surfacing, a new picnic area, new parking lots to support overflow parking from the adjoining recreation center, and a new eight-lane running track.



Butzel Playfield 2008

RECREATION

RECREATION CENTERS & FACILITIES

Detroit's Recreation Centers are the backbone of the DRD's recreational programming and operational efforts. However, the repair and rehabilitation of Detroit's centers is an on-going challenge.

Northwest Activities Center

Pursuant to the DRD's Strategic Master Plan, the Northwest Activities Center underwent extensive renovations in 2006 and 2007. The renovation project in the amount of \$15.5 million drastically improved the interior of the 150,000 square foot building, including new DRD office spaces, rental space renovations, health club improvements and pool renovations. The renovated center has been reclassified as a Regional Center, which services the west side of Detroit and provides both fee-for-service and traditional no-cost community activities. Additionally, major repairs were made to the building's sewer and drainage systems. Underground piping was replaced, catch basins and manholes were replaced and tree roots that were obstructing the older system were removed.



Northwest Activities Center 2007



Northwest Activities Center 2007

Williams Recreation Center

In 2006, the DRD installed new glass block to a majority of the building's windows to improve both security and aesthetics of the building. Throughout the years, vandals and thefts have left many of the building's large glass windows broken and subsequently boarded up. Through the installation of the glass block, Williams Recreation Center is now a more secure and amply lit facility.



Williams Recreation Center 2006

RECREATION

BELLE ISLE & ROUGE PARK

Belle Isle Park and Rouge Park, Detroit's largest Regional Parks, are the crown jewels of Detroit's public park system. Belle Isle is ranked among the top ten parks in the United States. Although Detroit purchased the 985 acre island in 1879 for \$200,000, more than \$200 million worth of renovations are needed to implement the Belle Isle Master Plan that was updated in 2005.

The most recent and notable capital improvements to these Regional Parks are as follows:

Rouge Park – In-Town Youth Camp

With grant funding support from the Michigan Department of Natural Resources Trust Fund, the DRD was able to construct an approximately 15 acre In-Town Youth Camp at Rouge Park near West Chicago and West Parkway. The Youth Camp is comprised of new playground equipment with rubber protective surfacing, concrete walkways and walking trails, nature observation areas with educational signage, a new comfort station building and picnic shelter.



Rouge Park In-Town Youth Camp 2007



Rouge Park In-Town Youth Camp 2007

Belle Isle – Livingstone Overlook Trail

This project consisted of the removal of approximately 1 mile of deteriorated asphalt trail and replacement of the trail with ADA compliant, compacted gravel.

Belle Isle – Maintenance Garage Roof Replacement

The Belle Isle Maintenance Garage has survived some 100+ years of existence without a major capital improvement. In this project, the remaining roof was removed and replaced with all new metal decking, insulation and a DuroLast rubber membrane roof.



Belle Isle Maintenance Garage Roof 2007

RECREATION

ADDITIONAL PROJECTS

Wayne County Park Improvements

In FY 2006-07, the DRD and Wayne County entered into an intergovernmental agreement to improve various City of Detroit properties. Wayne County funded the construction of improvements at eleven (11) of the following DRD sites:

- ◆ Brookins Playground (\$ 100,000)
- ◆ Algonquin-Goethe Playground (\$ 100,000)
- ◆ Bradley Playground (\$ 100,000)
- ◆ LaSalle-Ford Playlot (\$ 50,000)
- ◆ Littlefield Playfield (\$ 50,000)
- ◆ Shirley-Plymouth Greenbelt (\$ 100,000)
- ◆ Hill Playground (\$ 75,000)
- ◆ Mansfield-Diversey Playground (\$ 100,000)
- ◆ Rockdale-Kendale Playground (\$ 50,000)
- ◆ Hope Playfield (\$ 100,000)
- ◆ Fields Playground (\$ 100,000)

These projects totaled \$925,000 and included new play structures and equipment; safety surfacing and equipment repairs; parking lot improvements; picnic amenities and other miscellaneous improvements.



Brookins Playground 2007



Algonquin-Goethe Playground 2007



Hill Playground 2007

CURRENT 2007-08 PROJECTS

For FY 2007-08, the DRD is currently working to complete the following projects:

- ◆ Northwest Activities Center – Roof Replacement (\$2,551,560)
- ◆ Wish-Egan Playfield (\$ 613,440)
- ◆ Optimist-Stout Playground (\$ 301,420)
- ◆ Sawyer Playground (\$ 300,000)
- ◆ Krainz Park (\$ 403,065)
- ◆ Milan Playfield (\$ 418,895)
- ◆ Heilmann Playfield (\$ 560,000)
- ◆ Belle Isle – new comfort station at Sunset Pointe donated by the Belle Isle Women’s Committee

RECREATION

FIVE YEAR HISTORY (Grant Supported Projects During the Last Five Years)

Grant Source	Project	City Match Amount	Grant Amount	Total
Urban Parks & Recreation Recovery Program (UPARR)	Renovation of Peterson Playfield	\$ 407,143	\$ 950,000	\$ 1,357,143
Michigan Department Of Environmental Quality	Blue Heron Lagoon Natural Area on Belle Isle	\$ 100,000	\$ 250,000	\$ 350,000
Michigan Natural Resources Trust Fund (pending legislative approval)	Belle Isle Improvements	\$ 173,000	\$ 322,000	\$ 495,000
Able to Play – Boundless Playgrounds	“Dad” Butler Playfield	\$ 50,000	\$ 200,000	\$ 250,000
Wayne County	“Dad” Butler Playfield		\$ 100,000	\$ 100,000
Youth Development Commission	Zussman Playground Renovation		\$ 27,000	\$ 27,000
Michigan Natural Resources Trust Fund	Butzel Playground Improvements	\$ 175,000	\$ 500,000	\$ 675,000
US Dept. of Interior - Save America’s Treasures	Belle Isle Conservatory Restoration	\$ 340,000	\$ 500,000	\$ 840,000
Wayne County	Belle Isle Conservatory		\$ 75,000	\$ 75,000
Michigan Dept. Agriculture	Ash Tree Removal		\$ 25,530	\$ 25,530
Michigan Dept. of Transportation & Comm. Foundation of SE Michigan	Conner Playfield / Conner Greenway	In-kind	\$ 1,487,000	\$ 1,487,000
Michigan Natural Resources Trust Fund	Rouge Park - In-Town Youth Camp	\$ 143,000	\$ 407,000	\$ 550,000
CMI (Clean Michigan Initiative)	Farwell Recreation Center	\$ 750,000	\$ 750,000	\$ 1,500,000

RECREATION

Michigan Dept. of Natural Resources & US Fish & Wildlife Service	Henderson Marina - Pump out	\$ 1,243	\$ 3,729	\$ 4,972
Youth Development Commission	Optimist-Stout Playground		\$ 52,000	\$ 52,000
Dept. of Housing & Urban Development / Michigan Economic Development Corp.	Eastern Market Shed No. 2 Renovations		\$ 297,000 / \$ 400,000	\$ 697,000
TOTAL		\$ 2,139,386	\$ 6,346,246	\$ 8,485,645

RECREATION

PROPOSED FIVE YEAR CAPITAL PLAN

The proposed five year capital program will continue to carry out major renovations and improvements to the DRD's aging facilities and parks with emphasis on being consistent with the implementation of the Strategic Master Plan.

Capital Program Categories

The DRD's capital program is subdivided into the following budgeted categories:

- Capital Operations
- Parks & Landscapes
- Recreation Centers & Facilities
- Belle Isle & Rouge Park

In 2006, the DRD completed a comprehensive Strategic Master Plan to guide long term capital development of the DRD's parks and recreation centers over a 20 year cycle. The plan promotes greater efficiency in the delivery of high quality services that target the needs of the community surrounding each property. The heart of this plan guides the DRD to help make well-informed determinations of which properties should be categorized in the following manner: (1) maintain, (2) improve, or (3) reposition.

CAPITAL OPERATIONS

To accomplish the goals of the DRD's capital program, we utilize an in-house team of project managers, landscape architects and project architects to design and manage our various capital projects. This in-house workforce is supplemented by service contracts with consultants, architects, engineers and other experts.

By utilizing in-house staff to design and manage our capital program, we have been

able to realize significant cost savings that have consequently increased the actual construction dollars allocated for each respective project.

PARKS AND LANDSCAPES

The DRD's goal is to complete one major park renovation project in each of the 10 Clusters per year. A complete park renovation costs in the range of \$100,000 to \$7,000,000, so this will be a challenge for the DRD to secure the necessary funding to complete 10 renovation projects on a yearly basis. To meet this challenge, we plan to utilize volunteer services, donations and grants from strong neighborhood community groups, businesses, nonprofit organizations and other government agencies.

RECREATION CENTERS & FACILITIES

New Centers

Phase 1 (Years 1 – 5) of the Strategic Master Plan calls for construction of a new Community Recreation Center.

Major Renovations

Projects of this nature range from \$5 to \$14 million in renovations and are designed to keep DRD centers safe for public use and to sustain current programming and operations. These projects generally address major repair of roofs, mechanical and electrical systems, lighting, security systems, plumbing, flooring, ceilings, windows, ADA compliance and infrastructure work.

RECREATION

BELLE ISLE & ROUGE PARK

Given the popularity and frequent use by the public of the DRD's two Regional Parks, Belle Isle and Rouge, the Strategic Master Plan calls for the expenditure of \$1 million per year at each Regional Park. These funds shall be used to make renovations consistent with the individual master plans of each park.

CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

The primary City agencies that impact the DRD's Capital Program are those who provide support and utility services to our properties.

The Detroit Water and Sewerage Department provides water and sewer service to our facilities. In the past, they provided design services for the Belle Isle Water Mains Project. We have also worked with them on the Combined Sewer Overflow projects and on issues where water and sewer services have impacted our properties.

The Public Lighting Department (PLD) provides power to all of our facilities, as well as minimal electrical and outdoor lighting updates and renovations, such as night time lighting for ball diamonds and fields, exterior lighting of our recreation centers, lights on the Belle Isle Bridge and lighting at large parks with city roads, such as Belle Isle, Rouge, Chandler and Palmer.

Occasionally, the Planning and Development Department (P&DD) acquires property for the DRD, as well as assists in the repositioning of property that is so categorized in the DRD's Strategic Master Plan. A principle of the DRD's Strategic Master Plan states that any profits from the sale of DRD park or recreation center land shall go directly back to the DRD for use in

its capital program. This would include the acquisition of new land to replace repositioned property. In addition, P&DD works with the DRD on land transfers and exchange agreements.

The General Services Department (GSD) provides maintenance services at our parks and recreation centers. GSD is responsible for grass cutting and general grounds maintenance, as well as building maintenance. Lack of adequate property maintenance has a significant impact on the size and scope of DRD capital improvements that are needed at any given property. Additionally, proper maintenance by GSD can extend the life expectancy of our capital improvements. Therefore, it is vital to the DRD that GSD provide consistent and adequate maintenance at all of our properties.

GOALS FOR CAPITAL PROGRAM

1. Provide updated, safe and clean recreation centers and parks that support the recreational programming needs of Detroit.
2. Through capital construction and renovation projects, increase the variety of recreational programming available to Detroit residents.
3. Continue the implementation of the Strategic Master Plan through capital development projects.
4. By renovating and/or replacing outdated, inefficient facilities, reduce the DRD's overall maintenance and operating costs, so that it is possible to "do more with less."
5. Develop and improve larger facilities that attract regional participation, such as Belle Isle, Palmer, Chandler and Rouge Parks, as well as the Detroit Riverfront.

RECREATION

RATIONALE FOR CAPITAL PROGRAM

Without question, the DRD's capital program is vital to maintaining the operation of our 17 active recreation centers and approximately 308 park properties.

General Obligation Bond funds are essential to making continuous progress towards attaining the completion of roughly \$500 million in construction and renovation projects required to meet the needs of our aging properties to make them safe and enjoyable for Detroit citizens. Without the annual appropriation of general obligation bond funds, it would be impossible for the DRD to make major repairs and renovations to Detroit's aging recreation center and park properties. Capital bond funds make it possible for the DRD to update its facilities to make them handicapped accessible, as per ADA guidelines, and to modernize certain

playground equipment to meet current National Playground Safety Institute standards and regulations.

Capital improvements to DRD properties are an integral part of the city-wide initiative to improve Detroit neighborhoods. By making recreation parks and centers attractive, safe, user-friendly and efficient, the DRD's capital program will not only serve Detroit residents who live near the improved parks and centers, but it will help to attract visitors who will carry positive perceptions of Detroit back to their own communities. A strong, positive image will help to foster increased movement of people, businesses and capital into the City of Detroit.

RECREATION

PROJECT NARRATIVE AND FUNDING SCHEDULES

CAPITAL OPERATIONS

Continued funding is requested to continue the in-house design and construction management team responsible for the administration of our capital program. This workforce is responsible for completing design and construction administration for major improvements to roughly 6,000 acres of park land, 17 active recreation centers, and various other properties, including Belle Isle and Rouge Park. This workforce also actively seeks grant funding and other alternative methods of funding to supplement its Capital Budget. In fiscal year 2008-09, general obligation bonds in the amount of \$1,000,000 were budgeted for these operations.

2009-2010	\$1,000,000	General Obligation Bonds
2010-2011	1,000,000	General Obligation Bonds
2011-2012	1,000,000	General Obligation Bonds
2012-2013	1,000,000	General Obligation Bonds
2013-2014	1,000,000	General Obligation Bonds

PARKS AND LANDSCAPES

Major Park Redevelopment

DRD would like to complete a major renovation (\$100,000-\$7,000,000) at one park per Cluster in each of the ten (10) Clusters.

2009-2010	\$1,000,000	General Obligation Bonds
2010-2011	1,000,000	General Obligation Bonds
2011-2012	1,000,000	General Obligation Bonds
2012-2013	1,000,000	General Obligation Bonds
2013-2014	1,000,000	General Obligation Bonds
	45,000,000	Unprogrammed

RECREATION CENTERS & FACILITIES

New Centers / Major Center & Facility Repairs

The DRD's Strategic Master Plan calls for the closure and repositioning of several recreation centers. Per pertinent demographic information in the Plan, the DRD will construct a new Community Recreation Center consistent with the prototype outlined in the Plan. Additionally, major renovations are consistently needed at existing recreation centers. Renovations may address chronic roof problems; installation of handicapped pool lifts at swimming pools, rehabilitation of restrooms and shower facilities; and renovation or replacement of HVAC, electrical, mechanical, security and other building systems.

2009-2010	\$4,000,000	Other Sources- Casino Revenues
	1,000,000	General Obligation Bonds
2010-2011	4,000,000	Other Sources- Casino Revenues
	2,000,000	General Obligation Bonds
2011-2012	4,000,000	Other Sources- Casino Revenues

RECREATION

	1,000,000	General Obligation Bonds
2012-2013	4,000,000	Other Sources- Casino Revenues
	1,000,000	General Obligation Bonds
2013-2014	4,000,000	Other Sources- Casino Revenues
	1,000,000	General Obligation Bonds
	24,000,000	Unprogrammed

BELLE ISLE & ROUGE PARKS

Continued pressure on the facilities of these heavily used Regional Parks necessitate extensive renovation and rehabilitation of comfort stations, picnic shelters, play structures and other public facilities. The Master Plan for Belle Isle provides direction for future Belle Isle Park improvements, however the cost to implement the Master Plan is well in excess of \$200 million. Continued renovation of Scott Fountain, the Casino and Conservatory are needed at Belle Isle. The DRD will continue to make improvements to these Regional Parks with available Capital funding.

2009-2010	\$ 2,000,000	General Obligation Bonds
2010-2011	2,000,000	General Obligation Bonds
2011-2012	2,000,000	General Obligation Bonds
2012-2013	2,000,000	General Obligation Bonds
2013-2014	2,000,000	General Obligation Bonds
	200,000,000	Unprogrammed

DETROIT RECREATION DEPARTMENT

(000's OMITTED)

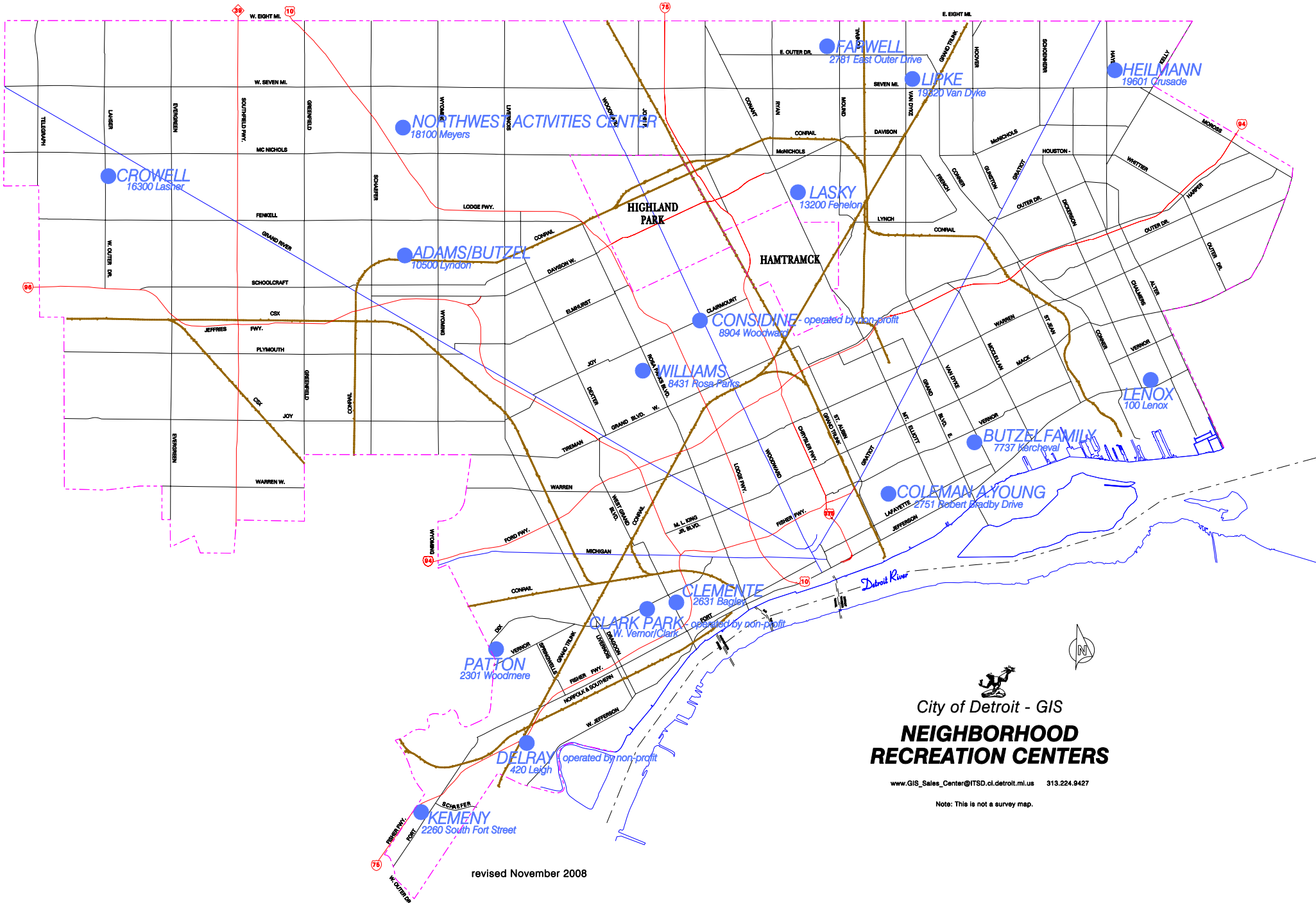
Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14	
<u>CAPITAL OPERATIONS</u>	M	O	AF	AS		G.O. R.I.		\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	
<u>PARKS & LANDSCAPES</u>														
Major Park Redevelopment	M	P	AF	AS		G.O.			1,000	1,000	1,000	1,000	1,000	\$ 45,000
<u>RECREATION CENTERS & FACILITIES</u>														
New Centers	M	P	AF	AS		G.O. O.S.			4,000	4,000	4,000	4,000	4,000	20,000
Major Center & Facility Repairs	M	P	AF	AS		G.O.			1,000	2,000	1,000	1,000	1,000	4,000
<u>BELLE ISLE & RIVERFRONT PARKS</u>	M	P	AF	AS		G.O.			2,000	2,000	2,000	2,000	2,000	200,000
TOTAL					\$ -		\$ -	\$ 1,000	\$ 9,000	\$ 10,000	\$ 9,000	\$ 9,000	\$ 9,000	\$ 269,000

Funding Source Summary :

General Obligation Bonds	G.O.	\$ -	\$ -	\$ 5,000	\$ 6,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 269,000
Other Identified Sources- (Casino Revenues)	O.S.	-	-	4,000	4,000	4,000	4,000	4,000	-	-
Reinvestment Earnings (Interest Earnings)	R.I.	-	1,000	-	-	-	-	-	-	-

GRAND TOTAL		\$ -	\$ 1,000	\$ 9,000	\$ 10,000	\$ 9,000	\$ 9,000	\$ 9,000	\$ 9,000	\$ 269,000
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* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
 ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
 *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impac
 **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impac
 ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

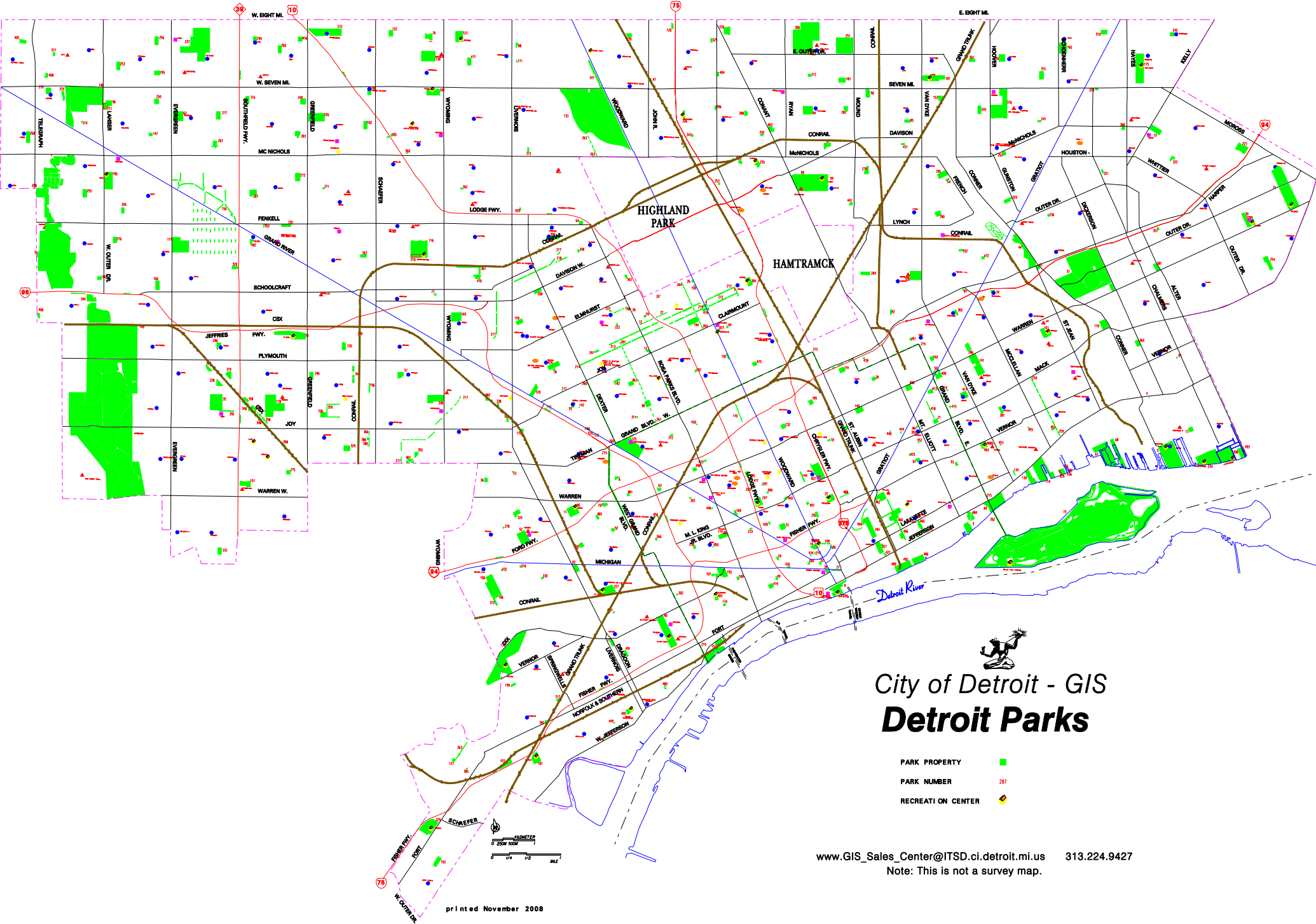


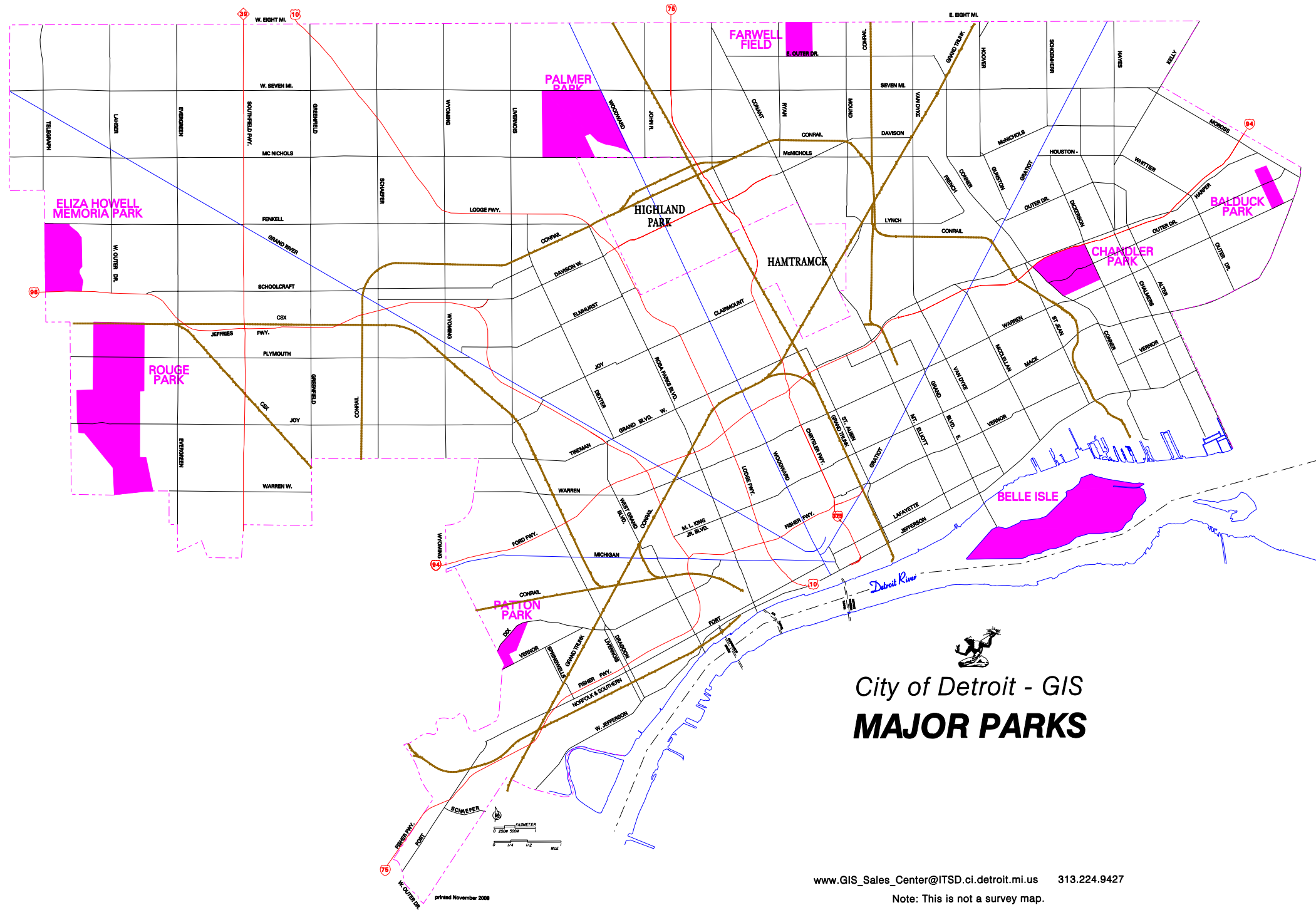
City of Detroit - GIS
**NEIGHBORHOOD
 RECREATION CENTERS**

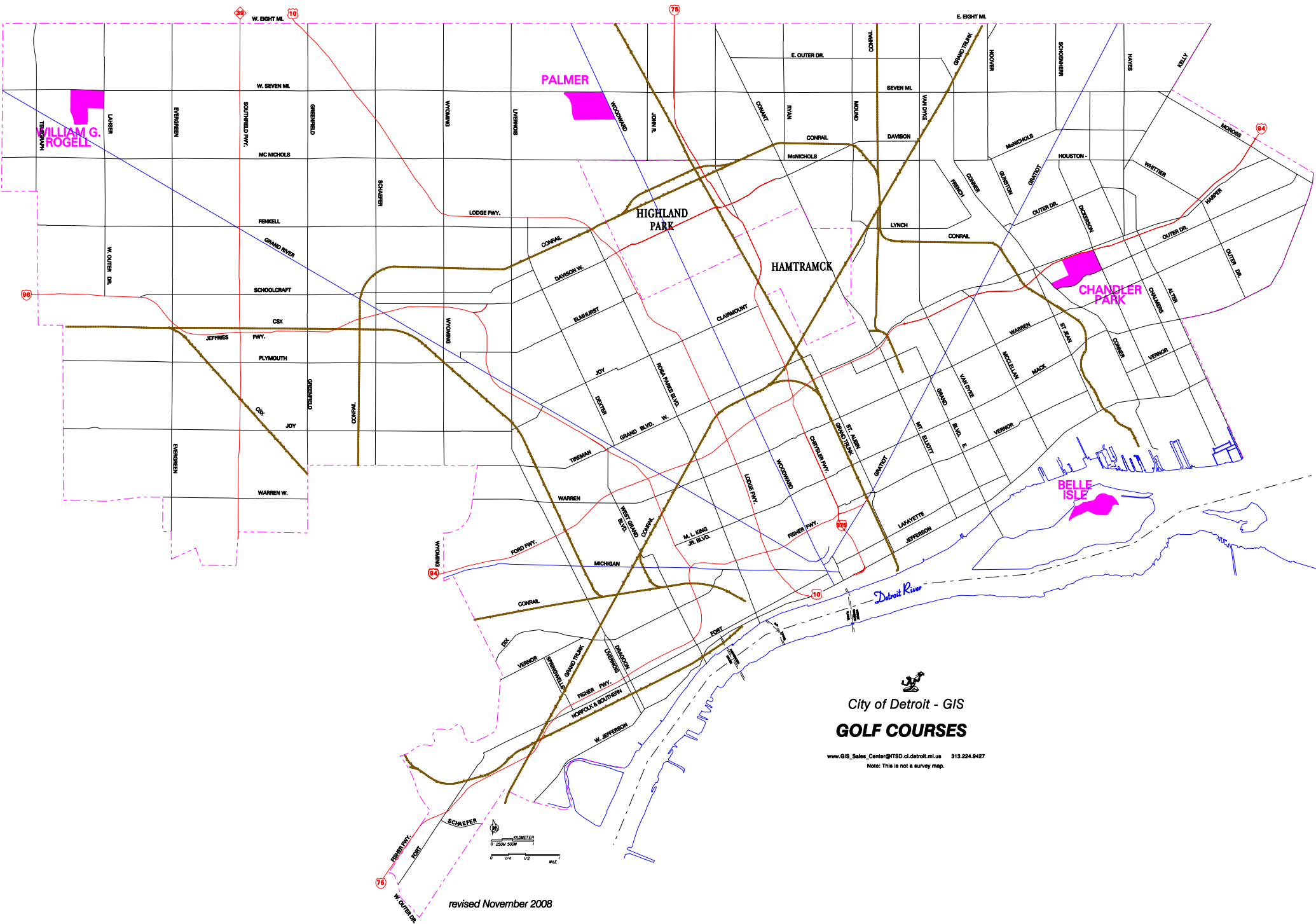
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Note: This is not a survey map.

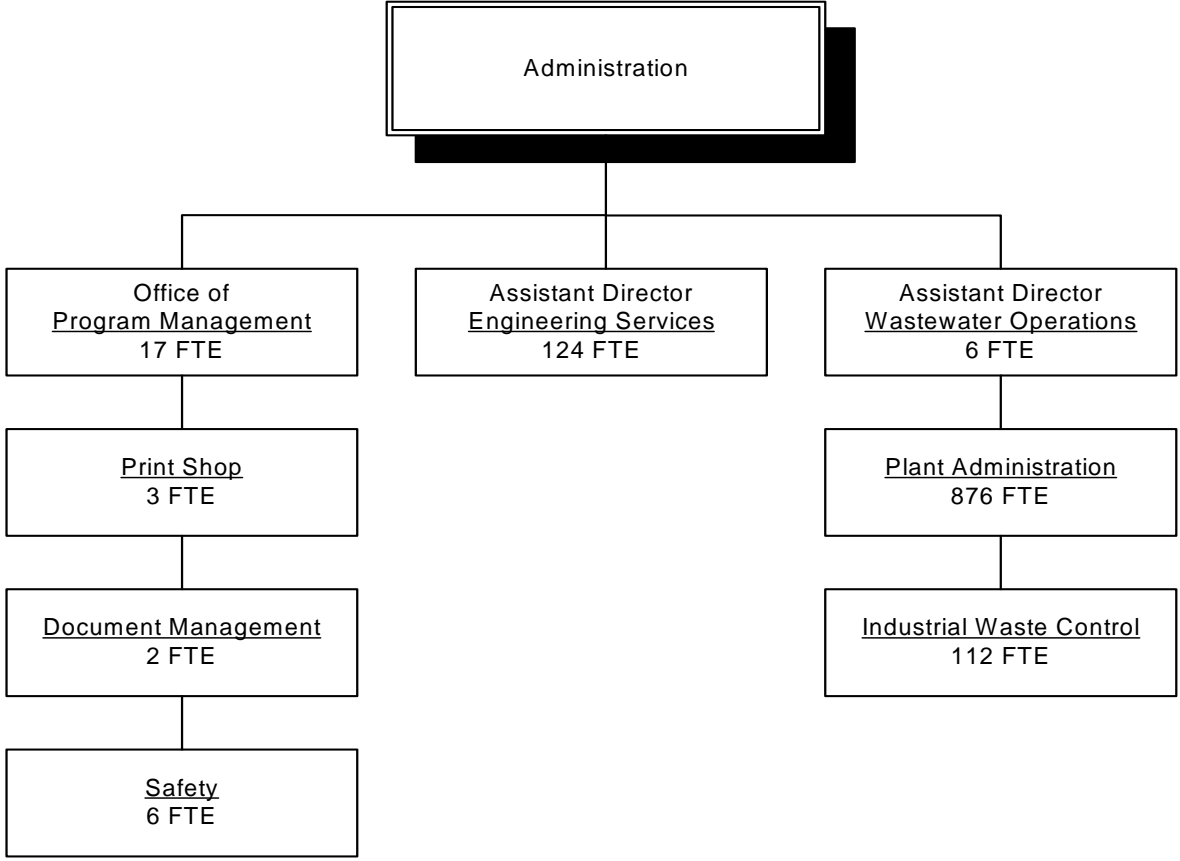
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SEWERAGE



SEWERAGE

AGENCY MISSION

The Water and Sewerage Department will exceed our customers' expectations through the innovative treatment and transmission of water and wastewater that promote healthy communities and economic growth.

Sewage Disposal System Goals

1. To implement the policies of the Board, Charter requirements and Federal mandates for supplying water and sewerage services.
2. To provide an adequate level of trained personnel to operate the water and sewerage systems.
3. To educate and inform both retail and wholesale customers and the community about important DWSD projects, initiatives, and water and wastewater issues.

CURRENT FACILITIES

Sewage Disposal System

The Sewage Disposal System is administratively part of DWSD, but maintained as a separate fund in the City of Detroit Accounting System. DWSD operates one wastewater treatment plant which is located at 9300 W. Jefferson. This facility serves approximately 2.9 million people in Detroit and seventy-seven other communities in southeastern Michigan. DWSD's sewer system originated in 1836, and today consists of 14 pump stations, five storm water detention basins, three CSO screening and disinfection facilities and a total of 3,000 miles of sewer lines that carry rainwater and wastewater to the Wastewater Treatment Plant – the largest single-site wastewater treatment facility in the country.

The Sewage Disposal System's primary role is to convey and treat the sanitary and combined sewage collected throughout the service area in accordance with applicable service agreements so that the public health

is protected and the treated effluent discharged to the Detroit River is in compliance with the limits established by the Department's National Pollution Discharge Elimination System Permit and other applicable laws, rules and regulations imposed by the Federal Court, the U. S. Environmental Protection Agency, Wayne County, Michigan Department of Environmental Quality and the Division of Public Health regarding wastewater, air pollution and solid waste disposal.

The plant has the capacity to treat a maximum flow of 859 million gallons per day (mgd) of sanitary sewerage and a capacity to treat up to 1,520 mgd of a combination of sanitary and storm flow while consistently meeting or exceeding permit requirements for effluent quality. The plant also produces approximately 1,000,000 wet tons of wastewater residuals each year which are either incinerated in compliance with applicable air pollution control laws or transported to commercially operated landfills in western Wayne and Macomb Counties.

FIVE YEAR HISTORY

Except as otherwise noted, revenues of the Sewage Disposal System provided funding for these improvements.

Fiscal Year 2006-07

Communications, Lighting and Computer Center \$13,621,059

This project provided a computer center at the DWSD Central Services Facility at Huber Avenue to facilitate collection of information from the Department radio based SCADA systems. This facility provides data storage for the wholesale metering system's historical data, back up data storage for the Department's primary business systems in the Main Office and office space for support personnel.

SEWERAGE

Sewer System Improvements – Various Streets throughout Jefferson Village Development Project in the City \$3,393,906

The project replaced about 18,000 linear feet of 12-inch through 42-inch size of sewers including all appurtenances, connections, and related structures in various streets of Jefferson Village development.

St. Aubin Screening and Disinfection Facility \$21,808,394

The work consisted of construction of a new underground screening and disinfection facility and related items together with associated civil, site, structural, mechanical, electrical, instrumentation and control work at the property located south of Atwater in the western section of Chene Park.

Lieb Screening and Disinfection Facility \$34,155,682

This project consisted of the construction of a reinforced concrete underground screening and disinfection facility. It also included the construction of a 5,600 feet long sewer, a connection to the DRI, an influent and effluent conduit, a control building, and outfall structure, onsite parking, dewatering pump station, and related electrical and HVAC work.

Department-wide Pavement Replacement and Repair \$8,140,499

Under this project, pavements were either replaced or repaired at the facilities throughout the Department on as needed basis.

Additional Pump at Northeast Sewage Pumping Station \$5,206,876

This project involved purchase and installation of Pump No. 2 (which is rated at 70,000 gpm and 2,000 hp), and motor with a variable frequency drive (VFD) and VFD powerhouse, and 84-inch gate valve with

actuator, and electrical and control equipment. This project also includes start-up, factory witness tests, training and operations and maintenance manuals.

Radio SCADA Overhaul \$34,616

This project involved replacing obsolete radios and communication equipment to retain Federal Communications Commission licensed frequency.

Job Order Contracting As-needed General Construction Services 2,771,164

The objective of this project was to provide rapid project development and completion for a variety of small projects. These projects were typically under \$500,000 each, and on an as-needed basis. Work performed under this project involved a variety of trades including, but not limited to earthwork, asbestos and lead paint removal, concrete, masonry, steel erection, interior and exterior finishes, roofing, glazing, painting, HVAC, plumbing, fire protection, interior and site electric, and instrumentation and controls.

Department-wide Roof Replacement and Repair II \$7,205,851

Under this project, roofs were either replaced or repaired at the facilities throughout the Department on as needed basis.

Fiscal Year 2005-06

Customer Billing System \$6,896,491

This project replaced the existing Customer Billing and Information System (CBIS). The new system provided the latest technology and tool for billing and customer service; automate the current manual suburban wholesale water and sewerage and industrial waste control accounts billing function. This project also replaced the old Automated Call Directing (ACD) system and will interface to an Interactive Voice Response Unit to improve customer service.

SEWERAGE

System DATA Capture Analysis & Reporting at SCC \$414,868

This project provides comprehensive support and assistance to water supply and sewer disposal operations and develops and implements an automated digital data capture, performs analysis of captured data, data archiving and providing reporting capabilities.

Rehabilitation of Pump Station Nos. 1 & 2 Pickle Liquor Buildings, MPI Building, and PUB Building \$3,389,101

This project consisted of rehabilitative work that included architectural, civil, mechanical, electrical, instrumentation, and process. All facilities under this project required major rehabilitation to provide a reliable and safe system, offer a work environment that makes the facility easier to operate and maintain, and increase the chemical addition efficiency and consistency.

Intercom System \$2,316,882

This project replaced the existing intercom system at the Wastewater Treatment Plant. This improved communication system will permit greater O&M effectiveness, creating a safer and more effective work environment.

New Security Gate at Brennan ST.; Restoration of Concrete at Pump Station No. 2 and Pipe Gallery at Primary Clarifiers 5 thru 8 (JOC) \$19,770

This project involved construction of a new gate at Brennan Street, repair cracks in concrete in basement of Pump Station No. 2 and restore concrete in the pipe gallery at primary clarifiers 5 through 8.

Disinfection at the Detroit River Outfalls \$44,393,620

This project provided for construction of a Dechlorination Facility for the Detroit River Outfall.

Oakwood and MPI Sample Station \$2,948,589

The project consisted of construction of a new Oakwood Sampling Building and a new Main Plant Effluent (MPI) Sample Building including two new chopper type sample pumps and grinders and related control systems.

New Chlorination Facility at Detroit Marine Terminal \$34,122,268

This project consisted of construction of a new chlorination building and facility for tank car storage building with associated utilities, road and yard work, and installation of all ancillary equipment.

Removal of Underground Heating Oil Storage Tanks \$58,944

Under this contract, eight (8) under ground heating oil storage tanks located at the Fairview Pumping Station, Freud Pumping Station, Northeast WTP, Northwest Booster Station and Waterworks Park WTP were removed to eliminate potential source of future environmental liabilities.

Fiscal Year 2004-05

Intermediate lift Pump Nos. 1 & 2 Replacement \$4,628,387

This project included the replacement of intermediate lift pump (ILP) nos. 1 & 2. The work involved constructing a new variable frequency drive (VFD) east of ILP 1, removing and replacing the ILPs with higher capacity pumps, replacement of the 78-inch magnetic flow meter, demolishing the ILPs motor ventilation equipment, installing new air handling units for ventilation, installing electric unit heater in the new VFD building.

Replacement of Variable Frequency Drives (VFDs) for Intermediate Lift Pumps 3, 4, & 7 \$6,346,892

This project involved design, procurement, and installation of permanent VFDs and

SEWERAGE

associated equipment for the intermediate lift pumps at the Wastewater Treatment Plant (WWTP).

Lateral Sewer Replacements – Palmer Woods \$1,531,850

This project consisted of replacing approximately 5201 linear feet of lateral sewer with reinforced concrete sewer pipe in sizes of 12-inches to 36-inches, as well as replacement of all manholes, catch basins and other appurtenances.

Fiscal Year 2003-04

Purchase & Installation of Two Screened Final Effluent Pumps \$12,007,412

This project involved the purchase and installation of two screened final effluent (SFE) pumps and four strainers at the Wastewater Treatment Plant (WWTP). The work also included two 30-inch check valves, centrifuge dewatering equipment in Complex II, two seal water booster pumps and their controls, four 1000 HP SFE pumps, new lighting and exhaust fans, two flow meters, sump pumps, and various HVAC units. Six 30 inch discharge butterfly valves, check valves, and other appurtenant items were also rehabilitated under this project.

Romeo Arm Interceptor in Garfield Rd from 18 Mile Rd to 21 Mile Rd \$26,492,777

This project included furnishing, chlorinating, flushing, testing and installation of 16,100 lineal feet of a 7-foot diameter sewer along Garfield Rd in Clinton and Macomb Townships from 18 Mile Rd to 21 Mile Rd, and two meter chambers with all associated mechanical, electrical and telemeter equipment.

Complex 1 & 2 Belt Filter Presses \$48,108,782

This project included purchase, installation, and testing of 12 Belt Filter Presses (BFPs) in Complexes 1 & 2. The work also involved replacing 10 vacuum filters capable of processing a maximum of 16,130 pounds of dry sludge solids per hour with 12 BFP capable of producing a maximum of 30,000 pounds of dry sludge solids per hour. These BFPs produce a drier sludge cake and is capable of processing primary, secondary and mixed sludge.

Dry Ash Handling System – Complexes 1 & 2 \$10,770,168

This project involved upgrading the pneumatic dry ash handling system at Complexes 1 & 2. The work involved installing a new ash silo receiver system, new ash piping, valves, silo unloaders, and replacing the motor control system and Complex 2 silo elevators. The work also included all the necessary structural modifications to accept the new equipment. All work was performed to meet the Michigan Occupational Safety and Health Administration standards and Michigan Department of Quality (MDEQ) requirements.

Thickener Tank Improvements for Sludge Processing Complex A \$1,633,119

This project involved the replacement of troughs and weirs at the six thickener tanks at Complex A. The work involved dismantling the troughs and weirs, and installing stainless steel troughs and FRP weirs together with all the appurtenant items.

Modify Pump Station No. 2 Grit Cranes \$2,738,155

This project involved rehabilitation of the grit crane systems with a new roof over the crane bridges, building of structural system and other miscellaneous restorations. This project also included rehabilitation of motor

SEWERAGE

room crane including loading dock access and inspection repairs.

Fiscal Year 2002-03

Plant-wide Roof Repair & Replacement \$6,789,328

This project involved the repair and replacement of leaking, damaged, or deteriorating roofs and roofing systems throughout the department to bring them up to standard. The work involved the removal and replacement of roof build-up, roofing materials, and shingle type roofs. The materials removed included flashings, expansion joints, coping, and other materials. This project also involved developing a system for routine maintenance of the roofs based on life expectancy.

Sewage Metering - Primary Measuring Device Improvements - Group No. 2 \$2,177,797

This project involved rehabilitation and equipment replacement at four sewage-metering facilities to bring them up to the department's standards. The work involved removing and installing a new open cut channel flow metering system at the DRP-S-1 metering facility site, and replacing the existing magnetic flow metering system at Meter Pit AP-S-2, Meter Pit DN-S-4 and Meter Pit DN-S-5. Transducers, controllers, instrumentations, software, transmitter cabinets, and flushing water vaults were included in the new open channel flow metering system and recording instruments, piping, sump pumps, new lighting systems, knife gate valves, meter cabinets, and appurtenances in the magnetic flow metering system. Meter Pit DN-S-4 also included manholes.

These four metering facilities are located in Detroit, Allen Park, and Dearborn. The equipment replaced included metering devices, ventilation equipment, lights,

remote telemetering equipment, and all associated wiring and devices. Other work included cleaning and waterproofing the meter pits, and installing flushing water vaults.

Suburban Sewage Primary Measuring Devices Improvements-Group No. 1 \$1,715,930

This project involved the rehabilitation of suburban sewage metering facilities in Centerline, Sterling Heights, Rochester and Dearborn, and two facilities at the Mistersky Power Plant. Consultant services provided under this project involved the selection of Supervisory Control and Data Acquisition (SCADA) equipment. The SCADA equipment was installed at each of the metering facilities to provide DWSD with accurate information on sewage inflow and customer usage. A post rehabilitation analysis was performed in which the consultant compared the flow data of the SCADA equipment to the flow measuring equipment used during the study. The consultant also performed the necessary work for the preparation of contract documents.

Fairview Station Rehabilitation \$7,170,260

This project involved the replacement of the Fairview Pumping Station No. 2 pumping unit. This unit was replaced with a new 72-million gallon per day (mgd) pump. The pump replacement included the piping connections, drive shaft, motor, LCI variable frequency control, isolation transformer, full speed bypass starter, and architectural rehabilitation. The work completed during this project included building walls; installing windows, doors, and ventilation louvers; replacing the roof and a compressed air system, painting the interior, and removing asbestos insulated piping and a buried fuel oil tank.

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Computer Assisted Mapping – Detroit \$2,843,127

This project involved the conversion of 830 Detroit Water & Sewerage (DWSD) Section Maps (657 of which were sewer section maps) to computerized digital files before further deterioration of the hard copies occurred. The work included the creation of skeletal databases for the maps and sewers pipes smaller than 24-inches in diameter. Converting the data required collecting 44,600 segments of sewer pipe including the size, material, date installed, and location of the pipe and linking the data to the corresponding segment of pipe in the database. Work also included entering all field book index cards for the City of Detroit and Suburban communities into the database, setting up a Modular Geographic Information Systems Environment GeoData Manager database, and providing data entry training to DWSD's Geographic Information System staff and other staff members responsible for linking the database to the maps.

Work was done using a phased approach, in which work was initiated on the most frequently used maps, while building the capability for subsequent phases to enlarge the database, intelligence, operating system modeling, graphics, and other applications needed. This Project was financed jointly by the Water Supply System and the Sewage Disposal System.

Pickle Liquor Spill Containment \$1,113,218

This project involved the installation of a secondary containment for four pickle liquor pump tanks, which is required by State and Federal Regulations. The work involved excavating the area between the two sets of pickle liquor tanks and installing concrete floors and walls. Other installations included steel grating floors at the surface,

steel walls around the four tanks, two storm water sump pumps, and a pickle liquor sump pump. These installations will create a containment area in case of spillage, rupture, or deterioration of the tanks and provide a means to remove any rainwater that may fall into the excavation area. The work also included painting the tanks, floor, walls, and piping to meet the City of Detroit Code Requirements for proper labeling.

Work completed under change orders included, but was not limited to: coring 10 four-inch diameter holes in the existing concrete slabs of the rectangular pickle tank, demolishing concrete, repairing spall, installing two stainless steel access ladders in the containment area, and installing a 12-inch thick concrete wall at an elevation of 108-feet.

Plant-wide Renovation of Hydraulic Structures \$7,262,167

This project involved rehabilitation and replacement of hydraulic structures at the WWTP necessary to handle the increased flow anticipated with the installation of Pump Station No. 2. Hydraulic structure renovation involved constructing control gates consisting of four roller gates, two new stop log gates, and two sluice gates; constructing a sampling station, a stop log storage structure, and eight slots for stop logs; rehabilitating twelve sluice gates and twenty-two stop logs; and converting six sluice gates into two slide gates and four stop logs. The control gates regulate the flow and water levels in the primary treatment system, secondary treatment system, and the junction chamber to meet the hydraulic and permit requirements for the Detroit River Outfall.

Work also included demolishing Movable Dams 3 and 4 and installing new movable dam structures downstream; demolishing

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and removing deteriorated reinforced steel; sealing the area with 2-inches of granite; repairing deteriorated ceilings and removing 2-inches of unsound concrete; and capping the old concrete surface with at least 2-inches of high strength cementitious material using the gunite technique. The construction of the Movable Dams required the demolition of two conduits, which carried primary flow to the Zug Island Outfall.

Improvements to the system were needed to provide operational flexibility, work efficiency throughout the WWTP, a safe working environment, and Operation and Maintenance cost savings.

Belle Isle Main Pumping Station Improvements \$2,032,695

This project involved making the necessary improvements to the Belle Isle Pumping station and related site structures to bring them up to Building Code Requirements. This project involved architectural, mechanical, and electrical work on the existing structures at the Belle Isle Pumping Station. Demolition was done on a selective basis and asbestos-containing materials were removed from the structure. Site alterations and rehabilitation work were also performed. Repairs were performed on roofs, stairs, and ventilation and heating. Sites included in the work were a small office, a transformer building, an underground pumping station of 1,700 square feet, and two open wet wells. Miscellaneous site work of finish grinding, seeding, and concrete walk paving was also done.

Design/Build/Maintain Contract for Emergency Generators \$26,080,290

This project involved the purchase of 44 emergency generators (15 for sewage facilities) after Detroit Energy (DTE)

announced that the provision of power could not be guaranteed with the coming of the Year 2000 (Y2K). The generators were procured to provide electrical power and maintain services to critical water and sewage system operations after Y2K. The generators will be further utilized as backup for any emergencies. Legal Services were procured to ensure that DWSD would not be in violation of the US Tax Code or jeopardize their tax-exempt status by using the generators to ease power usage during DTEs peak times, which would benefit a non-government entity. This Project was financed jointly by the Water Supply System and the Sewage Disposal System.

PROPOSED FIVE YEAR CAPITAL PLAN

The capital improvement program for the Sewage Disposal System (SDS) over the next five years is devoted to replacing, rehabilitating or improving existing process facilities at the Wastewater Treatment Plant; construction or installation of new facilities at the Wastewater Treatment Plant; rehabilitating sewage pumping stations and major sewers; construction of retention basins and other combined sewer overflow (CSO) control measures throughout the combined sewer system; replacement of suburban sewage primary measuring devices; replacing or relining deteriorated lateral sewers in the City of Detroit; installing new sewers or rerouting existing sewers to accommodate new development in the Empowerment Zone and throughout the City of Detroit; automating the meter reading function; and upgrading the instrumentation and process control equipment for the Wastewater Treatment Plant and the sewage collection system.

The SDS capital improvement program includes a number of projects to replace, rehabilitate or improve aging facilities. At

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the Wastewater Treatment Plant, such projects include renovation of primary clarifiers and complex I & II incinerators, improvements at the pump stations 1 & 2 and sludge pump stations 1 & 2, return activated sludge pumps replacement, aeration system improvements, and belt filter presses rehabilitation and/ or replacement, improvements to final clarifiers, and other rehabilitation/improvement projects. Sewage pumping stations scheduled for rehabilitation or improvement include the Bluehill, Fischer, Clintondale, and Woodmere Stations. The SDS capital program also includes a program for the outfall improvements, relining or replacement of deteriorated lateral sewers in the City of Detroit and the construction or relocation of sewers in areas of the city undergoing redevelopment, such as the Empowerment Zone.

The SDS capital improvement program includes several large projects for the construction of new facilities at the Wastewater Treatment Plant. These projects are the construction of the Detroit River Outfall No. 2, and the construction of new scum handling facilities. Two new primary circular clarifiers have already been constructed, and are in operation.

The SDS capital improvement program includes a number of projects mandated by state and federal regulations for the control of combined sewer overflows. Five large CSO retention basins and three CSO screening and disinfection facilities are in operation. Oakwood CSO facility is under construction. This category also includes the design and construction of an upper Rouge River tunnel. Construction of the upper rouge tunnel is divided into eight sub contracts. SDS capital improvement

program contains large provisions for the CSO program.

The SDS capital improvement program includes a number of projects to take advantage of technology advances. The project completed is the instrumentation, process control and computerization program for the Wastewater Treatment Plant and the sewage collection system. Underway is the installation and implementation of automatic meter reading systems for the commercial and residential meters, in conjunction with the Water Supply System. Also under procurement is the project that consolidates the critical systems to improve business efficiency with enhanced data integration and improved application functions.

CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

Detroit Water and Sewerage Department has no current or proposed capital projects requiring input from other City Agencies at this time.

GOALS FOR CAPITAL PROGRAM Sewage Disposal System

1. To provide essential, efficient, and user-friendly services by:
 - A. Continuing the expansion and improvement of the Wastewater Treatment Plant to provide a cost and energy efficient treatment facility that meets all water and air quality standards.
 - B. Continuing to construct facilities for the containment of combined sewer overflows, reducing the number, frequency and magnitude of spills to receiving waters.
 - C. Continuing to replace and rehabilitate suburban wholesale customer primary measuring devices

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to more accurately measure and bill for wastewater treatment service provided.

- D. Continuing to replace those in-city lateral sewers which require an inordinate amount of maintenance or are of insufficient capacity to service customers.
- E. Continuing to construct those interceptor and control facilities needed to adequately service all customers.
- F. Continuing to computerize departmental functions to reduce costs and improve operations.

RATIONALE FOR CAPITAL PROGRAM

City Charter charges the Department with the responsibility of supplying water, sewage disposal and drainage services within and outside of the City of Detroit. The Department's water treatment, transmission, and distribution facilities and its sewage collection and treatment facilities must be constructed, improved, maintained and replaced in a manner consistent with proper water and sewerage works practices and must meet standards mandated by the Michigan Department of Environmental Quality, Michigan Department of Public Health, and the Environmental Protection Agency. Moreover, the Department must remain capable of meeting its contractual commitments to its customers.

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PROJECT NARRATIVE AND FUNDING SCHEDULES

PRIMARY TREATMENT-WASTEWATER TREATMENT PLANT

Primary Treatment projects include improvements to rectangular and circular primary clarifiers, improvements to the primary scum collection system, main lift pump stations 1 & 2 improvements and other primary treatment related projects.

2008-09	\$1,206,000	Balances, Cash and/or Revenue Bonds
2009-10	8,967,000	Balances, Cash and/or Revenue Bonds
2010-11	16,102,000	Balances, Cash and/or Revenue Bonds
2011-12	26,690,000	Balances, Cash and/or Revenue Bonds
2012-13	17,240,000	Balances, Cash and/or Revenue Bonds
2013-14	1,095,000	Balances, Cash and/or Revenue Bonds

SECONDARY TREATMENT-WASTEWATER TREATMENT PLANT

Secondary Treatment projects include improving the secondary clarifiers' processes including replacement of return activated sludge pumps, aeration system improvements, and other secondary treatment related projects.

2008-09	\$1,047,000	Balances, Cash and/or Revenue Bonds
2009-10	5,351,000	Balances, Cash and/or Revenue Bonds
2010-11	12,435,000	Balances, Cash and/or Revenue Bonds
2011-12	18,450,000	Balances, Cash and/or Revenue Bonds
2012-13	11,416,000	Balances, Cash and/or Revenue Bonds
2013-14	1,500,000	Balances, Cash and/or Revenue Bonds

SOLIDS HANDLING-WASTEWATER TREATMENT PLANT

Solids Handling projects include rehabilitating complex 1 & 2 incinerators/ buildings, sludge pump stations 1 & 2 rehabilitation, rehabilitation of upper level belt filter presses for complex II and other solids handling related projects.

2008-09	\$635,000	Balances, Cash and/or Revenue Bonds
2009-10	7,600,000	Balances, Cash and/or Revenue Bonds
2010-11	14,250,000	Balances, Cash and/or Revenue Bonds
2011-12	11,421,000	Balances, Cash and/or Revenue Bonds
2012-13	100,000	Balances, Cash and/or Revenue Bonds

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DISINFECTION-WASTEWATER TREATMENT PLANT

Disinfection projects include the design and construction of second Detroit River Outfall (DRO-2). DRO-2 will allow the department to treat additional flows.

2008-09	\$52,100,000	Balances, Cash and/or Revenue Bonds
2009-10	73,000,000	Balances, Cash and/or Revenue Bonds
2010-11	73,000,000	Balances, Cash and/or Revenue Bonds
2011-12	72,000,000	Balances, Cash and/or Revenue Bonds
2012-13	36,100,000	Balances, Cash and/or Revenue Bonds
2013-14	9,482,000	Balances, Cash and/or Revenue Bonds

GENERAL PURPOSE

General Purpose projects include instrumentation and control system upgrades, WWTP plant-wide fire alarm systems upgrade, consolidated process control system, and other work done on an as needed basis including various engineering tasks, roof repairs and replacement.

2008-09	\$27,435,000	Balances, Cash and/or Revenue Bonds
2009-10	20,471,000	Balances, Cash and/or Revenue Bonds
2010-11	21,382,000	Balances, Cash and/or Revenue Bonds
2011-12	21,045,000	Balances, Cash and/or Revenue Bonds
2012-13	6,555,000	Balances, Cash and/or Revenue Bonds
2013-14	15,300,000	Balances, Cash and/or Revenue Bonds

SEWER INTERCEPTOR SYSTEM

Sewer Interceptor projects include modifications for the suburban sewage meter pits, sewer meter replacement, Oakland arm and corridor priorities repairs with bypass.

2008-09	\$550,000	Balances, Cash and/or Revenue Bonds
2009-10	5,077,000	Balances, Cash and/or Revenue Bonds
2010-11	10,930,000	Balances, Cash and/or Revenue Bonds
2011-12	22,256,000	Balances, Cash and/or Revenue Bonds
2012-13	29,000,000	Balances, Cash and/or Revenue Bonds
	94,000,000	Unprogrammed

COMBINED SEWER SYSTEM

Combined Sewer projects include design and construction of upper Rouge Tunnel, Oakwood CSO facility, pump stations improvements including security system upgrades, and other CSO related projects. Also included in this category of projects is the development and implementation of a Long Term CSO Control Program.

2008-09	\$130,366,000	Balances, Cash and/or Revenue Bonds
2009-10	212,325,000	Balances, Cash and/or Revenue Bonds
2010-11	255,411,000	Balances, Cash and/or Revenue Bonds
2011-12	235,674,000	Balances, Cash and/or Revenue Bonds
2012-13	159,418,000	Balances, Cash and/or Revenue Bonds
	135,481,000	Unprogrammed

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LATERAL SEWER REPLACEMENT

Lateral Sewer Replacement projects include in-place rehabilitation of existing sewers using the trenchless pipeline rehabilitation process, replacing lateral sewers throughout the City, and other lateral sewer work on an as-needed basis.

2008-09	\$44,750,000	Balances, Cash and/or Revenue Bonds
2009-10	47,981,000	Balances, Cash and/or Revenue Bonds
2010-11	35,018,000	Balances, Cash and/or Revenue Bonds
2011-12	20,000,000	Balances, Cash and/or Revenue Bonds
2012-13	20,000,000	Balances, Cash and/or Revenue Bonds

PLANNING AND ADMINISTRATION

Planning and Administration projects include improving technology and administration throughout the Department. This category of projects include installation of water meter replacement and automatic meter reading equipment, communication equipment, computer equipment, office furniture, and consolidated critical systems upgrade.

2008-09	\$25,480,000	Balances, Cash and/or Revenue Bonds
2009-10	27,025,000	Balances, Cash and/or Revenue Bonds
2010-11	10,465,000	Balances, Cash and/or Revenue Bonds
2011-12	3,200,000	Balances, Cash and/or Revenue Bonds
2012-13	3,324,000	Balances, Cash and/or Revenue Bonds
2013-14	1,162,000	Balances, Cash and/or Revenue Bonds

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Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed	
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14		
Primary Treatment (PT)						R.S.		\$ 1,206	\$ 8,967	\$ 16,102	\$ 26,690	\$ 17,240	\$ 1,095		
Secondary Treatment (ST)						R.S.		1,047	5,351	12,435	18,450	11,416	1,500		
Solids Handling (SH)						R.S.		635	7,600	14,250	11,421	\$100			
Disinfection Facilities (D)						R.S.		52,100	73,000	73,000	72,000	36,100	9,482		
General Purpose (GP)						R.S.		27,435	20,471	21,382	21,045	6,555	15,300		
Sewer Interceptor System (SIS)						R.S.		550	5,077	10,930	22,256	29,000	94,000		
Combined Sewer System (CSS)						R.S.		130,366	212,325	255,411	235,674	159,418	135,481		
Lateral Sewer Replacement						R.S.		44,750	47,981	35,018	20,000	20,000			
Planning/Administration (PA)						R.S.		25,480	27,025	10,465	3,200	3,324	1,162		
TOTALS								\$ 283,569	\$ 407,797	\$ 448,993	\$ 430,736	\$ 283,153	\$ 258,020		
Funding Source Summary:															
Revenue Supported						R.S.		\$ 283,569	\$ 407,797	\$ 448,993	\$ 430,736	\$ 283,153	\$ 258,020		
GRAND TOTAL								\$ -	\$283,569	\$407,797	\$448,993	\$ 430,736	\$283,153	\$258,020	\$ -

Note: see 'high priority projects' in narrative section for `project status, project timeline and impact on budget statements'

- * PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
- ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
- *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impact
- **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impact
- ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

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Summary of Sewage Disposal System - High Priority Projects

<u>Project Category</u>	<u>Projected Cost</u>
Primary Treatment - Wastewater Treatment Plant (PT): Projects involving rehabilitation/renovations of the primary treatment system	\$ 69,535,000
Secondary Treatment - Wastewater Treatment Plant (ST): Projects involving rehabilitation/renovations of the secondary treatment system	50,149,000
Solids Handling - Wastewater Treatment Plant (SH): Includes various expenditures to meet air quality	33,294,000
Disinfection - Wastewater Treatment Plant (D): Projects involving the disinfection facilities at the Detroit/Rouge River outfalls	310,362,000
General Purpose - Wastewater Treatment Plant (GP): Includes various design/construction projects benefiting the entire WWTP process	34,774,000
Sewer Interceptor System (SIS): Projects relating to the interceptor sewer system	159,813,000
Combined Sewer System (CSS): Projects relating to the storage/discharge/control of the combined storm and sanitary sewage system	1,109,370,000
Lateral Sewer Replacement (LSR): Projects relating to the replacement or relining of lateral sewers in the City of Detroit	164,328,000
Planning and Administration (PA): Projects relating to the improved management and administration of the Sewage Disposal System	67,050,000
Total Sewerage System Projects - High Priorities	<u>\$ 1,998,675,000</u>

SEWAGE DISPOSAL SYSTEM HIGH PRIORITY PROJECTS

The sewage disposal system capital improvement program schedules are presented in the Capital Agenda according to major program categories because individual projects would be too numerous to include separately. The most important projects for each program category are shown below.

High Priority Projects - Sewage Disposal System

<u>Project</u>	<u>Project Status*</u>	<u>Project Time Line**</u>	<u>Impact on Budget***</u>	<u>Program Category</u>	<u>Project Phase****</u>	<u>Fiscal Year</u>	<u>Total Amount FY 2009 & Beyond</u>	<u>Administrative District</u>
New Troughs and Weirs for Primary Clarifiers 13-16	M	U	NOI/NSI	PT	S/D	2009	268,000	5
New Troughs and Weirs for Primary Clarifiers 13-16	M	P	NOI/NSI	PT	C	2010	16,000,000	5
Improvements to Rectangular Primary Clarifier Pipe	M	P	NOI/NSI	PT	S/D	2009	1,085,000	5
Improvements to Rectangular Primary Clarifier Pipe	M	P	NOI/NSI	PT	C	2011	10,100,000	5
Pump Station No. 2 Pumping Improvements	M	U	NOI/NSI	PT	S/D/CA	2009	1,442,000	5
Pump Station No. 2 Pumping Improvements	M	P	NOI/NSI	PT	C	2011	5,690,000	5
Rehabilitation of Primary Clarifiers Drain Lines, Hot Water and Scum Lines	M	U	NOI/NSI	PT	S/D/CA	2009	1,764,000	5
Rehabilitation of Primary Clarifiers Drain Lines, Hot Water and Scum Lines	M	P	NOI/NSI	PT	C	2011	15,586,000	5
Grit and Screening System Improvements for PS 1 & 2	M	P	NOI/NSI	PT	S/D/C	2009	<u>17,600,000</u>	5
Primary Treatment - Subtotal							<u>\$ 69,535,000</u>	
Secondary Clarifiers, RAS Pumps and MCCs Improvements	M	U	NOI/NSI	ST	S/D/CA	2009	1,129,000	5
Secondary Clarifiers, RAS Pumps and MCCs Improvements	M	P	NOI/NSI	ST	C	2010	16,935,000	5
Process Improvements for the Secondary Treatment at	M	P	NOI/NSI	ST	S/D/C	2009	1,585,000	5
Aeration System Improvements	M	P	NOI/NSI	ST	S/D/C	2009	25,200,000	5
Improvements to the Influent MLS of Secondary Clarifiers	M	U	NOI/NSI	ST	S/D	2009	184,000	5
Improvements to the Influent MLS of Secondary Clarifiers	M	P	NOI/NSI	ST	C	2010	<u>5,116,000</u>	5
Secondary Treatment - Subtotal							<u>\$ 50,149,000</u>	

High Priority Projects - Sewage Disposal System

<u>Project</u>	<u>Project Status*</u>	<u>Project Time Line**</u>	<u>Impact on Budget***</u>	<u>Program Category</u>	<u>Project Phase****</u>	<u>Fiscal Year</u>	<u>Total Amount FY 2009 & Beyond</u>	<u>Administrative District</u>
Complex I & II Incinerator Improvements	M	U	NOI/NSI	SH	D/B	2009	16,600,000	5
Rehabilitate Sludge Pump Stations 1 and 2	M	U	NOI/NSI	SH	D/CA	2009	1,150,000	5
Rehabilitate Sludge Pump Stations 1 and 2	M	P	NOI/NSI	SH	C	2011	5,144,000	5
Rehabilitation of Upper Level Belt Filter Presses for Complex II Dewatering	M	U	NOI/NSI	SH	S/D/CA	2009	1,700,000	5
Rehabilitation of Upper Level Belt Filter Presses for Complex II Dewatering	M	P	NOI/NSI	SH	C	2011	8,700,000	5
Solids Handling - Subtotal							\$ 33,294,000	
Detroit River Outfall No. 2	N	U	NOI/NSI	D	S/D/CA	2009	8,812,000	5
Detroit River Outfall No. 2	N	U	NOI/NSI	D	C	2009	301,550,000	5
Disinfection - Subtotal							\$ 310,362,000	
Instrumentation & Control System Repair & Engineering Services at WWTP	M	U	NOI/NSI	GP	S/D/C	2009	6,607,000	5
Plant-wide Alarm System & Fire Protection Improvements	M	U	NOI/NSI	GP	S/D/CA	2009	1,241,000	5
Plant-wide Alarm System & Fire Protection Improvements	M	P	NOI/NSI	GP	C	2011	4,709,000	5
Underground Electrical Duct Bank Repair & EB-1, EB-2, and EB-10 Primary Power Service Improvements - WWTP	M	U	NOI/NSI	GP	S/D/CA	2009	2,137,000	5
Underground Electrical Duct Bank Repair & EB-1, EB-2, and EB-10 Primary Power Service Improvements - WWTP	M	P	NOI/NSI	GP	C	2011	12,577,000	5
Low Voltage Wiring Contract	M	U	NOI/NSI	GP	IT	2009	2,153,000	5
Arc Flash Implementation for all DWSD Facilities- Wastewater	M	P	NOI/NSI	GP	S/D/C	2009	3,000,000	Various

High Priority Projects - Sewage Disposal System

<u>Project</u>	<u>Project Status*</u>	<u>Project Time Line**</u>	<u>Impact on Budget***</u>	<u>Program Category</u>	<u>Project Phase****</u>	<u>Fiscal Year</u>	<u>Total Amount FY 2009 & Beyond</u>	<u>Administrative District</u>
Consolidated Process Control System and Standardization for Construction Contracts	M	U	NOI/NSI	GP	C	2009	2,350,000	Various
General Purpose - Subtotal							\$ 34,774,000	
Primary Measuring Device Improvements	M	U	NOI/NSI	SIS	D	2009	134,000	
Primary Measuring Device Improvements - Group 3	M	U	NOI/NSI	SIS	C	2010	2,100,000	
Oakland Arm and Corridor Prioritized Repairs with Bypass	M	P	NOI/NSI	SIS	S/D/C	2009	152,600,000	
Sewer Meter Replacement	M	U	NOI/NSI	SIS	S/D/CA	2009	1,073,000	
Sewer Meter Replacement	M	P	NOI/NSI	SIS	C	2010	3,906,000	
Sewer Interceptor System-Subtotal							\$ 159,813,000	
Long Term CSO Control Plan - Phase III	M	U	NOI/NSI	CSS	S/D	2009	1,751,000	Various
Inspection & In-place Rehabilitation of Outfalls	M	U	NOI/NSI	CSS	DB	2009	7,775,000	Various
Oakwood CSO Control Facility and Pump Station	N	U	NOI/NSI	CSS	S/D/CA	2009	7,697,000	5
Oakwood CSO Control Facility and Pump Station	N	U	NOI/NSI	CSS	C	2009	126,572,000	5
Bluehill Pumping Station Rehabilitation	M	U	NOI/NSI	CSS	C	2009	4,968,000	3
Consultant Services for Land Acquisition for Long Term CSO Control Program	N	U	NOI/NSI	CSS	S	2009	2,877,000	Various
Land Acquisition Allowance for Long Term CSO Control Program	N	U	NOI/NSI	CSS	C	2009	10,377,000	Various
Upper Rouge River CSO Tunnel	N	U	NOI/NSI	CSS	D/CM	2009	69,126,000	Various
Upper Rouge River CSO Tunnel (8 sub contracts)	N	U	NOI/NSI	CSS	C	2009	762,991,000	Various
Woodmere Pumping Station Rehabilitation	M	U	NOI/NSI	CSS	C	2009	20,100,000	5

High Priority Projects - Sewage Disposal System

<u>Project</u>	<u>Project Status*</u>	<u>Project Time Line**</u>	<u>Impact on Budget***</u>	<u>Program Category</u>	<u>Project Phase****</u>	<u>Fiscal Year</u>	<u>Total Amount FY 2009 & Beyond</u>	<u>Administrative District</u>
Clintondale Pumping Station Improvements	M	U	NOI/NSI	CSS	S/D/CA	2009	1,126,000	
Clintondale Pumping Station Improvements	M	P	NOI/NSI	CSS	C	2010	13,640,000	
Fischer Pumping Station Rehabilitation	M	U	NOI/NSI	CSS	S/D/CA	2009	583,000	3
Fischer Pumping Station Rehabilitation	M	P	NOI/NSI	CSS	C	2009	5,150,000	3
Replacement of CSO Basins Control Systems	M	U	NOI/NSI	CSS	C	2009	1,941,000	Various
8 Foot Gravity Sewer from Clintondale PS to Garfield Rd along 15 Mile Rd	M	P	NOI/NSI	CSS	S/D/C	2009	16,700,000	
Lower Main Rouge River Outfalls Improvements	M	P	NOI/NSI	CSS	S/D/C	2009	39,893,000	
Modifications/Improvements in Effluent Conduit of St. Aubin Screening and Disinfection Facility	M	P	NOI/NSI	CSS	D/B	2009	1,503,000	3
CSO Basins-Mechanical, Electrical, and Structural Improvements	M	P	NOI/NSI	CSS	S/D/C	2009	14,600,000	Various
Combined Sewer System - Subtotal							<u>\$ 1,109,370,000</u>	
Oakwood District Relief Sewer System Phase-1	N	U	NOI/NSI	LSR	C	2009	25,558,000	Various
Oakwood District Relief Sewer System-Phase 2	N	U	NOI/NSI	LSR	C	2009	12,500,000	Various
Detroit East Side In Place Rehab/Replacement of Existing Circular and Non Circular Sewers	M	U	NOI/NSI	LSR	DB	2009	22,331,000	Various
Detroit West Side In Place Rehab/Replacement of Existing Circular and Non Circular Sewers	M	U	NOI/NSI	LSR	DB	2009	22,939,000	Various
Lateral Sewer Replacement Allowance	M	O	NOI/NSI	LSR	D/C	2009	81,000,000	Various
Lateral Sewer Replacement - Subtotal							<u>\$ 164,328,000</u>	

High Priority Projects - Sewage Disposal System

<u>Project</u>	<u>Project Status*</u>	<u>Project Time Line**</u>	<u>Impact on Budget***</u>	<u>Program Category</u>	<u>Project Phase****</u>	<u>Fiscal Year</u>	<u>Total Amount FY 2009 & Beyond</u>	<u>Administrative District</u>
Consolidated Critical Systems Project	M	U	NOI/NSI	PA	IT	2009	4,800,000	Various
Information Systems Allowance	M	P	NOI/NSI	PA	IT	2009	10,150,000	Various
Water Meter Replacement & Automatic Meter Reading Equipment Installation	M	U	NOI/NSI	PA	DB	2009	52,100,000	Various
Planning & Administration - Subtotal							<u>\$ 67,050,000</u>	
All Categories - Total							<u>\$ 1,998,675,000</u>	

Legend

*Project Status: M = project is maintaining current infrastructure; N = project will result in new development

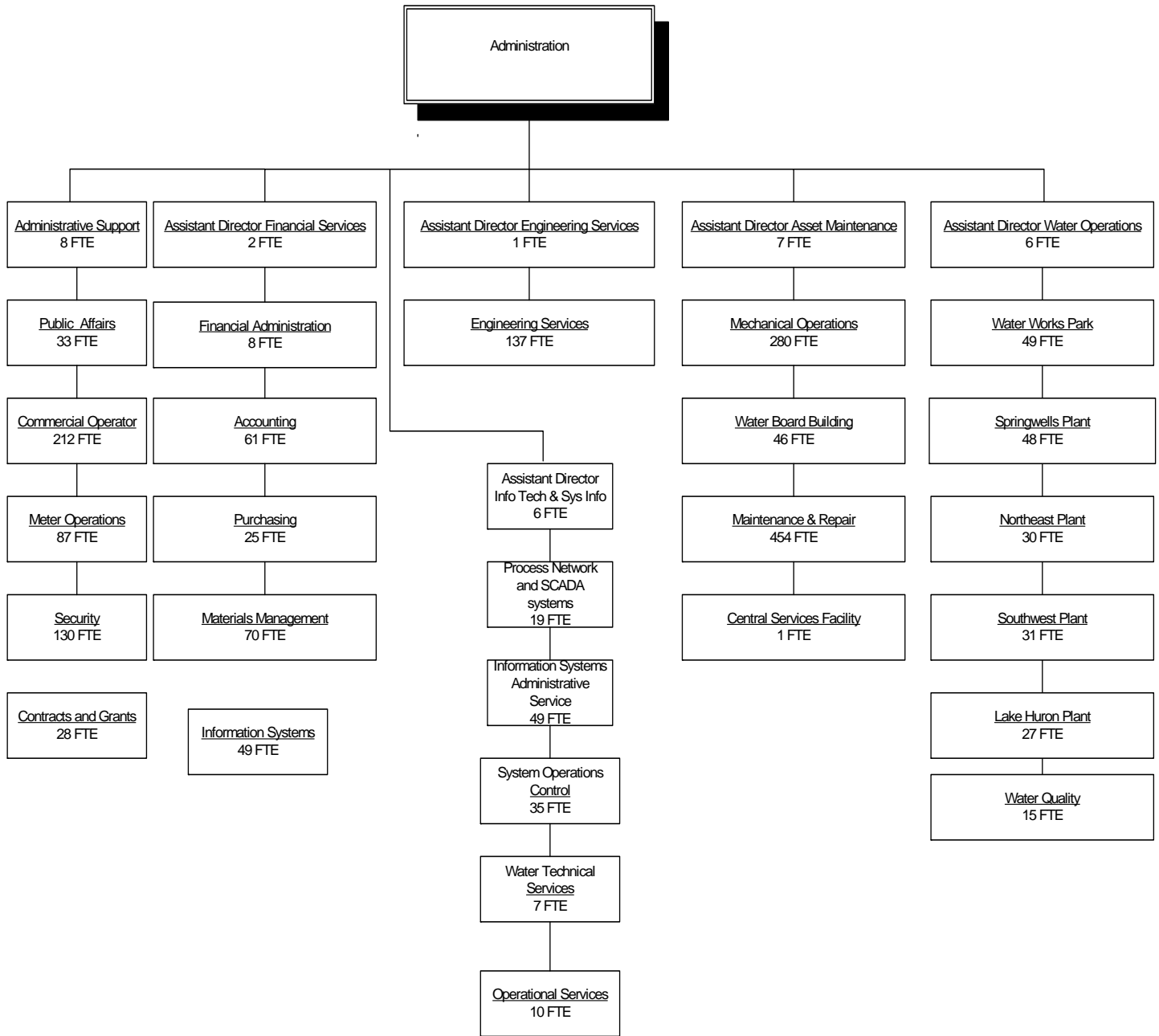
**Project Time Line: P = project is proposed; O = project is ongoing; U = project is one time only and is underway

***Impact on Operating Budget: AF = additional funding required; RF = results in reduction of funding; NO I= no operating impact

***Impact on Staffing Budget: AS = additional staffing required; RS = results in reduction of staffing; NSI = no staffing impact

****Project Phase: S=study; D=design; C=construction; CA=construction assistance; DB=design-build; DBA=design-build assistance; IT=information technology

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AGENCY MISSION

The mission of the Water and Sewerage Department will exceed our customers' expectations through innovative treatment and transmission of water and wastewater that promote healthy communities and economic growth, and excel in the management of cost-efficient water sources for the people of Southeastern Michigan.

Water Supply System Goals

1. To implement the policies of the Board, Charter requirements and Federal mandates for supplying water and sewerage services.
2. To provide an adequate level of trained personnel to operate the water and sewerage systems.
3. To educate and inform both retail and wholesale customers and the community about important DWSD projects, initiatives, and water and wastewater issues.

CURRENT FACILITIES

Water Supply System

The Water Supply System is administratively part of the Detroit Water and Sewerage Department while maintained as a separate fund in the City of Detroit accounting's system. The Department operates five water treatment plants and twenty-one booster (re-pumping) stations and twenty reservoirs. Of these five water plants, two plants are located in Detroit and one each is located in Allen Park, Dearborn and Port Huron. There are three sources of raw water supply – Detroit River at Fighting Island, Detroit River at Belle Isle and Lake Huron north of Port Huron. DWSD's five water treatment plants pump an average of 675 million gallons of clean drinking water each day.

The Water Supply System's primary role is to provide potable water for over 4 million residents in Southeastern Michigan, delivered at various points in the system at adequate pressure to meet our customers' needs. The water provided is in conformance with applicable standards as required by Michigan's Safe Drinking Water Act. The department furnishes sufficient water pressure and pipeline service to assure acceptable fire protection.

The water system serves a total population of nearly 4 million people in Detroit and in 125 other communities within a 1,011 square mile service area in Southeastern Michigan. The main administrative offices are located at 735 Randolph in downtown Detroit. Approximately 3,400 miles of transmission and distribution mains within the City of Detroit, and 790 miles of transmission lines in the remaining service area are owned and maintained by the department.

FIVE YEAR HISTORY

Except as otherwise noted, revenues of the Water Supply System provided funding for these improvements.

Fiscal Year 2006-07

West Service Center Reservoir No. 1 Rehabilitation \$2,455,126

This project involved the rehabilitation of Reservoir No. 1 at the West Service Center, including all structural components, piping improvements, hatch modifications, leak testing and site landscaping.

Suburban Water Meters Automation & Replacement \$35,779,663

This project involved the rehabilitation of 272 below-ground water meter pits serving all suburban wholesale water customers of the City of Detroit, and includes new meters with a SCADA system to feed all water use

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information into a central location at DWSD's Huber facility. All suburban meter pits have been replaced and internally upgraded, complete with all operational training and new SCADA equipment.

Communications, Lighting and Computer Center \$19,546,804

The work on this project compliments the above project with the installation of a network of repeater radios on towers for 134 suburban customers to support the SCADA/AMR (Automatic Meter Reading) system. The work included the erecting of 60-foot antenna towers at various DWSD stations, construction and furnishing of a computer center at the Huber maintenance facility, developing an historical data library, and installation of a system-wide time-line to synchronize the federal government's atomic clock.

Water System Improvements – Various Streets Throughout the City \$24,071,992

This project involved a dozen contracts replacing water mains in sizes six-inch to sixteen-inches with ductile iron pipe and eight-mil polyethylene wrap in downtown Detroit and throughout the City of Detroit. This work also included all appurtenances, connections, and related structures.

Chlorine Storage Building Addition \$5,638,654

This project involved the construction of a new chlorine container storage space, installation of a dry scrubber system and a new chlorination system, and upgrading the HVAC chlorine feed facility.

42" Water Main from 21 Mile Road to Henry B. Joy Road and Henry B. Joy Road to Metro Parkway \$17,944,521

These two projects involved the furnishing, installing, chlorinating, flushing and testing approximately 28,678 lineal feet of 42-inch

ductile iron pipe, construction of a control valve chamber and related piping, and tunneling at four locations where the water main crosses two railroads. This included all appurtenances, connections and related structures for Macomb, Chesterfield, Harrison Townships and Macomb County. It also involved part of the Chesterfield Loop 42-inch water transmission main from 24 Mile Road and Fairchild Road to Union Lake Road and Metropolitan Parkway

Replacement of Equipment at W. Chicago, Electric, Farmington, Michigan, and Roseville Booster Stations \$990,962

This project involved replacing primary and secondary switchgear, motor control centers, and providing security walls around the transformers for West Chicago, Michigan Avenue, Electric Avenue, Roseville and Farmington Pumping Booster Stations.

Franklin Pumping Station Improvements \$13,223,747

This project involved the construction of a new addition (including all necessary civil, structural, mechanical, HVAC, electrical, and instrumentation/control systems), relocating existing storm sewers, providing belt drain around new building and new storm lines and regrading/repaving construction service roads and driveways. The work also included demolishing three existing line pumps, furnishing and installing four 30 MGD VFD pumps, four 20-inch cone valves, and four 30-inch butterfly valves with all incidental mechanical and electrical systems, and a 1000 GPM freeze protection pump with motor and all appurtenances

Department-wide Pavement Replacement and Repair \$4,495.634

This project involved the department-wide pavement replacement and repair including the resurfacing and reconstruction of

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existing drives, access roads, sidewalks and parking areas at the Southwest Water Treatment plant, as well as water and wastewater treatment plants, water booster and sewage pumping stations and other DWSD's facilities.

Radio SCADA Overhaul \$440,637

This project involved the replacement of obsolete radios and communication equipment to retain Federal Communications Commission licensed frequency.

Job Order Contracting As-needed General Construction Services \$4,200,636

This project provided for the rapid project development and completion for a variety of small projects. The work involved a variety of trades including but not limited to earthwork, asbestos and lead paint removal, concrete, masonry, steel erection, interior and exterior finishes, roofing, glazing, painting, HVAC, plumbing, fire protection, interior and site electric, and instrumentation and controls.

Joy Road Pumping Station Improvements \$8,605,713

This project involved the replacement of two existing motor control centers and existing pumping units L1 and L2 with new motor control centers and new pumping units. The work also included replacement of various valves and piping, HVAC and road improvements.

Haggerty Booster Pumping Station \$37,068,006

This project involved the designing, furnishing, and building a 70 MGD Haggerty Station with one 10 MG gallon reservoir. This also included six pumping units, all piping, building, and associated controls. This project further included the

furnishing and installing a pumping unit at the Rochester Station.

Fiscal Year 2005-06

42" Water Main from Decker Road to Beck Road in 14 Mile, Walled Lake, Angle & W. Maple Roads \$9,450,868

This project involved the furnishing, installing, chlorinating and flushing approximately 12,600 lineal feet of 42-ductile iron pipe with an eight-mil polyethylene wrap within the Cities of Novi, Wixom and Walled Lake, as well as, Oakland County and Commerce Township. The work also included all the appurtenances, connections and related structures.

Water Main Replacement – Gratiot Ave. in the Eastern District \$4,829,833

This project involved the replacement of approximately 15,000 lineal feet of water main with ductile iron pipe and eight-mil polyethylene wrap in the City of Detroit. The work also included all appurtenances, connections and related structure.

Customer Billing System \$6,514,288

This project involved replacing the mainframe customer billing services to a server base system. This included designing, developing, and implementing customer water utility information, billing and service system.

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System DATA Capture Analysis & Reporting at SCC \$414,888

This project involved the development and implementation of an automated Data capture system from remote points for automated daily, monthly and annual reports in digital format.

Electronic Security System for Five Water Treatment Plants \$8,205,497

This project involved integrating the closed circuit television, alarm point monitoring, access control, intercommunication and fire alarm systems into centrally controlled system covering 30 facilities

Removal of Underground Heating Oil Storage Tanks \$58,944

This project involved removal of underground storage tank facilities at various locations for Detroit Water and Sewerage Department.

Fiscal Year 2004-05

Lake Huron High Lift Pumping Improvements \$8,030,865

This project involved the installation of three (3) new high lift pumps and one (1) wash-water pump in the High Lift Building of the Lake Huron Treatment Plant. The work also included the design/build of a new motor cooling water drain line, refurbishment of an operator for an 84-inch butterfly valve, and the installation of a new storage building.

New Clearwells at Lake Huron Water Treatment Plant \$38,044,178

This project involved the design and construction of a new 14 million gallon clear well at the Lake Huron Water Treatment Plant. The work included the construction of three (3) junction chambers, two (2) 15' x 20' box conduits and a new Water Quality Sampling House. Change order number one (1) provided for the addition of a new 20

amp circuit for the UPS circuit and rewiring of the central control panel to the new annunciators, WQSH Fiber Optic Network, crack injection, and 108-inch valve vault support.

Repair & Upgrade Underground Storage Tank Facilities \$253,058

This project provided for the repair and upgrade of eleven (11) DWSD's underground storage facilities. The work consisted of the installation of automated fuel control systems (AFCS), new lights, and electrical conduits. Change order number one provided for the replacement of existing two-inch single-walled fiberglass piping at CSF, dewatering activities to remove contaminated groundwater, removal of additional contaminated soil, and placement of additional backfill materials.

West Service Center Reservoir #2 Rehabilitation \$1,022,394

This project provided the rehabilitation of the West Service Center Reservoir in the City of Southfield. The work included concrete restoration, chemical grout injection, sealing, caulking, expansion joints, landscaping, and installation of sampling system and inlet pipe modifications.

Lateral Sewer & Water Main Replacements – Palmer Woods 1,598,657

This project involved the replacement of approximately 6,300 linear feet of six-inch, eight-inch, and twelve-inch water mains, and eight-inch and twelve-inch gate valves in the City of Detroit. The work also included the furnishing and installation of eight-mil polyethylene wrap and the construction of all appurtenances, connections, related structures and restoring the existing pavement.

Fiscal Year 2003-04

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Schoolcraft Station Reservoir Rehabilitation \$2,655,310

This project involved the rehabilitation of the 10-million gallon concrete reservoir in Livonia. The work consisted of concrete restoration, chemical grout injection, sealing and caulking, and the installation of elastometric membrane. It also included the construction of overflow devices, site drainage, inlet piping modifications, a sampling piping system, and refurbishment of one (1) reservoir pump.

North Service Center Reservoir No. 2 \$12,469,947

This project involved the rehabilitation of the 10-million gallon reservoir in Troy. The work consisted of concrete repair work to all interior surfaces, concrete restoration, grout injection, and sealing. The work also included the installation of electrometric membrane caulking, expansion joints, electrical, site drainage and grading, and modification of the sampling system.

Screen House Building Rehabilitation \$8,745,287

This project involved the rehabilitation of Water Works Park Screen House Building. The work consisted of the removal of seven (7) existing traveling water screens, electric motors, the installation of nine (9) new traveling water screens and associated equipment. The work also included architectural renovation of the screen house building, upgrading and motorizing the existing 20-ton crane and 2-ton hoist, and miscellaneous mechanical, plumbing and site improvements.

Access Shafts for Raw Water Tunnel at Springwells and Southwest Intake Land Tunnels \$2,985,830

This project provided for access shafts for raw water tunnels to Springwells and Southwest Water Treatments Plants. The

work consisted of the construction of four (4) six to nine-inch inside diameter access shafts over two (20 existing twelve-foot – zero-inch diameter) raw water tunnels using the telescoping drilled caisson method.

Emergency Steam Generator at Northeast Water Treatment Plant \$1,226,293

This project involved the replacement of two of the three existing steam generators, and associated equipment at the Northeast Water Treatment Plant. It also provided for the installation of all equipment, training, startup, and manuals.

Water Sewer & Water Main Replacements – Palmer Woods Phase III \$1,737,872

This project involved the replacement of approximately 4,849 linear feet of six-inch, eight-inch, and twelve-inch water mains in the City of Detroit. The work also included furnishing and installation of eight-mil polyethylene wrap, construction of all appurtenances, connections, pavement restoration, and related work.

Fiscal Year 2002-03

Franklin Pumping Station Reservoir Rehabilitation \$1,483,798

This project involved the rehabilitation of the Franklin Pumping Station Reservoir in West Bloomfield. The work consisted of concrete repair to walls, base slab, and roof slab including chemical grout injection, sealing, and caulking, and installation of elastometric membrane. This work also involved the construction of reservoir overflows and site drainage, and the refurbishment of sluice gate.

Lead and Copper Corrosion Control and Inlay Station Improvements \$10,737,290

This project involved Tucker, Young, Jackson, Tull, Inc. providing professional

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services in connection with corrosion control treatment and the design of treatment improvements at the Water Treatment Plants in order to comply with Federal Regulations involving the Lead and Copper Rule. The work involved the installation of five additional pumps, and miscellaneous improvements to HVAC, controls, and valves at the North Service Center. This project also involved the design and construction of the chemical feed systems to make DWSD's potable water supply less corrosive. This work further consisted of developing specifications for procurement and installation of corrosion control equipment, soliciting bids for the procurement and installation of the equipment, and acting as the City's agent by providing field service during the installation and testing of corrosion control equipment.

Lake Huron Pretreatment & Field Control Modifications \$10,822,317

This project involved the rehabilitation of the pretreatment facilities at the Lake Huron Water Treatment Plant. The work consisted of replacing and installing rapid mix baffle walls to increase the hydraulic mixing of pretreatment chemicals, rehabilitating the existing flocculation equipment, and modifying the filter washwater piping and filter controls. This work also involved modifications to the chlorine feed; chlorine scrubber, sampling systems, and the alum feed piping.

Lake Huron Clearwells and Suction Wells Improvements \$5,961,557

This project involved the rehabilitation to the North and South Clearwells and the Suction Well at the Lake Huron Water Treatment Plant. The work consisted of performing pressure injection grouting, sealing stress cracks, repairing construction joints, and installing sheet membrane

waterproofing with edge drains over each of the north and south clear wells. The work further involved constructing two detention basins and submersible stormwater pump stations, site improvements, refurbishing rectangular butterfly valves, and improving clearwell instrumentation and miscellaneous metal covers over existing equipment openings.

Other work involved the rehabilitation of the waste washwater retention basins. This consisted of the construction of new reinforced concrete walls, walkways, handrails, edge drains, and miscellaneous electrical improvements.

Belle Isle Dike Rehabilitation \$4,094,674

This project involved the rehabilitation of the Belle Isle Dike at the Water Works Park Water Treatment Plant. The work consisted of rebuilding approximately one-half mile of the riverside dike, which included underwater grouting; removing and replacing eroded blocks, concrete cap, and filling cavities. The work further involved repairing slopes, reshaping core, and new bedding core.

Southwest Plant Reservoir No. 2 Rehabilitation \$1,694,457

This project involved the rehabilitation of the steel potable water tank at the Southwest Water Treatment Plant Reservoir No. 2. The work consisted of the removal and replacement of the corroded structural steel members, cleaning and painting the steel surfaces to the interior and exterior surfaces of the wall base, roof, inlet/outlet piping, and overflow piping including sand blasting. The work also included the installation of baffle on the inlet piping, a new air vent cupola, and a cathodic protection system and associated electrical work. The work further involved the restoration of the delaminated concrete

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surfaces of valve pits A1 and A2, reservoir column footings, removal and replacement of the air release/vacuum relief valves in pits A1 and A2, and site drainage and grading.

Roof and Masonry Rehabilitation of the Newer Filter Building \$3,014,620

This project involved the rehabilitation of the roof and exterior masonry walls of the Newer Filter Building at the Springwells Water Treatment Plant. The work consisted of the removal and reconstruction of the perimeter walls and roof of the Newer Filter Building. Work also included the replacement of existing doors with twenty new stainless steel doors and frames; the installation of a drainage pipe system; and concrete topping on the Mix Chamber Deck.

Water System Replacement – Various Streets Throughout the City \$4,342,562

This project involved the replacement of water mains in various streets throughout the City. The work consisted of the replacement of existing six-inch, eight-inch, twelve-inch, and sixteen-inch water mains with approximately 10,149 linear feet of eight-inch, 3,845 linear feet of twelve-inch, and six linear feet of sixteen-inch City furnished ductile iron water main. This also included the furnishing and installation of approximately 14,041 linear feet of eight-mil polyethylene wrap, including all appurtenances, connections, and related structures. The work further involved pavement resurfacing and surface restoration.

Lake Huron Water Treatment Plant – Filtration Capacity Improvements \$7,636,284

This project involved filter control improvements to the Lake Huron Water Treatment Plant by adding ten additional

filters to increase the plant's filter capacity to 400 MGD. The work consisted of filtration capacity improvements including installation of filter media, filtration controls, valves, and piping for ten of the existing empty filter boxes. The work also included improvements to the hydro-pneumatic water, compressed air, and sampling systems. The work further provided for the rehabilitation of the North Filtered Water Influent Channel and associated work at the Lake Huron Plant.

Design/Build/Maintain Contract for Emergency Generators \$26,099,715

This project involved the purchase of 44 emergency generators (29 for water and 15 for sewage facilities) after Detroit Energy (DTE) announced that the provision of power could not be guaranteed with the coming of year 2000 (Y2K). The generators were procured to provide electrical power and maintain services to critical water and sewage operations after Y2K. The generators will be further utilized as backup for any emergencies as well as providing peak rate sharing with DTE to help reduce costs. Legal services were procured to ensure that DWSD would not be in violation of the U.S. Tax code or jeopardize their tax-exempt status by using the generators to ease power usage during DTE's peak times, which would benefit a non-government entity. The Sewage Disposal System and Water Supply System financed this project jointly.

Water System Improvements in Grand River – Jeffries Freeway to Southfield Freeway \$4,498,270

This project involved the replacement or installation of water mains in Grand River from the Jeffries Freeway to the Southfield Freeway in the City of Detroit in conjunction with the Michigan Department of Transportation and the Detroit Water and

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Sewerage Department. The work consisted of replacing approximately 49 feet of six-inch, 13,107 feet of eight-inch, 13 feet of ten-inch, and 138 feet of twelve-inch with 13,333 feet of ductile iron water main with eight-mil polyethylene wrap. This included all appurtenances, connections, and related structures.

PROPOSED FIVE YEAR CAPITAL PLAN

The capital improvement program for the Water Supply System (WSS) over the next five years is devoted to rehabilitating and improving existing water treatment plants, pumping stations, system instrumentation, and water meters; replacing deteriorated water distribution mains in the City of Detroit and suburban service area; installing new mains or rerouting existing mains to accommodate new development in the Empowerment Zone and throughout the City of Detroit; automating the meter reading function; upgrading the instrumentation and process control equipment of the water transmission system; constructing additional transmission mains and pumping facilities in order to loop the transmission system and bring in more water to the service area from water treatment plants.

The WSS capital improvement program includes a number of projects to rehabilitate and improve aging facilities. The department's Water Meter Replacement and Automatic Meter Reading Equipment Installation project is replacing all residential, commercial, and industrial retail water meters in the City, and is simultaneously installing an Automatic Meter Reading (AMR) system. Plans for Springwells, Northeast, and Southwest Water Treatment Plants includes replacement of pumps, motors, and valves in the Low Lift and High Lift Pumping Stations, installation of variable frequency

drives, improvements to the electrical, instrumentation and control systems, and to chemical systems and buildings. The Water Supply System is engaged in an ongoing program to replace distribution mains in the City of Detroit, which have a high maintenance history. Rehabilitation programs for pumping station reservoirs and system instrumentation are also planned. All the water treatment plants have major sludge treatment projects to include continuous sludge removal from the settling basins and filter waste backwash water treatment with coagulation, flocculation, sedimentation and thickening, removal of alum sludge.

The WSS capital improvement program includes a number of projects intended to provide a more reliable and increased water supply to the service area inside and outside of the City. Design is underway for the installation of 48 miles of Flint loop water transmission mains/systems and 28 miles of North Oakland water transmission mains/systems creating a water transmission mains loop covering the Macomb, Oakland and Genesee counties.

The WSS capital improvement program includes a number of projects to take advantage of technology advances in the industry. Under procurement is the project that consolidates the critical systems to improve business efficiency with enhanced data integration and improved application functions.

CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

Detroit Water and Sewerage Department has no current or proposed capital projects requiring input from other City Agencies at this time.

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GOALS FOR CAPITAL PROGRAM

Water Supply System (41)

1. To provide essential, efficient and user-friendly services by:
 - A. Maintaining, improving, and/or replacing water plants, transmission and distribution mains and other facilities to ensure a safe and adequate water supply.
 - B. Continuing the water main replacement program aimed at reducing the number of main breaks and leaks in the City of Detroit, thereby improving service, increasing public safety, and lowering costs to Detroit customers.
 - C. Automating the meter reading process and rehabilitating the suburban wholesale meters and meter pits to more accurately measure and bill for water service provided.
 - D. Continuing to computerize various departmental functions to reduce costs and improve operations.

2. To obtain business growth and expansion by:

- A. Constructing those additional mains, booster stations and reservoirs required to ensure an adequate water supply to all existing and new customers.

RATIONALE FOR CAPITAL PROGRAM

By City Charter, the Detroit Water and Sewerage Department is charged with the responsibility of supplying water, sewage disposal and drainage services within and outside of the City of Detroit. The Department's water treatment, transmission, and distribution facilities and its sewage collection and treatment facilities must be constructed, improved, maintained and replaced in a manner consistent with proper water and sewerage works practices and must meet standards mandated by the Michigan Department of Environmental Quality, Michigan Department of Public Health, and the Environmental Protection Agency. Moreover, the Department must remain capable of meeting its contractual commitments to its customers.

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PROJECT NARRATIVE AND FUNDING SCHEDULES

METRO AREA CONSTRUCTION

Projects include the study, design and construction of new water transmission mains and major modifications to the existing water transmission system. Projects included in this category will ensure continued system integrity, improve system operations and provide additional contracted capacity.

2008-09	\$127,993,000	Balances, Cash and/or Revenue Bonds
2009-10	278,262,000	Balances, Cash and/or Revenue Bonds
2010-11	262,517,000	Balances, Cash and/or Revenue Bonds
2011-12	218,551,000	Balances, Cash and/or Revenue Bonds
2012-13	4,750,000	Balances, Cash and/or Revenue Bonds
	78,550,000	Unprogrammed

URBAN SYSTEM IMPROVEMENTS

The study, design and construction of existing water main replacements includes all appurtenance, connections, related structures at various locations throughout the city, and an accountability study of the water production and distribution in our system.

2008-09	\$67,742,000	Balances, Cash and/or Revenue Bonds
2009-10	32,490,000	Balances, Cash and/or Revenue Bonds
2010-11	23,518,000	Balances, Cash and/or Revenue Bonds
2011-12	20,600,000	Balances, Cash and/or Revenue Bonds
2012-13	20,600,000	Balances, Cash and/or Revenue Bonds

MECHANICAL MAINTENANCE

Projects include the purchase of major pieces of metering equipment, design and replacement of existing water meters and installing automatic meter reading equipment.

2008-09	\$23,973,000	Balances, Cash and/or Revenue Bonds
2009-10	23,670,000	Balances, Cash and/or Revenue Bonds
2010-11	6,460,000	Balances, Cash and/or Revenue Bonds

COMPUTER SYSTEMS

Department efficiency and effectiveness will be enhanced by new consolidation of critical systems to improve business efficiency with enhanced data integration and improved application functions. Also, included in the program is the low voltage wiring project and other computer related projects.

2008-09	\$3,978,000	Balances, Cash and/or Revenue Bonds
2009-10	5,072,000	Balances, Cash and/or Revenue Bonds
2010-11	4,225,000	Balances, Cash and/or Revenue Bonds
2011-12	3,200,000	Balances, Cash and/or Revenue Bonds
2012-13	3,200,000	Balances, Cash and/or Revenue Bonds
Remaining	1,010,000	Balances, Cash and/or Revenue Bonds

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PLANT REPLACEMENT AND RENOVATION - GENERAL PLANT

Projects include water system instrumentation rehabilitation which involves renovation of pumps, valves, motors and electrical power distribution equipment for the water plants and pumping stations. Also included is the installation of flow measurement devices at all Water Treatment Plants and Booster Pumping Stations, security systems for the Water Treatment Plants, Arc Flash implementation for all DWSD facilities and emergency roof repair and maintenance. Projects will further include integrating the control and monitoring network throughout all of DWSD's facilities to be compatible with the new SCADA system, and identifying and developing standards and procedures for the Systems Control Center operations.

2008-09	\$13,758,000	Balances, Cash and/or Revenue Bonds
2009-10	23,805,000	Balances, Cash and/or Revenue Bonds
2010-11	17,468,000	Balances, Cash and/or Revenue Bonds
2011-12	7,602,000	Balances, Cash and/or Revenue Bonds
2012-13	290,000	Balances, Cash and/or Revenue Bonds
2013-14	152,000	Balances, Cash and/or Revenue Bonds

WATER WORKS PARK PLANT

Planned work includes rehabilitation of the Raw Water Booster Station Building, replacement of yard piping, valves and venturimeters.

2008-09	\$ 350,000	Balances, Cash and/or Revenue Bonds
2009-10	4,060,000	Balances, Cash and/or Revenue Bonds
2010-11	3,950,000	Balances, Cash and/or Revenue Bonds
2011-12	12,550,000	Balances, Cash and/or Revenue Bonds
2012-13	15,400,000	Balances, Cash and/or Revenue Bonds
2013-14	2,650,000	Balances, Cash and/or Revenue Bonds

SPRINGWELLS WATER PLANT

Projects include relocation of phosphoric feed system, filter rehabilitation, HVAC and architectural upgrades, replacement of pumps, motors, and valves in the Low Lift and High Lift Pumping Stations, the installation of Variable Frequency Drives for several pumps in both pumping stations, and the installation of a local instrumentation and control systems to operate equipment at both stations. Also included is the construction of new rapid mix facilities and installing new turbine flocculators and a new super structure above the 1958 sedimentation basins.

2008-09	\$ 2,638,000	Balances, Cash and/or Revenue Bonds
2009-10	17,111,000	Balances, Cash and/or Revenue Bonds
2010-11	37,062,000	Balances, Cash and/or Revenue Bonds
2011-12	36,590,000	Balances, Cash and/or Revenue Bonds
2012-13	51,345,000	Balances, Cash and/or Revenue Bonds
	247,250,000	Unprogrammed

NORTHEAST WATER PLANT

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Projects include the replacement of High Lift Pumps and vault valves, piping and fittings in the high service header pipe, four Low Lift Pump Stations pump discharge valves, complete rehabilitation of the Flocculation/Sedimentation basins, rehabilitation of the chemical storage and feed systems, upgrading of the Low Lift and High Lift Pump Stations, electrical, instrumentation and control upgrades. Work also consists of the construction of a continuous sludge removal system including treating and disposal for sludge collected, construction of filter media replacement and related filter rehabilitations, replacement of the filter isolation and flow control valves and actuators, and a dehumidification system throughout the filter pipe gallery.

2008-09	\$ 8,594,000	Balances, Cash and/or Revenue Bonds
2009-10	7,516,000	Balances, Cash and/or Revenue Bonds
2010-11	4,505,000	Balances, Cash and/or Revenue Bonds
2011-12	17,472,000	Balances, Cash and/or Revenue Bonds
2012-13	43,142,000	Balances, Cash and/or Revenue Bonds
	70,197,000	Unprogrammed

SOUTHWEST PLANT

Projects include continuous sludge removal from the settling basins and filter waste backwash water treatment with coagulation, flocculation, sedimentation and thickening, and removal of alum sludge to treatment facilities, rehabilitation of the Intake structure, and the installation of new low lift pump, motor and controls, new traveling screens and flushing system. Also included is the replacement of the ventilation system in the Flocculator Building steaming heating facilities, installation of Variable Frequency Drives to the filtration system, installation of electrical and instrumentation control system, and improvements to the chemical building and chemical system.

2008-09	\$ 5,028,000	Balances, Cash and/or Revenue Bonds
2009-10	14,049,000	Balances, Cash and/or Revenue Bonds
2010-11	27,217,000	Balances, Cash and/or Revenue Bonds
2011-12	24,775,000	Balances, Cash and/or Revenue Bonds
2012-13	26,247,000	Balances, Cash and/or Revenue Bonds
	40,442,000	Unprogrammed

LAKE HURON WATER PLANT

Projects include the rehabilitation of an underground clearwell, installation of three variable frequency drives, and construction of a new building for the drives, new control systems and modifications to the valve control system.

2008-09	\$10,900,000	Balances, Cash and/or Revenue Bonds
2009-10	5,990,000	Balances, Cash and/or Revenue Bonds
2010-11	1,710,000	Balances, Cash and/or Revenue Bonds

WATER

PUMPING STATIONS AND RESERVOIRS

Projects include rehabilitation of Schoolcraft and Wick Pumping Stations. Also included is rehabilitative work at West Service Center, Ypsilanti Station improvements and expansion, Rochester Station expansion, Newburgh Station improvements and expansion, design and construction of new Chesterfield/Snover and Ready Road water reservoirs and pumping stations.

2008-09	\$13,970,000	Balances, Cash and/or Revenue Bonds
2009-10	22,591,000	Balances, Cash and/or Revenue Bonds
2010-11	32,564,000	Balances, Cash and/or Revenue Bonds
2011-12	31,800,000	Balances, Cash and/or Revenue Bonds
2012-13	26,915,000	Balances, Cash and/or Revenue Bonds
2013-14	5,740,000	Balances, Cash and/or Revenue Bonds

WATER

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14	
Metro Area Construction (MAC)						R.S.		\$ 127,993	\$ 278,262	\$ 262,517	\$ 218,551	\$ 4,750		\$ 78,550
Urban System Improvements (USI)						R.S.		67,742	32,490	23,518	20,600	20,600		
Mechanical Maintenance (MM)						R.S.		23,973	23,670	6,460				
Computer Systems (CS)						R.S.		3,978	5,072	4,225	3,200	3,200	\$ 1,010	
General Plant (GP)						R.S.		13,758	23,805	17,468	7,602	290	152	
Water Works Park (WWP)						R.S.		350	4,060	3,950	12,550	15,400	2,650	
Springwells (SP)						R.S.		2,638	17,111	37,062	36,590	51,345		247,250
Northeast (NE)						R.S.		8,594	7,516	4,505	17,472	43,142		70,197
Southwest (SW)						R.S.		5,028	14,049	27,217	24,775	26,247		40,442
Lake Huron (LH)						R.S.		10,900	5,990	1,710				
Pumping Stations and Reservations (PSR)						R.S.		13,970	22,591	32,564	31,800	26,915	5,740	

TOTALS \$ 278,924 \$ 434,616 \$ 421,196 \$ 373,140 \$ 191,889 \$ 9,552 \$ 436,439

Funding Source Summary:

Revenue Supported R.S. \$ 278,924 \$ 434,616 \$ 421,196 \$ 373,140 \$ 191,889 \$ 9,552 \$ 436,439

GRAND TOTAL \$ - \$278,924 \$434,616 \$ 421,196 \$ 373,140 \$191,889 \$ 9,552 \$ 436,439

Note: see 'high priority projects' in narrative section for 'project status, project timeline and impact on budget statements'

- * PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
- ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
- *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impact
- **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impact
- ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

WATER

Summary of Water Supply System - High Priority Projects

<u>Project Category</u>	<u>Projected Cost</u>
Metro Area Construction (MAC): Projects involving the construction or replacement of water mains, pump stations and reservoirs outside of the City of Detroit	\$ 888,181,000
Urban System Improvements (USI): Projects involving the construction or replacement of water mains inside of the City of Detroit	158,240,000
Mechanical Maintenance (MM): Projects relating to the purchase and installation of major metering equipment, and replacement of in-ground and above ground vehicle hoist	52,100,000
Computer Systems (CS): Projects involving computerized instrumentation and control systems	17,103,000
Plant Replacement and Renovation: Rehabilitation and improvement projects related to the following:	
General Plant (GP) - Projects common to all or a number of water plants and/or pumping stations	34,882,000
Water Works Park (WWP) – Rehabilitation and/or renovation work at Water Works Park Plant	38,910,000
Springwells Plant (SP) – Rehabilitation and/or renovation work at Springwells Water Plant	252,000,000
Northeast Plant (NE) – Rehabilitation and/or renovation work at Northeast Plant	131,256,000
Southwest Plant (SW) – Rehabilitation and/or renovation work at Southwest Plant	137,758,000
Lake Huron (LH) – Rehabilitation and/or renovation work at Lake Huron Water Plant	18,600,000
Pumping Stations and Reservoirs (PSR): Rehabilitation and/or renovation work at various reservoirs pumping stations, and constructing new pumping stations	<u>132,469,000</u>
Water Supply System High Priority Projects – Total	<u>\$1,861,499,000</u>

WATER SUPPLY SYSTEM - High Priority Projects

The water supply system capital improvement schedules are presented in the Capital Agenda according to major program categories because individual projects would be numerous to include separately. The most important projects for each program category are shown below.

High Priority Projects - Water Supply System

Project	Project Status*	Project Time Line**	Impact on Budget***	Program Category	Project Phase****	Fiscal Year	Total Amount FY 2009 & Beyond	Administrative District
Parallel 42-inch Water Main in Ecorse, Tyler, Beck, and Haggerty Roads from Ypsilanti Station to Hannan Road	M	U	NOI/NSI	MAC	C	2009	\$ 17,090,000	
96" Main Relocation - 24 Mile Road and Dequindre	M	U	NOI/NSI	MAC	S/D	2009	70,000	
96" Main Relocation - 24 Mile Road and Dequindre	M	U	NOI/NSI	MAC	C	2009	19,121,000	
Parallel 42-inch Main in 24 Mile Road from Foss Road to Fairchild Road	M	U	NOI/NSI	MAC	C	2009	9,900,000	
Parallel 36-inch Main in 24 Mile Road from Rochester Station to Romeo Plank Road	M	P	NOI/NSI	MAC	C	2010	25,000,000	
Flint Loop Transmission System	M	U	NOI/NSI	MAC	S/D/CA	2009	11,896,000	
96-inch/48-inch Transmission Main from Romeo Station to Walton Road - North Oakland Transmission System	M	U	NOI/NSI	MAC	S/D/CA	2009	10,751,000	
Construction Management Services for the 96-inch/48-inch Transmission Main from Romeo Station to Walton Road - North Oakland Transmission System	M	U	NOI/NSI	MAC	CM	2009	225,100,000	
Construction Management Services for the Flint Loop Transmission System - 1	M	U	NOI/NSI	MAC	CM	2009	314,800,000	
Construction Management Services for the Flint Loop Transmission System - 2	M	U	NOI/NSI	MAC	CM	2009	223,453,000	
Oversight Services for Flint Transmission System and North Oakland Transmission System	M	U	NOI/NSI	MAC	DBA	2009	31,000,000	
Metro Area Construction - Subtotal							<u>\$ 888,181,000</u>	

High Priority Projects - Water Supply System

<u>Project</u>	<u>Project Status*</u>	<u>Project Time Line**</u>	<u>Impact on Budget***</u>	<u>Program Category</u>	<u>Project Phase****</u>	<u>Fiscal Year</u>	<u>Total Amount FY 2009 & Beyond</u>	<u>Administrative District</u>
Water Main Replacements & Improvements Throughout the City	M	U	NOI/NSI	USI	C	2009	\$ 92,240,000	Various
Water Main Replacement Allowance	M	O	NOI/NSI	USI	D/C	2009	66,000,000	Various
Urban System Improvements - Subtotal							\$ 158,240,000	
Water Meter Replacement and Automatic Meter Reading Equipment Installation in the City of Detroit	M	U	NOI/NSI	MM	DB	2009	\$ 52,100,000	Various
Mechanical Maintenance - Subtotal							\$ 52,100,000	
Low Voltage Wiring	M	U	NOI/NSI	CS	IT	2009	\$ 2,153,000	Various
Consolidated Critical Systems Project	N	U	NOI/NSI	CS	IT	2009	4,800,000	Various
Information Systems Allowance	N	O	NOI/NSI	CS	IT	2009	10,150,000	Various
Computer Systems - Subtotal							\$ 17,103,000	
Overhaul of Major Electrical Power Distribution Equipment	M	U	NOI/NSI	GP	C	2009	\$ 630,000	Various
Facilities As-built Documentation Development and Maintenance Services	M	U	NOI/NSI	GP	D	2009	2,138,000	Various
Power Enhancement - Primary Service Conversion and PCB Disposal	M	U	NOI/NSI	GP	DB	2009	1,046,000	Various
Vulnerability Assessment Recommended Upgrades	M	U	NOI/NSI	GP	DB	2009	18,000,000	Various
Chemical Treatment System Modifications at Northeast, Springwells, Lake Huron and Southwest WTP	M	U	NOI/NSI	GP	C	2009	3,570,000	Various

High Priority Projects - Water Supply System

<u>Project</u>	<u>Project Status*</u>	<u>Project Time Line**</u>	<u>Impact on Budget***</u>	<u>Program Category</u>	<u>Project Phase****</u>	<u>Fiscal Year</u>	<u>Total Amount FY 2009 & Beyond</u>	<u>Administrative District</u>
Consolidated Process Control System and Standardization for Construction Contracts	M	U	NOI/NSI	GP	C	2009	2,350,000	Various
Central Services Facility (CSF) Improvements	M	P	NOI/NSI	GP	S/D/C	2009	2,148,000	Various
Arc Flash Implementation for all DWSD Facilities - Water	M	P	NOI/NSI	GP	S/D/C	2009	5,000,000	Various
General Plant - Subtotal							\$ 34,882,000	
Raw Water Booster Station Building Rehabilitation	M	U	NOI/NSI	WWP	C	2009	\$ 8,950,000	3
Yard Piping, Valves and Venturi Meters Replacement at Water Works Park	M	U	NOI/NSI	WWP	S/D/CA	2009	\$ 2,560,000	3
Yard Piping, Valves and Venturi Meters Replacement at Water Works Park	M	P	NOI/NSI	WWP	C	2012	27,400,000	3
Water Works Park - Subtotal							\$ 38,910,000	
Springwells Water Treatment Plant 1958 Filter Rehabilitation and Auxiliary Facilities Improvements	M	U	NOI/NSI	SP	S/D/CA	2009	\$ 4,999,000	
Springwells Water Treatment Plant 1958 Filter Rehabilitation, Heat/Dehumidify 1930 Filter Area	M	P	NOI/NSI	SP	C	2010	58,000,000	
Springwells Water Treatment Plant Discharge Header Pipe System Replacement	M	U	NOI/NSI	SP	DB	2009	49,200,000	
Springwells Plant Reservoir No. 1 Rehabilitation	M	U	NOI/NSI	SP	C	2009	3,500,000	
Replacement of Low Lift and High Lift Pump Stations at Springwells Water Treatment Plant	M	U	NOI/NSI	SP	S/D/CA	2009	13,100,000	

High Priority Projects - Water Supply System

<u>Project</u>	<u>Project Status*</u>	<u>Project Time Line**</u>	<u>Impact on Budget***</u>	<u>Program Category</u>	<u>Project Phase*****</u>	<u>Fiscal Year</u>	<u>Total Amount FY 2009 & Beyond</u>	<u>Administrative District</u>
Springwells Water Treatment Plant - Low Lift and High Lift Pump Stations	M	P	NOI/NSI	SP	C	2013	98,500,000	
Springwells Water Treatment Plant - Pre-treatment Improvements	M	P	NOI/NSI	SP	D/CA	2012	24,701,000	
Springwells - Subtotal							\$ 252,000,000	
Northeast Water Treatment Plant Improvements Rehabilitation of Filtration System	M	U	NOI/NSI	NE	S/D/CA	2009	\$ 3,214,000	1
Northeast Water Treatment Plant Improvements - Construction Phase 1A: Rehabilitation Filtration System	M	P	NOI/NSI	NE	C	2012	2,450,000	1
Northeast Water Treatment Plant - Pumping Facilities Critical Improvement	M	U	NOI/NSI	NE	DB	2009	12,468,000	1
Sludge Treatment and Flocculation/Sedimentation Basin Upgrade at Northeast Water Treatment Plant Improvements - Design Phase 2	M	U	NOI/NSI	NE	S/D/CA	2009	8,960,000	1
Northeast Water Treatment Plant Improvements - Construction Phase 2: Flocculation/Sedimentation Basin, Sludge Treatment, Waste Washwater Facilities	M	P	NOI/NSI	NE	C	2012	50,354,000	1
Northeast Water Treatment Plant Improvements - Construction Phase 1B: Low Lift Exciter, Electrical, Instrumentation and Controls Upgrades; Administration Building; and Service Water System	M	P	NOI/NSI	NE	C	2012	2,450,000	1
Northeast Water Treatment Plant - High Lift Pumps, Chemical Process, Electrical and Mechanical Improvements	M	U	NOI/NSI	NE	S/D/CA	2009	7,760,000	1
Northeast Water Treatment Plant - High Lift Pumps, Chemical Process, Electrical and Mechanical Improvements	M	P	NOI/NSI	NE	C	2013	43,600,000	1
Northeast - Subtotal							\$ 131,256,000	

High Priority Projects - Water Supply System

<u>Project</u>	<u>Project Status*</u>	<u>Project Time Line**</u>	<u>Impact on Budget***</u>	<u>Program Category</u>	<u>Project Phase*****</u>	<u>Fiscal Year</u>	<u>Total Amount FY 2009 & Beyond</u>	<u>Administrative District</u>
Lake Huron Water Treatment Plant - Purchase and Install Three Variable Frequency Drives for Three Existing High Lift Pumping Units	M	U	NOI/NSI	LH	DB	2009	\$ 15,300,000	
Construction of Baffle Walls in Clearwell No. 1 of Lake Huron WTP	M	U	NOI/NSI	LH	C	2009	3,300,000	
Lake Huron - Subtotal							\$ 18,600,000	
Schoolcraft Pumping Station Rehabilitation	M	U	NOI/NSI	PSR	C	2009	\$ 11,140,000	
Wick Pumping Station Rehabilitation	M	U	NOI/NSI	PSR	DB	2009	13,340,000	
Electric Avenue Reservoir Construction and Booster Pump Station Rehabilitation	M	U	NOI/NSI	PSR	C	2009	9,999,000	
Booster Stations and Reservoirs Inspection, Rehabilitation and Inspection Repair Program Management	M	U	NOI/NSI	PSR	PM	2009	15,000,000	Various
West Service Center Improvements	M	P	NOI/NSI	PSR	D/CA	2009	350,000	
West Service Center Improvements	M	P	NOI/NSI	PSR	C	2012	800,000	
Ypsilanti Station Improvements & Expansion	M	P	NOI/NSI	PSR	S/D/CA	2009	2,200,000	
Ypsilanti Station Improvements & Expansion	M	P	NOI/NSI	PSR	C	2012	12,040,000	
Rochester Station Expansion	M	P	NOI/NSI	PSR	S/D/CA	2009	1,550,000	
Rochester Station Expansion	M	P	NOI/NSI	PSR	C	2012	5,950,000	
Chesterfield/Snover Station	N	P	NOI/NSI	PSR	DB	2009	35,100,000	

High Priority Projects - Water Supply System

<u>Project</u>	<u>Project Status*</u>	<u>Project Time Line**</u>	<u>Impact on Budget***</u>	<u>Program Category</u>	<u>Project Phase****</u>	<u>Fiscal Year</u>	<u>Total Amount FY 2009 & Beyond</u>	<u>Administrative District</u>
Lake Huron Water Treatment Plant - Purchase and Install Three Variable Frequency Drives for Three Existing High Lift Pumping Units	M	U	NOI/NSI	LH	DB	2009	\$ 15,300,000	
Construction of Baffle Walls in Clearwell No. 1 of Lake Huron WTP	M	U	NOI/NSI	LH	C	2009	3,300,000	
Lake Huron - Subtotal							\$ 18,600,000	
Schoolcraft Pumping Station Rehabilitation	M	U	NOI/NSI	PSR	C	2009	\$ 11,140,000	
Wick Pumping Station Rehabilitation	M	U	NOI/NSI	PSR	DB	2009	13,340,000	
Electric Avenue Reservoir Construction and Booster Pump Station Rehabilitation	M	U	NOI/NSI	PSR	C	2009	9,999,000	
Booster Stations and Reservoirs Inspection, Rehabilitation and Inspection Repair Program Management	M	U	NOI/NSI	PSR	PM	2009	15,000,000	Various
West Service Center Improvements	M	P	NOI/NSI	PSR	D/CA	2009	350,000	
West Service Center Improvements	M	P	NOI/NSI	PSR	C	2012	800,000	
Ypsilanti Station Improvements & Expansion	M	P	NOI/NSI	PSR	S/D/CA	2009	2,200,000	
Ypsilanti Station Improvements & Expansion	M	P	NOI/NSI	PSR	C	2012	12,040,000	
Rochester Station Expansion	M	P	NOI/NSI	PSR	S/D/CA	2009	1,550,000	
Rochester Station Expansion	M	P	NOI/NSI	PSR	C	2012	5,950,000	
Chesterfield/Snover Station	N	P	NOI/NSI	PSR	DB	2009	35,100,000	

High Priority Projects - Water Supply System

<u>Project</u>	<u>Project Status*</u>	<u>Project Time Line**</u>	<u>Impact on Budget***</u>	<u>Program Category</u>	<u>Project Phase****</u>	<u>Fiscal Year</u>	<u>Total Amount FY 2009 & Beyond</u>	<u>Administrative District</u>
Newburgh Station - Replacement of Three Pumping Units	M	P	NOI/NSI	PSR	D/CA	2009	475,000	
Newburgh Station - Replacement of Three Pumping Units	M	P	NOI/NSI	PSR	C	2012	2,125,000	
Ready Road Pump Station and Reservoir	N	P	NOI/NSI	PSR	S/D/C	2009	22,400,000	
Pumping Station and Reservoirs - Subtotal							<u>\$ 132,469,000</u>	
All Categories - Total							<u>\$ 1,861,499,000</u>	

Legend

- *Project Status: M=project is maintaining current infrastructure; N=project will result in new development
- **Project Time Line: P=project is proposed; O=project is ongoing; U=project is one time only and is underway
- ***Impact on Operating Budget: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impact
- ***Impact on Staffing Budget: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impact
- ****Project Phase: S=study; D=design; C=construction; CA=construction assistance; DB=design-build; DBA=design-build assistance; IT=information technology

ZOOLOGICAL INSTITUTE



DETROIT ZOOLOGICAL INSTITUTE



DETROIT ZOOLOGICAL INSTITUTE

AGENCY MISSION

The Detroit Zoological Institute is the charter-mandated City Agency responsible for the operation of Detroit's Zoos. By contract with the City, the Institute's operations are performed by the Detroit Zoological Society. The mission of the Detroit Zoological Society is "*Celebrating and Saving Wildlife.*"

MISSION STATEMENT

- Demonstrating leadership in wildlife conservation and animal welfare.
- Providing a broad audience with outstanding and unique educational opportunities that lead to the appreciation and stewardship of nature.
- Inspiring our community with engaging, meaningful and memorable experiences.
- Providing innovative zoological facilities that contribute to the region's economic vitality.
- Demonstrating organizational excellence consistent with a commitment to outstanding service and progressive resource management.

CURRENT FACILITIES

Detroit Zoo

The Detroit Zoo, opened to the public in 1928, is the largest component operated by the Detroit Zoological Society. It consists of 125 acres located approximately 12 miles northwest of downtown Detroit, just north of I-696 and west of Woodward, in Royal Oak.

Built in the 1920s and '30s, the Detroit Zoo is noted as the first zoo in the United States to use barless exhibits extensively, reflecting its design by Carl Hagenback, generally recognized as the most important historical influence on modern zoo design. The Zoo is a natural habitat for more than 3,200 animals and 700 varieties of trees, shrubbery and flowering plants.

In the last 25 years, a number of major new facilities, exhibits and attractions have been

built and opened to the public. In summer 2007, the African Grasslands project re-themed and reinterpreted the African section of the Zoo, and returned warthogs and African wild dogs to public exhibition. In addition, the Giraffe Encounter, an elevated viewing platform overlooking the giraffe habitat, made its debut. The attraction brings visitors to eye level with the Zoo's tallest creatures, enabling them to see nature's longest eyelashes up close! A limited number of visitors each day have the opportunity to hand-feed the giraffes at this unique immersive experience.

The Australian Outback Adventure, a fun, walk-through, immersive habitat, opened in May 2006, providing a memorable, up-close-and-personal opportunity to experience the world of kangaroos and wallabies in their simulated home Down Under.

The Ford Education Center opened in October 2005. The 38,000-square-foot building dramatically expands the original "Zoo Classroom," which was a mobile home in the parking lot! This facility is the headquarters for the Madeleine Berman Academy for Humane Education. The four interpretive studios, Humane Science Lab,



BEST SUNNY DAY OUTING: We never tire of the **DETROIT ZOO**. Lions, tigers and bears – you can stand inside a transparent, underwater tunnel and watch as the polar bears swim around you. Oh my! (Look for a 2004 addition: Nuki, a rescued seal pup, has joined the Arctic Ring of Life.) Even if it does rain, some of the exhibits are indoors, so all is not lost! Woodward at I-696, Royal Oak, 248-398-0900 or www.detroitzoo.org.

DETROIT ZOOLOGICAL INSTITUTE

Arts and Crafts Studio, Theatre and Library/Resource Center are housed within this new edifice. Also permanently housed in the Ford Education Center is the Wild Adventure Ride, a popular attraction that sends guests on a virtual reality voyage through the eyes of wild animals.

The state-of-the-art Ruth Roby Glancy Animal Health Complex opened in May 2004. The 18,000-square-foot building replaces the 50-year-old Holden Hospital as the primary veterinary care center for the Institute's resident population of wildlife. The facility is composed of a central treatment room surrounded by radiology, surgery, a clinical pathology laboratory for running tests and a pharmacy. Other areas include an ICU/nursery for critical care, a laboratory for water quality technicians and a necropsy facility.

In 2001, the Arctic Ring of Life opened to much fanfare as the largest and most unique polar exhibit in North America. It received the "Significant Achievement Award" in 2003 from the Association of Zoos and Aquariums (AZA) and was voted the #2 best zoo exhibit by "America's Best Zoos: A Travel Guide for Fans and Families" in 2008.

In 2000, the National Amphibian Conservation Center opened to the public, and was recognized as the "Best New Exhibit" in the United States by the AZA. The \$6-million, 12,000-square-foot facility is fully integrated into a re-creation of a two-acre Michigan wetland area called Amphibiville. The attraction features hundreds of amphibians and highlights the critical role these fascinating creatures play in the world. *The Wall Street Journal* called it "Disneyland for toads"!

The Wildlife Interpretive Gallery, winner of an Association of Zoos and Aquariums National Significant Achievement Award,

opened in 1995. It is a multi-sensory experience designed to help visitors understand, appreciate and celebrate wildlife. This facility includes a wildlife fine art gallery, a theatre featuring short films by Academy Award-winning producer Sue Marx, a dramatic coral reef aquarium, interactive displays and a spectacular indoor Butterfly and Hummingbird Garden.

The Chimpanzees of Harambee opened in 1989; in April 1996, gorillas returned to the Zoo for the first time in 15 years, and this complex was renamed the Great Apes of Harambee. The exhibit is one of the finest and largest habitats of its kind in the world. Scenic overlooks provide a variety of opportunities to view chimpanzees and gorillas in multi-acre environments closely resembling their natural habitats.

In 1977, the Free-Flight Aviary opened. Other significant exhibits include the Penguinarium (1968), Holden Museum of Living Reptiles (1960), Barnyard, Snow Monkeys, Prairie Dogs (renovated in 1999), Bear Dens, Wolverines (renovated in 2001), Giraffes (renovated in 1994), Amur tigers, African Lions, Hippopotamus, Grevy's Zebras, Bactrian Camels, River Otters (1998) and a variety of other endangered species exhibits.

Among the Zoo's many features are the much-photographed Rackham Memorial Fountain, the popular Tauber Family Railroad – completely renovated and renamed in 2008 thanks to a major financial gift from the Tauber Family Foundation – the narrated tram tours, and an extensive way finding signage and interpretive graphics system designed to educate our visitors.

A new front entrance, provided through Michigan State highway funding during the construction of I-696, was opened in 1986, and included a four-story parking garage,

DETROIT ZOOLOGICAL INSTITUTE

which increased total parking capacity to over 2,000 spaces. The largest parking lot was completely resurfaced in 2008, improving the guest experience and dramatically simplifying ingress and egress.

Support facilities include five (5) refreshment stands (and 7-12 seasonal service carts), one (1) year-round gift shop, one (1) seasonal gift shop, seven (7) service buildings (including the new animal hospital and quarantine areas) and two (2) railroad stations.

Belle Isle Nature Zoo

In FY2004-2005, the former Belle Isle Nature Center began its dramatic renovation



into the Belle Isle Nature Zoo and is now operated in partnership with the Huron-Clinton Metropolitan Authority. This unique blend of nature center and zoo, which is targeted for use by Detroit schools and families, focuses on native Michigan wildlife and includes a fabulous Deer Encounter, as well as small animals and amphibian and reptiles. Programming began in the fall of 2004. Phase I improvements were complete in 2006. Phase II design work began in the spring of 2007 and includes more indoor and outdoor exhibits as well as nature trails. Phase III will bring the Nature Zoo to its full potential as an educational nature resource.

5-YEAR CAPITAL PROJECT HISTORY (FY 2002-03 THROUGH FY 2007-08)

▪ **Restroom Upgrades**

All restrooms were renovated during 2002.

General Obligation Bonds of \$600,000 in 2002-03

Private Funds of \$115,000 in 2003-04

▪ **Great Apes of Harambee (“Chimp Moat”)**

Construction completed in 2003.

General Obligation Bonds of \$1,500,000 in 2002-03

Private Funds of \$500,000 in 2002-03

General Obligation Bonds of \$750,000 in 2003-04

▪ **Gunite Repair**

This project involved repair of cracked exhibit gunite to comply with USDA regulations.

General Obligation Bonds of \$500,000 in 2003-04

General Obligation Bonds of \$290,000 in 2005-06

General Obligation Bonds of \$250,000 in 2007-08



DETROIT ZOOLOGICAL INSTITUTE

- **The Veterinary Hospital Complex –**
Opened in May 2004.
Private Funding of \$4,850,000 in
2003-04
- **Belle Isle Nature Zoo**
Facility renovations and improvements
as well as modifications to meet ADA
Title II compliance (accessible parking
spaces, make existing restrooms
compliant, add family restroom, etc.).
General Obligation Bonds of \$1,000,000
in 2004-05
- **Technology Infrastructure**
Additions and upgrades to various
locations throughout the Zoo including
modifications to meet ADA Title II
compliance.
General Obligation Bonds of \$153,000
in 2004-05
- **Paving / Roads / Utilities**
Repair Roadways, Walkways and
Utilities as well as modifications (such
as ADA handicap ramps) to meet ADA
Title II compliance in the park. In 2005-
06 the Mall road was repaved and
engineering was begun for parking lot
resurfacing. In 2008 the Ten Mile
Parking Lot was completely resurfaced
and new striping was done to better
control the flow of traffic.
General Obligation Bonds of \$28,447 in
2004-05
General Obligation Bonds of \$ 38,596 in
2005-06
General Obligation Bonds of \$900,000
in 2006-07



- **Administration Building / Holden
Hospital**
Completed in the Fall of 2005.
Renovations to office space and full
compliance with ADA Title II.
General Obligation Bonds of \$332,000
in 2004-05
- **Ford Education Center**
Opened in October 2005 and hosts a
variety of educational opportunities for
the casual visitor as well as students of
all grade levels.
Private Funding of \$9,950,000 in
2003-04
Private Funding of \$1,000,000 in
2004-05
- **Holden Museum of Living Reptiles
(HMLR) – Air Conditioning**
In 2005 the completion of the
installation of air conditioning to provide
better conditions for guests and staff was
accomplished.
General Obligation Bonds of \$200,000
in 2004-05
- **Penguinarium – Mechanical and
Control Systems**
Completed in 2006.
General Obligation Bonds of \$400,000
in 2004-05

DETROIT ZOOLOGICAL INSTITUTE

- **SOCWA DEQ / Freshwater Backflow Prevention Mandate**

Completed in 2006, the installation of back-flow prevention valves at the main connection and back-flow prevention at all buildings on Zoo grounds as required by law (*Safe Drinking Water Act*).

General Obligation Bonds of \$500,000 in 2004-05

- **Australian Outback Adventure**

Opened in May 2006.

Private Funding of \$100,000 in 2005-06

- **Tree Kangaroo Exhibit**

Renovations to the indoor holding area were completed in the summer of 2006.

General Obligation Bonds of \$185,000 in 2005-06

In June of 2006, the City of Detroit turned operation of the Detroit Zoo and Belle Isle Nature Zoo over to the Detroit Zoological Society. As a condition of the operating agreement, the City provided a special allocation of capital funds to be used for improvements to the Detroit Zoo and Belle Isle Nature Zoo, under the direction of the Zoo Society, and managed by the Detroit Building Authority. Although these funds were designated in 2006-07, final City approval to expense funds was only received in early calendar 2008. The projects listed below represent projects funded, and in various stages of progress, from this "operational transition" allocation.

- **Wolverine Holding**

Renovations to the interior holding area include demolishing the raised, barred enclosures, installing a galvanized mesh enclosure, new trough drains and new skylights. Improvements to the interior of the keeper service areas are also included in this project.

\$150,000 in General Obligations Bonds

- **Lion/Primates Holding**

This project will include the installation of glazed block, new benches, feed chutes in the lion holding area as well as new mesh in the snow monkey area.

\$150,000 in General Obligation Bonds

- **Veldt Holding**

Upgrades to the interior holding area include new floor drains, animal holding enclosures, new lighting and a new heating ventilation and air conditioning system.

\$300,000 in General Obligation Bonds

- **Guest Relations / Wildlife Interpretive Gallery**

Construction of a cash room in the Guest Relations building will increase security for the incoming cash from admission tickets, rentals, gift certificates, etc. Renovations to the interior of the Wildlife Interpretive Gallery will return this high-profile venue to pristine condition

\$100,000 in General Obligation Bonds

- **Emergency Generators (Administration Complex, Macaques, Lions)**

- The installation of emergency generators in these buildings will allow them to continue to operate during a power failure.

\$125,000 in General Obligation Bonds

- **ADA / Sidewalk Improvements** –

Repair of pedestrian walkways in the park is an ongoing project and a major accessibility and risk management need. Sidewalks and pathways across the western half of the park will be repaired and renovated to create smooth, barrier-free surfaces. This project is important in preparing for the new physical master plan and will also help to address operational and guest issues by improving back-of-house access and service roads.

\$250,000 in General Obligation Bonds

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- **Utilities (Electric / Water / Sewer)**

This ongoing infrastructure challenge continues to require significant funding to support the overall improvement of the facility. Low-pressure steam boilers and other heating, ventilation and air conditioning systems around the park are aging or are so significantly less efficient than modern equipment that upgrades and replacements are necessary.

\$500,000 in General Obligation Bonds
- **Roofs**

A number of facilities which are in otherwise-sound condition are suffering from roofing which has reached the end of its useful service life and is no longer cost-effective to repair. These facilities include Lion/Primate building, Hippo building, Bear building and Tiger building.

\$500,000 in General Obligation Bonds
- **Gunite**

Gunite maintenance is an ongoing USDA requirement. Work includes repair of cracks, broken masonry or moat exhibit surfaces as necessary. Most animal exhibits are fabricated from gunite.

\$250,000 in General Obligation Bonds
- **Fire Detection / Suppression**

Fire safety is a major animal welfare and risk management concern, and the loss from a major structure fire (such as occurred some years ago at the Philadelphia Zoo's primate facility) would be disastrous. This project continues to address the datacommunications infrastructure to support detection, suppression and smoke evacuation (the most lethal component of a structure fire) at the Great Apes of Harambee, Lion/Primate Building, Tiger Building and Arctic Ring of Life bear holding buildings.

\$500,000 in General Obligation Bonds
- **Complete Re-key of DZP - Phase I**

In order to increase the safety and security of Zoo property, a new key system is necessary. This project would encompass any and all locks from the Administration building to animal holding areas to the new hospital.

\$50,000 in General Obligation Bonds
\$50,000 in Private Funds
- **Arctic Ring of Life**

It has been seven years since the ARL opened to the public and, in order to keep it the state-of-the-art facility it was, renovations and upgrades are needed. This includes scheduled maintenance in the filtration room, sealing and painting the saltwater pools, and raising the public pathway to improve guest sightlines.

\$500,000 in General Obligation Bonds
- **Great Apes Parapet Roof**

Raising the parapet wall on the roof of the Great Apes building, in compliance with MIOSHA standards, will allow keepers to safely access the roof of the exhibit. This project will include gunite modifications that will improve animal containment.

\$150,000 in General Obligation Bonds
- **Old Marine Mammal Demo / Renovation**

The removal of the underground mechanical room and animal holding areas will allow for this exhibit to be filled and repurposed. A new picnic/special events area will be created.

\$150,000 in General Obligation Bonds
- **Animal Management Building Room Number 4**

Improvements to this room will allow for better quality of life for animals that

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spend time there. These improvements will be accomplished by replacing the old iron bars with galvanized mesh, installing new doors, lighting and heating, ventilation and air conditioning. \$150,000 in General Obligation Bonds

- **Barnyard Renovations**

Interior improvements to the animal and keeper area include re-grading and installing new drainage systems, new electrical, plumbing and heating. \$100,000 in General Obligation Bonds

- **Two-Way Entrance / Traffic - Gate 4 and Water Tower Lot**

The current single-lane administration entrance, designed in the 80s, is no longer sufficient to accommodate the combined ingress and egress of employees, vendors, volunteers, contractors, and others, while still maintaining an appropriate level of security and access control. Upgrades to this entrance will separate inbound and outbound traffic, improve security screening ability, and accommodate the vehicle undercarriage wash provisions of Avian Influenza response plans. Seal and re-stripe the Water Tower parking area.

\$300,000 in General Obligation Bonds

DETROIT ZOOLOGICAL INSTITUTE

PROPOSED 5-YEAR CAPITAL PLAN – FY 2008-09 THROUGH FY 2013-14

The plan for the Detroit Zoological Institute for the next five years is a mix of projects addressing renovation and infrastructure needs, as well as new development to improve conservation and education efforts, in order to provide new experiences for the visiting public, increase revenues, reduce expenses and enhance safety.

The current five-year capital plan includes proposed public funding through the sale of General Obligation Bonds, significant private funding, some other-source funding through State and Federal funds and the potential for capital allocation of regional tax dollars collected through tri-county zoo authorities. Allocation for our new projects total \$51,600,000 from 2008-09 through 2013-14.

- \$500,000 in private funds has been allocated for Belle Isle Nature Zoo (BINZ) Phase II renovations and improvements. An additional \$3,000,000 is then designated for Phase III of the Belle Isle Nature Zoo.
- \$600,000 in private funds for Great Apes gorilla off-exhibit area
- \$400,000 in private funds for the Events Pavilion
- \$340,000 in private funds for the Ford Education Center Art Studio and Humane Science Lab
- \$1,500,000 in private funds is allocated for the Tauber Family Railroad
- \$1,000,000 in private funds for the purchase and installation of a new Carousel
- \$1,500,000 in private funds for Signage, Graphics and Wayfinding
- \$500,000 in private funds for the Reptile House Center Caiman/Crocodile Exhibit
- \$800,000 in private funds for an expansion of the Lion Exhibit.
- \$310,000 in private funds for “4 dimensional” special effects in the Wild Adventure Ride
- \$4,250,000 for Structural Infrastructure/Regulatory Compliance. An additional \$1,000,000 in private funds has been designated.
- \$1,500,000 for gunite repairs
- \$100,000 for a new crematory at the animal hospital
- \$1,250,000 for Fire Detection/Fire Suppression and Smoke Evacuation
- \$750,000 in private funds for IT Infrastructure and Access Control
- \$1,250,000 for Landscape/Roads/Sidewalks/ADA accessibility
- \$1,800,000 for Energy Management, Life Support and Utility Improvement
- \$12,000,000 in private funds for construction of a new Penguinarium
- \$6,000,000 for a Turtle Conservation Center
- \$600,000 for restroom renovations
- \$7,000,000 in private funds for a National Invertebrate Conservation Center
- \$1,000,000 for an Eco-friendly Commissary
- \$2,000,000 for Roof Replacements
- \$250,000 for renovation the existing parking deck
- \$500,000 in private funds for tram replacement
- \$100,000 in private funds for a Permanent Admissions Structure
- \$250,000 in private funds for adding 4D effects to the Ford Education Center Theater

DETROIT ZOOLOGICAL INSTITUTE

CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

Capital projects are developed with the input of a variety of key stakeholders, including international experts in wildlife conservation and education, members of the Detroit community (through regular town hall meetings with the community, website surveys, etc.), Commission and Board members and other community leaders, and with other City of Detroit agencies.

The Detroit Building Authority is responsible for project administration on various Detroit Zoological Society projects.

GOALS FOR CAPITAL PROGRAM

- 1. Wildlife Conservation and Animal Welfare** – To maintain exhibit facilities in a safe and humane manner consistent with standards of the U.S. Department of Agriculture, the Association of Zoos and Aquariums (AZA) and State of Michigan Occupational Health and Safety regulations.
- 2. Provide Educational and Recreational Opportunities for Students and Families** – To maintain the visitor amenities and exhibit facilities to maximize the educational and recreational value of Zoo visits and to reinforce our reputation as a safe, user-friendly tourist destination. To provide safe, clean facilities where students and families can experience the world of wildlife through innovative exhibits and

programs and which verifies our reputation as a world-class tourist destination.

- 3. Engage the Community in Our Innovative Programs and Facilities** – To provide new and exciting exhibits to encourage new and repeat attendance, which will promote financial health by increasing revenues and community support. To provide a zoological resource worthy of a world-class city, which will add to the cultural and economic climate of the region and enhance the city as a place to live, work and visit.
- 4. Enhance Safety, Security and Preparedness** – To ensure that programs and facilities meet and exceed regulatory standards and industry-wide best practices with respect to life, safety, security, fire safety, occupational health, etc.
- 5. Green Practices**– To effectively conserve water and energy and to manage the solid-waste stream by using methods of recycling water and installing more efficient heating systems. We also use “green building” where possible in structures, in our efforts to minimize use of natural resources and use recyclable materials wherever possible. The DZS recycles paper products, glass, metal and plastic waste as part of its overall recycling program.

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RATIONALE FOR CAPITAL PROGRAM

The Zoological Park was constructed in the late 1920s and early 1930s. The granite structures, buildings and utilities must be continually evaluated and properly maintained and replaced. New animal display techniques require constant review. Those exhibits where constraints on the animal population exceed what is considered to be humane have been closed or replaced. The United States Department of Agriculture (USDA), responsible for enforcing the provisions of the Animal Welfare Act, regularly inspects zoo exhibits and issues citations for improper housing and care. If corrections are not made within a designated time frame, the USDA has the power to close the Zoo. The Association of Zoos and Aquariums, which establishes standards for zoo / aquarium management, evaluates member institutions every five years for accreditation. The adequacy of the physical facilities is an important component of this evaluation.

To fulfill the mission of a zoo as a public recreational and education facility, new exhibits must be added to attract visitors and promote repeat visitations.

Finally, providing accessibility and fulfilling the fundamental needs of thousands of daily visitors (including sufficient parking, ample and clean restrooms, plentiful refreshment opportunities, safe and well-illuminated public thoroughfares, first aid and security services, wheelchair friendly facilities etc.) are critical to entice new visitors and retain customers for repeat visitation, in competition with southeast Michigan's plethora of other cultural and recreational opportunities.

In FY 2006-07, \$5,000,000 in general obligation bond funds were designated for use by the Detroit Zoological Society as part of the City's decision to turn over operations of Detroit's Zoos to the Society. Those funds were formally made available for capital project through the approval of the City Council in early 2008. As of this writing, a number of those projects are in the design or bidding phases.

Additionally, the City allocated \$985,000 of general obligation bond funds for the Society's 2007-08 capital program.

No general obligation bond funds were provided for use by the Society in the City of Detroit's 2008-09 adopted budget.

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PROJECT NARRATIVE AND FUNDING SCHEDULES

BELLE ISLE NATURE ZOO (BINZ) PHASE II

Phase I improvements to the Belle Isle Nature Zoo were completed in 2006, including the Deer Encounter deer-feeding exhibit, a complete renovation to the auditorium, Creation Station children's area, Indoor Nature Trail with animal exhibits and a working bee hive and an ADA-compliant family restroom. Phase II improvements will include a number of indoor and outdoor animal exhibits and additional customer amenities. General Obligation bonds were appropriated in fiscal years 2007 (\$1 million) and 2008 (\$485,000) for this project. For FY 2009, private funds of \$500,000 will be used for this project.



GREAT APES

This project involves renovations to the gorilla off-exhibit area, to improve indoor animal habitat. In FY 2009, funding from private sources of \$600,000 was allocated to complete this improvement.

EVENTS PAVILION

The construction of a permanent covered structure for year-round special events is included in the capital improvement plan for 2009. Funding from private sources of \$400,000 was allocated to this project for the current fiscal year 2009.

FORD EDUCATION CENTER ART STUDIO/HUMANE EDUCATION LAB

Improvements to the Ford Education Center includes renovations and improvements to the Art Studio and Humane Science Lab in order to provide an enhanced educational experience for our guests. In FY 2009, funding from private sources of \$340,000 was allocated to this project.



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RAILROAD

Private funds have been used to address deferred maintenance issues with the miniature railroad track system, signal system, switching system and train stations. Each train engine has been individually restored to like-new condition, and improvements made to the trackway and service corridors. This project includes \$1,000,000 of capital funds allocated for improvements in FY 2009, and an additional \$500,000 reserved in endowment for future needs.

2011-12

\$500,000

Private Funds



CAROUSEL

Animal-themed carousels are a proven guest amenity and revenue source at zoos across the country. This privately-funded project will create a new ride experience that is consistent with the Society's animal care and welfare messages. This project includes \$1,000,000 of capital funds allocated for improvements in FY 2009, funded through private sources.



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SIGNAGE, GRAPHICS AND WAYFINDING

Providing clear directions and information for Zoo guests is essential. This project, funded through privately raised dollars, will completely renovate the two-decades-old signage and informational systems found in the park and will help the Society better serve a diverse audience through the use of international symbol systems, Spanish and Arabic languages and other features that serve persons with disabilities. . This project includes \$550,000 of capital funds allocated for improvements in FY 2009, funded through private sources.

2011-12

\$500,000

Private Funds



HOLDEN MUSEUM OF LIVING REPTILES CAIMIAN / CROCODILE EXHIBIT

The Holden Museum project involves the renovation of the center exhibit in the reptile house to improve the habit for certain reptile species. This project includes \$500,000 of capital funds allocated for improvements in FY 2009, funded through private sources.

LION EXHIBIT EXPANSION

The purpose of this capital project is to expand the Lion habitat to increase the area available and accommodate additional animals. This project includes \$800,000 of capital funds allocated for improvements in FY 2009, funded through private sources.



WILD ADVENTURE RIDE THREE- AND FOUR-DIMENTIONAL SPECIAL EFFECTS

The Wild Adventure Ride capital improvement project involves the renovation of the electromechanical motor system and improvements to the visual and special effects technology to improve this popular attraction/ride for our guests. This project includes \$310,000 of capital funds allocated for improvements in FY 2009, funded through private sources.

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STRUCTURAL INFRASTRUCTURE/REGULATORY COMPLIANCE

(MIOSHA/USDA/AZA)

This project will continue the strong progress in overcoming the effects of deferred maintenance on the structures and systems of the individual facilities throughout the park. Ensuring that all areas are in full compliance with regulatory requirements and accreditation standards is essential for maintaining the permits necessary for operation and for ensuring the safety of guests, employees and animals. This project includes \$1 million of capital funds allocated for improvements in FY 2009, funded through private sources.

2009-10	\$1,000,000	General Obligation Bonds
2010-11	750,000	General Obligation Bonds
2011-12	1,000,000	General Obligation Bonds
2012-13	750,000	General Obligation Bonds
2013-14	750,000	General Obligation Bonds



GUNITE

Gunite maintenance is an ongoing USDA requirement. Work includes repair of cracks, broken masonry or moat exhibit surfaces as necessary. Most animal exhibits are fabricated from gunite.

2009-10	\$250,000	General Obligation Bonds
2011-12	500,000	General Obligation Bonds
2012-13	250,000	General Obligation Bonds
2013-14	500,000	General Obligation Bonds



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CREMATORY AT RUTH ROBY GLANCY ANIMAL HEALTH COMPLEX

This improvement replaces an aging and inefficient unit with a modern unit that meets current standards.

2009-10	\$100,000	General Obligation Bonds
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FIRE DETECTION/FIRE SUPPRESSION/SMOKE EVACUATION

Fire safety is a major animal welfare and risk management concern and the loss from a major structure fire (such as occurred some years ago at the Philadelphia Zoo's primate facility) would be disastrous. This project continues to address detection, suppression, and smoke evacuation (the most lethal component of a structure fire) at the Great Apes of Harambee, Lion/Primate Building, Tiger Building and Arctic Ring of Life bear holding buildings.

2009-10	\$250,000	General Obligation Bonds
2012-13	500,000	General Obligation Bonds
2013-14	500,000	General Obligation Bonds

IT INFRASTRUCTURE and ACCESS CONTROL

Building on the improvements made in the past five years, this project will continue to create a state-of-the-art data communications and technology infrastructure for the park and will support improvements to ticketing and revenue collection systems, security and life-safety monitoring, telephone systems and visitor information systems. This project will be funded through federal and private dollars.

2009-10	\$250,000	Private Funds
2010-11	250,000	Private Funds
2011-12	250,000	Private Funds

LANDSCAPE/ROADS/SIDEWALKS/ADA ACCESSIBILITY

Repair of pedestrian walkways in the park is an ongoing project and a major accessibility and risk management need. Sidewalks and pathways across the western half of the park will be repaired and renovated to create smooth, barrier-free surfaces. This project is important in preparing for the new physical master plan and will also help to address operational and guest issues by improving back-of-house access and service roads.

2009-10	\$250,000	General Obligation Bonds
2010-11	250,000	General Obligation Bonds
2011-12	250,000	General Obligation Bonds
2012-13	250,000	General Obligation Bonds
2013-14	250,000	General Obligation Bonds

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ENERGY MANAGEMENT/LIFE SUPPORT/UTILITY IMPROVEMENT

This ongoing infrastructure challenge continues to require significant funding to support the overall improvement of the facility. Low-pressure steam boilers and other heating, ventilation and air conditioning systems around the park are aging or are so significantly less efficient than modern equipment that upgrades and replacements are necessary. Locations include the Administration building, Hippo/bear building, Giraffe building, Rhino building, Lion/Primate building.

\$1,800,000

Unprogrammed

NEW PENGUINARIUM

The Detroit Zoo has long been a leader in the care, breeding, research and exhibition of penguin species and the current Penguinarium, though a state-of-the-art facility when it opened in 1968, is now obsolete and unable to meet the demands of modern zoological practices. The new privately funded Penguinarium will include both indoor and outdoor animal exhibits.

2009-10

\$6,000,000

Private Funds

2010-11

6,000,000

Private Funds



BELLE ISLE NATURE ZOO (BINZ) PHASE III

Phase III of the Belle Isle Nature Zoo project will complete development of a number of additional indoor and outdoor animal exhibits, learning centers and enhanced visitor experiences.

2011-12

\$1,000,000

General Obligation Bonds

2012-13

1,000,000

General Obligation Bonds

1,000,000

Unprogrammed

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TURTLE CONSERVATION CENTER

The Turtle Conservation Center is a unique facility dedicated to preserving many of the seriously imperiled turtles and tortoises of the world.

2012-13	\$3,000,000	Private Funds
2013-14	3,000,000	Private Funds

RESTROOM RENOVATIONS

The five public restrooms serve approximately 1,000,000 guests each year, endure extreme wear-and-tear and at one time were the number-one customer complaint about the Detroit Zoo. This project continues a planned cycle of improvement to maintain restrooms in excellent guest-ready condition.

2009-10	\$150,000	General Obligation Bonds
2011-12	150,000	General Obligation Bonds
2012-13	150,000	General Obligation Bonds
2013-14	150,000	General Obligation Bonds

NATIONAL INVERTEBRATE CONSERVATION CENTER

The National Invertebrate Conservation Center (NICC) will highlight the diversity of invertebrate life on earth. Using engaging tactics such as multimedia, interactive exhibits and live animals, this exhibit will make the world of “creepy-crawlies” fun and exciting for children and adults.

2010-11	\$2,000,000	Private Funds
2011-12	3,000,000	Private Funds
2012-13	2,000,000	Private Funds

ECO-FRIENDLY COMMISSARY AND ANIMAL NUTRITION CENTER

This project will convert the existing commissary into a state-of-the-art facility for supplies and materials delivery and storage, as well as for preparation of scientifically balanced animal nutrition.

\$1,000,000	Unprogrammed
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ROOF REPLACEMENT

A number of facilities which are in otherwise sound condition are suffering from roofing which has reached the end of its useful service life and no longer cost-effective to repair. These facilities include Lion/Primate building, Hippo building, Bear building and Tiger building.

2009-10	\$500,000	General Obligation Bonds
2011-12	500,000	General Obligation Bonds

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2012-13	500,000	General Obligation Bonds
2013-14	500,000	General Obligation Bonds



EXISTING PARKING DECK

The current parking deck is now a quarter-century old and will be in need of renovation to the physical structure, stairways and emergency exits, electrical system and elevator.

\$250,000	Unprogrammed
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TRAM SYSTEM

Repair and improvement of existing tramway system through private funding.

2009-10	\$500,000	Private Funds
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PERMANENT ADMISSIONS STRUCTURE

Streamlining the ability to interface with customers and to quickly and easily provide access to reservations and ticket sales.

\$100,000	Unprogrammed
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FORD EDUCATION CENTER 4-D THEATER

Adding a four-dimensional effects theater in the already existing theater in the Ford Education Center.

\$250,000	Unprogrammed
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Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed	
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14		
Belle Isle Nature Zoo (Phase II)	M	O	NOI	NSI		P.F.		\$ 500							
Great Apes Exhibit	M	O	NOI	NSI		P.F.		600							
Events Paviliaon	M	O	NOI	NSI		P.F.		400							
Ford Education Center	M	O	NOI	NSI		P.F.		340							
Railroad Train	M	O	NOI	NSI		P.F.		1,000		\$ 500					
Carousel	M	O	NOI	NSI		P.F.		1,000							
Signage, Graphics and Wayfinding	M	O	NOI	NSI		P.F.		550			500				
Holden Museum of Living Reptil	M	P	NOI	NSI		P.F.		500							
Lion Exhibit Expansion	M	P	NOI	NSI		P.F.		800							
Wide Adventure Ride	M	P	NOI	NSI		P.F.		310							
Structural Infrastructure/Regulatory Compliance	M	O	NOI	NSI		G.O. P.F.		1,000	\$ 1,000	\$ 750	1,000	\$ 750	\$ 750		
Gunite	M	O	NOI	NSI		G.O.			250		500	250	500		

Sub-Total (page 1): \$ - \$ - \$ 7,000 \$ 1,250 \$ 750 \$ 2,500 \$ 1,000 \$ 1,250 \$ -

Funding Source Summary (page 1):

General Obligation Bonds	G.O.	\$ -	\$ -	\$ 1,250	\$ 750	\$ 1,500	\$ 1,000	\$ 1,250	\$ -
Private Funding	P.F.	-	7,000	-	-	1,000	-	-	-

Sub-Total (Page 1) \$ - \$ 7,000 \$ 1,250 \$ 750 \$ 2,500 \$ 1,000 \$ 1,250 \$ -

Includes State Grants

@ Concessions facilities operated by contract vendor

+ The impact to the operating cost is expected to be \$4 Million. The total operating cost is estimated at approximately \$12 Million (remainder mostly through earned revenue).

- * PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
- ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
- *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impac
- **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impac
- ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

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(000's OMITTED)

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed	
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14		
Crematory at Animal Hospital	M	P	NOI	NSI		G.O.			\$ 100						
Fire Detection/Fire Suppression/Smoke Evacuation	N	O	NOI	NSI		G.O.			250			\$ 500	\$ 500		
IT Infrastructure and Access Control	N	O	NOI	NSI		P.F.			250	250	250				
Landscape/Roads/Sidewalks/ ADA access	M	O	NOI	NSI		G.O.			250	250	250	250	250		
Energy Management/Life Support and Utility Improvement	M	O	NOI	NSI		G.O.									\$ 1,800
New Penguinarium	N	P	NOI	NSI		P.F.			6,000	6,000					
Belle Isle Nature Zoo Phase III	N	P	NOI	NSI		G.O.					1,000	1,000			1,000
Turtle Conservation Center	N	P	NOI	NSI		P.F.						3,000	3,000		
Restroom Renovation	M	P	NOI	NSI		G.O.			150		150	150	150		
National Invertebrate Conservation Center	N	P	NOI	NSI		P.F.				2,000	3,000	2,000			
Eco-Friendly Commissary	M	P	NOI	NSI		G.O.									1,000
Sub-Total (page 2):					\$ -		\$ -	\$ -	\$ 7,000	\$ 8,500	\$ 4,650	\$ 6,900	\$ 3,900	\$ 3,800	\$ 3,800
Funding Source Summary (page2):															
General Obligation Bonds					\$ -	G.O.	\$ -	\$ -	\$ 750	\$ 250	\$ 1,400	\$ 1,900	\$ 900	\$ 3,800	\$ 3,800
Private Funding						P.F.	-	-	6,250	8,250	3,250	5,000	3,000	-	-
Sub-Total (Page 2)							\$ -	\$ -	\$ 7,000	\$ 8,500	\$ 4,650	\$ 6,900	\$ 3,900	\$ 3,800	\$ 3,800

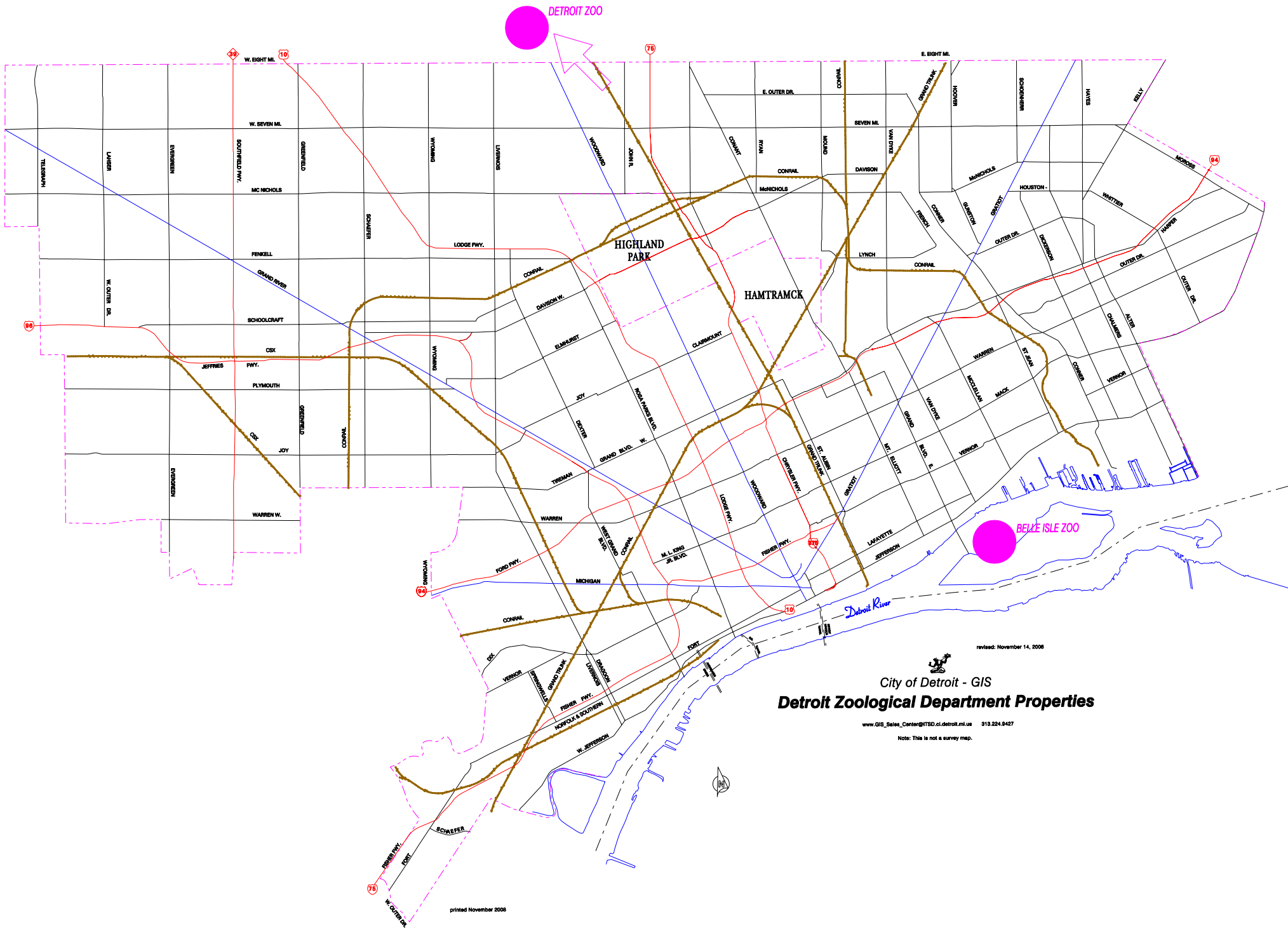
@ Concessions facilities operated by contract vendor

- * PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
- ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
- *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impac
- **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impac
- ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

ZOOLOGICAL INSTITUTE

(000's OMITTED)

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2008-09	***** 5 Year Capital Plan *****					Unprogrammed
									2009- 10	2010 -11	2011- 12	2012 -13	2013- 14	
Roof Replacement	M	O	NOI	NSI		G.O.			\$ 500		\$ 500	\$ 500	\$ 500	
Existing Parking Deck	M	P	NOI	NSI		G.O.								\$ 250
Tram System Replacement	M	P	NOI	NSI		P.F.			500					
Permanent Admissions Structure	N	P	NOI	NSI		G.O.								100
FEC Theater 4 Dimensional Theater	M	P	NOI	NSI		G.O.								250
Sub-Total (page 3):					\$ -		\$ -	\$ -	\$ 1,000	\$ -	\$ 500	\$ 500	\$ 500	\$ 600
Funding Source Summary :														
General Obligation Bonds						G.O.	\$ -	\$ -	\$ 500	\$ -	\$ 500	\$ 500	\$ 500	\$ 600
Private Funding						P.F.	-	-	500	-	-	-	-	-
Sub-Total (Page 3)							\$ -	\$ -	\$ 1,000	\$ -	\$ 500	\$ 500	\$ 500	\$ 600
Funding Source Summary:														
General Obligation Bonds						G.O.	\$ -	\$ -	\$ 2,500	\$ 1,000	\$ 3,400	\$ 3,400	\$ 2,650	\$ 4,400
Private Funding						P.F.	-	7,000	6,750	8,250	4,250	5,000	3,000	-
GRAND TOTAL							\$ -	\$ 7,000	\$ 9,250	\$ 9,250	\$ 7,650	\$ 8,400	\$ 5,650	\$ 4,400



revised: November 14, 2008

City of Detroit - GIS
Detroit Zoological Department Properties

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Note: This is not a survey map.

printed November 2008

PROGRAM MANAGEMENT



DETROIT BUILDING AUTHORITY



DETROIT BUILDING AUTHORITY

AGENCY MISSION

The mission of the Detroit Building Authority (DBA) is to promote the “Next Detroit” by enhancing City Departments’ delivery of world-class service by administering and expediting capital improvement projects.

ACTIVITY DESCRIPTION

The Detroit Building Authority (DBA) is primarily responsible for administering capital projects, as determined by each respective City department, with identified capital agenda funds. Critical functions include; encumbering funds through Contract of Lease; managing the bid, RFP/RFQ process; issuing contract awards; securing the necessary clearances; advising contractors of Executive Order 2007-1 requirements; execution of contract documents; monitor design development and construction for each DBA capital project; review and approve contract invoices; oversee payments to vendors.

BOARD OF COMMISSIONERS

The DBA is governed by a (5) member Board of Commissioners that typically meets the third Thursday of each month to consider the approval of and/or amend contracts of lease, approve proposed new projects and award contracts.

DBA ADMINISTRATIVE FEES

The DBA’s operating budget is fully funded by the fees collected from the agencies it serves. The amount charged to a contract of lease is 5% of the funds actually allocated for a project. If a project cost is budgeted at \$10 million or more, the percentage charged to the contract of lease may be negotiated for an amount less than 5%. Fees are billed to the agencies with each project invoice processed allowing the DBA to collect revenue as it is earned.

PLANNING FOR THE FUTURE FOR FY 2009-10, FY 2010-11 and BEYOND

The DBA will be using the United States Green Building Council (USBGC) Leed Council’s standards for new construction and renovation for all DBA projects. All structures designed, built, renovated and operated, will be used in an ecological and resource-efficient manner. The DBA is committed to assisting City departments with capital improvement projects that meet certain objectives such as protecting occupant health; improving employee productivity; using energy, water, and other resources more efficiently; and reducing the overall impact to the environment.

DBA PROPOSED CAPITAL PROJECTS

CIVIC CENTER DEPARTMENT

Cobo Expansion Project for 2011 Auto Show

The \$15 to \$90 million, first phase of Cobo expansion to meet the needs the North American International Auto Show (NAIAS) for 2011. The total planned expansion is a \$288 million expansion. The initial engineering study is complete. City is negotiating with County and State over future management of facility under the \$288 million expansion. **Funds:** Renewal and Replacement Bonds.

Cobo Exhibit Hall Floor Repairs

Exhibit hall project includes aesthetic improvements, painting, electrical distribution improvements and People Mover tramway enclosure. **Funds:** General Obligation Bonds

Cobo Task Order A/E Services

The \$2.5 million 3 year project is designed for the Civic Center Department to have an Architectural/Engineering Firm evaluate, define, and document building improvements as identified by the Civic Center and the DBA. **Funds:** General Obligation Bonds

DETROIT BUILDING AUTHORITY

DETROIT DEPARTMENT OF TRANSPORTATION

Improvements at Central Terminal

Improvements at Coolidge Terminal

\$2.1 million HVAC renovations and improvements. **Funds:** Federal Grant

New Bus Wash at Gilbert & Coolidge Terminal

\$1.3 million new bus wash system at both terminals. **Funds:** Federal Grant

Improvements at Shoemaker Terminal

\$15 million Phase I project on going. \$15 million Phase II project to start after Phase I completion. Includes the renovation or new construction of administrative offices and continued improvements to other buildings located on site. **Funds:** Federal Grant

DETROIT POLICE DEPARTMENT

Property Room/Forensic Lab

The \$30 to \$39 million project has been fully designed. The project is awaiting the balance of the dollars necessary for construction. **Funds:** General Obligation Bonds

Western District Office Renovations & Expansion

\$3 million renovations to parking lot and HVAC equipment. **Funds:** General Obligation Bonds

Northeastern District Office Renovations & Expansion

\$3 million renovations to roof, parking lot, and HVAC equipment. **Funds:** General Obligation Bonds

Northwestern District Office Renovations & Expansion

– \$2.5 million renovations to roof, parking lot, and HVAC equipment. **Funds:** General Obligation Bonds

Police Training Academy New Locker Rooms & Renovations

\$1.5 million new locker room construction with renovations to roof, parking lot, and HVAC equipment. **Funds:** General Obligation Bonds

New Gang Squad

\$12.5 million new facility on City owned land. Recommended to comply with MIOSHA & DOJ recommendations. **Funds:** General Obligation Bonds

DETROIT FIRE DEPARTMENT

Fire Capital Improvements – \$2.5 million Fire Training Academy Expansion & Renovations, Fire Stations Expansion & Renovation, Land Expansion, Architectural/Engineering Services, Furniture, fixture, & equipment. **Funds:** General Obligation Bonds

DETROIT ZOOLOGICAL SOCIETY

Animal Holding Improvements/Renovations

\$4.5 million renovations and improvements to various holding facilities at the main Zoo in Royal Oak, Michigan. Current improvements/renovations being made to Great Apes and Arctic Ring of Life exhibits. **Funds:** General Obligation Bonds

Belle Isle Nature Zoo Phase II

\$1.5 million building & site renovations to create a “Lodge” like regional facility. Includes expansion, new façades, new nature trail, and new exhibits. **Funds:** General Obligation Bonds

MUNICIPAL PARKING DEPARTMENT

Completion of Premier Parking Garage The \$400,000 - \$700,000, completion of Premier Parking Garage will allow for development above the garage as initially planned. **Funds:** Parking & Arena Bonds.

DETROIT BUILDING AUTHORITY

COBO Arena Garage Renovations Phase II
\$3.5 to 4 million Phase II renovations to COBO Arena Garage. Includes new façade, structural repairs, electrical, & mechanical. **Funds:** On Hold Pending Funding.

COBO Helix Ramp Renovations
Helix Ramp renovations complete. Renovations to COBO roof deck (prevent water infiltration). **Funds:** Parking & Arena Bonds

Cultural Center Garage Renovations –
\$3.5 million renovation on hold pending MPD’s sale of facility. **Funds:** On Hold Pending Sale.

Ford Underground Garage Renovations
\$3.5 to 4 million Phase II renovations includes new structural repairs, electrical, & mechanical renovations. **Funds:** Parking & Arena Bonds

Parking Facilities Security & Revenue Equipment
\$50K MPD planned upgrades for security cameras and revenue equipment upgrades at various parking facilities. **Funds:** Parking & Arena Bonds

DEPARTMENT OF HEALTH AND WELLNESS PROMOTION

Animal Control and Care Facility
\$7.5 million new 28,000 SF facility on city owned land. **Funds:** General Obligation Bonds

Herman Kiefer Dental Clinic
Renovation and new office build out with new equipment and space planning. **Funds:** General Obligation Bonds

Grace Ross Health Clinic
\$20 thousand Feasibility study to determine continued use or relocation of facility. **Funds:** General Obligation Bonds

Northeast Health Clinic
\$20 thousand Feasibility study to determine continued use or relocation of facility. **Funds:** General Obligation Bonds

DETROIT HISTORICAL MUSEUM **Historical Museum Renovation/Improvements & Expansion**

Continuation of \$20 million project includes further implementation of the Master Plan: improve security, window replacement, update electrical & power systems, new insulation, drainage & plumbing upgrades and a resurfaced parking area. **Funds:** General Obligation Bonds

Historical Museum Security
Security upgrades to the Historical Museum and Dossin Museum. **Funds:** General Obligation Bonds

Ft. Wayne Collections Resource Center
\$3.8 million project. Architectural design complete. New construction and renovation to create a welcome exhibit center. **Funds:** General Obligation Bonds

City Airport Department **French Road Mini Take**

Continue to acquire property to meet the requirements of FAA safety requirements for occupied structures and their distance from runways. **Funds:** Federal Grant administered by the State

Detroit Housing Commission **Gardenview Estates Project**

\$13 million infrastructure improvements including roads and public and private utilities for a 139-acre subdivision with over 900 housing units. **Funds:** General Obligation Bonds (DPW, PLD, DWSD)

SECTION 2

CITY-WIDE INITIATIVES



VEHICLE MANAGEMENT SYSTEM

In FY 2000-01, the City implemented a vehicle management system to address how the city purchases, uses, maintains and replaces vehicles on a citywide basis. The system established a steering committee to set and oversee citywide vehicle policy. The steering committee consists of members from the Mayor's Office, Budget and Finance, as well as the Fleet Manager (who is Chair). The Fleet Manager position was created in a new unit in the Department of Public Works, which was transferred to the General Services Department when it was created in FY 2006-07.

Financing of general fund vehicle purchases was addressed using Limited Tax General Obligation Bond sales, housed in a newly-created Internal Service Fund funded through nondepartmental appropriations. This method of lease-purchase financing has stabilized the vehicle replacement cycle by smoothing out the costs associated with this \$280 million asset. Appropriations for purchases have been relatively stable despite the city's recent fiscal problems:

- FY 2001-02: \$29.7 million
- FY 2002-03: \$35.5 million
- FY 2003-04: \$30.5 million
- FY 2004-05: \$28.5 million (frozen mid-year, until FY 2005-06)
- FY 2006-07: \$20.0 million
- FY 2007-08: \$25.1 million
- FY 2008-09: \$14.4 million

Further changes include better-written specifications for vehicles, better parts procurement and manufacturer follow-up for the fleet, and the rotation of high mileage and high maintenance vehicle assignment. The net effect will be a decrease in operating costs and out-of-service times for the fleet, which will increase the performance of every city service that relies on vehicles.

Goals and Objectives of the Vehicle Management System

1. Improve quality of city services supported by the fleet (the "right" vehicle for each operation)
 - decrease vehicle out-of-service times
 - increase productivity of operators
 - more timely and effective services to the public
2. Improve commitment to regular replacement
 - "smooth out" acquisition costs
 - build total operating costs into annual planning cycle
 - balance the ages and mileage levels within the fleet
3. Reduce costs for operating the fleet
 - describe and understand fleet operating costs
 - maximize preventive maintenance activities and reduce overall repair and maintenance costs
 - minimize vehicle purchase costs

Vehicle Management System Structure Steering Committee

The committee is responsible for recommending the purchase and assignment of general fund vehicles, and for setting and communicating policies about vehicle acquisition and operation. The committee conducts annual budget request hearings with agencies, reviewing their vehicle assignments and take-home privileges.

Fleet Manager

The vehicle management system is under the responsibility of the Fleet Manager, who implements all vehicle related policies and has responsibility for the fleet. The internal service fund is maintained by the Finance accounting unit responsible for the GSD, DPW and Recreation budgets. An engineer was originally envisioned for detailed work order and job specifications, and manufacturer follow-up

VEHICLE MANAGEMENT SYSTEM

on parts, but has not been provided due to fiscal constraints.

Lease financing improves the City's commitment to regular vehicle replacement by integrating total annual fleet acquisition costs into the annual budget. The financing is subject to annual appropriation in the budget process, to bond authorization, and to the city's ability to sell bonds. Titles to vehicles and equipment transfer to the City at the end of the lease; the process includes the necessary covenants of maintenance of value, insurance of vehicles, and replacement of damaged equipment. A master lease structure could be used for future equipment acquisitions.

Accounting for vehicle acquisitions is done in an **internal service fund**. This fund is intended to recognize and reduce costs for operating the fleet, through cost accounting – segregating acquisition costs, management costs, and the costs of routine maintenance, so that every city operation can eventually bear the full costs of its vehicle usage. At present the fund recognizes only the costs of acquisition, whether for regular replacement or for replacement due to accidents or neglect.

All repair and maintenance costs are absorbed in the operating budget of the General Services Department.

The Fleet Manager better understands vehicle operating costs starting in FY2008-09 because of significant improvements to the "REVS" vehicle management software system. Due to the installation of "REVS" (a Maximus product), the following are a reality: preventive maintenance systems; detailed repair histories, tracking and control of fuel; tracking of other operating costs; performance measurement of vehicle operations; service systems. Each agency will begin to receive regular reports tracking for their vehicles the GSD repair activities provided, and fuel usage, accident and damages.

In the future, the internal service fund may spread vehicle operating costs so that agencies can bear their full costs of vehicle usage. Other improvements may include: training in vehicle operator instruction and operating procedures, and risk management initiatives focused on accident, damage claim and lawsuit prevention.

SECTION 3

RELATED AGENCIES AND PROGRAMS



DEVELOPMENT – FINANCING ENTITIES AND PROGRAMS



DETROIT ECONOMIC GROWTH CORPORATION

The Detroit Economic Growth Corporation (DEGC) is a private non-profit corporation established in 1978 to help businesses provide jobs and to leverage private investment in the City of Detroit. Structured as a public/private partnership, the DEGC combines public sector policy and direction with private sector leadership in a 60-member board comprised of concerned business, civic, labor and community leaders appointed by the Mayor. In partnership with City government, the DEGC serves as an implementing agency for business retention, attraction and economic development initiatives in the City of Detroit.

A Federation Of Organizations

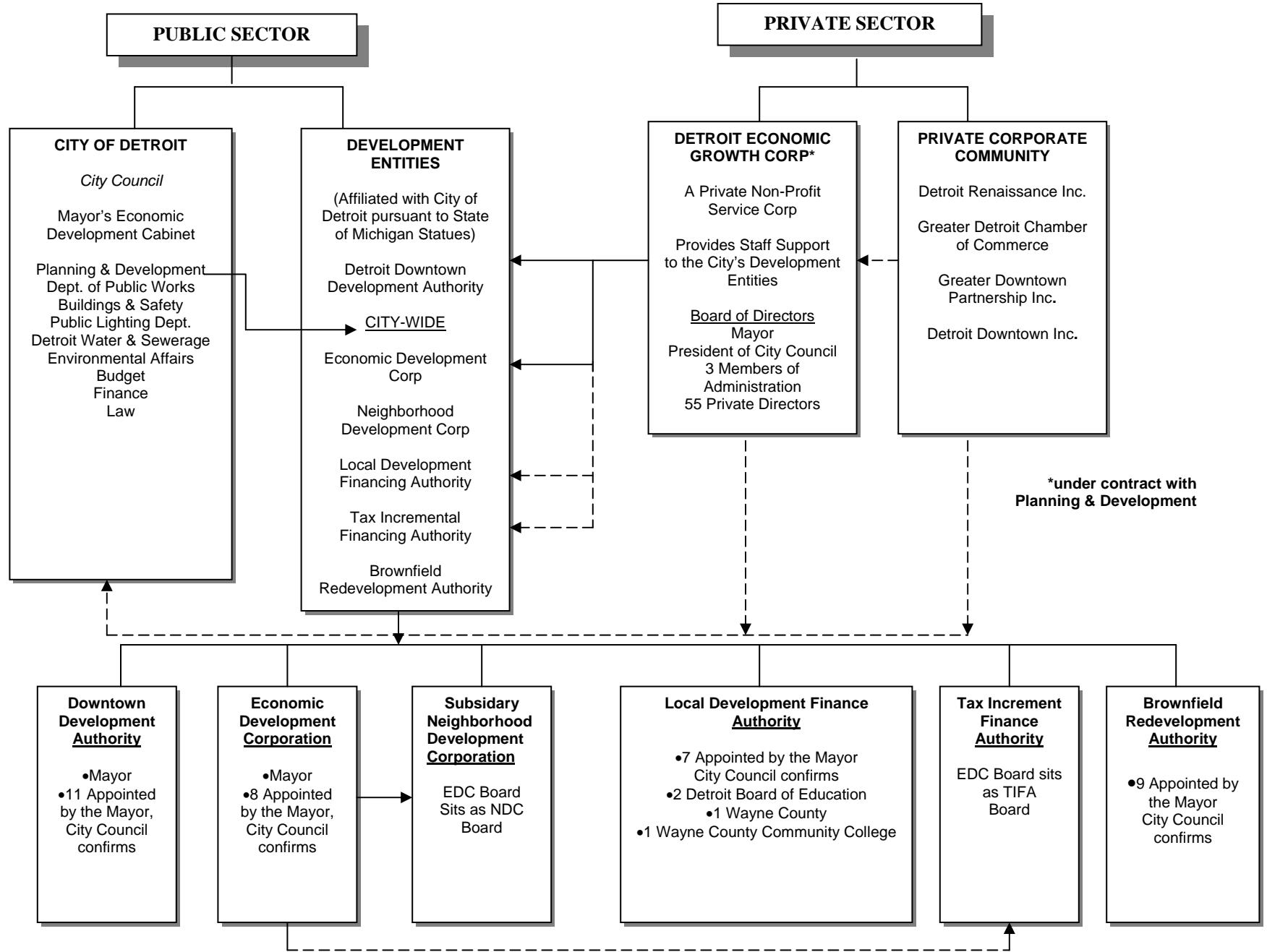
The DEGC provides staff services to a federation of organizations with quasi-public development tools to complement the public powers of the city to further business growth and neighborhood development in the City.

The Downtown Development Authority (DDA), Economic Development

Corporation (EDC), Neighborhood Development Corporation (NDC), Tax Increment Finance Authority (TIFA), Local Development Finance Authority (LDFA), and the Detroit Brownfield Redevelopment Authority (DBRA), all were created, pursuant to enabling statutes of the State of Michigan, by the City as development resources and tools coordinated within the framework of the DEGC.

The DEGC is funded by both the private sector and the City of Detroit. Contributions are received each year from businesses of all sizes throughout the metropolitan area. The City of Detroit also enters into an annual contract with the DEGC for services the DEGC provides to the City's development entities. The DEGC also receives from time to time foundation and other grants for special programs and has arranged interim financing for real estate and development activities through funding made available by the private sector foundations.

CITY OF DETROIT DEVELOPMENT ENTITIES



DOWNTOWN DEVELOPMENT AUTHORITY

The City of Detroit Downtown Development Authority (DDA) is a public Authority established to correct and prevent deterioration in the downtown business district, to promote its economic growth and development, to increase property valuation and tax basis and to create and retain jobs in the downtown area.

Property value deterioration has been a serious problem in downtown Detroit since the late 1950s with very little redirection and arrest until the late 1970s. The causes of property value deterioration can be eliminated by attracting substantial private investment and development in downtown.

Act 197, of the Public Acts of Michigan, 1975, as amended, is the enabling legislation for the creation of the City of Detroit Downtown Development Authority, which was established by a City Ordinance adopted by the City Council on May 20, 1976. The DDA has been used as a very effective, valuable and results-oriented approach to eliminate the continued causes of property value deterioration and to promote economic investment and reinvestment in downtown.

The DDA is governed by a Board of Directors, the members of which are appointed by the Mayor and confirmed by the City Council. Three operational committees – the Finance Committee, the Design Review Committee, and the Parking Operations Committee – assist towards the implementation of DDA’s goals and objectives.

In February 1978, the DDA Board of Directors and the City Council adopted the DDA’s Tax Increment Development Plan for Development Area No. 1 (the “Plan”), pursuant to which the DDA utilizes many of the powers permissible under the enabling

legislation to implement the Plan, as amended from time to time.

The DDA’s operations are funded through its annual operating budget of approximately \$2.8 million; the DDA’s capital investments are funded through its annual development budget of approximately \$34.0 million.

A useful tool of downtown development authorities is the power to utilize tax increment financing, a method of funding public purpose investment in a designated redevelopment area by capturing the incremental increase in tax revenues resulting from the difference between the established base year and the current year. These revenues are then dedicated to finance capital projects, or to service the debt on bonds sold for capital projects in order to further develop in the designated areas.

In addition, the DDA has utilized additional national, state and local financial incentives (such as Urban Development Action Grants (UDAG), Block Grants, Economic Development Corporation grants, UMTA grants, Tax Exempt Revenue Bonds) to further its development objectives.

Completed Projects

The DDA has provided or assisted in the financing of numerous projects in the downtown area. Some of the more significant DDA projects include the Trolley Plaza Apartments, including a garage component, the Riverfront Residential Phase I and II, the Millender Center (a mixed-use development including apartments, hotel, office, commercial and office components), the Trappers Alley Festival Market Place and the renovation of the Fox, Gem and State Theaters. The most recent DDA assisted downtown projects include:

DOWNTOWN DEVELOPMENT AUTHORITY

- 150 West Jefferson, \$80 million, 500,000 square foot, first class office building
- \$30 million renovation of the Michigan Opera Theater
- One Detroit Center, \$240 million, one million square foot, first class office tower
- Harmonie Park redevelopment of loft apartments, commercial and office space, a rehabilitation project of approximately \$22 million.
- \$4 million renovation of Music Hall Theater
- Development of a parking facility of 1,050 spaces, including 40,000 square foot of retail space and infrastructure support for air rights development in Greektown, for a total capital investment of \$20 million.
- Completed Sports Stadia Comerica Park, home of the Detroit Tigers; and Ford Field, home of the Detroit Lions. A capital investment in excess of \$500 million.
- Demolition of the old Hudson's building and construction of an 1100-space underground parking facility to accommodate the Campus Martius Development.
- Major road improvements surrounding the Renaissance Center, headquarters for General Motors Corporation.
- **Campus Martius Redevelopment** – The DDA and the City of Detroit have undertaken the development of proposed office, retail, and commercial space in an area known as “Campus Martius”, which is composed of the Hudson Block, the Kern Block, the Crowley Block, the Monroe Block and the Kennedy Square Block. Furthermore, Compuware Corporation was identified by the DDA and the City as the Signature tenant for the Kern Block and the Crowley Block.

The DDA's contribution of \$44.4 million for the recently completed public improvements and parking facilities will leverage private investment of approximately \$700 million.

- **Harmonie Park Acquisition and Improvements** – Funding of \$16.7 million is allocated to assist towards of public improvements, and the acquisition, the rehabilitation and renovation of several buildings within the project area for commercial and residential uses, under the new name of Paradise Valley.
- **Development Financing and Small Business Loan Transactions** – A revolving loan program of \$5.0 million to stimulate additional, small-scale redevelopment and/or new construction projects within the Downtown District.
- **Downtown Development Planning and Marketing** – Reflecting that anticipated development and growth must be properly managed, the Authority allocated \$2,500,000 of funds for a Downtown Development Planning and Marketing Program.
- **Lower Woodward** – Under the Lower Woodward Redevelopment Initiative, the DDA has allocated \$34.0 million for streetscape improvements, and \$11.5 million for facade improvements.
- **Book Cadillac Hotel** – The DDA has allocated \$12.1 million for predevelopment (demolition/remediation) expenses towards the redevelopment of the Hotel to a Hotel/Residential facility.

DOWNTOWN DEVELOPMENT AUTHORITY

Current and Proposed Projects

Detroit Downtown Development Authority
Project Listing:

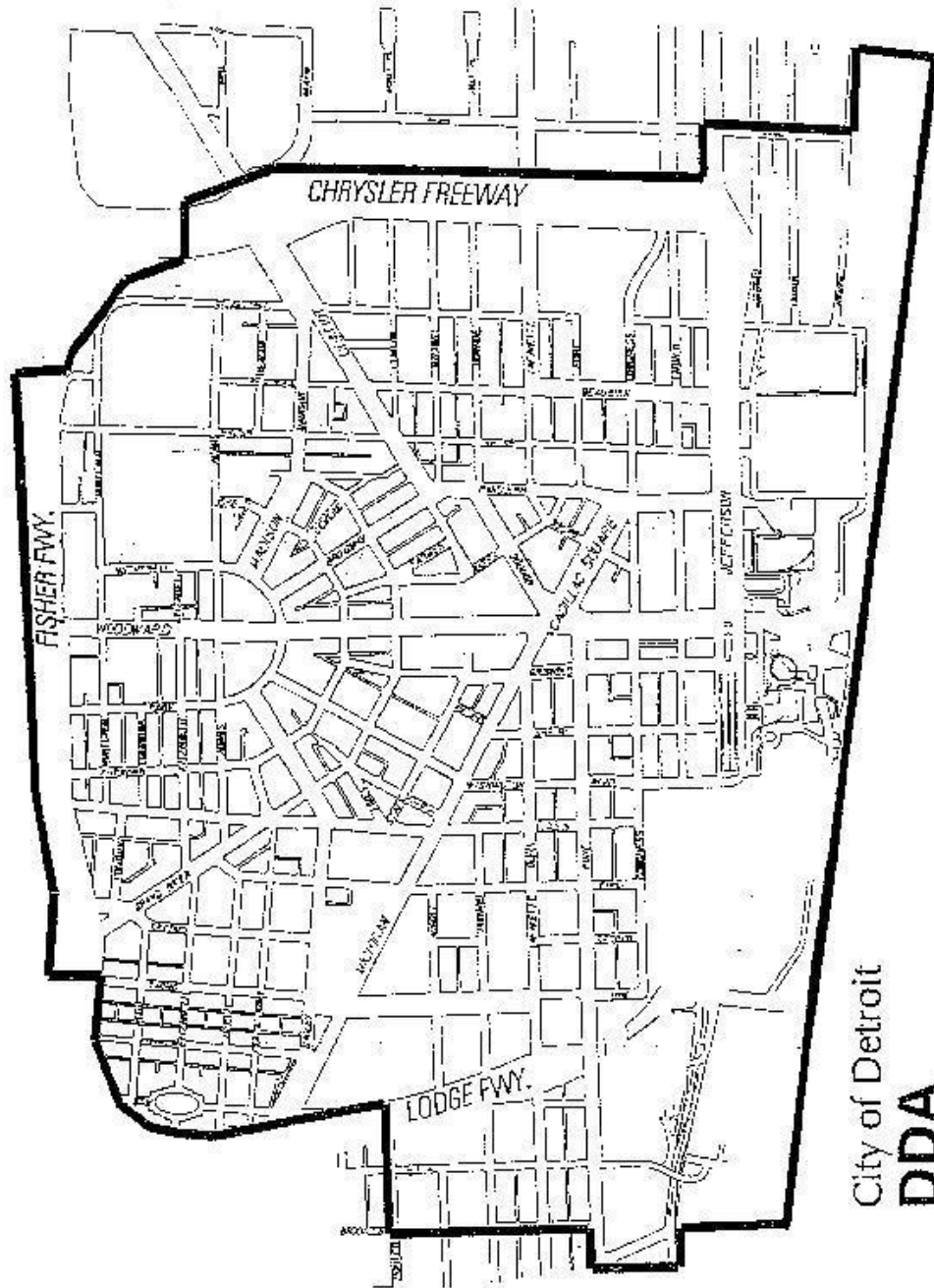
1. **Convention Facilities Area Public Improvements** – There is an \$800,000 allocation for Downtown holiday decoration and lighting of Jefferson and Woodward Avenues and side streets in the Downtown Area.
2. **Ford Auditorium** – Proposed funding of \$500,000 to finance repairs to Ford Auditorium will include the roof and other as of yet unidentified items that may be needed as the building future use is determined.
3. **Comerica Park** – The DDA participated in funding \$40 million of the construction of a 42,000 seat publicly owned baseball stadium for a total project cost of \$260 million. Its construction was completed in spring 2000. It is owned by the Detroit Wayne County Stadium Authority and operated by the Detroit Tigers, Inc., the DDA will contribute \$250,000 annually, adjusted for inflation, to be deposited into the Major Repair and Replacement Fund.
4. **Ford Field** – The funding of approximately \$85 million for the construction of a 65,000 seat publicly owned football stadium for a total project cost of \$325 million has been completed. The Downtown Development Authority has allocated \$790,000 million annually for bond debt service.
5. **Housing/Office/Retail Development/Absorption Program** - The Authority is designating a Housing/Office/Retail Development Loan and Absorption Fund to stimulate additional residential and commercial activities in the Downtown District. The \$77.66 million program was implemented in FY 2000-01 with an initial annual allocation of \$2.68 million, and will continue until FY 2027-28 with an average allocation of \$2.9 million annually.
6. **Land Assemblage** – The DDA allocated \$98.68 million to the Land Assemblage Program with the intent to increase investor demand in the DDA Downtown District. By assembling parcels of developable size, it will meet the development needs (i.e. size, zoning, parking, location, etc.) of investors.
7. **Riverfront Promenade** – Allocation of \$1,000,000 for maintenance of the recently constructed Riverfront Promenade, extending from Hart Plaza to Joe Louis Arena.
8. **Quicken Loans Headquarters** – Allocation of \$40.0 million towards the development of the Quicken Loans headquarters and the location of 4,000 employees to downtown Detroit. The allocation is to be disbursed at an annual rate of \$2.0 million.

DOWNTOWN DEVELOPMENT AUTHORITY

PROJECT EXPENDITURES FISCAL YEARS

	<i>2009-10</i>	<i>2010-11</i>	<i>2011-012</i>	<i>2012-13</i>	<i>2013-14</i>
Convention Facilities Area	\$200,000	\$200,000	\$200,000	\$200,000	
Ford Auditorium	500,000				
Comerica Park	310,000	320,000	330,000	340,000	350,000
Ford Field	790,000	790,000	790,000	790,000	790,000
Housing/Office/Retail Development	5,000,000	2,220,000	2,040,000	3,050,000	2,000,000
Land Assemblage	6,000,000	2,210,000	2,000,000	3,000,000	2,000,000
Riverfront Promenade	200,000	100,000			
General Bond Debt Service	20,160,000	20,160,000	20,160,000	10,340,000	10,360,000
Quicken Loans Headquarters		2,000,000	2,000,000	2,000,000	2,000,000
Lower Woodward Street	5,000,000				

DOWNTOWN DEVELOPMENT AUTHORITY

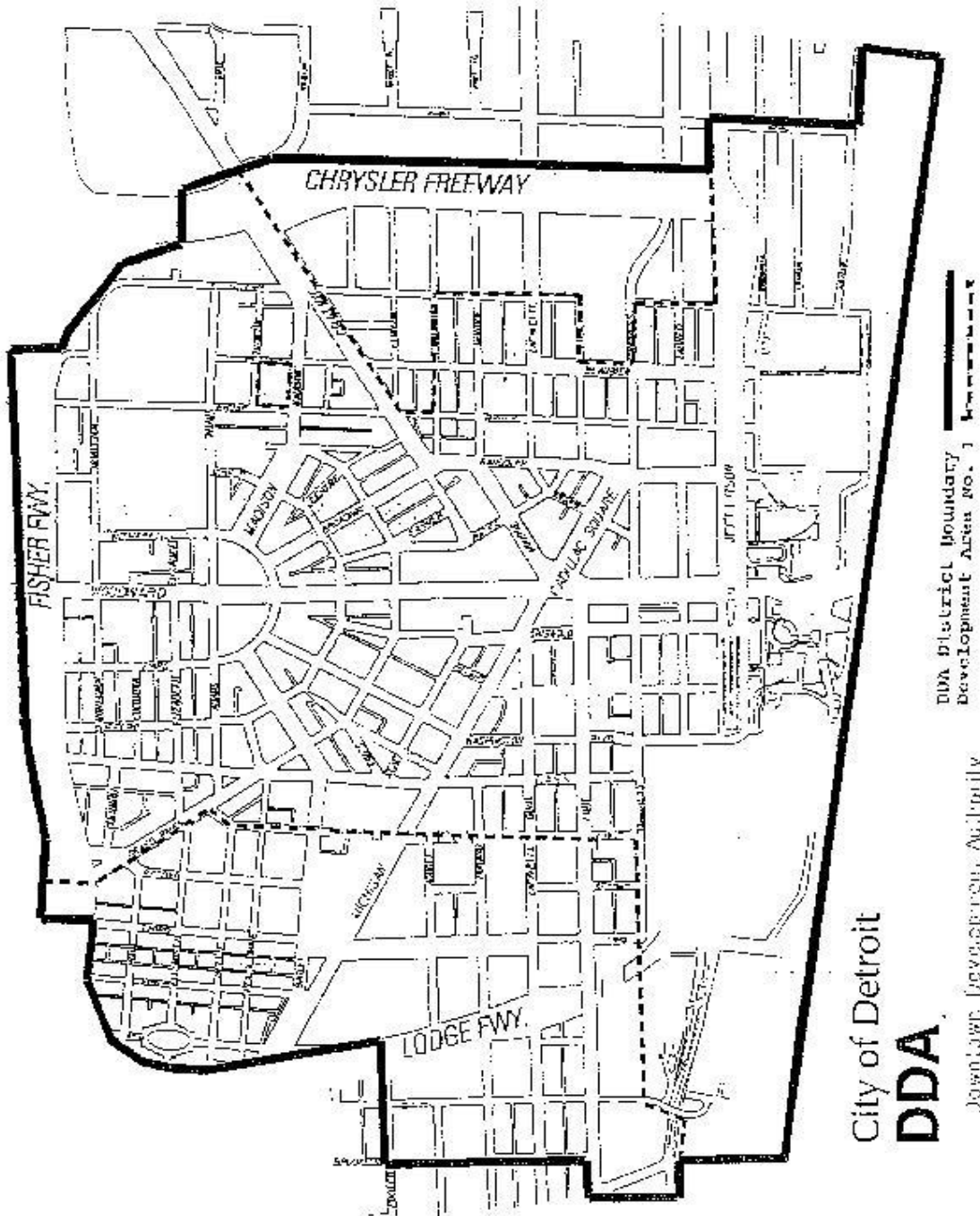


City of Detroit
DDA

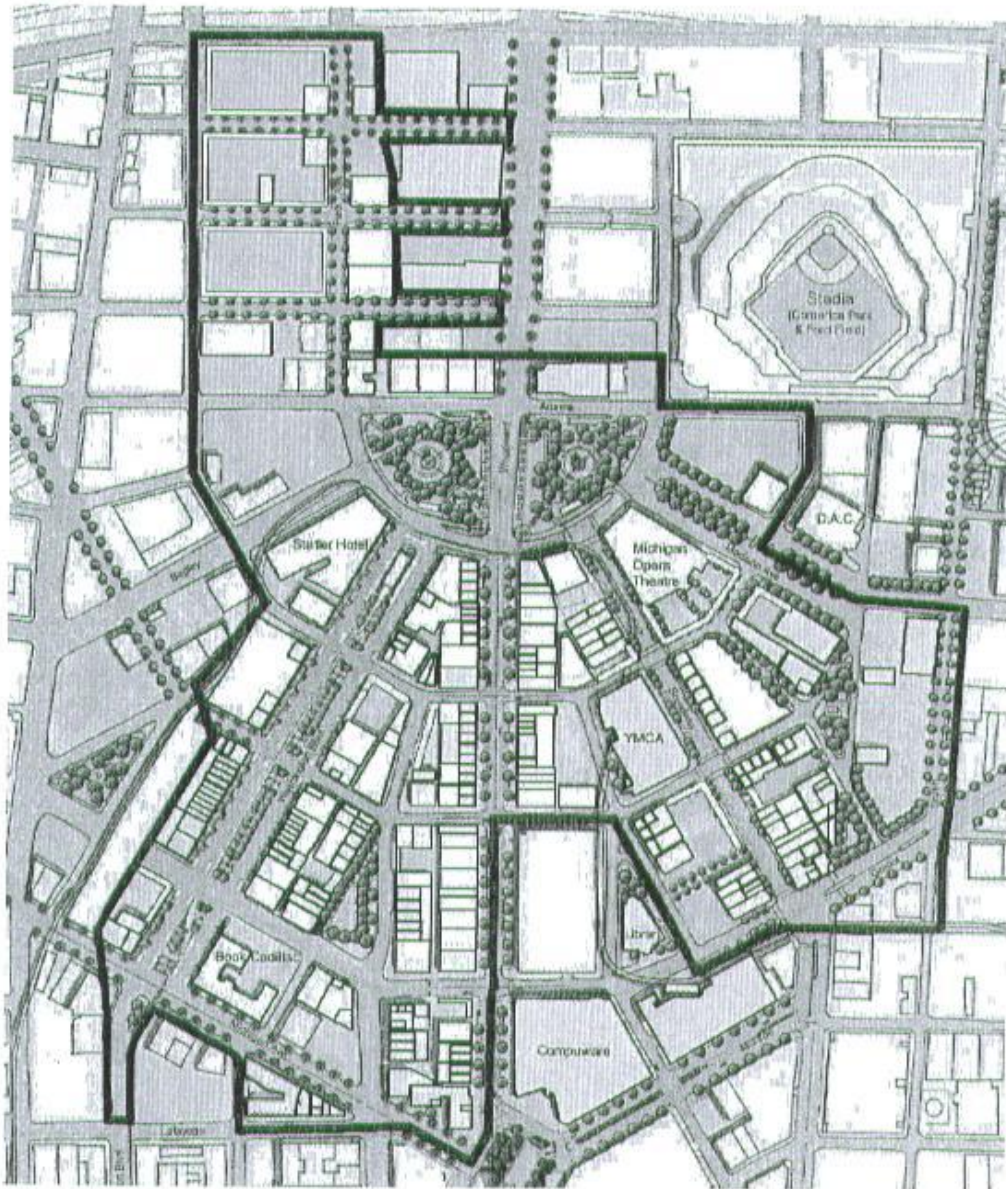
Downtown Development Authority

DISTRICT BOUNDARY

DOWNTOWN DEVELOPMENT AUTHORITY



DOWNTOWN DEVELOPMENT AUTHORITY



LOWER WOODWARD PROJECT AREA

ECONOMIC DEVELOPMENT CORPORATION

The Economic Development Corporation (EDC) was established pursuant to Act 338, Public Acts of Michigan, 1974 for the purpose of assisting local industrial and commercial enterprises to strengthen and revitalize the local and state economy.

The EDC provides a wide array of administrative and management services on behalf of the City involving economic development projects. Generally, EDC projects are funded by contracting with the City on an individual project basis to cover the costs of consultants and contractors employed by the EDC for each project.

The EDC has also provided assistance as construction manager for various other city projects such as the Holbrook Ave. reconstruction, rail siding construction into the former Nicholson facility, the construction and repair of city salt domes, rebuilding of infrastructure in Brush Park and the implementation of a Site Reclamation Grant from the Michigan State Department of Environment Quality. The EDC will continue providing this assistance for streetscape improvements in Brush Park, the Cultural Center, and the River Walk along the East Riverfront.

Utilizing repayments from Urban Development Action Grants (UDAG) assigned to the EDC, several economic development loans have been made. The Bing Group, the O.J. Building Materials Distribution Center, Midtown Development, New Center Stamping and

Perstorp Xytec are examples of companies receiving this assistance.

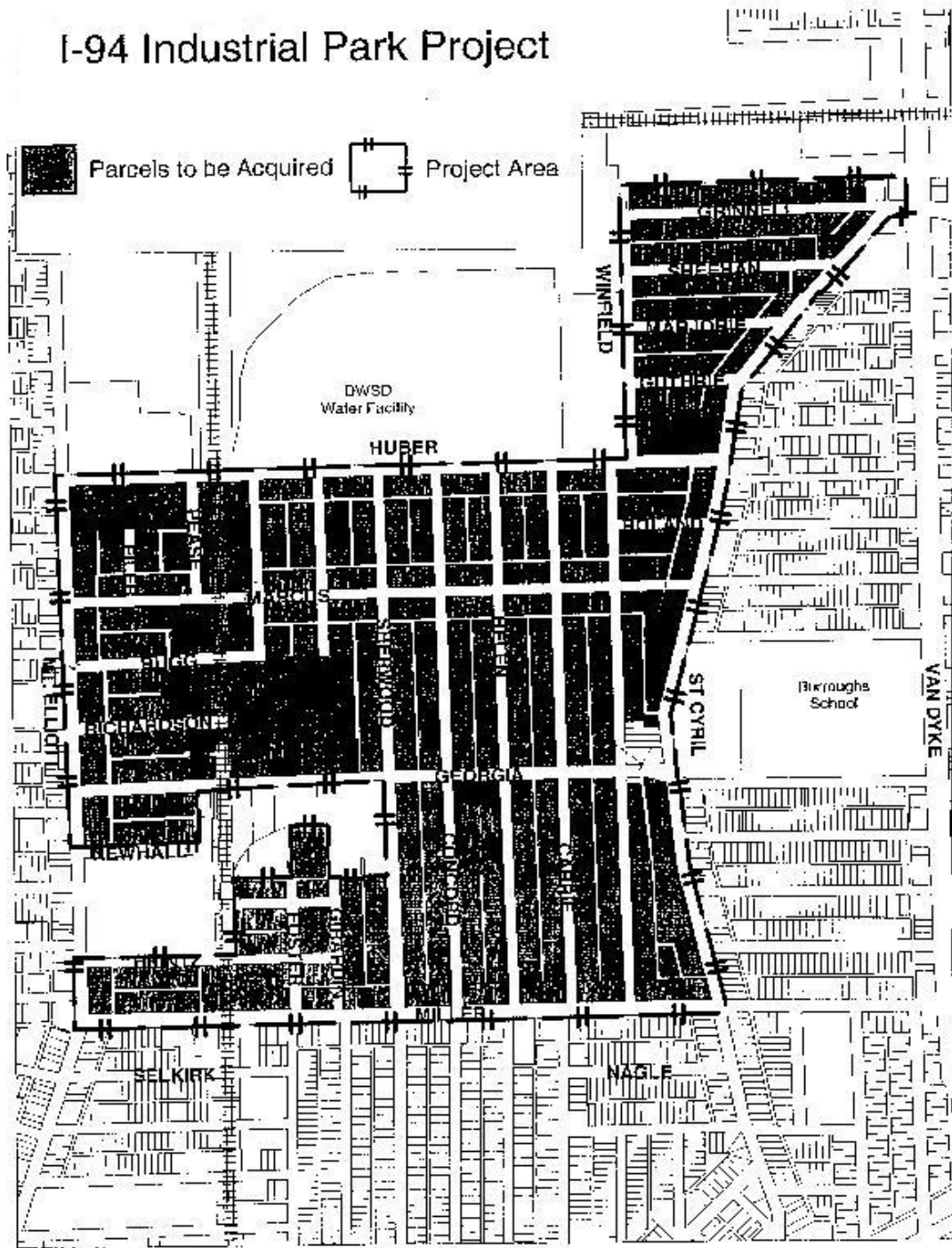
The City also utilizes the services of the EDC to convey City property for economic and community service development. Thyssen Steel, American Red Cross, Focus Hope, the Bing Group, Riverbend Plaza, Hospice of Michigan, Brush Park Senior Housing, Detroit Symphony Orchestra Hall, and Riverfront East Development are examples of this EDC service.

The EDC was utilized as the “point” agency for the Central Industrial Park Project (General Motors Detroit Hamtramck Assembly Facility), the Jefferson Conner Industrial Revitalization Project (Chrysler Jefferson North Assembly Facility), the Eastside Industrial Revitalization Project (Chrysler Engine Plant), the Atkinson Playfield Project (Thyssen Steel expansion), Riverfront East Redevelopment, and the Springwells (former Coke Site) redevelopment, by coordinating project activities through acquisition and site preparation. Currently, the EDC is providing similar assistance with the 1-94 Industrial Park Project.

The EDC has also created a Neighborhood Development Corporation to allow it to play a role in residential development.

Additional Economic Development Capital expenditures are listed in the attached schedule.

I-94 Industrial Park Project



SUBSIDIARY NEIGHBORHOOD DEVELOPMENT CORPORATION

The Economic Development Corporation (EDC) Act, Act 338 of the Public Acts of Michigan, 1974 as amended, provides for an EDC to create a subsidiary corporation to implement housing and neighborhood improvement programs within areas that qualify as blighted or as certain other defined areas.

The EDC's Board of Directors also serves as the Neighborhood Development Corporation's (NDC) Board of Directors.

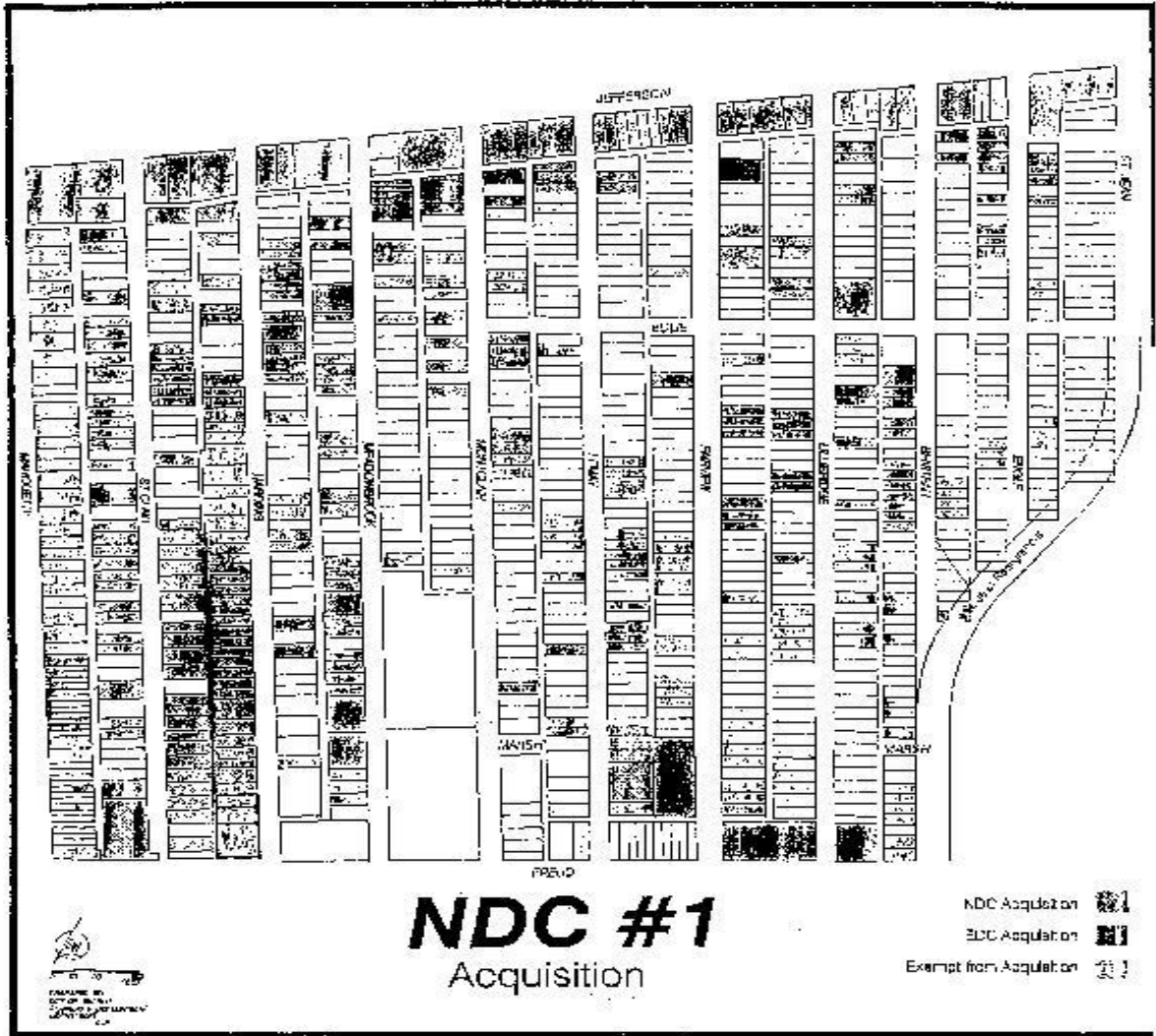
The NDC can acquire property, construct improvements, and make these available in programs for the rehabilitation or construction of housing for immediate sale at "fair market value". This is implemented pursuant to a project plan,

similar to an EDC project plan, approved by City Council.

The EDC (the commercial component) and the Neighborhood Development Corporation (the residential component) are jointly implementing the Jefferson Village project located South of E. Jefferson between St. Jean and Marquette, which will provide at completion approximately 20 acres of new commercial development and approximately 300 new home sites for market rate housing.

The Neighborhood Development Corporation will spend \$3.5 million in FY 2009-10 and FY 2010-11 towards the completion of the project.

EXHIBIT D
ACQUISITION AREA



TAX INCREMENT FINANCE AUTHORITY

This Authority was created on March 5, 1982 by resolution of the City Council pursuant to Act 450, Public Acts of Michigan, 1980. In accordance with the Act, the Authority's objective is preventing urban deterioration by encouraging economic development and neighborhood revitalization and historic preservation. The Authority may acquire and dispose of land, create and implement a tax increment plan, and issue bonds and other types of indebtedness to finance various projects.

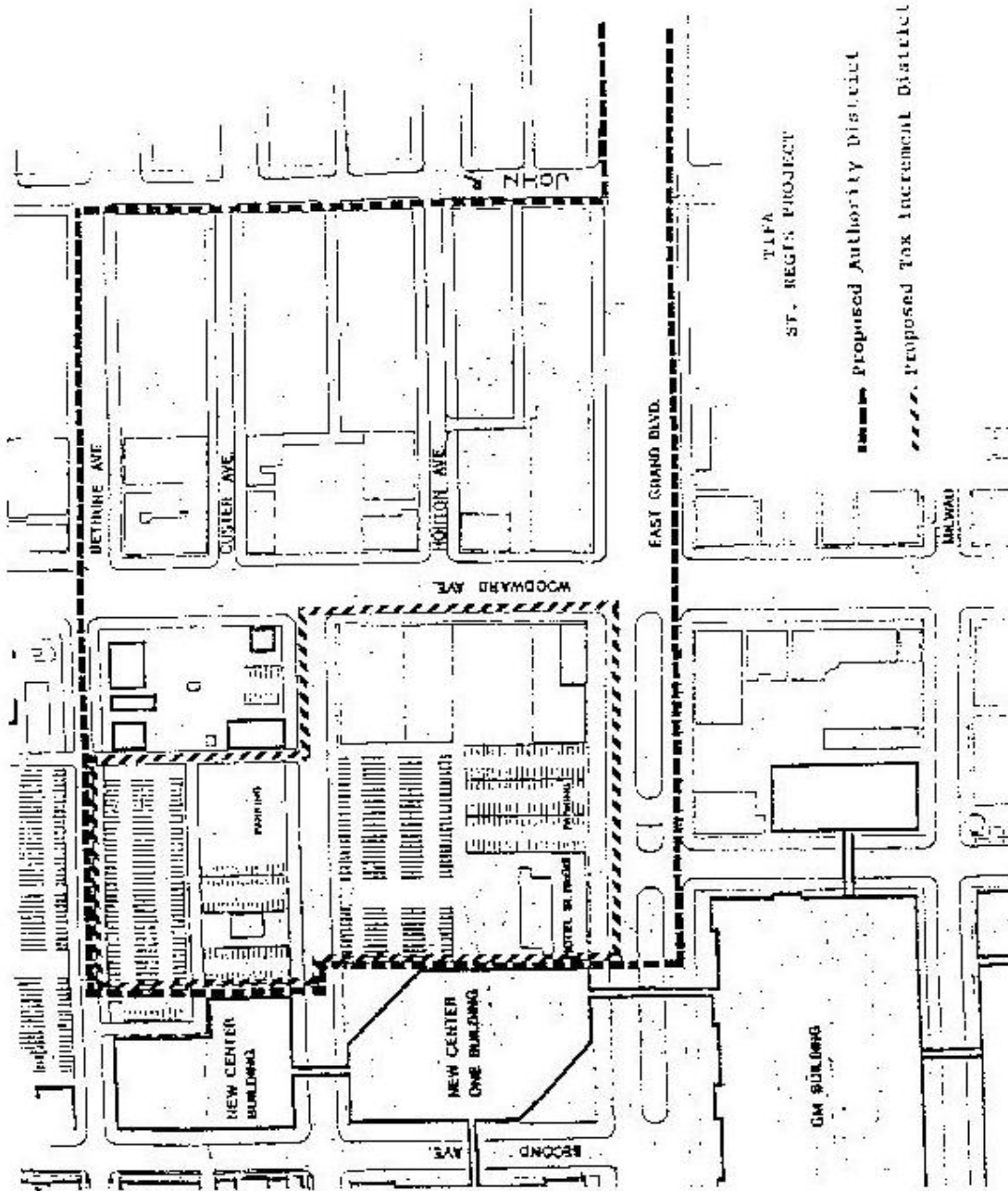
The Tax Increment Finance Authority (TIFA) has issued bonds to pay a portion of the cost associated with the City's Central Industrial Park Project. The financing which utilized the "tax increment" approach, was the first of its kind to be successfully completed in

Michigan. The bonds have been retired on schedule.

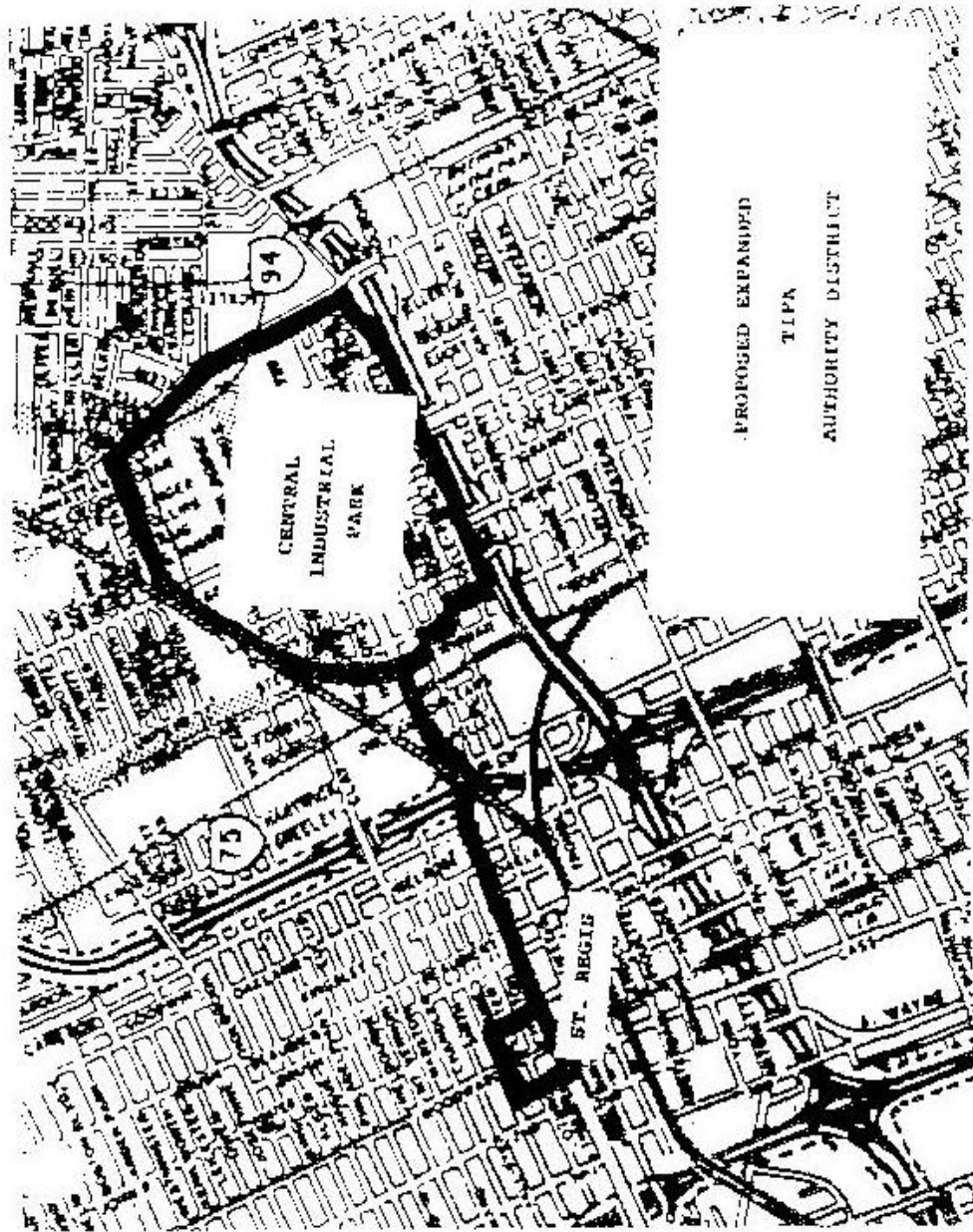
During 1986-87, the Authority created a second District, which included a portion of the New Center Area and provided assistance to the St. Regis Hotel expansion project. The obligation of the TIFA toward this project has been extinguished.

In 1986, the State Legislature severely limited the ability of the TIFA to undertake new projects and therefore due to this restriction no new projects are contemplated. The TIFA is housed and staffed by the Detroit Economic Growth Corporation.

TAX INCREMENT FINANCE AUTHORITY



TAX INCREMENT FINANCE AUTHORITY



LOCAL DEVELOPMENT FINANCE AUTHORITY

State of Michigan Public Act 281 of 1986 provided for the creation of Local Development Finance Authority (LDFA) to prevent conditions of unemployment and promote economic growth; to provide for the creation and implementation of development plans; to authorize the acquisition and disposal of interests in real and personal property; to permit the issuance of bonds and other evidences of indebtedness by an authority; and to authorize and permit the use of tax increment financing.

At a public hearing on September 13, 1988, the City Council adopted a resolution establishing the Local Development Finance Authority and approved mayoral appointments to the LDFA Board. City Council also designated the boundaries of the Authority District, which includes the Jefferson/Conner Industrial Revitalization Project. The LDFA sold tax increment bonds to finance part of the cost of the City's Jefferson/Conner Project.

In June 2002, subsequent to a public hearing, the City Council adopted a resolution approving the addition of an Authority District and approved the Tax Increment Financing and Development plan for Tech Park Area #1 (Smart Zone Plan). According to the Smart Zone Plan, the LDFA would allocate 12 years worth of property tax capture, or \$12.5 million, whichever comes first, towards the development of the Wayne State

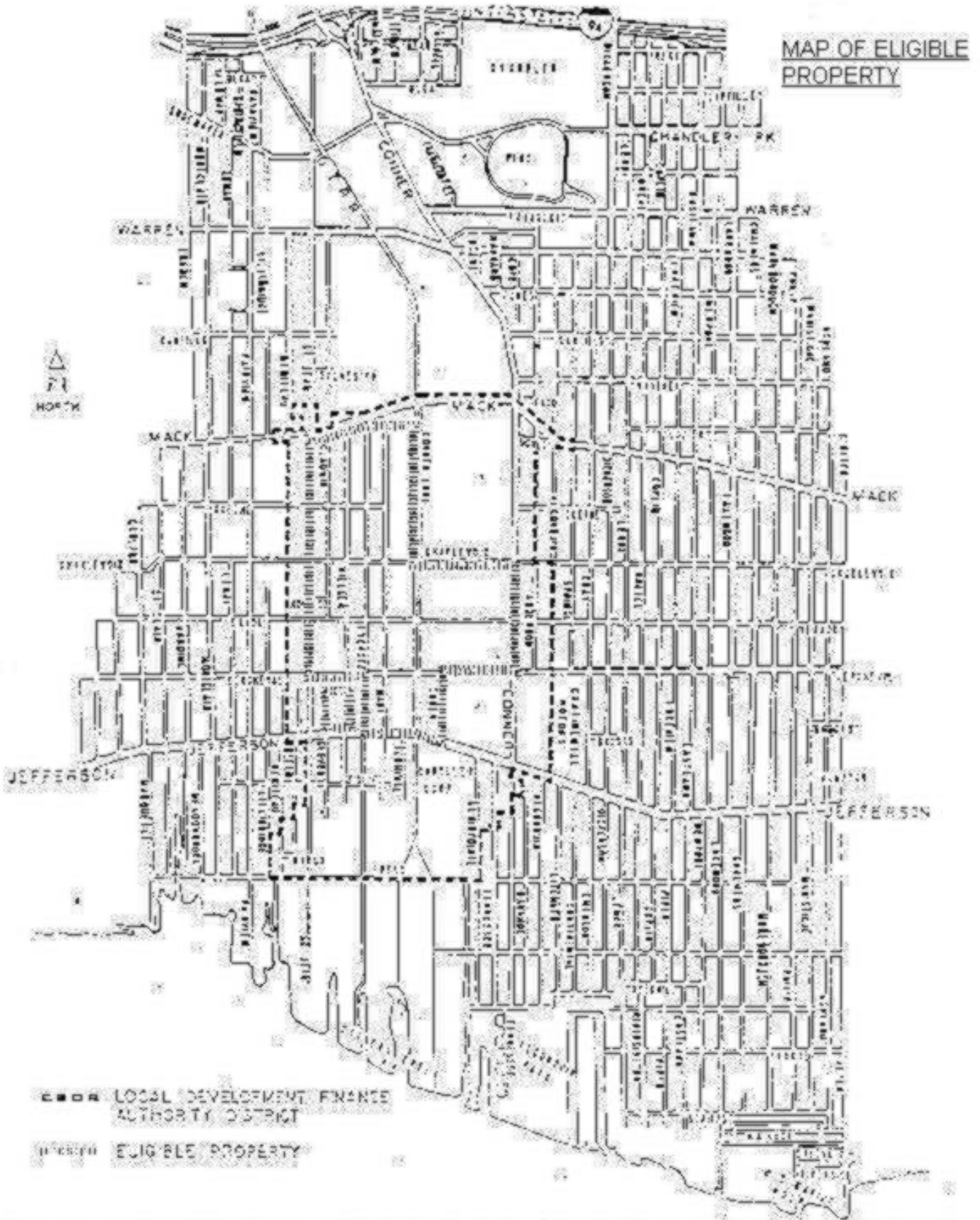
University Research and Technology Park.

In September 2002, the LDFA, the City of Detroit, Wayne State University, and the Michigan Economic Development Corporation entered into the Woodward Technology Corridor Smart Zone Agreement, for the partial funding (through Tax Increment Financing and Core Communities grants) of the following projects:

- WSU Technology Park
- Detroit Tricentennial Park
- Lower Woodward Improvements
- University Cultural Center Improvements.

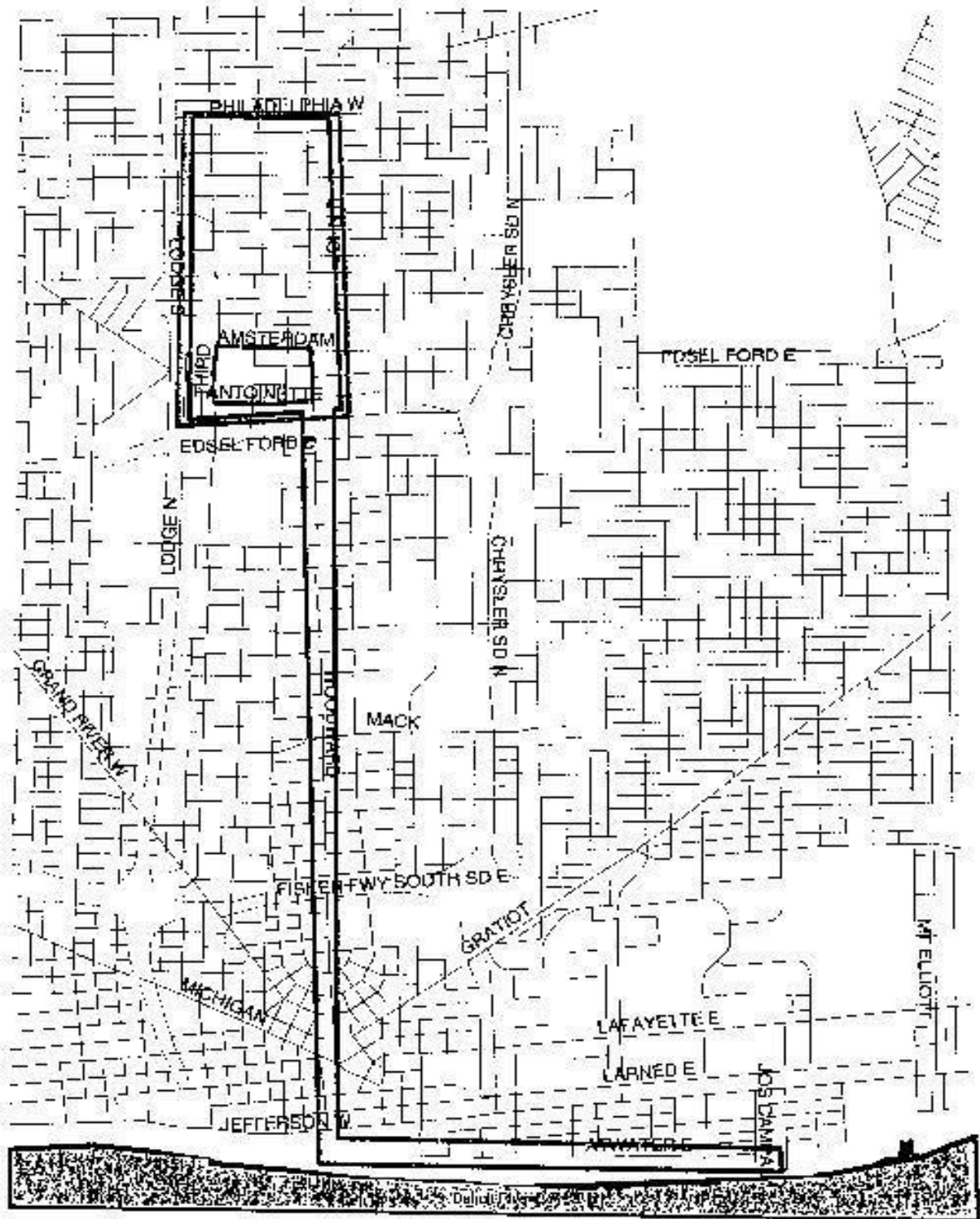
The LDFA is housed and staff services are provided by the Detroit Economic Growth Corporation. The LDFA continues to monitor the bond payments for the Jefferson/Conner Industrial Revitalization Project. At the present time there are no initiatives to expand the LDFA authority district for additional projects.

The Local Development Finance Authority will spend \$2.5 million in FY2009-10 and FY2010-11 towards the completion of the Detroit Tri centennial Park, and \$500,000 towards the completion of the University Cultural Center streetscape improvements in FY2009-10



JEFFERSON-CONNER INDUSTRIAL REVITALIZATION PROJECT

WOODWARD TECHNOLOGY CORRIDOR SMARTZONE



- Yellow - Woodward Technology Corridor SmartZone
- Green - Authority District/Certified Technology Park
- Orange - Tech Park Area #1
- Blue - WSU Technology and Research Park



DETROIT BROWNFIELD REDEVELOPMENT AUTHORITY

The City of Detroit Brownfield Redevelopment Authority (DBRA) was established in 1997 pursuant to state authorizing legislation (Act 381), the Brownfield Redevelopment Financing Act. The DBRA is a public authority whose mission is to foster the re-use and re-development of brownfield sites, and functionally obsolete or blighted properties. These actions are designed to promote reinvestment in the City, increase property valuation, improve the City's tax base and improve the quality of the life in the City by reducing exposure to environmentally impacted properties.

The DBRA is empowered to use two tools to promote redevelopment incentives in unique ways not available to other economic development corporations. These tools are: 1) the State of Michigan Business Tax Credits (MBT) and 2) Tax Increment Financing (TIF). The DBRA can designate individual or contiguous properties as an "eligible property" without designating a project area or district. The Authority therefore has the flexibility to stimulate redevelopment of brownfield sites within any neighborhood, commercial district, or industrial park.

The TIF portion of the incentive provides funds to assess and clean up the site. The tax credit portion of the incentive attracts development to the site. The legislation also allows the

Authority to capture taxes five years beyond that needed to cover the cost of environmental clean-up. These funds can be placed in a revolving loan fund that can be used to provide funds for the clean-up of other properties whether or not they have been designated an eligible property.

Recent changes to the MBT legislation authorize MBT credits of up to 20% of the capital investment for a project that is located in an urban development area. This increased MBT credit seeks to support mixed use projects, residential projects that increase density of the area, sustainable projects and projects addressing underserved markets of commerce located downtown or in traditional business districts or commercial corridors. Projects not located in an urban development area are eligible for 12.5% MBT credit on capital investments.

Since the inception of the Authority, 144 sites have been designated representing over \$5.7 billion dollars in private capital investment. This investment represents a TIF reimbursement amount of over \$564.4 million dollars, a SBT/MBT credit tax amount of over \$251.3 million and eventual contributions to the Revolving Loan Fund of over \$103.5 million dollars.

The following chart represents the plans approved to date:

DETROIT BROWNFIELD REDEVELOPMENT AUTHORITY

Detroit Brownfield Plans

Project Title	Project Type	Investment	SBT Approved Amount *	TIF Approved Amount	TIF Revolving Loan	Jobs	Housing Units
Kern/Hudsons Crowleys	Commercial	\$400,000,000	\$30,000,000			3600	
Auto Body One	Retail	\$1,000,000	\$91,400	\$326,563	\$225,000	20	
AAM Headquarters	Industrial	\$45,000,000	\$4,453,800			500	
Kales	Residential	\$12,000,000	\$1,000,000				82
I-94	Industrial	\$200,000,000	\$1,500,000	\$7,884,346	\$4,931,068	1500	
ArvinMeritor	Industrial	\$10,000,000	\$1,000,000			300	
Paper-Plas	Industrial	\$6,000,000	\$600,000	\$1,052,000	\$645,000	40	
6331 E. Jefferson	Retail	\$4,377,600	\$500,000			20	
Riverbend III	Retail	\$10,000,000	\$1,000,000			200	
Lombardo Heritage Amended	Residential	\$20,000,000	\$2,565,628				126
GM Riverfront East	Mixed Use	\$80,000,000	\$6,300,000				
Merchants Row	Residential	\$30,000,000	\$3,288,832			50	163
Mexicantown	Retail	\$12,300,000	\$391,127	\$1,323,680	\$1,300,000	100	
Woodward Millennium	Residential	\$37,000,000	\$2,467,000	\$718,750	\$1,576,947	50	180
AAM St.Aubin/Clay	Industrial	\$28,700,000	\$1,000,000			15	
DFD Lofts	Residential	\$2,872,000	\$287,500				30
Iodent Building	Residential	\$4,000,000	\$297,638				16
Parkside Plaza	Retail	\$4,125,000	\$361,500			50	
440 W. Congress	Commercial	\$6,000,000	\$600,000				
Federal Reserve	Commercial	\$65,000,000		\$3,217,692	\$2,750,000	20	
41-47 Burroughs	Residential	\$6,500,000	\$492,535				40
6200 Second	Residential	\$9,000,000	\$558,714				62
7 Mile/Gratiot Retail	Retail	\$6,000,000	\$586,405	\$684,715	\$710,000	40	
Mack/Alter North Amended	Retail	\$1,500,000	\$150,000	\$401,175	\$163,000	20	
2nd Amended NDC Project 1	Retail	\$10,000,000	\$919,081	\$9,200,000		270	325
Hartz Building	Mixed Use	\$4,487,000	\$364,000			25	
Odd Fellows Hall	Commercial	\$2,840,000	\$246,271			10	
449 W. Willis	Residential	\$750,000	\$83,145				7
Fort Shelby Hotel	Hotel	\$52,000,000	\$6,887,763			300	77
Book Cadillac Hotel	Hotel	\$152,000,000	\$1,464,085			500	
Jefferson and Piper	Retail	\$1,500,000	\$173,824			10	
Spartime	Retail	\$12,000,000	\$1,200,000	\$360,000	\$1,150,000	30	
English Village	Residential	\$2,845,000	\$1,000,000				90
5981 W. Warren	Industrial	\$14,760,000	\$1,000,000			30	
Research Lofts	Mixed Use	\$4,500,000	\$404,610				35
Mack/Alter South Amended	Retail	\$10,000,000	\$938,707	\$1,125,100	\$1,407,704	30	
20201-51 Sherwood	Industrial	\$2,000,000	\$290,000			18	
1250 Hubbard	Residential	\$4,150,000	\$200,000				30
Brenton & Dean	Residential	\$792,000	\$79,200				9
University Lofts	Residential	\$1,939,000	\$226,811				10
TechOne	High Tech	\$11,970,000	\$870,000			10	
Stough Development	Commercial	\$2,000,000	\$200,000	\$152,000	\$70,314	30	
Grand River Place	Retail	\$13,455,964	\$1,000,000	\$829,000	\$2,372,984		
Hudson's Warehouse	Commercial	\$38,000,000	\$2,600,000				

DETROIT BROWNFIELD REDEVELOPMENT AUTHORITY

Detroit Brownfield Plans Continued

Project Title	Project Type	Investment	SBT Approved Amount *	TIF Approved Amount	TIF Revolving Loan	Jobs	Housing Units
Grinnell Properties	Industrial	\$5,000,000	\$500,000			225	
VITEC	Industrial	\$18,000,000	\$1,000,000			35	
Jefferson North Park Residential	Residential	\$15,000,000	\$1,000,000				123
St. Charles Place Lofts	Residential	\$2,100,000	\$200,000				12
Bellemere Apartments	Residential	\$9,550,000	\$650,000				88
1322 Broadway	Mixed Use	\$2,000,000	\$130,000			8	4
Brush Park North Condominiums	Residential	\$2,453,000	\$241,958				13
Gratiot McDougall Homes	Residential	\$8,100,000	\$319,000				46
Standard Federal Gratiot Conner	Commercial	\$2,000,000	\$200,000	\$241,500	\$69,958	8	
Family Dollar West Vernor	Retail	\$750,000	\$77,766	\$39,559	\$108,650		
Art Center Town and Carriage Homes	Residential	\$3,500,000	\$350,000				29
West Town Homes I	Residential	\$8,100,000	\$326,600				31
Nailah Condominiums East	Residential	\$2,161,000	\$215,219				10
Jefferson Chalmers	Residential	\$14,000,000	\$505,000	\$2,620,850	\$2,756,294		87
Warren Conner	Retail	\$7,386,000	\$738,600			150	
Brainard Street Apartments	Residential	\$10,000,000	\$1,000,000				120
Amended Argonaut Building	Mixed Use	\$140,000,000	\$10,000,000	\$11,200,000	\$8,503,577	200	
E&B Brewery	Mixed Use	\$4,675,000	\$467,588				40
1001 Woodward	Mixed Use	\$34,900,000	\$3,854,282	\$5,647,650	\$5,801,632	325	40
River Park Village	Mixed Use	\$29,000,000	\$2,989,500				200
Belle Harbour Estates	Residential	\$60,400,000	\$5,660,075				210
Whittier Regatta	Mixed Use	\$65,465,000	\$6,546,500				280
River Pointe Terrace	Residential	\$28,000,000	\$2,688,500				96
Silvercup	Residential	\$14,600,000	\$1,000,000	\$840,000	\$262,662		87
Russell Street	Retail	\$2,405,000	\$116,925			45	
Vinton Building	Residential	\$5,000,000	\$500,000				11
Amended Woodbridge	Mixed Use	\$82,750,000	\$6,592,582			42	425
Michigan Opera Theater	Retail	\$14,556,300	\$1,510,952				
1560 East Jefferson	Retail	\$1,600,000	\$160,000			60	
Eddystone	Mixed Use	\$7,500,000	\$641,603	\$948,500	\$1,152,730		60
Lafer Building	Mixed Use	\$3,725,000	\$287,000				16
Kennedy Square	Commercial	\$60,000,000	\$4,000,000			900	
Lithuanian Hall	Mixed Use	\$1,900,000	\$190,500				
Park Shelton	Residential	\$17,000,000	\$1,000,000				220
Canfield Lofts	Mixed Use	\$7,340,000	\$730,000	\$1,150,250	\$1,372,400	15	34
A&S Hospital Plaza	Retail	\$2,310,000	\$231,000	\$540,000	\$270,439	50	
NW Detroit Gateway	Retail	\$45,000,000	\$750,000	\$6,716,675	\$7,634,255	200	
Morgan Waterfront Estates	Residential	\$39,342,694	\$3,934,269	\$7,590,000	\$11,174,069		135

DETROIT BROWNFIELD REDEVELOPMENT AUTHORITY

Detroit Brownfield Plans Continued

Project Title	Project Type	Investment	SBT Approved Amount *	TIF Approved Amount	TIF Revolving Loan	Jobs	Housing Units
55 Canfield	Mixed Use	\$4,500,000	\$430,000				30
Vernor Scotten	Mixed Use	\$2,000,000	\$178,892				12
571 Monroe	Retail	\$2,449,500	\$266,300			10	
Sherwood Foods	Retail	\$8,500,000	\$825,000			25	
Willys Overland Residential	Residential	\$10,000,000	\$1,000,000				65
Cadillac Residences	Residential	\$15,000,000	\$1,500,000				55
3408 Woodward	Retail	\$1,600,000	\$179,100	\$352,846	\$462,711	23	
Art Center North II	Residential	\$3,485,000	\$398,181				23
Cass Block	Residential	\$4,000,000	\$400,000				36
Central Brush Park	Mixed Use	\$78,000,000	\$7,832,000	\$16,532,571	\$13,846,216	50	364
Charlotte House	Residential	\$1,752,000	\$175,200				10
El Moore	Residential	\$7,632,750	\$763,275			8	26
Winston Place	Residential	\$2,772,700	\$277,270				118
1403 Woodward	Mixed Use	\$9,000,000	\$735,700				15
Broderick Tower	Mixed Use	\$40,200,000	\$3,283,630	\$2,746,351	\$170,048	95	127
Woodward Willis	Mixed Use	\$4,075,320	\$407,532				22
Grand Van Dyke	Retail	\$11,542,000	\$713,800	\$4,662,753	\$620,298	100	
Garfield Area	Mixed Use	\$43,630,300	\$4,000,000	\$6,738,000	\$6,161,459	38	162
Regina Lofts	Residential	\$3,000,000	\$296,780				8
Amendment to Chene West	Residential	\$60,000,000	\$5,817,846	\$14,448,853	\$2,344,819	3	111
Atwater Lofts	Mixed Use	\$118,500,000	\$9,708,960	\$3,155,679	\$3,086,733	75	112
Fowler Building	Residential	\$9,755,222	\$791,477				28
Griswold	Residential	\$43,000,000	\$3,652,179				60
1200 6th Street	Commercial	\$100,000,000		\$19,384,133	\$6,001,243	500	
Auburn Commercial	Retail	\$1,000,000	\$100,000			35	
Oakman Woodrow Wilson	Mixed Use	\$41,000,000		\$8,140,067	\$4,715,506		100
Book Building Book Tower	Mixed Use	\$39,600,000	\$3,500,000	\$4,681,000	\$2,077,041	100	175
Amended East Village	Residential	\$3,000,000	\$200,000	\$198,582	\$277,092		14
Fox Creek I	Residential	\$107,500,000	\$3,800,000	\$64,913,888			700
South University Village	Mixed Use	\$39,200,000	\$1,954,908	\$14,824,509		65	130
Bellview	Mixed Use	\$510,584,530	\$10,000,000	\$322,569,707		1000	900
Newberry Lofts	Residential	\$5,843,000	\$493,105				24
Nailah Commons	Residential	\$5,856,580	\$576,800				35
Peterboro	Residential	\$2,290,808	\$160,281				10
Detroit Life Building	Commercial	\$7,500,000	\$600,000			250	
Manhattan Apartments	Residential	\$4,595,000	\$442,635				42
Charlotte Apartments	Residential	\$9,149,975	\$859,740				63
Cass Plaza	Residential	\$5,582,000	\$506,340				47
Grand River and Six Mile	Retail	\$5,000,000	\$350,000	\$1,505,326	\$485,882	60	
Tiger Stadium	Mixed Use	\$20,000,000	\$2,000,000	\$8,761,631	\$3,058,159	70	95
Elevator Building	Residential	\$5,300,000	\$440,266				27
Gardenview	Residential	\$36,000,000	\$3,504,219				186
Marathon	Industrial	\$1,900,000,000	\$10,000,000			135	

DETROIT BROWNFIELD REDEVELOPMENT AUTHORITY

Detroit Brownfield Plans Continued

Project Title	Project Type	Investment	SBT Approved Amount *	TIF Approved Amount	TIF Revolving Loan	Jobs	Housing Units
Tireman and Epworth	Retail	\$3,000,000	\$127,040	\$753,300	\$304,969	22	
Beethoven Building	Residential	\$1,800,000	\$147,000			1	30
35th Street Apartments	Mixed Use	\$8,439,673	\$753,509			35	18
Metro Plaza	Retail	\$6,000,000	\$350,000	\$1,620,000	\$424,720	110	
North Garden Block	Mixed Use	\$28,754,258	\$2,233,500			202	
Globe Building	Mixed Use	\$17,150,000	\$1,588,000			60	64
70 West Alexandrine	Mixed Use	\$20,705,731	\$2,070,573			34	80
Former Federal Reserve	Mixed Use	\$13,830,583	\$1,383,058			11	84
Piquette Square	Mixed Use	\$20,000,000	\$1,779,812			20	150
4830 Cass Avenue	Mixed Use	\$13,000,000	\$1,000,000	\$484,218	\$448,443	33	64
Amended Trumbull Townhomes	Residential	\$2,934,900	\$222,791				20
Pine Street Townhomes	Residential	\$4,060,270	\$482,409				18
Northeast Guidance Center	Commercial	\$6,300,000	\$688,250			47	
Exceptional Green Living on Rosa Parks	Residential	\$3,300,000	\$360,000				17
DCI Conner Creek	Mixed Use	\$33,500,000	\$5,504,000			50	90
St. Joseph Senior Village	Residential	\$9,956,000	\$828,580				49
Brush Estates	Residential	\$17,713,000	\$1,250,000				75
Carpenter Road	Commercial	\$8,900,000	\$852,508	\$1,289,083	\$931,053	80	
1015 Spruce Street	Mixed Use	\$37,000,000	\$5,615,000	\$1,795,150	\$1,650,244	40	93

Total:	Investment	SBT/MBT Amount	Reimburse Amount (TIF)	Revolving Fund (TIF)	Jobs	Units
	\$5,710,673,658	\$251,302,441	\$564,367,652	\$103,475,319	13,438	8,483

BROWNFIELD PLAN SITES



INDUSTRIAL FACILITIES TAX

City of Detroit Tax Incentive Programs

Industrial Facilities (IFT)

PA 198 of 1974 provides a tax incentive to manufacturers in order to enable renovation and expansion of aging facilities, building of new facilities, and to promote establishment of high tech facilities. An IFT certificate entitles the facility to exemption from ad valorem real and/or personal property taxes for a period of 1 to 12 years. A certificate holder will pay a specific tax known as the Industrial Facility Tax. Applications are filed, reviewed and approved locally with the local unit determining the number of years granted, but are also subject to review at the state level by the Property Services Division and the Michigan Economic Development Corporation. The State Tax Commission is ultimately responsible for final approval and issuance of certificates. Exemptions are not effective until approved by the Commission. The Planning & Development Department administers this program for the City of Detroit.

Approved Projects:

Project	Type	Received
Chrysler, LLC	P.A.198	04-Mar-08
New Tech Steel, Inc	P.A.198	01-Jan-08
Caraco, Inc.	P.A.198	03-Mar-07

New Personal Property:

PA 328 of 1998, as amended, provides 100% property tax exemption for specific businesses located in eligible distressed communities. The exemption is for all new personal property placed in a district that has been established by the local unit of government. The local unit of government determines the number of years granted for the exemption. Applications are approved at the local and state levels. The State Tax Commission is ultimately responsible for final approval. Exemptions are not effective until approved by the Commission.

Approved Projects:

Project	Type	Approved
Arvin Meritor	P.A.328	Feb-2008
Detroit Edge Tool	P.A.328	Apr-2007
Marathon Petroleum	P.A.328	Aug-2007

OBSOLETE PROPERTY REHABILITATION ACT

PA 146 of 2000 provides commercial and commercial housing property tax exemptions. Applications must be approved at the local and state levels, with a certificate issued by the State Tax Commission to be effective. The property must have at least a 50% obsolescence finding from an eligible community assessor and be located in an established OPRA District. Exemptions are approved for one to twelve years to be determined by the local unit of government with taxes based on the previous years (prior to rehabilitation) taxable value. This value is frozen for the length of the abatement. Each year the State Treasurer may approve 25 additional reductions of half the school operating state education taxes for a period not to exceed six years.

This Act allows tax abatements on functionally obsolete or blighted commercial property undergoing rehabilitation or industrial property undergoing rehabilitation from industrial use to commercial or commercial housing use. The Act provides for an exemption from certain taxes.

In order to obtain the exemption provided by PA 146 of 2000, there are four (4) steps which must be followed:

- a.) A *qualified local governmental unit* must establish an Obsolete Property Rehabilitation District.
- b.) The owner of the obsolete property must file an application for exemption with the clerk of the *qualified local governmental unit*.
- c.) The *qualified local governmental unit* must approve the application.
- d.) The State Tax Commission must also approve the application and issue the exemption certificate.

A) Establishing An Obsolete Property Rehabilitation District

A *qualified local governmental unit* may establish one or more obsolete Property Rehabilitation Districts. This must be done by resolution. A district may consist of one or more parcels or tracts of land or a portion of a parcel or tract of land, PROVIDED THAT the parcel or tract is EITHER of the following:

- a) *Obsolete property* in an area characterized by obsolete *commercial property* or *commercial housing property*. Please refer to the definitions of *obsolete property*, *commercial property*, and *commercial housing property* found in the addendum to this bulletin.
- b) *Obsolete property* that is *commercial property* and that was owned by the local governmental unit on June 6, 2000 AND was later conveyed to a private owner.

Important Note:

The resolution establishing the district shall set forth a finding and determination that the district meets the requirement set forth in a or b above.

1. Establishing a District on Its Own Initiative Or At Request of Owner(s)

The legislative body of a *qualified local governmental unit* may establish an Obsolete Property Rehabilitation District on its own initiative OR upon a written request filed by the owner or owners of property comprising at least 50% of all taxable value of the property

OBSOLETE PROPERTY REHABILITATION ACT

located within a proposed Obsolete Property Rehabilitation District. The written request must be filed with the clerk of the *qualified local governmental unit*.

2. Written Notice By Certified Mail

Before adopting a resolution establishing an Obsolete Property Rehabilitation District, the legislative body shall give written notice by certified mail to the owners of all real property within the proposed Obsolete Property Rehabilitation District and shall afford an opportunity for a hearing on the establishment of the Obsolete Property Rehabilitation District. Any of the owners and any other resident or taxpayer of the *qualified local governmental unit* may appear at the hearing and be heard. The legislative body shall give public notice of the hearing not less than 10 days or more than 30 days before the date of the hearing.

B. Owner Files An Application for Exemption

The following are procedures which must be followed when an owner files an application for an Obsolete Property Rehabilitation Exemption Certificate:

1. If an Obsolete Property Rehabilitation District is established, the owner of obsolete property may file an application for an Obsolete Property Rehabilitation Exemption Certificate with the clerk of the *qualified local governmental unit* that established the Obsolete Property Rehabilitation District (The

definition of “obsolete property” is contained in the addendum to this bulletin.) The law requires that the application shall be filed on the form prescribed by the State Tax Commission. STC Form 3674 has been developed for this purpose. This form requests all of the information required to be provided by PA 146 of 2000.

Important Note:

If the application form (STC Form 3674) is not fully completed, it will be returned by the staff of the Property Tax Division prior to any processing being done by the State Tax Commission as described in paragraph D of this bulletin.

2. Notifications by Clerk

Upon receipt of an application for an Obsolete Property Rehabilitation Exemption Certificate, the clerk of the *qualified local governmental unit* shall notify, in writing, the assessor and the legislative body of each taxing unit that levies ad valorem property taxes in the *qualified local governmental unit* in which the obsolete facility is located.

The City of Detroit’s City Council will consider applications for tax abatements under Public Act 146 of 2000 that meet the following criteria and objectives and which will be used to determine the term of the exemption certificate:

- a) The applicant must demonstrate ownership of the obsolete property at the time of the application.

OBSOLETE PROPERTY REHABILITATION ACT

- b) The obsolete facility to be rehabilitated will not include property to be used as a professional sports stadium.
- c) The obsolete facility to be rehabilitated will not include property to be used, owned or operated by a casino or affiliated company as defined in the Obsolete Rehabilitation Act (M.C.L.A. 125.2782 (m)).
- d) The applicant represents that the project would not have been considered without the exemption certificate.
- e) The rehabilitation project was not started prior to establishment of the district by the City of Detroit.
- f) There are no delinquent taxes on the facility or the structure being renovated.
- g) The applicant shows that completion of the rehabilitated building has a reasonable:
 - i) Increase commercial activity
 - ii) Create employment
 - iii) Retain employment
 - iv) Prevent a loss of employment
 - v) Increase the number of residences in the community in which the facility is situated
 - vi) Revitalize urban areas.
- h) The applicant will indicate the period of time within which the rehabilitation will be completed.
- i) The applicant may request an abatement of taxes for up to 12 years and shall explain why the abatement is required for the number of years requested.
- j) All applicants must be in compliance with the zoning ordinance and Master Plan.
- k) If the investment for a proposed rehabilitation project is \$250,000 or greater, the applicant will demonstrate a commitment to meet all requirements of Executive Order 22, Executive Order No. 4 and Executive Order No. 14 during the rehabilitation of the obsolete facility by presenting an annual plan approved by the Human Rights Department.
- l) Applicants will submit to the Human Rights Department a Contract Compliance Report (Form EEO-1) and a current Employer Information Report (Form EEO-2). The applicant may also be requested, by the Human Rights Department, to also submit an Affirmative Action Plan, to set forth future Affirmative Action goals of the applicant at the proposed obsolete property site and the means by which the applicant intends to effectuate those goals to demonstrate the applicant's commitment to diversity in their employment.
- m) The applicant shall make a concerted effort to partner or form a joint venture with small business enterprises, minority business enterprises, women-owned business enterprises that are located in Detroit, or with community-based groups. If the applicant is unsuccessful in partnering or forming a joint venture, then the applicant must explain in writing to the City Council efforts undertaken or why partnering or forming a joint venture is not feasible for their project.
- n) The applicant will provide, with their application for a tax

OBSOLETE PROPERTY REHABILITATION ACT

- exemption, a certification of compliance with the City's Living Wage and Prevailing Wage requirements.
- o) The applicant will include in the application a history of the property use, report of any environmental concerns and procedures that will be taken to abate any hazardous conditions.
 - p) If the project is located within the boundaries of a designated Urban Renewal Area, the applicant shall demonstrate that the Citizens District Council has had the opportunity to review the proposed project.
 - q) If the project includes commercial housing, the applicant must agree to Fair Housing Practices that meet guidelines set forth by the U.S. Fair Housing Act (42 U.S.C.3601 through 3619).
 - r) A project that includes housing units that will be available as rentals will be subject to the Rental Registration Ordinance.
 - s) The applicant should demonstrate a commitment to affordable housing for citizens of low and moderate income. If affordable housing is not part of the application under consideration, the applicant may show their commitment through other housing project developed by the applicant.
- 3. Administration and Compliance**
- a) The Planning and Development Department of the City shall administer this Policy as set forth herein. The Human Rights Department shall assist applicants by providing information on the Metropolitan Statistical Area (MSA) workforce availability statistics and the necessary components for an acceptable affirmative action plan to be submitted to the City if required.
 - b) Publication – information, regarding the project, including location, dollar amount of project, and employment impact, if any, will be published as part of the public hearing notice.
 - c) Reporting – The Assessor will determine the value and taxable value of real and personal property annually, as of December 31, for each exempt rehabilitated facility. The Assessor's Division of the Finance Department and/or the Planning and Development Department shall be responsible for submitting to the State Tax Commission, no later than October 15 each year, a report on the status of each exemption as required by M.C.L.A. 125.2794. A copy of reports submitted to the State Tax Commission shall also be submitted to the City Council, by October 15 each year and shall also include:
 - i) List of project approved
 - ii) Projected and actual investment in each project
 - iii) Projected and actual number of jobs retained or created by the exemption
 - iv) Number of housing units that have been created and that are occupied
 - v) Amount of space created and currently used for

OBSOLETE PROPERTY REHABILITATION ACT

commercial business
enterprises

- vi) For each approved obsolete property exemption certificate, the current value of each property to which the exemption pertains, and the value on which the obsolete property rehabilitation tax is based
- vii) Total State Equalized Value (SEV) abated and the percentage of SEV abated.

OBSOLETE PROPERTY REHABILITATION ACT

Obsolete Property Districts in Development	Area of City
1001 Woodward	Downtown
1100 Oakman Blvd.	Westside
1322 Broadway	Downtown
1462-1466 Brush	Midtown
1950 W. Fort; 1957 W. Lafayette	Southwest Side
20515 Hoover	Eastside
2940 Woodward	Midtown
2942, 2952, 2972 Second; 493 Charlotte	Woodbridge
3080 E. Outer Dr.	Eastside
3100 Woodward	Midtown
3129-3143 Woodward	Midtown
3939 Bellevue; 6550 Gratiot	Eastside
41-47 Burroughs	New Center
4705-4707 Conner	Eastside
4756 Grand River	Woodbridge
571-573 Monroe	Downtown
6200 Second Ave.	Midtown
650 W. Baltimore	Art/Cultural Center
N'Namdi Art Gallery	Art/Cultural Center
70 W. Alexandrine	Midtown
9390 and 9440 Grinnell	Eastside
Argonaut Building	Art/Cultural Center
Auburn Commercial	Midtown
Book Cadillac Hotel	Downtown
Cliff Bells Building	Midtown
Eddystone Lofts	Midtown
Fort Shelby Hotel	Downtown
Garfield and York Apartments; Canfield Lofts	Midtown
Hartz Building	Downtown
Holiday Inn Express Hotel	Downtown
Iodent Building	Downtown
Jefferson Avenue Maxey Dealership	Downtown/Riverfront
Kales Building	Downtown
Lafer Building	Downtown
Leland School	Eastern Market
Lithuanian Hall	Southwest
National Theatre	Downtown
New Central Yard	Eastern Market
Odd Fellows Hall	Southwest
Research Lofts	Downtown
Rocky DFD Lofts	Eastern Market
Russell Street	Eastern Market
Small Plates	Downtown
Thor Gallery at Warren Conner	Eastside
Vernor/Scotten	Southwest
Vinton Building	Downtown
Winston Place	Jefferson Chalmers
Woodward Garden Block	Midtown

DEVELOPMENT ZONES



DETROIT EMPOWERMENT ZONE

The City of Detroit was awarded an Empowerment Zone designation in December 1994. This section highlights the successes of the zone over a ten-year grant period, ending December 21, 2004. With the exception of Title XX funding, all aspects of the zone designation still exist. The final phase of the designation exists until December 20, 2009 under the direction of the Tax Incentive Utilization Plan. This narrative represents the Empowerment Zone from a historical perspective.

Detroit's application for the empowerment zone entitled "Jumpstart the Motor City" was a result of a cooperative and comprehensive participatory strategic planning process which included significant community representation, as well as business, government, educational and religious communities. The term of the program is ten years.

The Zone is made up of an area of 18.35 square miles (total land area must be less than 20 square miles) encompassing three distinct neighborhoods- Southwest Detroit, the Woodward Corridor and the Eastside. The zone was carefully drawn to include disinvested areas of the City in order to achieve the maximum economic development potential. Designation as an Empowerment Zone provided a \$100 million grant, as well as tax benefits for companies located in the Empowerment Zone that employ residents of the Zone. The tax credits allow for up to 20% of the first \$15,000 in wages and training costs for Zone employers who hire residents of the Zone.

The Empowerment Zone programs are administered by the Empowerment Zone

Development Corporation and its Board of Directors. The Detroit City Council authorized the creation of the Corporation by ordinance in 1995.

The Goals, Measures, Benchmarks and Actions Steps (GMBAS), outlined in the Empowerment Zone application, are as follows:

Creating Economic Opportunity:

1. To assist community-based organizations, businesses and entrepreneurs to gain access to capital resources and technical assistance.
2. To strengthen the business and technology base of the Zone to spur economic growth.
3. To link residents to jobs and expand the labor force by providing pre-training and training programs for skilled, competitive and upwardly mobile employees.
4. To increase international trade and tourism within the zone, focusing upon regional cooperation.

Sustaining Competent, Healthy, Safe Families:

1. To follow a comprehensive community policing plan and empower community-based organizations.
2. To integrate multi-agency and jurisdictional initiatives and decentralize public safety-related services in the Zone.
3. To promote and support community-based programs designed to reduce crime and violence.
4. To design and initiate a coordinated health and human services system supportive of the development and preservation of strong and healthy families.

DETROIT EMPOWERMENT ZONE

5. To build on existing community programs that promote the empowerment and stabilization of families and individuals and support their efforts to become and remain productive, engaged members of the community.
6. To improve the quality of learning in the classroom, community and work place, including entrepreneurial education at each level.
7. To integrate technology into educational and training programs.
8. To develop programs and partnerships that enhance youth, family and citizen learning.

Restoring and Upgrading Neighborhoods:

1. To preserve and develop affordable housing.
2. To develop quality public housing and tenant opportunity.
3. To create a continuum of housing services for the homeless.
4. To improve the accessibility of public transportation.
5. To beautify Detroit's landscape through creative use of vacant land.
6. To increase reuse of environmentally contaminated land.
7. To improve the quality of recreational facilities and programs.
8. To use environmental technology as an employment generator.

These goals are integrated into the economic development strategy of the City, which focuses its efforts in two areas: to provide an attractive and stable environment that is conducive to business and secondly, to ensure that all its residents have access to opportunities for economic development. The overall Economic Development Program of the

City of Detroit seeks to tap into the many programs available, such as the Empowerment Zone, to achieve the maximum development benefit.

Since receiving designation as a federal Empowerment Zone, Detroit has proceeded with the plans outlined in its application. The One-Stop-Capital-Shop was opened so that entrepreneurs and business people can receive assistance from multiple agencies in one location. At the One-Stop-Capital-Shop, people can receive training and technical assistance from business and financial professionals which will aid them in obtaining start-up or expansion capital.

Status of the Detroit Empowerment Zone

The Empowerment Zone Financial Institutions Consortium commitments currently total more than \$7.8 billion. Lending commitments have been received from a consortium of eleven (11) area financial institutions. In addition, commitments and letters of support were received from forty-four (44) private companies, thirteen (13) foundations, twenty-three (23) community service and business organizations, and 18 community-based organizations. The Mayor's Office of Neighborhood and Commercial Revitalization in conjunction with Empowerment Zone funds has made available \$600,000 in matching Title XX dollars for business façade improvements. The Empowerment Zone Development Corporation also currently operates a \$3,000,000 minor home repair program exclusive to zone residents.

DETROIT EMPOWERMENT ZONE

<i>Development Type</i>	<i>Number of Developments</i>	<i>Estimated Cost of Project (in millions)</i>
Commercial	78	\$210.12
Industrial Manufacturing	40	4,957.93
Office	10	27.46
Public Institutional	28	1,458.73
Residential	390	647.37
Total	546	\$7,301.61
*(Mixed Use)	27	477.24
Total with Mixed Use	573	\$7,778.85

*mixed use total not included in strategic plan

In Southwest Detroit, the Mexicantown Welcome and Retail Center is being developed at the Ambassador Bridge, Detroit's international border crossing; at a project cost of \$12 million.

Currently, there are a total of eighty (80) projects contained in the overall plan. These projects range from job training and neighborhood development, to educational development and self-help programs for special sectors of the Empowerment Zone population. Public and not-for-profit sponsors run the majority of these projects.

Over 1,800 Empowerment Zone residents have received job training, job placement and education. It is reported that 17,000 jobs have been created in the zone as a result of economic development projects. From 1995 to 2000, employment in the Empowerment Zone increased by 15%.

The Empowerment Zone Development Corporation currently has six housing programs available to assist community-based organizations in expediting housing development in the Empowerment Zone. Financing, technical assistance and land acquisition

is the main emphasis of the Corporation. Currently ninety-seven (97) community-based organizations have received technical assistance related to community and economic development.

Human Service Activities

Job skills training programs are being offered by Focus Hope, and Wayne State University. The Warren Conner Development Coalition, All Saints Neighborhood Center, Friends of Parkside and the Detroit Hispanic Development Corporation also provide job skills training. The City of Detroit Recreation Department and Employment and Training Departments provide landscape training and assistance in resume writing and Internet resume services, respectively.

There are thirteen (13) projects designed to address public safety issues and promote violence free communities. A seven - percent reduction in crime in the Empowerment Zone since 1995 is being reported. The Detroit Police Department Community Policing Program and the proposed Emergency Service Center-Southwest (formerly the Public Safety Mall) within the Empowerment Zone are designed to address crime prevention

DETROIT EMPOWERMENT ZONE

with the assistance of other law enforcement agencies.

The Detroit Urban League-Male/Female Responsibility Respect Life- Stop the Violence Program has been established in Empowerment Zone schools and other areas near the Zone with large zone populations. The Detroit Recreation Department initiative "Schools as the Heart of the Community" involves twenty-three (23) schools throughout the Empowerment Zone that serve as Recreational Support Centers. Wayne State University also offers youth and family education services.

The heart of the Empowerment Zone's mission and commitment is the implementation of Human Service initiatives, which are designed to improve the quality of life for all Empowerment Zone residents. Projects totaling \$32.5 million have been identified to address this concern. Programs identified offer services to pregnant women and their young children- early childhood/family development center, parenting and pre-school education, comprehensive early childhood development and school based health centers.

Programs are available to assist the homeless and jobless families. The

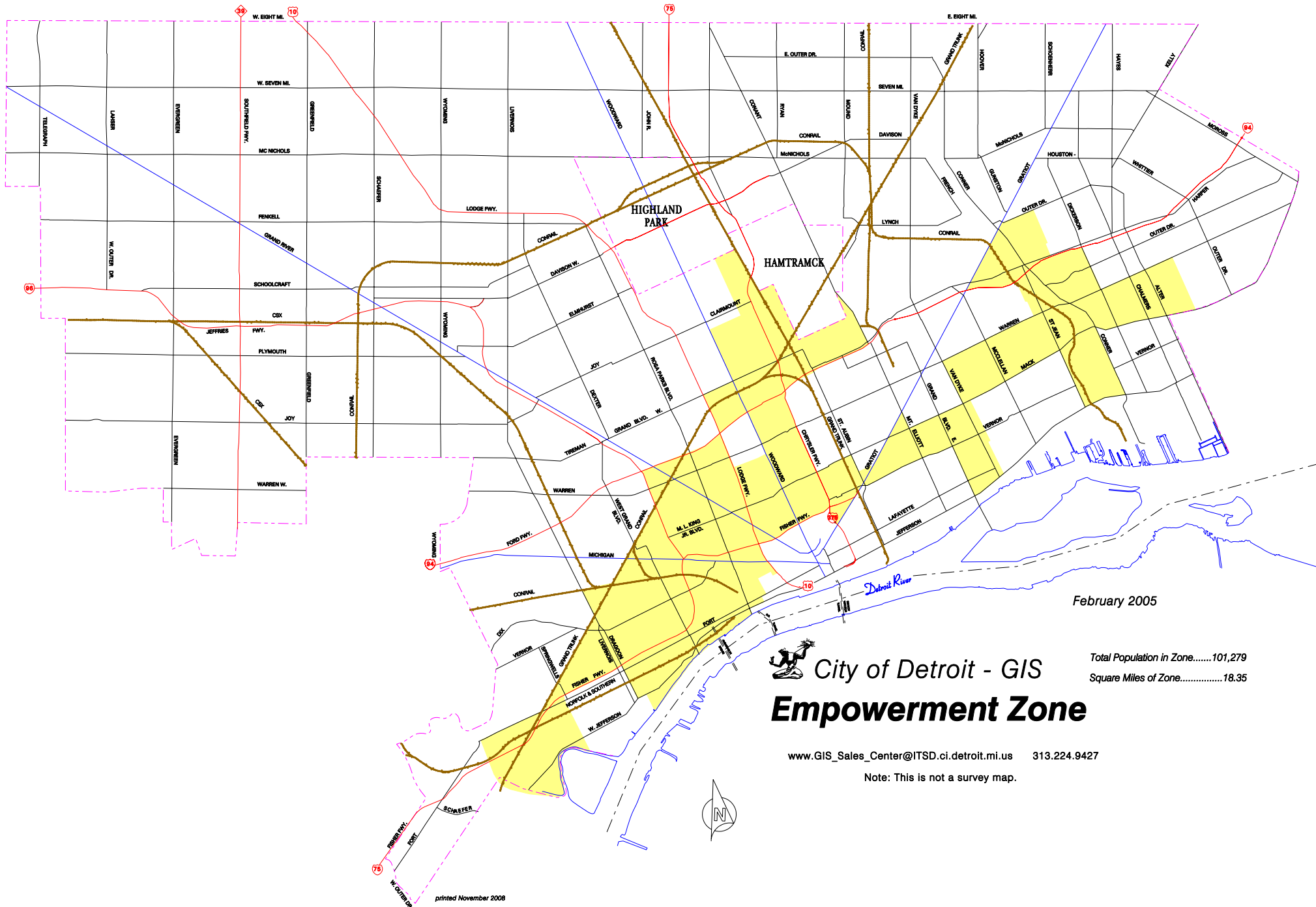
Great Lakes Center for Independent Living services the handicapped and links public housing to Empowerment Zone programs. Programs are available to assist seniors/elderly in remaining independent or partially independent.

Neighborhood Review Panels have been established in each of the three regions of the Empowerment Zone. The panels consist of residents of the zone that represent their neighborhoods. This represents a true collaborative effort between residents from the community, businesses, Empowerment Zone administrators, board members and City officials.

Final Report

Beginning in 2003, the EZDC board began a program phase-out plan leading to the official close of the Detroit Empowerment Zone Project in June 2005. The Black United Fund of Michigan, Inc., in partnership with Vincente' and Associates was contracted to evaluate the performance of some 80 implementing agencies identified to carryout the vision of the Empowerment Zone Strategic Plan. Their Final Report for the Empowerment Zone Evaluation Project was issued in 2006.

From: Detroit Planning & Development Department, Empowerment Zone Development Corporation , Interim Assessment of the Empowerment Zones and Enterprise Communities, Empowerment Zone Evaluation Project Final Report



February 2005

**City of Detroit - GIS
Empowerment Zone**

Total Population in Zone.....101,279
Square Miles of Zone.....18.35

www.GIS_Sales_Center@ITSD.ci.detroit.mi.us 313.224.9427

Note: This is not a survey map.

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NEIGHBORHOOD ENTERPRISE ZONES

The State of Michigan Public Act No. 147 of 1992 established Neighborhood Enterprise Zones to provide a stimulus for the development of new residential housing and the rehabilitation of existing housing stock in economically distressed communities. The Detroit City Council on October 21, 1992 authorized the use of the Neighborhood Enterprise Zone (NEZ) Act for the City of Detroit.

The NEZ Act allows local government, to designate one or more zones and offer property tax abatements to encourage residential investments and improvements. Within a designated NEZ, the owner, future owner or developer may apply for a NEZ certificate, which entitles the residential unit to exemption from ad valorem real property taxes for a period of 12 years. In lieu of payment of the full property tax, the property is assessed a special levy – neighborhood enterprise zone tax. This tax for new construction is equal to the state equalized valuation (SEV), not including the land, times ½ of the statewide average millage rate. For rehabilitated residential structures, the tax is equal to the total millage rate levied by all taxing units within which the rehabilitated structure is located times the SEV, not including the land, for the year prior to the effective date of the certificate.

The NEZ Act does not limit the number of zones a local government unit may have. However, the Act does limit the total area of land a government unit can designate as NEZ. The cumulative area of the zones can be no more than fifteen percent (15%) of the total area of the City. In Detroit, this 15% limit amounts to 20.69 square miles or 13,239. There are limitation provisions for rehabilitated residential structures under the Act. Only existing residential housing facilities with 1 to 8 units with a current or pre-improvement true cash value of \$80,000

or less per unit is eligible for the reduction in taxes under this Act; and the property true cash value must increase upon completion of the rehabilitation.

Another criteria of the Act require that a zone must be compact and contiguous and must contain not less than then (10) platted parcels of land. The Act does not allow for the amendment or the rescinding of a designated zone for three years.

The Detroit City Council adopted in its resolution the following goals, objectives and policies for the NEZ.

- To actively support neighborhood or community based self-help organization engaged in local housing construction, conservation or rehabilitation efforts.
- To stabilize and revitalize neighborhood housing conditions by encouraging the creation of new housing units for moderate and lower income persons.
- To take appropriate actions to influence and facilitate increased private sector involvement in public programs that will propel and sustain City neighborhood-housing stabilization initiatives.
- To take appropriate actions to stimulate increased demand for Detroit housing by all household types by encouraging private market participation to provide housing choices.
- To promote efforts to stabilize and increase the level of home ownership and owner-occupied housing in the City.
- To take appropriate actions to facilitate the providing of an adequate supply and mix of Detroit housing for all household types.

In 1992, some of the first areas designated as Neighborhood Enterprise Zones were Victoria Park, Virginia Park, selected portions of Jefferson-Chalmers and Hubbard-Richard, and some undeveloped sections of Elmwood Park, ANR,

NEIGHBORHOOD ENTERPRISE ZONES

Harbortown and the PIFU area whose boundaries were defined as Chalmers and Kercheval, Alter Road and E. Jefferson.

Some of the criteria used to review projects for the NEZ are as follows;

A proposed zone need not demonstrate all the criteria, but should be characterized by a combination of several.

1. The area is designated for new owner-occupied condominium, single- or two-family construction;
2. The area has a concentration of vacant sites;
3. The area is characterized by expansive vacant land and is adjacent to stable or redeveloping neighborhoods;
4. The area is composed of distinctive homes or has distinctive surroundings, including historic (regardless of designation) areas, with scattered vacant, abandoned, rehabilitable structures;
5. The area is composed primarily of residential structures with true cash value of \$60,000 or less per unit where the purpose for designation is the rehabilitation benefits (versus new or infill construction);
6. The area or the proposed infill new construction is or will be a marketable (for example, a neighborhood composed of strong distinctive housing stock but with numerous vacant lots);
7. The area is targeted for redevelopment efforts by the City adopted development plans, providing technical assistance or assigning project staff, appropriating significant funding for public improvements, home rehabilitation or new development;

8. The area is one where the City enters into cooperation with other entities who provide plans, funding, mortgage financing, and evidence of experience and capability to implement housing improvement/construction programs;
9. The area has potential mortgage financing;
10. The area is stable and is composed of smaller homes amendable to expansion, which are located on relatively large lots.

Even if an area meets several of the above criteria, designation should not be recommended if:

11. The parcels intended to be improved do not form a compact, contiguous area of 10 parcels or more.
12. If the property value for rehabilitation properties exceeds \$80,000 per unit and the purpose of the designation is not infill but primarily for rehabilitation.
13. An analysis of the area indicates there is little probability that the proposed improvements will generate significant increased in the true cash value and the taxes eligible for abatement.

Neighborhood Enterprise Zone Act Application Process

1. Information from Applicant for Area Designation to P&DD
 - a. Area boundaries proposed for designation
 - b. Number of buildings available to be rehabilitated
 - c. Number of vacant lots available/how many contiguous?
 - d. Evidence of homeowner or developed interest and likelihood of financing

NEIGHBORHOOD ENTERPRISE ZONES

- e. Form and extent of community involvement in area revitalization
2. Analysis of Information by City Departments
 - a. Planning and Development Department to analyze information and comment on conformance to Master Plan and long-range goals of City.
 - b. Assessors Office to analyze information for determination of true cash value of property in area and an estimate of increase in true cash value because of improvements likely to be made because of designation.
3. Planning & Development Department to analyze proposed designation against review criteria and make recommendation to City Council
4. City Council Process for Approval of Area Designation
 - a. Mandatory Public Notice and Hearing
 - b. Approve or disapprove designation by resolution
5. Application is made to the State for Individual Neighborhood Enterprise Zone Designation

NEIGHBORHOOD ENTERPRISE ZONES

Approved Neighborhood Enterprise Zones	Approved by City Council	Acreage of Each Zone	Acreage Remaining for NEZ Designation
Jefferson-Chalmers	21-Oct-92	341.000	12,898.00
P.I.F.U.	21-Oct-92	64.000	12,834.00
Hubbard-Richard	21-Oct-92	8.000	12,826.00
Victoria Park	21-Oct-92	46.000	12,780.00
Elmwood Park (10c & 10d)	21-Oct-92	8.000	12,772.00
Elmwood Park (Parcel 7)	21-Oct-92	8.000	12,764.00
Virginia Park	21-Oct-92	18.000	12,746.00
Harbortown	21-Oct-92	33.000	12,713.00
Corktown	26-Oct-94	50.400	12,662.60
Westwood Park	3-Jan-96	88.000	12,574.60
Grayhaven	27-Mar-96	33.912	12,540.69
Island View	1-May-96	60.710	12,479.98
Clairpointe Woods of Victoria Park	1-May-96	13.800	12,466.18
Crosswinds (Woodward Place)	17-Jul-96	89.000	12,377.18
Painia Development (Euclid Square)	2-Oct-96	4.270	12,372.91
Emmanuel Community Center Inc.	25-Jun-97	82.060	12,290.85
U-SNAP-BAC	16-Jul-97	63.190	12,227.66
Bagley	9-Sep-98	31.999	12,195.66
Crosswinds (Uptown Row)	9-Sep-98	3.690	12,191.97
	10-Mar-99		
Midtown	4-Jun-07	85.600	12,106.37
Graimark	31-Mar-99	101.300	12,005.07
Longacre	8-Sep-99	28.675	11,976.39
Corktown 1999 (C)	19-Nov-99	25.762	11,950.63
Bonnie Bridge Villa	19-Nov-99	0.722	11,949.91
Woodward Seward	12-Jan-00	36.870	11,913.04
Island View Amendment	1-Jul-00	104.230	11,808.81
River Place	9-Nov-00	1.213	11,807.60
West Village	15-Nov-00	87.380	11,720.22
Grinnell Place Lofts	15-Nov-00	1.000	11,719.22
Piety Hill	10-Jan-01	13.181	11,706.04
WDIFCO - Woodmont Estates	24-Jan-01	1.237	11,704.80
East Village	21-Feb-01	104.590	11,600.21
ChalmersHeights	21-Feb-01	129.000	11,471.21
WDFICO - Prevost Gardens	28-Mar-01	16.699	11,454.51
Woodward/Brush/Hendrie/Ferry	25-Jul-01	22.88	11,431.63
Algonquin (Area A)	17-Sep-01	116.71	11,314.92
Algonquin (Area B)	17-Sep-01	25.740	11,289.18
Woodbridge Estates	19-Sep-01	71.552	11,217.63
3600 Woodward Area	10-Oct-01	4.578	11,213.05
Peterboro-Charlotte	7-Nov-01	17.646	11,195.40
East Ferry Street	28-Nov-01	7.85	11,187.55
Far East Side	18-Sep-02	452.25	10,735.30
Hubbard Farms	23-Oct-02	245.6	10,489.70

NEIGHBORHOOD ENTERPRISE ZONES

Leland Lofts	26-Mar-03	10.764	10,478.94
Jefferson North Park	16-Apr-03	89.917	10,389.02
North Corktown	16-Apr-03	39.61	10,349.41
Oakland-Caniff	16-Apr-03	85.809	10,263.60
New Amsterdam	16-Apr-03	18.02	10,245.58
Oakland-Clay	16-Apr-03	48.33	10,197.25
East Grand Boulevard	30-Apr-03	58.14	10,139.11
Uptown Row	30-Apr-03	3.515	10,135.60
St. Clair	12-Jun-03	0.9072	10,134.69
Stearns Building	2-Jul-03	0.57	10,134.12
Lower Far East Side	23-Jul-03	420.017	9,714.10
Riverfront Towers	26-Nov-03	10.664	9,703.44
Gratiot-McDougall	11-Feb-04	38.246	9,665.19
West Pointe Homes	11-Feb-04	99.985	9,565.21
Briggs	18-Feb-04	58.027	9,507.18
Gratiot Woods	18-Feb-04	189.583	9,317.60
North Woodbridge	25-Feb-04	12.005	9,305.59
Puritan/Lodge/Parkside/Pestoskey	31-Mar-04	83.850	9,221.74
Garden Court Apartments	2-Apr-04	5.363	9,216.38
Belle Harbor Estates	21-Apr-04	13.433	9,202.95
Jefferson/Woodbridge/Franklin	28-Apr-04	10.613	9,192.34
West Town I	12-May-04	37.280	9,155.06
Six Oaks	23-Jun-04	17.048	9,138.01
E & B Brewery Lofts	28-Jul-04	12.767	9,125.24
Pittman Homes	8-Sep-04	14.951	9,110.29
Woodward/Michigan	15-Sep-04	1.895	9,108.39
Parkside/Puritan/Princeton/Midland	6-Oct-04	23.285	9,085.11
Silvercup Redevelopment	17-Nov-04	8.353	9,076.76
Petosky Park	17-Nov-04	47.410	9,029.35
Orton Development (Argonaut Bldg)	17-Nov-04	7.890	9,021.46
Core City	17-Nov-04	144.070	8,877.39
College Park	5-Jan-05	21.637	8,855.75
Expanded East Village (addition)	12-Jan-05	21.740	8,834.01
Park Shelton	2-Mar-05	4.504	8,829.51
Research Lofts (on Trumbull)	15-Apr-05	2.270	8,827.24
Farrington Estates	4-May-05	13.980	8,813.26
Green Acres	18-May-05	4.210	8,809.05
Vinton Building	1-Jun-05	2.580	8,806.47
Du Charme Place	1-Jul-05	32.190	8,774.28
Morgan Waterfront Estates	1-Jul-05	51.800	8,722.48
Sacred Heart/St. Elizabeth	6-Jul-05	38.760	8,683.72
Art Center	14-Sep-05	1.490	8,682.23
Triad Development	14-Sep-05	109.410	8,572.82
Eddystone Lofts	21-Sep-05	3.620	8,569.20
South University Village	19-Oct-05	14.890	8,554.31
1001 Covington	19-Oct-05	7.410	8,546.90
Amended West Corktown	19-Oct-05	1.338	8,545.56
Bellevue Village	18-Nov-05	3.410	8,542.15

NEIGHBORHOOD ENTERPRISE ZONES

Garfield Condominium	18-Nov-05	8.150	8,534.00
3100 Woodward	18-Nov-05	3.490	8,530.51
Canfield/John R	6-Jan-06	3.470	8,527.04
Newberry Hall	29-Mar-06	9.170	8,517.87
Cadillac Residences Ltd.	12-Apr-06	5.880	8,511.99
St. Regis Condominium	17-May-06	4.950	8,507.04
Cass Corner	12-Jul-06	3.280	8,503.76
Cooley/Houghton	26-Jul-06	2.780	8,500.98
	13-Oct-06		
Village-Estates	22-May-07	10.990	8,489.99
Merritt Place	20-Oct-06	2.000	8,487.99
Rutland/Outer Drive	1-Nov-06	2.160	8,485.83
Campus Square	3-Jan-07	24.900	8,460.93
	3-Jan-07		
River Rouge Golf View	4-Jun-07	16.170	8,444.76
Kercheval/McClellan (Penn. Street)	25-Apr-07	8.720	8,436.04
Farr Street	25-Apr-07	1.720	8,434.32
East Riverfront	25-Apr-07	123.180	8,311.14
Lower Woodward	9-May-07	10.800	8,300.34
East Lafayette Village	6-Jun-07	123.060	8,177.28
Book Bulding and Tower	18-Sep-07	6.590	8,170.69
Covington Terrace	13-Oct-07	4.960	8,165.73
Hubbard Farms Expansion	19-Feb-08	6.110	8,159.62
Euclid Street Townhouse	26-Feb-08	0.000	8,159.62
Morningside Community	18-Mar-08	91.220	8,068.40

APPROVED NEZ AREAS AS OF		11/17/2008
Areas with NEZ Rehab, In-fill, and New Facilities		
Total acreage available (15% of Detroit acreage):	13,239.00	
Total acreage remaining:	8,068.40	
Percentage of allotted acreage used:	39%	
Percentage of allotted acreage remaining:	61%	

NEIGHBORHOOD ENTERPRISE ZONES

Neighborhood Enterprise Zones - Homestead

On January 3, 2006 The State of Michigan Public Act No. 147 of 1992 was amended with the enactment of three bills, resulting in P.A. 338 of 2005, PA 339 of 2005 and P.A. 340 of 2005. These public acts amended the Neighborhood Enterprise Zones legislation and provided for a new class of NEZ eligible property known as "Homestead Facility". A "Homestead Facility" is defined as *an existing structure, purchased by or transferred to an owner after December 31, 1997, that has as its primary purpose residential housing consisting of 1 or 2 units, 1 of which is occupied by an owner as his or her principal residence and that is located within a subdivision platted pursuant to state law before January 1, 1968.* The City of Detroit Assessment Division processes the NEZ Homestead applications. The following outlines the steps required to receive an NEZ Homestead certification.

NEZ-Homestead Application Process

1. City of Detroit Assessment Division receives application; make sure all areas on the application are filled out correctly and signed.
 - a. The presenter must write out or attach a written statement explaining the mandatory improvements of \$500 to the structure over the next 36 months.
2. Need to present your current deed that shows ownership of the home.
 - a. Does the name on the deed match up with the name on the assessment roll Yes or No?
 - b. If NO you have to file a Property Transfer affidavit

which you can obtain in room 804. Complete it, in addition there may be a late filing fee penalty involved, then go back to step 1.

- c. If YES continue to next step.
3. The applicant must file a New Homeowner's Principal Residence Exemption Affidavit.
 - a. Must have picture ID either a Valid Michigan driver's license or state ID.
 - b. The address on the ID matches the address of the property on the application Yes or No?
 - c. If No go to Secretary of state and update your address on your ID then return to step 3.
 - d. If Yes go to next step
4. Address verification (Is there a return mail code on the assessment roll for this address? If so then correct it. Mailing address should match property address unless it's a PO box)
5. The person submitting the application will complete the Interior Survey form.
 - a. Advise the taxpayer that the State of Michigan requires that the assessments office inspect the exterior and interior of the property.
6. Reviewed for accuracy, all documentation is batched into a package. Send complete package to city clerk with approved cover sheet. The City clerk's office will receive the following documents:
Original and 1 copy of the Application for NEZ-Homestead Certificate and a copy of the deed.

The Clerks office sends the original copy of the application to the state of Michigan

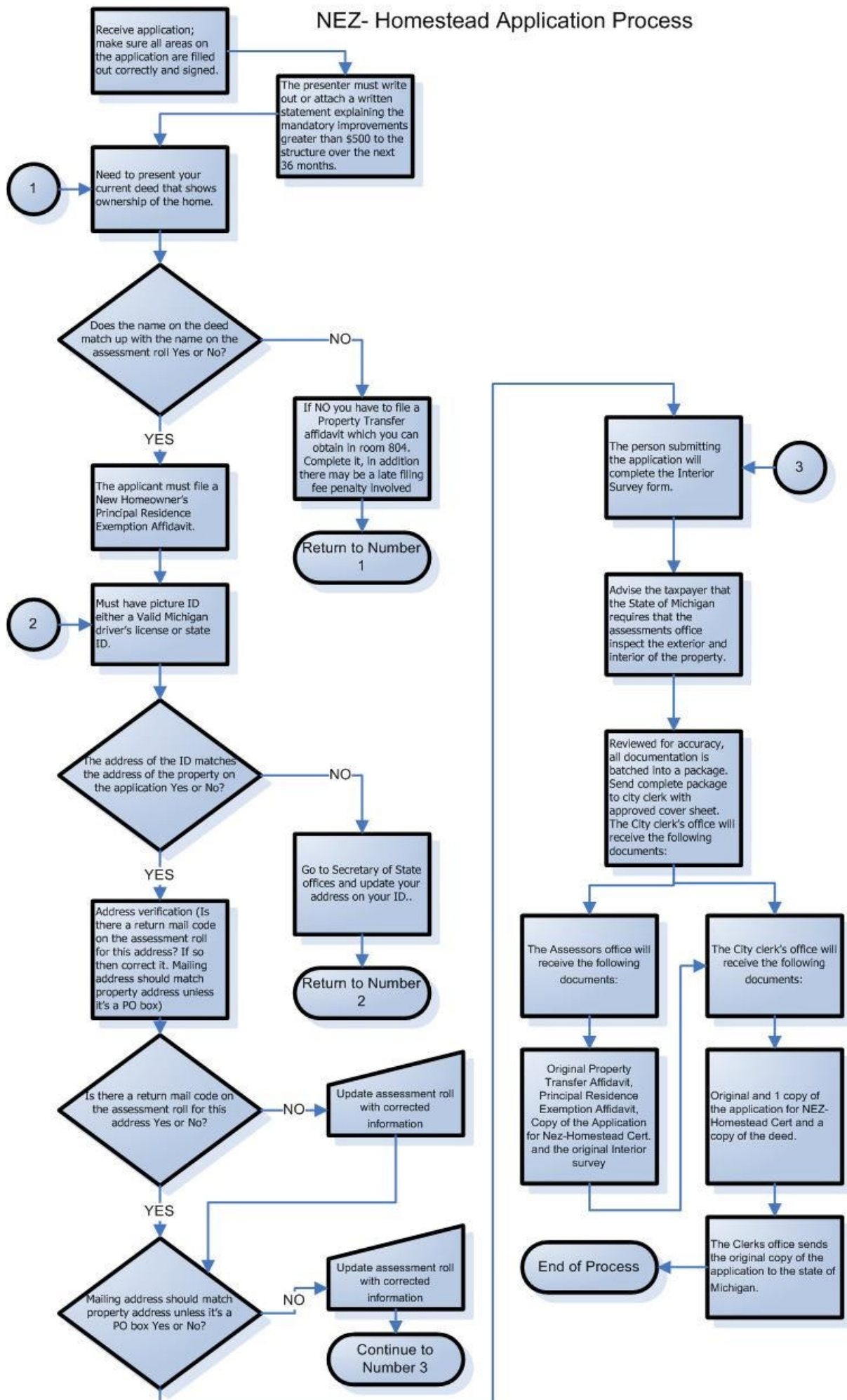
NEIGHBORHOOD ENTERPRISE ZONES

The Assessors office will get:

Original Property Transfer Affidavit,
Principal Residence Exemption

Affidavit, copy of the Application
for NEZ-Homestead Certificate and
the original Interior Survey.

NEZ- Homestead Application Process



THE DETROIT RENAISSANCE ZONE

Renaissance Zones were established under the State of Michigan PA 376 of 1996 to spur economic development in areas defined as distressed under guidelines published by HUD and the Michigan State Housing Development Authority. Renaissance zone designation was awarded for five urban zones, four rural and two closed military facilities.

As per Public Act 376, a city receiving Renaissance Zone designation may create up to 10 distinct non-contiguous “sub-zones”. Each of these sub-zones were eligible for modification of their original conditions including boundary changes, additional years of tax relief and changing of the original start date. Effective January 1, 1997, the City of Detroit designated six sub-zones all of which were characterized as largely industrial, both historically and on predominant present land uses. All six zones were characterized by persistent economic and physical decline with substantial portions of the physical land in the sub-zones owned by the City of Detroit or one of its various authorities, yielding low city tax revenue per acre. These original six sub-zones ranged in size from 67.8 acres to 727.8 acres. These six sub-zones were designated Central City, I-94 Industrial Park, Livernois/Intervale, Lynch Road, Old Packard and South-West Delray.

From 1997 to 2001, Public Act 376 was amended twice by Public Act 98 of 1999 and Public Act 259 of 2000, creating new opportunities for eligible and designated Renaissance Zone communities. The City of Detroit also modified its Renaissance Zone three times during this period.

In 2000, the City designated two new sub-zones: Historic Tiger Stadium and Harridon Terminal and the existing Southwest Delray sub-zone was modified by the addition of 16 acres of land.

In 2001, the City further modified the Renaissance Zone through the addition of the I-75 sub-zone and the modification of the Southwest Delray and I-94 Industrial Park sub-zones by extending the sunset dates of each of these two zones by three years to terminate in 2011.

In 2002, the City again modified its Renaissance Zone through the addition of the Campus Martius sub-zone to bring the City to the maximum allowable number of sub-zones per designated community. The City again modified the I-94 Industrial Park sub-zone by resetting the effective start date of the sub-zone to January 1, 2003.

In 2002, Wayne County, which had been designated a Renaissance Zone community in 1996, with the consent of the City of Detroit, designated four Wayne County Renaissance Zone sub-zones within the City of Detroit. These four sub-zones are known as Atwater, Jefferson Avenue, Michigan Avenue and Woodward Avenue.

Public Act 376 as amended allows for the designation of up to five Renaissance Zones by the Michigan Strategic Fund for projects deemed to be of state-wide importance. Under this clause, the Michigan Strategic Fund in 2001 designated the Marathon Renaissance Zone with the consent of the City of Detroit.

A 2001 amendment to Public Act 376 allowed for the designation by the Michigan Strategic Fund of a single Renaissance Zone with enhanced tax benefits for the stimulation of alternative energy research to be known as the NextEnergy Renaissance Zone. In 2002, the City of Detroit consented to the designation of the NextEnergy Renaissance Zone in Detroit.

THE DETROIT RENAISSANCE ZONE

In total, the City of Detroit Renaissance Zone contains ten non-contiguous sub-zones, while Wayne County Renaissance Zone has designated four sub-zones in the City of Detroit and the Michigan Strategic Fund has designated two Renaissance Zones within the City of Detroit. Collectively the three entities have created sixteen geographically distinct zones with Renaissance Zone benefits.

A 1995 inventory of businesses in the city found 266 operating businesses and 3,020 jobs in the Zone; manufacturing and warehousing were most highly represented among those jobs. All areas comprising the Zone have excellent access to major freeways, rail lines, waterways, and airports to support business growth within the city, county, and state.

Estimates are that the Zone development can produce more than 14,000 jobs at maximum build out and contribute more than \$4 million annually in additional income tax revenue alone. The City of Detroit anticipates the development objectives can be substantially accomplished over a 12-year period, the proposed duration of the Detroit Renaissance Zone.

It is abundantly clear that the Renaissance Zone will provide a substantial incentive to stimulate increased job opportunities for Detroit residents and promote the reuse of vastly underutilized land and buildings in areas of the city that otherwise stand little chance of revitalization. For business operators and job seekers alike, Detroit's Renaissance Zone offers excellent prospects for economic expansion and career development.

Some particulars of the Renaissance Zone are: State and local taxes which will be waived for businesses and residents of the

Zone include: Single Business Tax (SBT), Personal Income Tax and the 6-mill State Education Tax. Local taxes, which will be abated, include: Real and Personal Property Tax on operating mills, Local Income Tax and Utility Users Tax. Other taxes, which will be abated, if applicable, include: enterprise zone tax, technology park facilities tax, and neighborhood enterprise zone tax.

Federal taxes will not be waived. State sales taxes, unemployment insurance, social security taxes, and workers' compensation are not waived, as well. Also, Sewer and water fees are not waived due to the fact that they are fees-for-service. All applicable debt millages are not waived.

The provisions of the Renaissance Zone Act and related legislation require an eligible Renaissance zone taxpayer to satisfy certain requirements in order to maintain eligibility for Renaissance Zone tax relief.

A taxpayer must pay all non-abated State, City, County and School taxes when due.

The taxpayer must continue to file all State and local tax returns and personal property tax statements when due.

Residential rental property owners in a Renaissance Zone must file an annual affidavit with the local tax collecting unit in which the property is located indicating that the property is in substantial compliance with all applicable State and local zoning, building, and housing laws, ordinances or codes.

A resident of the Zone must be domiciled in the designated zone for 183 consecutive days in order to have residency status.

THE DETROIT RENAISSANCE ZONE

Detroit Renaissance Zone

In April 2002, The Detroit Economic Growth Corporation (DEGC) completed an annual analysis of the City of Detroit Renaissance Zone for the calendar years 1997- 2001. The following is an excerpt from the report:

The individual sub-zones exhibited a wide range of investment activity, from little to no new activity to several large multi-million dollar facilities constructed. From this range of investment activity, observations can be made about success predictors.

The two most successful sub-zones, Delray and Lynch Road, each had large parcels of land available that were controlled by the City of Detroit or developers working closely with the City. Equally important, the City and its developer/investor partners had projects waiting to begin if the right parcel could be found at the right price. These two conditions resulted in the construction of five new manufacturing facilities creating over 1,000 new jobs, covering more than 1,000,000 square feet and with investments exceeding \$60,000,000. Three of these projects were in the exploratory phase with Renaissance Zone designation creating the financial incentive to take them to completion. The other two projects were proposed and completed after the private development market became familiar with the benefits of the Renaissance Zone.

The least successful zones, in terms of investment activity, Central City and Packard had two parcel ownership features in common. Both sub-zones are comprised of many small parcels requiring land assembly with no significant investment plans or opportunities, with one large building covering up to ½ of the total sub-zone area. The City developed

plans to complete acquisition of each of the buildings and then market them for redevelopment. However, in both of these sub-zones, investment has been delayed while ownership of the buildings is contested and the parties claiming ownership begin to formulate their own redevelopment plans.

The Detroit Renaissance Zone Descriptions

Detroit's Renaissance Zone encompasses different sections of the city. The various City, County and State Renaissance Zones and sub-zones exhibit a wide range of land uses and exhibit varying degrees of disinvestments and economic challenges. All share the common trait of being unsuitable for redevelopment absent the tax incentives provided by the Renaissance Zone program. Each Renaissance Zone and sub-zone has had varying degrees of activity and success in stimulating redevelopment. Below is a summary of each Renaissance Zone or sub-zone, followed by a text narrative of each.

Four of the original six sub-zones areas are located on the east side while the other two are on the west side. The original six areas are generally referred to as follows:

(See attachment "A")

City of Detroit Renaissance Zones Subzones

Area 1: Lynch Road

This 116.2 acre site is bounded by Lynch Road and Jordan Street to the south, Van Dyke to the east, Forest Lawn Cemetery to the north and the Grand Trunk Railroad to the west. The site has direct rail access and is located less than one mile west of City Airport, approximately one mile north of Interstate 94, approximately one and one-half miles east of Interstate 75, and approximately five miles south of Interstate 696. The city of Hamtramck is located immediately west of the site.

THE DETROIT RENAISSANCE ZONE

Currently, the western portion of the area, which is owned by the Chrysler Corporation, has been re-developed. The central portion of the area, which is also owned by Chrysler, is primarily used for storage purposes, as well. The eastern portion of Area 1 is predominantly residential, with a significant amount of vacant land. The proposed development for this Renaissance Zone area is to be as an industrial park with medium/heavy industrial and light industrial uses. Currently, all 35 acres of available industrial property have been redeveloped with only residential and retail parcels undeveloped. A proposal is currently under review to convert abandoned retail parcels into expansion of an existing industrial facility

Area 2: 1-94 Industrial Park

The 1-94 Industrial Park is a 289.6 acre site located in the east central sector of the City. It is bounded generally by Grinnell and Huber on the north; Edsel Ford Freeway on the south; Van Dyke on the east; and Mt. Elliott on the west. A Conrail line extends through the property in a north-south direction. Currently, the northern and eastern portions of this area are primarily industrial. Over 15 acres of privately held land has been redeveloped for industrial and manufacturing use. The remainder of Area 2 consists of largely vacant residential land. An industrial park with sections designated for distribution, medium/high industrial and light industrial uses is proposed for this area. The City of Detroit petitioned the State of Michigan for a time extension for this sub-zone with the new expiration date being December 31, 2017. Approval is pending.

Area 3: Southwest/Delray

Area 3 is an area of approximately 727.8 acres located in southwest Detroit. It is generally bounded by Fort Street on the north, the Detroit River on the south, West

End Street on the west and Scotten and Clark Streets on the east. The east/west Norfolk/Southern rail line bisects this area. Previously, 20 percent of the land use in Area 3 consists of single family detached housing, and 60 percent of this residential portion contains either vacant structures or vacant land. Fort Street between Summit and Livernois is currently in commercial use. The remaining 75 percent of the land uses in Area 3 are light industrial, medium/heavy manufacturing and distribution. The proposed development for the Southwest/Delray site calls for medium/high manufacturing, high tech office, and a commercial strip along Fort Street. Currently, 50 acres of publicly controlled land has been fully re-developed. A 10-acre privately held parcel is also under redevelopment. A 28-acre publicly held site is in negotiation for development. Arvin-Meritor Automotive Company has completed construction of a new assembly and research and development facility in the zone. Other developments include new manufacturing facilities for Bridgewater Interiors, LeatherWorks and Renaissance Global Logistics.

Area 4: Livernois/Intervale

The Livernois/Intervale area, a 72.9 acre, mixed-use industrial site, is located in the northwest sector of the City of Detroit. It is generally bounded by Lyndon Avenue on the north, Intervale Street on the south, Cloverdale Street on the west and Livernois Avenue on the east. An east/west rail line bisects this industrial site. Present land use in this area is a mix of light industrial and distribution. Initially, 40 percent of the land is vacant; much of which has been designated as a "brownfield". The proposed development for this area is light industrial and distribution. Area 4 has no residential population. Currently, 6-acres of land (2-buildings) have been redeveloped into new

THE DETROIT RENAISSANCE ZONE

manufacturing centers with several privately held buildings being re-listed for sale following a long period of inactivity. Public infrastructure improvements—roadways, utilities and streetscapes, have been completed

Area 5: Old Packard Site

Area 5 is a 71.4-acre site located in the east central sector of the City. It is bounded generally by the northern property line of the old Packard facility, a property line running parallel to and immediately west of Farnsworth Street on the south, Canton on the east, and Mt. Elliott on the west. A Conrail line extends through the property in a north-south direction and forms the western boundary adjacent to Trinity Cemetery. This area is currently industrial, consisting of largely the former Packard motor complex, Ludington News Company, Capuchin Ministries, and several smaller industrial and warehousing facilities. Initially, about 75 percent of Area 5 was vacant and/or underutilized. Proposed development for the Old Packard site calls for light industrial and distribution. There is no residential population. Currently, 10 acres of building and land have been reactivated for use by a variety of tenants including manufacturing and bottling.

Area 6: Central City

The Central City area comprises a site of some 67.8 acres that is generally bounded by Milwaukee Avenue on the north, Piquette and the Ford Freeway (I-94) Service Drive on the south, John R. on the west and the Chrysler Freeway (I-75) on the east. Two active rail lines that are utilized by Amtrak and freight users bisect the area, which is adjacent to the New Center Area and located entirely within the Detroit Empowerment Zone. The city's Central Business District is two-and-one-half miles south of Area 6. Current land uses in this area are a mixture of light

industrial and warehouse/distribution. It is estimated that approximately 50 percent of the land and buildings in the Central City area are vacant and/or underutilized. The proposed development for this area is light industrial and distribution. Currently, nominal reinvestment has occurred in an area characterized by significant private ownership of many small parcels by many different parties.

Area 7: Tiger Stadium Zone

In September 2000, The City of Detroit submitted applications to the State of Michigan, to create two new Renaissance Zones and expand the Southwest Delray Zone. The zones were Tiger Stadium and the Harridon Terminal Zones. Also, the Southwest Delray Zone was expanded to include Meridian International. The modified Tiger Stadium Zone boundaries are Michigan Ave—on the south; Cochran Ave—on the west; the Fisher freeway service drive—on the north; and Trumbull Ave—on the east. Currently, the site is still under evaluation for various redevelopment scenarios.

Area 8: Harridon Terminal Zone

The Harridon Terminal sub-zone is a 23.1-acre site bounded by Flora Street on the north, Gates Street on the west, the Fisher Freeway on the south. The owners of the Harridon Terminal are continuing their efforts to market the site for future development.

Area I-75

The I-75 sub-zone is the site of American Axle & Manufacturing; the boundaries are I-75 (Chrysler) freeway to the west and Holbrook Street to the south. American Axle occupied their global headquarters building in 2004 bringing 400 new jobs to Detroit..

THE DETROIT RENAISSANCE ZONE

Campus Martius

The proposed sub-zone is defined by Griswold Street, Michigan Ave and Woodward and is comprised of .55 acres of publicly held property and .53 acres of privately held property. The .55 acre owned by the Downtown Development Authority (DDA) is known as Kennedy Block. The DDA constructed and owns a below-surface parking facility, as well as, air-rights condominium at this site. REDICO Corp has developed a 10 story, 250,00 square foot office building on top of the garage.

Wayne County Renaissance Zone Sub-Zones

Woodward Ave.

This zone is bounded by Gratiot Ave to the south, Woodward Ave to the west, Grand River Ave to the North and Library Street to the east. This 2.17 acres site is owned by the Downtown Development Authority. This site is occupied by a 5-level below grade parking structure, which was complete in 2002. The parking structure was construct in a way that will facilitate the construction of a 20-story retail (five levels), office and hotel (15 story) tower. The tower is estimated to be 800,000 square feet.

Atwater-GM RiverEast

This project is comprised of seven parcels totaling 24.399 acres bounded by Beaubien Street to the west, Franklin Street to the north, Rivard Street to the east and the Detroit River to the south. The proposed project will be developed in a six to eight year period with retail and office space incorporated into an “urban village” design. Also included in this project is residential, hotel and entertainment developments.

Jefferson Ave.

The site of this sub-zone is Tower 500 of the Renaissance Center, which consist of

leaseable and non-leaseable space within the tower and all portions of the lobby, garage and building pad areas that are apportioned to and associated with the footprint of the tower. The tower, previously occupied by ANR, has 310,000 square feet under a 30-year master lease. The building will undergo a comprehensive redevelopment that will include repair and modernization of every major system. General Motors invested \$33 million to renovate the tower for lease to EDS which located 1500 workers from other sites in 2004.

Michigan Ave.

The proposed Michigan Ave sub-zone is the site of the vacant Book-Cadillac Hotel; the boundaries are Michigan Ave to the south, Washington Blvd. to the west, State Street to the north and Shelby Street to the east. The site is 1.09 acres and is owned by the Downtown Development Authority (DDA). Floors 22 through 28 of the existing hotel structure will be exempted from the Renaissance Zone designation pending the completion of a condominium designation for these floors.

Michigan Strategic Fund Renaissance Zones

Marathon Ashland

Marathon Ashland Petroleum operates the only oil refinery in the State of Michigan and one of the last remaining Midwest refineries in the far southwest of the City of Detroit. Federal Clean Air Act requirements necessitate significant modifications to existing facilities to substantially reduce emissions and pollutants from the facility. Costs associated with the modifications were of such magnitude that Marathon Ashland Petroleum strongly considered the closure of the facility. Marathon Ashland Petroleum planned to offset facility upgrade costs through elimination of the state Single Business Tax via the

THE DETROIT RENAISSANCE ZONE

Renaissance Zone. The Michigan Strategic Fund requested the City of Detroit consent to the designation of the facility as a Renaissance Zone to prevent the closure of the facility and to prevent the creation of an enormous brownfield with significant remediation costs. The City of Detroit consented to the designation only with the provision that Marathon Ashland Petroleum provide an annual payment of \$1.5 million via a Service Agreement to reimburse the City of Detroit for municipal services provided to the refinery, especially police and specialized fire protection. This annual payment ensured City revenue lost to real and personal property tax abatement through the Renaissance Zone program was replaced to mitigate any adverse financial impacts on the City of Detroit.

The NextEnergy Renaissance Zone provides additional State of Michigan tax incentives for companies engaged in alternative energy research and development such as cash rebates of the State Single Business tax that is normally waived under the Renaissance Zone program among others. These significantly enhanced State level benefits have no impact on local tax abatements and provide further incentive for research and development firms to locate with in the

NextEnergy

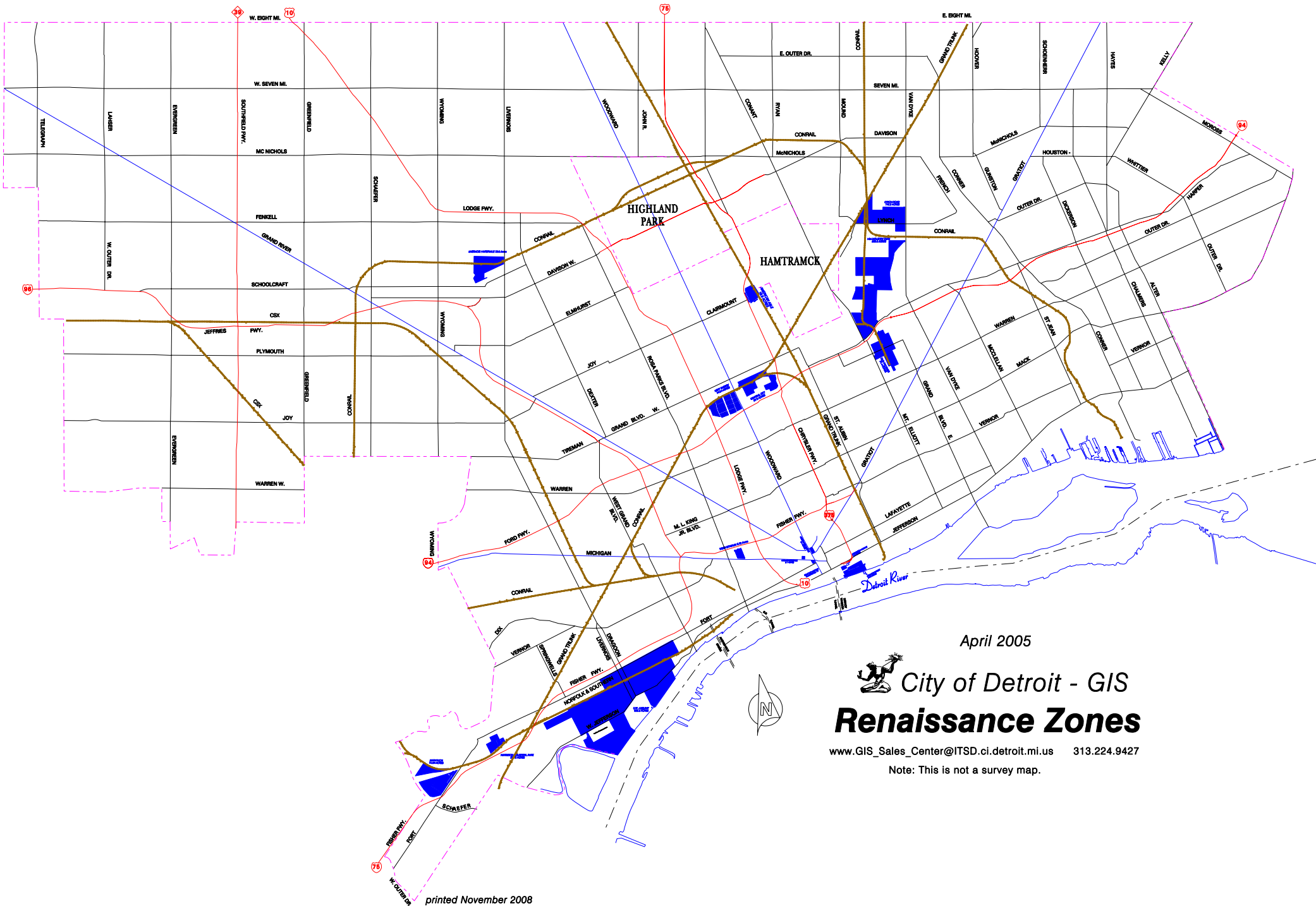
NextEnergy Renaissance Zone.

The Next Energy Center will locate within the Smart Zone in a 40,000 square foot facility dedicated to supporting the alternative energy industry. The Next Energy Center has been designated as a Renaissance Zone by the Michigan Strategic Fund. The sub-zone boundaries are Woodward Ave to the east; Antoinette and Holden Streets to the south; M-10 to the west; and the Grand Trunk Western Railroad railway located between Amsterdam Street and Baltimore Ave to

the north. The State of Michigan is investing \$26 million in this project, including \$15 million for the construction of the facility, \$ 1 million in infrastructure improvements, \$5 million in leverage funding to attract new investment, and \$5 million for the development of a alternative energy microgrid, which is a state of the art system for generating and using new energy sources to power an entire building and its surrounding area.

Smart Zones

Smart Zones are designed to support/promote the growth of new high technology businesses. The City of Detroit has an authorized Smart Zone called the Woodward Tech Smart Zone Corridor. The Woodward Tech Corridor is a collaboration of the City of Detroit, Wayne State University, General Motors, Henry Ford Health System and others. The Smart Zone is located within the Wayne State Research and Tech Park area. Its boundaries are Euclid St. to the North; I-94 to the South; J.C. Lodge freeway (M10) to the West and the Fisher freeway (I-75) to the East



April 2005



City of Detroit - GIS
Renaissance Zones

www.GIS_Sales_Center@ITSD.ci.detroit.mi.us 313.224.9427

Note: This is not a survey map.

printed November 2008

**DEVELOPMENT
PLAN AREAS
AND
CITIZEN DISTRICT
COUNCILS**





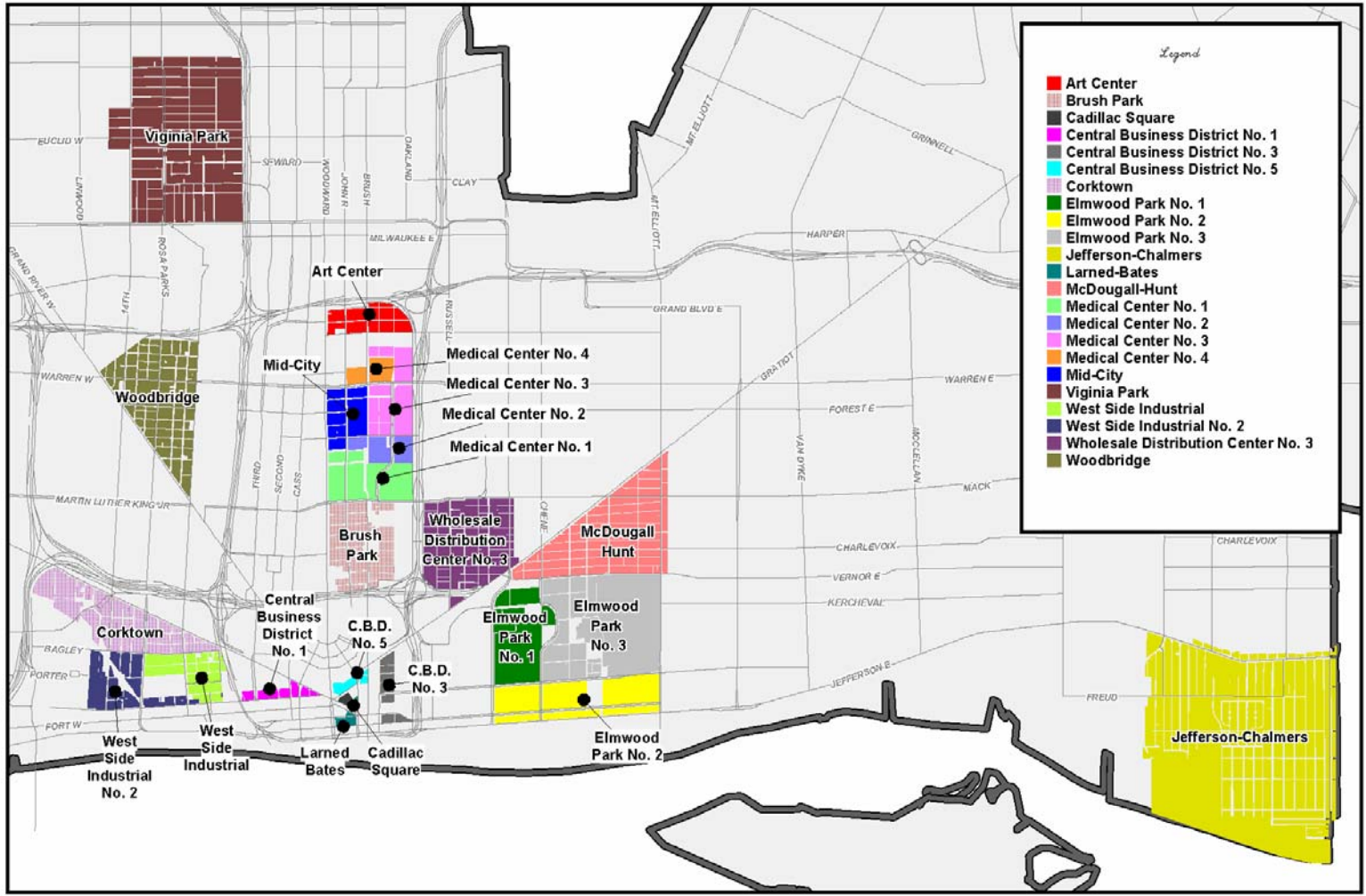
Development Plan Areas (Urban Renewal Districts) and Citizen District Councils

Certain areas have been designated by the City of Detroit in accordance with the Blighted Area Rehabilitation Act (PA 344 of 1945; MCL 125.71). These areas have been deemed blighted, or are deteriorating in a manner which leads to severe blight. Such areas are officially referred to as Development Plan Areas, but also know as Urban Renewal Areas or Urban Renewal Districts. Many of these areas were designated in the 1960's and 1970's in conjunction with federal and state urban renewal programs. A complete list of the Development Plan Areas can be found in the Detroit Zoning Ordinance Section 61-4-4.

Development, redevelopment or rehabilitation within a Development Plan Area must be consistent with the adopted Development Plan for the area. Development Plans specify the location of appropriate land uses, streets, public facilities rehabilitation, and displacement of residents in the Development Plan Area. The Planning and Development Department are the custodians of adopted Development Plans.

Citizen District Councils (CDCs) provide citizen participation in planning and development issues in Development Plan Areas. The Real Estate Development Division of the Planning and Development Department (313-224-6350) provides administrative support for CDCs. Both CDCs and the City's Housing Commission have an advisory role in approving developments projects inside Development Plan Areas and their input is required prior to approval of a project.

In approving the last Capital Agenda (2005-2010), City Council asked that maps and boundaries of Urban Renewal Areas with CDCs be included. The following pages contain; a map of Urban Renewal Areas with CDC Chairpersons; and Planning and Development Department's letter to all CDC Chairpersons notifying them of the Capital Agenda's schedule and their inclusion in the list of people who will receive a copy when this document is published.



 **Development Plan Areas**
(Associated with Citizen District Councils)

NEXT DETROIT NEIGHBORHOOD INITIATIVE (NDNI)

The NDNI was rolled out in December 2006. NDNI is a 5-year strategy focusing on the rejuvenating Detroit neighborhoods into vibrant areas. The approach will concentrate on improving basic quality of life issues such as cleanliness, safety and beautification through growth and development strategies.

Several philanthropic and nongovernmental agencies have teamed up to fund millions of dollars needed for the initiative. Six neighborhoods were chosen in three categories: redevelop, revitalize, reinforce.

The Redevelop Neighborhoods are:

- Northend (Woodward to I-75 Freeway, E. Grand Boulevard to Webb)
- Brightmoor (Grand River to Schoolcraft, Evergreen to Telegraph)

The Redevelopment Strategy will involve a complete overhaul of an area of the city where extreme blight and abandoned structures exist and create an entirely new land use strategy that benefits citizens in the existing and surrounding areas.

The Revitalize Neighborhoods are:

- Grand River Greenfield (Schoolcraft to Fenkell, Greenfield to Schaefer)
- Osborn Community (Eight Mile to Six Mile, Van Dyke to Gratiot)

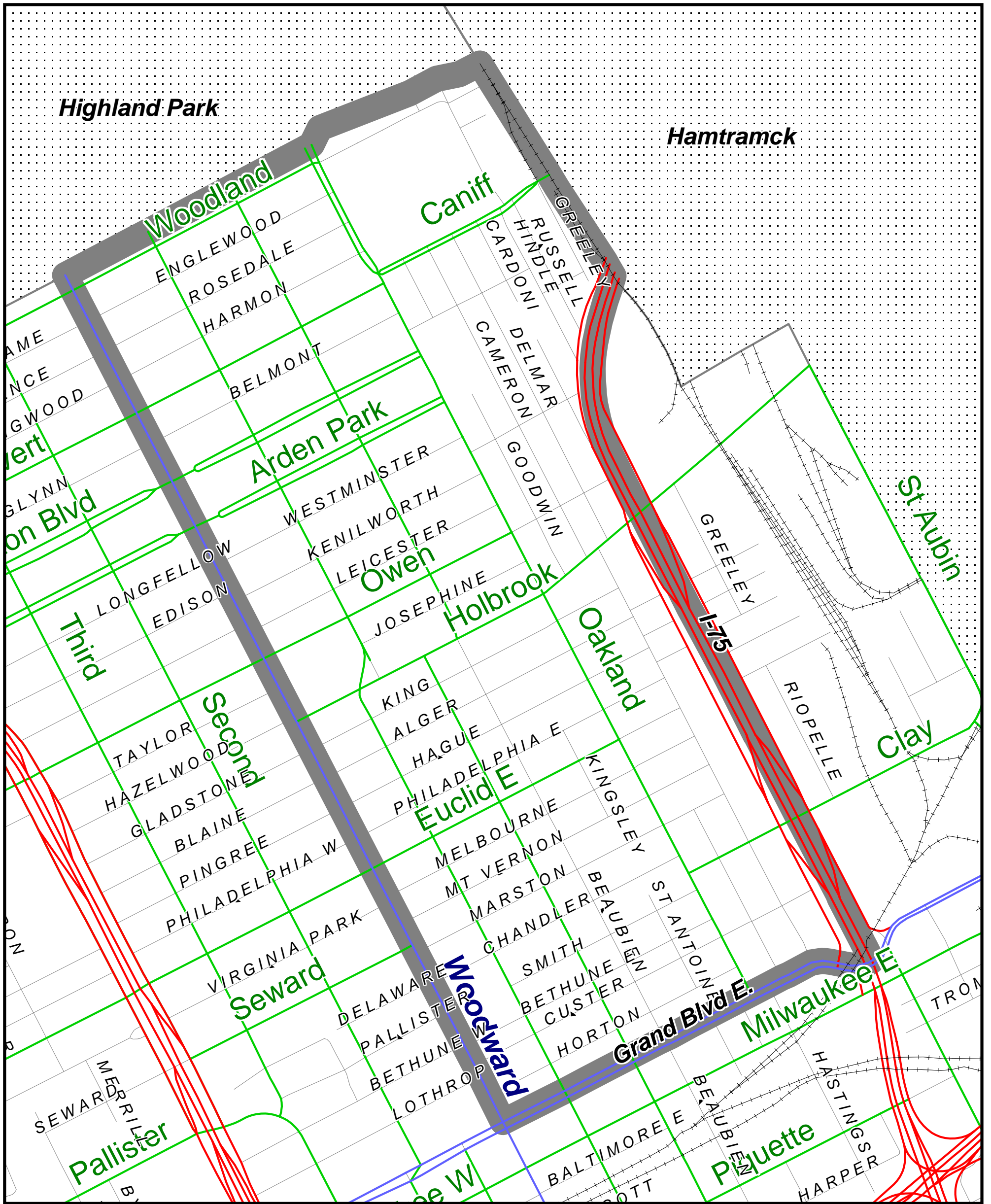
The Revitalize Strategy will infuse a combination of private, non-profit and governmental resources to provide intervention strategies to reverse negative social and economic trends that are impacting an otherwise stable neighborhood.

The Reinforce Neighborhoods are:

- Seven Mile Livernois (Six Mile to Eight Mile, Livernois to Wyoming)
- East English Village (Mack to Harper, Cadieux to East Outer Drive)

The Reinforce Strategy will strengthen neighborhoods that possess a stable tax base, adequate recreational activities, and a high percentage of home ownership, and which require minimal investment, by using various retention and growth strategies.

Some of the partners will include: Skillman Foundation, Detroit Local Initiatives Support Corporation (LISC), Knight Foundation, Kresge Foundation, Detroit Public Schools, Community Foundation for Southeastern Michigan, Governor's Cities of Promise initiative.

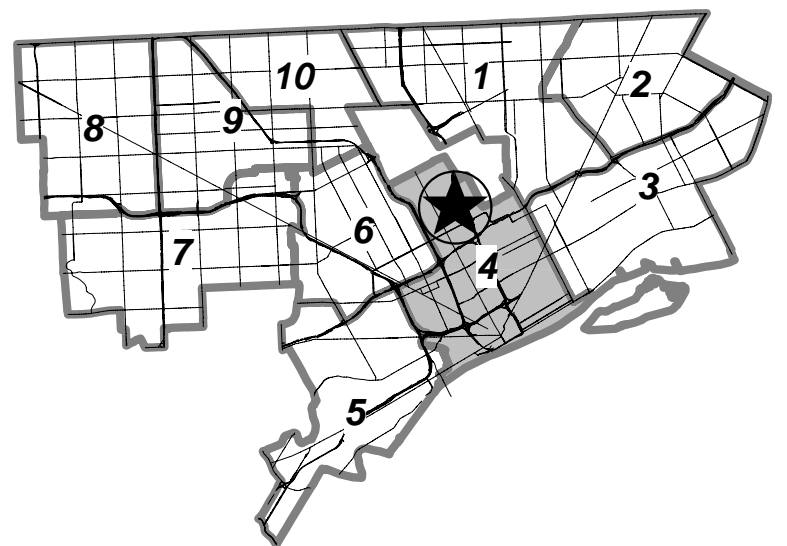


North End
Redevelop

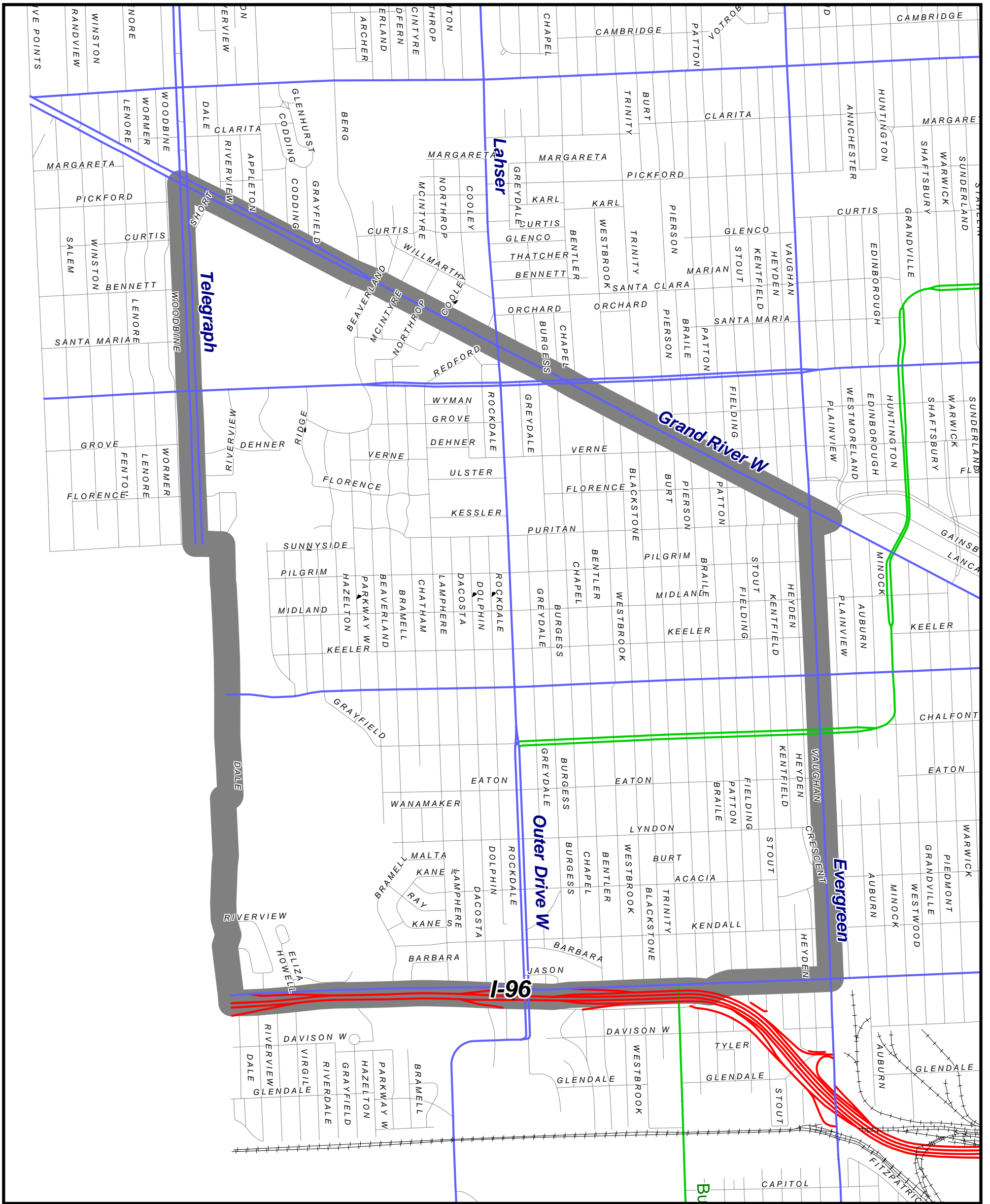


Area Boundaries

City of Detroit
Planning and Development Department
Planning Division
65 Cadillac Square, Suite 1300
Detroit, Michigan 48226
Phone: (313) 224-1339
Fax: (313) 224-1310



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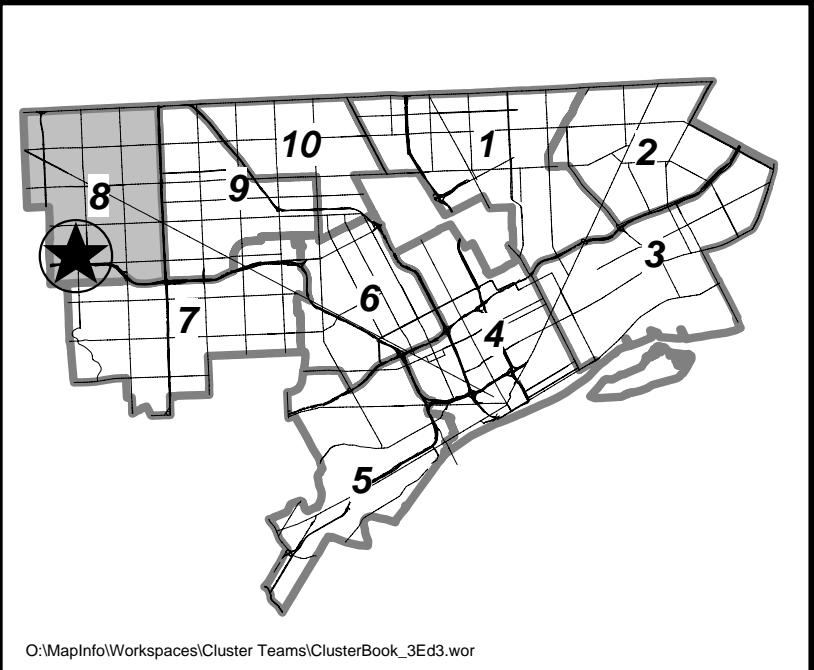


Brightmoor Redevelopment

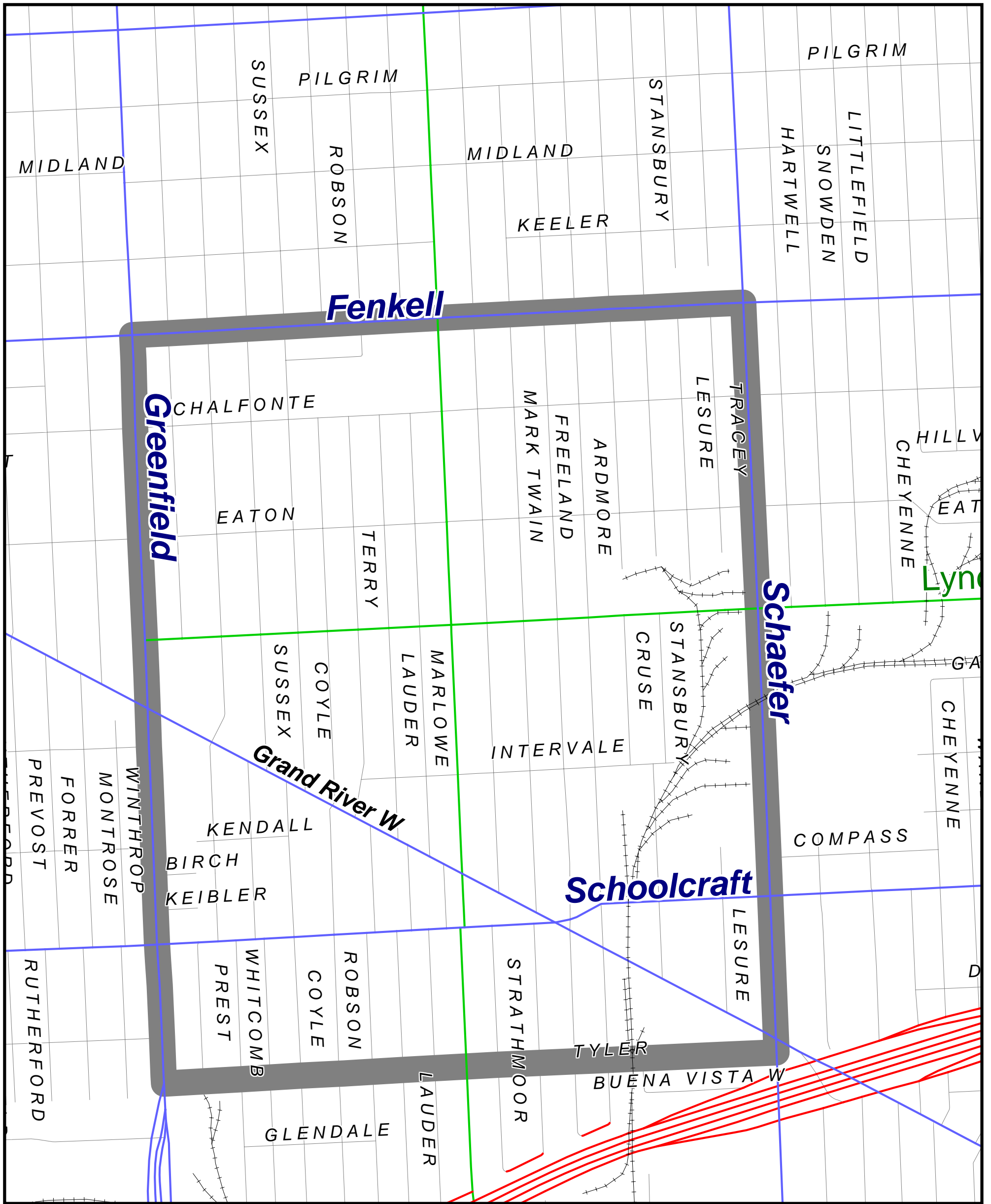


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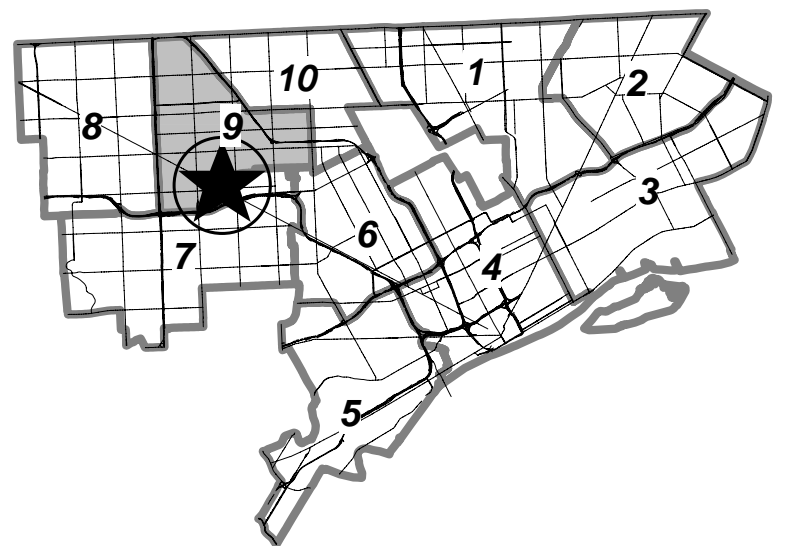


Grand River / Greenfield
Revitalize

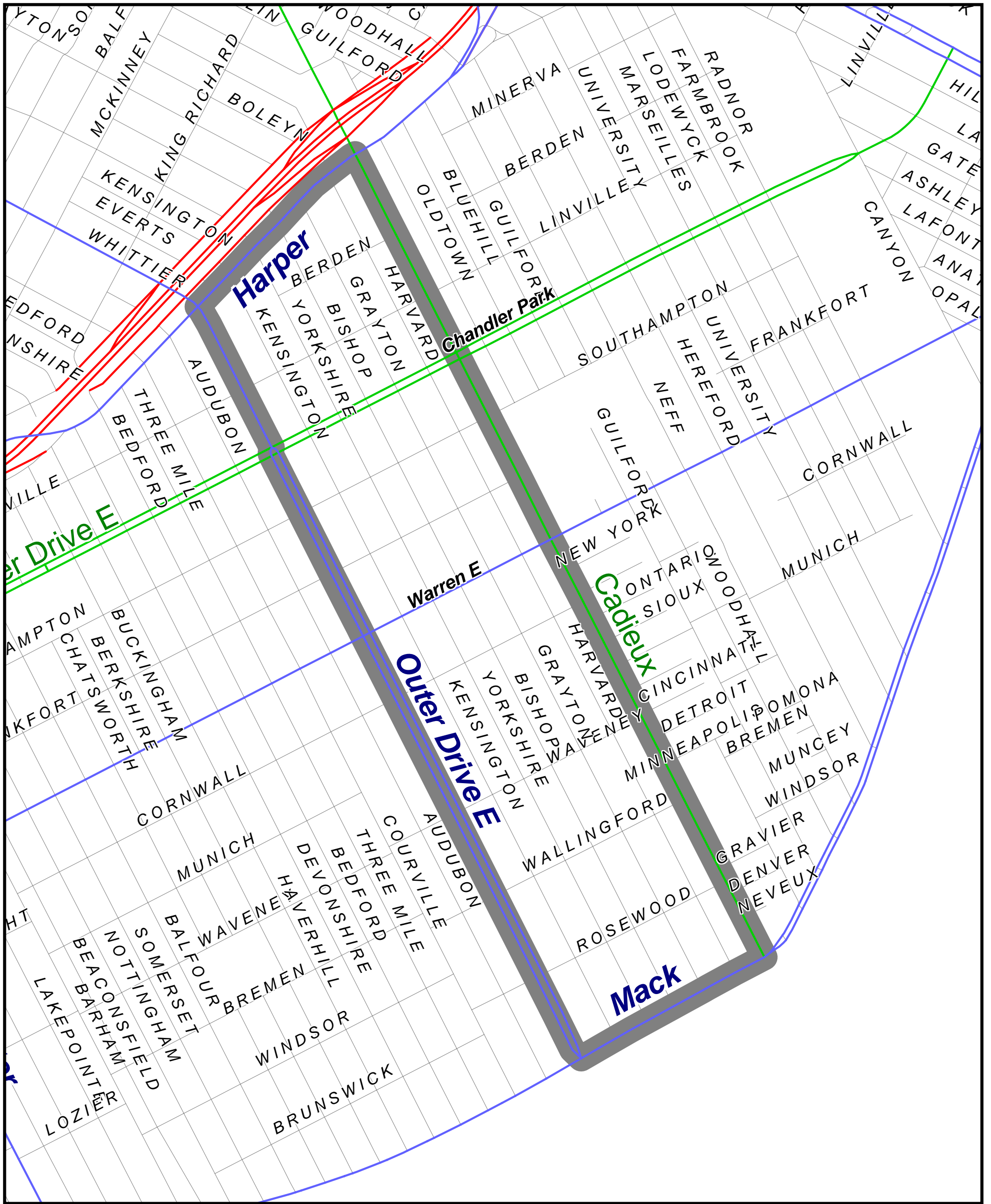


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East English Village

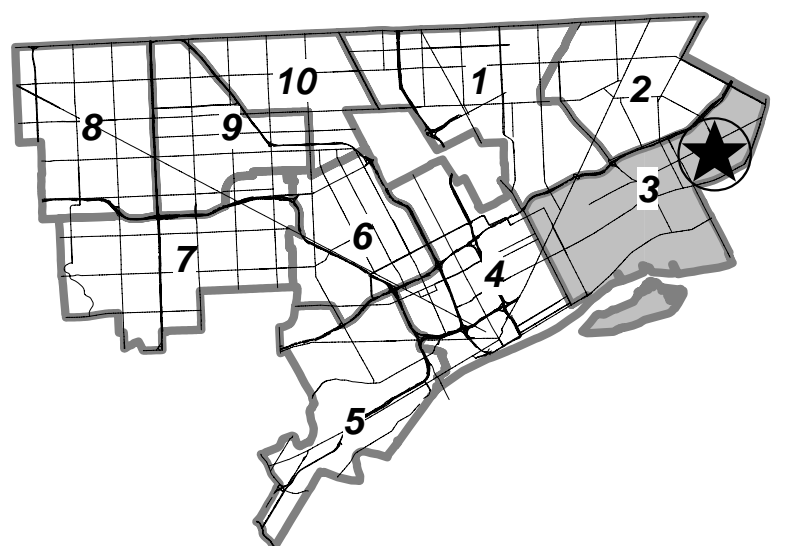
Reinforce



Area Boundaries

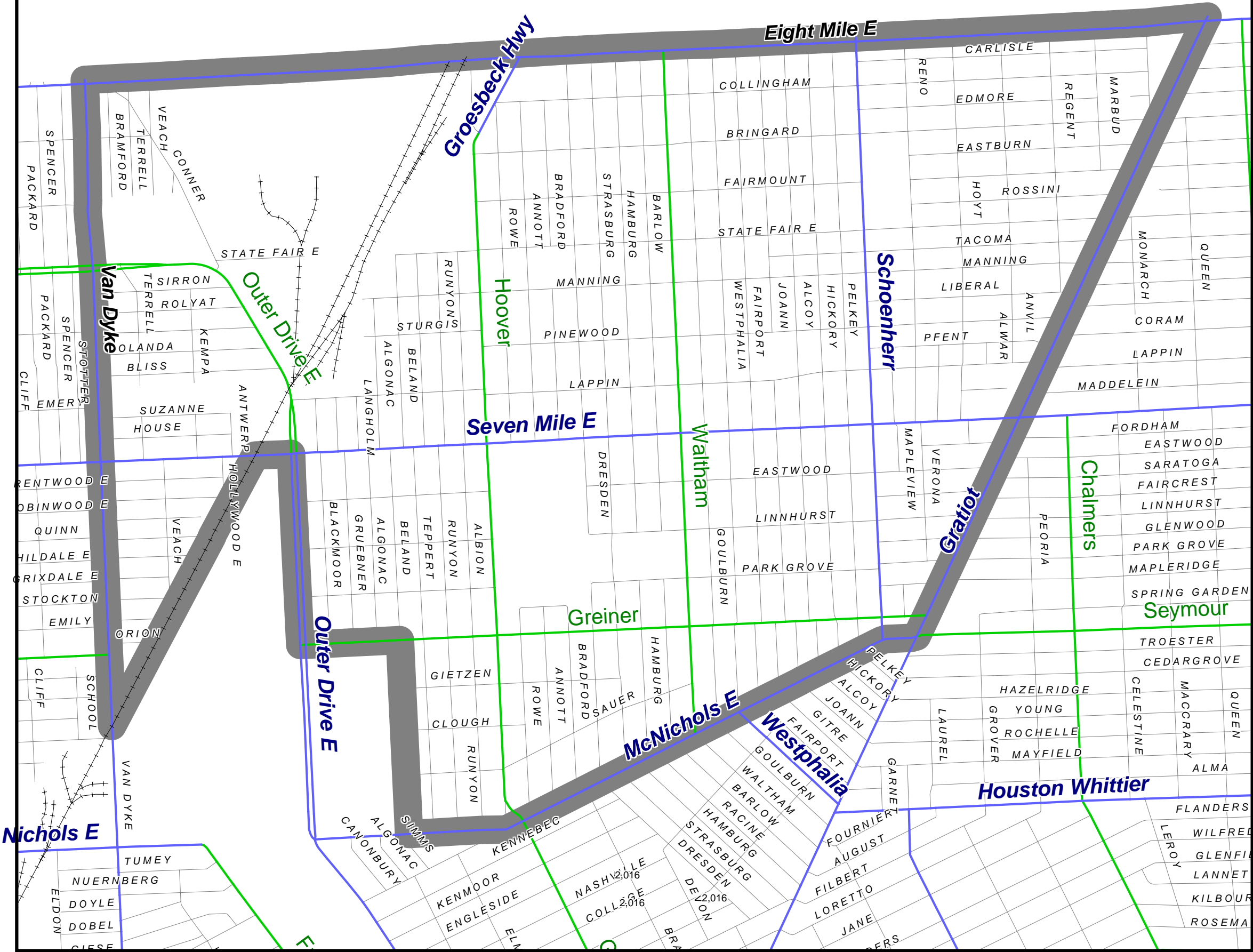


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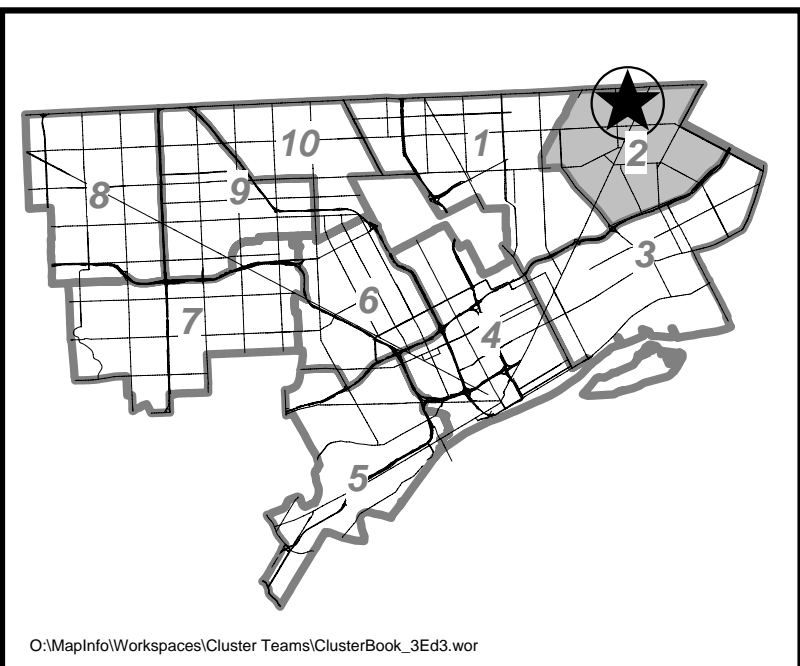
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Osborn Revitalize



**OTHER
ENTITIES
CAPITAL IMPROVEMENT
PROGRAMS**



DETROIT HOUSING COMMISSION

The Detroit Housing Commission (DHC) is a Michigan public body corporate organized as a housing agency operating under authority granted under the Michigan Housing Facilities Act, MCL 125.653 et seq. In August 2004, DHC separated from the City of Detroit Municipal Government, and became an independent government agency. In July 2005, the Mayor of the City of Detroit and the Secretary of Housing and Urban Development signed a voluntary cooperative endeavor agreement which turned over the Commission; as well as, administrative control to the Department of Housing and Urban Development. This action was taken due to years of poor scoring by the Commission on HUD's report card system. The vision of the Detroit Housing Commission is to provide decent, safe and sanitary housing in good repair for low- to moderate-income families, and to make public housing in Detroit the "housing of choice." DHC currently manages 18 family and elderly public housing developments totaling 3,967 units. In addition, the Commission has been awarded three HOPE VI revitalization grants (Woodbridge Estates, The Villages at Parkside and Gardenview Estates). Also, DHC administers 5,893 Housing Choice Vouchers under the Section 8 program.

Accomplishments

The Detroit Housing Commission receives funding from the United States Department of Housing and Urban Development to develop, acquire, construct, renovate, rehabilitate and maintain public housing units within the City of Detroit. The Commission has been awarded \$53.5 million dollars in Federal Grants from the U.S. Department of Housing and Urban

Development for the years 2006-2008. These grants dollars are specifically directed towards replacement housing from previously demolished public housing developments and the rehabilitation of DHC's current public housing stock.

In 1999, DHC began its first "Five Year Plan 1999-2004" which had the goal of strategically laying out the direction of the commission through the modernization of public housing developments and the demolition of dilapidated developments. In 2005, DHC began its second five year plan 2005-2009. Some of the Commission's recently completed projects and major initiatives include:

Woodbridge Estates (including Jeffries East)

DHC has received approximately \$77.5 million dollars in federal grants for the revitalization and modernization of this development. The \$77.5 million dollars is made up of the following grant sources: HOPE VI, Comprehensive Grant Program, and the Capital Fund Program. DHC has completed the renovation of 297 Public Housing Units, and completed construction on 86 units for the Low Income Public Housing Families, 50 Low Income Units for seniors in an Assisted Living Facility, and 41 Low Income Homeownership opportunities. The DHC has also added an additional 101 units which are Tax Credit and 78 Market Rental Units. The total cost for the Woodbridge Development will be \$134,991,330.

Gardenview Estates

The Detroit Housing Commission has been awarded approximately \$69.7 million dollars in federal grants for this

DETROIT HOUSING COMMISSION

site. The \$69.7 million dollars is made up of the following grant sources: Hope VI, Major Revitalization of Obsolete Properties and Replacement Housing Factor. The Commission in 2006 submitted to the Department of Housing and Urban Development an amended revitalization plan for redevelopment of the approximately 139 acres of land, which was approved in 2008. DHC is in the process of installing infrastructure

for the 139 units and has begun construction on the 1st Phase which will create 52 Affordable Rental Units. Finally, in the spring of 2007, DHC completed the Youth Education Town (YET) Center to enhance daily educational opportunities for economically disadvantaged youths. The cost to complete the YET Center was \$2 million dollars.

DETROIT HOUSING COMMISSION

In addition the Commission has completed the following capital improvements at the following sites over the past five years:

Brewster Homes	A/C Installation (18 units)	\$37,700.00
Riverbend	Renovations	\$9,919,187.60
Riverbend	Automatic Door System	\$32,150.00
Douglass Apts.	Renovation/retail space	\$81,200.00
Douglass/Jeffries	New Air Ventilation Systems	\$15,618.00
Jeff/Doug/Sheridan	Generator set installation	\$1,383,300.00
Jeffries B404, B503	Install ventilation system	\$15,936.00
Jeffries Bldg 502	Fire control	\$4,725.00
Jeffries Bldg 502	Window Blind Installation	\$18,828.32
Jeffries Bldg 502	Renovations	\$6,341,310.84
Forest Park	HVAC installation	\$799,375.90
Forest Park	Electrical upgrade	\$475,895.94
Harriet Tubman	Install AC unit	\$8,587.00
Harriet Tubman	Install AC unit	\$38,000.00
Harriet Tubman	Install window blinds	\$25,941.00
Harriet Tubman/State Fair	Install A/C units	\$293,644.00
Parkside TVP I/III	Site Improvements	\$99,500.20
Parkside TVP III	Site furnishings	\$926.16
Sheridan Place I, II	Gates	\$47,000.00
Sheridan Place I, II	Speed Bump Installation	\$1,023.42
Smith Homes	Irrigation System	\$131,095.00
Sojourner Truth	Site & Unit Renovations	\$3,680,000
Warren West	A/C Installation	\$556,526.00
Brewster Homes	Storm Door Replacement	\$92,539
Diggs Homes	Unit Renovation	\$282,889
Forest Park	Replacement of Furnaces	\$42,666
Sheridan Place I, II	Commercial Kitchen	\$17,531
Sheridan Place I, II	Painting Walls	\$19,900
Smith Homes	Replacement of Pipes	\$438,475
Scattered Sites	Sidewalk Replacement/Code Upgrades/ Garages	\$225,591
Sojourner Truth	Site & Unit Renovations	\$1,682,453
State Fair	Boiler Replacement	\$32,037
Woodbridge Estates	Parking Lot	\$241,931
Warren West	Commercial Kitchen	\$18,990
Warren West	Boiler Replacement	\$59,550

DETROIT HOUSING COMMISSION

Detroit Housing Commission Capital Improvement Program From 2004-2005

DHC conducted a comprehensive physical needs assessment and energy audit which allowed DHC to make informed decisions as to the most effective and efficient use of its federal awards. In addition, DHC staff continuously meets with resident groups and the Resident Advisory Board to solicit feedback and advice on the success of the Capital Improvement Program.

Woodbridge Estates (Jeffries East)

The final phase to the Woodbridge Estates Hope VI is the completion of the redevelopment of the former Public Housing Development Known as "Jeffries East". This development when completed will consist of 180 affordable units. 138 of the rental units will be Low Income Public Housing and 42 will be Tax Credit. The total cost for the development will be \$42.2 million dollars.

Gardenview Estates

The Commission over the next two years anticipates making sustainable progress in the revitalization of the former

Herman Gardens Development. The proposed plan calls for 75,000 square feet of commercial space on Joy Road, and 920 residential units. The proposed plan includes 424 Homeownership opportunities (50 devoted to Low Income Public Housing Residents) and 496 Rental Units (156 units will be for Low Income Public Housing Residents). An additional 90 Homeownership and 115 rental units will receive \$8.35 million dollars in HOME funding provided by the Planning and Development Department. The Detroit Public Schools have committed \$10.5 million dollars in bond financing to expand and rehabilitate the Herman Gardens School. In addition, the City of Detroit has committed \$13.7 million dollars to the planning and development at the site for infrastructure: Public Lighting Department \$1,975,000, Department of Public Works \$7,814,716, and Detroit Water and Sewerage \$3,936,833. The total anticipated cost for the project is \$227 million.

The Commission has projected the allocation of future capital fund grants based on the results of the Capital Needs Assessment and Energy Audit.

DETROIT HOUSING COMMISSION

Capital Fund Program Five-Year Plan

Part I: Summary

PHA Name: Detroit Housing Commission

5-Year Plan

Original

Development Number/Name	Year 1	Work Statement for Year 2 FFY Grant 2009 PHA FY: 6/30/09	Work Statement for Year 3 FFY Grant 2010 PHA FY: 6/30/10	Work Statement for Year 4 FFY Grant 2011 PHA FY: 6/30/11	Work Statement for Year 5 FFY Grant 2012 PHA FY: 6/30/12
HA-Wide Operations	Annual	\$ 1,649,353	\$ 1,649,353	\$ 1,649,353	\$ 1,649,353
HA-Wide Mgmt. Improvements	Statement	\$ 500,000			
HA-Wide Administration		\$ 824,677	\$ 824,677	\$ 824,677	\$ 824,677
HA-Wide Fees & Costs		\$ 636,692	\$ 687,748	\$ 687,748	\$ 752,965
HA-Wide Sitework/Paving/Roadwork			\$ 1,263,442	\$ 1,109,327	\$ 197,281
HA-Wide Dwelling Structures (Scattered Sites)		\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
HA-Wide Common Area/Comm Bldg Upgrades			\$ 1,263,442	\$ 1,109,327	\$ 197,281
HA-Wide Non-Dwelling Structures					
HA-Wide Non-Dwelling Equipment					
HA-Wide Relocation		\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
HA-Wide Contingency		\$ 625,040	\$ 620,406	\$ 5,506	
MI 1-05 Charles Terrace		\$ 450,794	\$ 102,912		\$ 1,137,933
MI 1-06 Smith Homes			\$ 195,598	\$ 34,217	\$ 170,806
MI 1-07 Jeffries West			\$ 46,473		\$ 30,082
MI 1-08 Frederick Douglass					
MI 1-11 Forest Park		\$ 175,000	\$ 31,742	\$ 61,750	\$ 302,297
MI 1-17 Diggs		\$ 202,921	\$ 154,901		\$ 69,035
MI 1-18 Sheridan I		\$ 63,660		\$ 1,127,960	\$ 194,456
MI 1-19 Scattered Sites (8/Wyo)					
MI 1-20 Scattered Sites (FHA 2)					
MI 1-21 Scattered Sites (FHA 3)			\$ 93,500		
MI 1-26 State Fair		\$ 45,605		\$ 301,000	\$ 220,094
MI-1-27 Warren West		\$ 662,361		\$ 71,999	\$ 190,586
MI-1-28 River Bend			\$ 219,570	\$ 53,793	
MI-1-29 Tubman		\$ 720,813		\$ 79,702	\$ 259,448
MI 1-37 Scattered Sites (FHA 1)		\$ 85,000			
MI 1-38 Scattered Sites (FHA 4)		\$ 85,000			
MI 1-42 Sojourner Truth Addition					\$ 28,438
MI 1-45 Sheridan II		\$ 533,906	\$ 496,570	\$ 130,407	\$ 201,153
MI 1-50 Brewster		\$ 485,943			\$ 1,320,880
TOTAL		\$ 8,446,765	\$ 8,350,334	\$ 7,946,765	\$ 8,446,765



Detroit RiverFront Conservancy **East RiverWalk Project Summary**

History and Vision

In 2002, a task force was commissioned to develop recommendations on returning public access to the Detroit River. As a result, the Detroit RiverFront Conservancy (DRFC), a 501 (c)(3) organization, was founded to undertake the creation, improvement, operation, maintenance, security and programming of the Detroit Riverfront, in an effort to reverse economic decline and to encourage residents to return to the river. The goal of this public-private partnership is to create an extraordinary venue that celebrates Detroit's unique asset, generates the renewed sense of possibility and leverages economic development. This has evolved into a vision for public access to the Detroit River from the Ambassador Bridge to east of the MacArthur Bridge at Belle Isle, including Gabriel Richard Park. The first phase of this vision is focused on the east riverfront.

The East Riverfront Project

The East Riverfront project, which is under construction, includes the Detroit RiverWalk and four planned plazas and pavilions. This series of paths, parks and green spaces along the Detroit River will extend a distance of about three and a half miles from the Civic Center to east of the MacArthur Bridge on Belle Isle. The RiverWalk averages 62 feet in width and will include a pedestrian section, a bicycle path and landscaping. From walking to jogging, cycling to rollerblading, to fishing, recreation, art and music, the East RiverWalk area will be a

magnet of activity. In the longer-term, plans include extending the RiverWalk from east of the MacArthur Bridge to the Ambassador Bridge - over five miles of continuous public access. The envisioning and planning of the west riverfront area is currently underway by the City of Detroit, in partnership with the Conservancy.

The East RiverWalk pathway has been designed to accommodate the natural shoreline. In some places, a soft shore approach will allow a close connection with the river; in others, the walk may be slightly farther away with steps leading to the river; in other areas, the walk will overhang the water, providing a shaded, safe environment for fish spawning. At four points along the RiverWalk, the pathway will broaden out into plazas that will house pavilions with visitor amenities – restrooms, concessions, and canopies for shade and shelter. These plazas and pavilions will be key access points, serving as the “front doors” to the RiverWalk. The plazas also will be venues for environmental, geographical and historical education, family activities, recreation and entertainment.

Several major portions of the promenade are complete. In 2007, the plazas and pavilions at Rivard Street and at Gabriel Richard Park were completed, as well as significant portions of the RiverWalk. Two additional plazas are planned for construction in 2009.

DETROIT RIVERFRONT CONSERVANCY

Specific areas of the East Riverfront project have been the sites of extensive construction activity:

- Three cement silos along the east riverfront have been demolished, opening the way for further construction.
- Rivard Plaza – the sea wall remediation is complete and a mooring bollard was installed; underground utility installation and foundations for both the plaza and pavilion are now complete; the exterior and interior walls of the building are under construction; the foundations for the water carousel and landscape planters are nearing completion; work on the fountain and the security system has begun.
- Talon and Omni - the boardwalk is nearing completion, and the asphalt bicycle path is being installed at the east end of Omni, running westward.
- Stroh - a new seawall cap in front of the property is complete and a power source for lighting and security is being developed with DTE.
- Harbortown - a new transformer has been installed and the seawall work is finished.
- Mt. Elliot Park - road repairs and the grading for the walkway and bicycle paths are complete.
- Gabriel Richard Park - work is underway for the building footings and foundations, the fishing platforms and the curved walkway up to the MacArthur Bridge.

Programming on the East RiverWalk

The development of the East Riverfront will provide new opportunities at the river's edge for children, teens, young adults, families and seniors, expanding recreational and social resources for families and the community. This new, beautiful place will allow residents and visitors to gather and experience Detroit's unique attribute, the

river. Environmental programs will generate opportunities to educate the area's residents about ways they can make their city healthier and safer – from storm water runoff to environmental justice issues. Family programs will create positive, intergenerational activities. Seniors will be able to enjoy the river by attending events, walking, or just sitting on one of the many benches. The vision will be achieved when people come to the Riverfront to work, live, eat and play at the water's edge – and through this transformation find opportunity, jobs and a revitalized sense of community.

In addition to the river's edge, the RiverWalk and related projects will change community lifestyles. Adjoining neighborhoods will be strengthened by making a truly walkable community, with greenways connecting the RiverWalk to nearby neighborhoods. New riverfront businesses will provide employment; rising real estate values will generate equity. The strategic investment in the riverfront will leverage improved quality of life, economic opportunity, and promote healthy lifestyles for the people who need it most.

The Conservancy has worked hard to understand and respond to the interests and needs of the community when designing and planning the East RiverWalk. In 2005, the Conservancy developed plans to activate the RiverWalk through programming, and to engage community members through opportunities to volunteer. Programming began in 2007 on a pilot basis, with a full complement of programs offered in 2008 and beyond. Five types of programs were designed to attract and serve a wide range of audiences:

- public use
- educational and recreational programs
- community events
- services and business attractions
- rentals

DETROIT RIVERFRONT CONSERVANCY

East RiverWalk Project Campaign

The East Riverfront project represents approximately \$300 million in investments to date. The Conservancy's portion of this investment is \$140 million which includes \$80 million to support East RiverWalk construction, operations and near term maintenance, and \$60 million to create an endowment that will support its long term operations and maintenance. To date, over \$102 million in commitments have been raised, primarily from foundations and corporations. Of this total, \$5.8 million was secured by members of Michigan's Congressional delegation in federal transportation dollars.

In funding a project the size and scope of the East RiverWalk, it was important for the Conservancy to raise large gifts and grants early in the campaign. The Kresge Foundation served as the catalyst, advancing an unprecedented series of challenge grants totaling \$50 million. More than 50 foundations and corporations as well as 100% of the Board and staff have followed the lead of the Kresge Foundation by supporting this project. Fundraising efforts have expanded to aggressively pursue major gifts from individuals, unions as well as additional dollars from local, county, state and federal government sources.

The revitalization of the riverfront represents the largest investment in community development in Detroit's history. It is also characterized by unparalleled cooperation among government, the private sector and the community. The investments of the Conservancy and its partners are transforming the riverfront and providing a host of new opportunities for residents of the city and the region. Plans for the riverfront are already providing the impetus for new housing and commercial development that will radiate growth and renewal into

adjacent neighborhoods and outwards into the City of Detroit and Southeastern Michigan.

Dequindre Cut Project Summary

The Dequindre Cut – a long abandoned below grade rail line – runs north/south, between and parallel to Orleans and St. Aubin Streets in downtown Detroit. The pathway connects between the Detroit riverfront and as far north as Pontiac. A variety of thriving city neighborhoods border the area. The first phase of this project which is the portion between Woodbridge and Gratiot, will provide important and needed pedestrian access to the Detroit riverfront, historic Eastern Market and the surrounding neighborhoods. A portion of the pathway will remain undeveloped and be kept available for possible light rail transportation.

Upon completion, the Detroit Riverfront Conservancy will be responsible for the operations, maintenance, and programming of the Dequindre Cut Greenways Initiative. Operations and maintenance include partnerships with the Downtown Detroit Partnership and their Clean Detroit program to keep the Dequindre Cut clean. Also, the Conservancy will be responsible for security and the landscaping of the Dequindre Cut. Plans for the programming of the Dequindre Cut are underway, with the grand opening planned for the spring of 2009 being the first of many. Specifically, planned programming for the Dequindre Cut include, but are not limited to, an opening event, bicycle tours, health and nature walks, marathons, and community partnership collaborations.

walk the WATER'S EDGE

DETROIT INTERNATIONAL RIVERFRONT

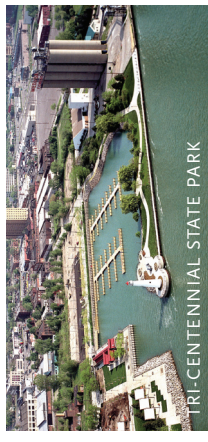
The entire Riverfront is a special place to enjoy walking, biking, jogging, sightseeing and more. Along the way, we have some special highlights that you don't want to miss.



GM PLAZA



RIVARD PLAZA



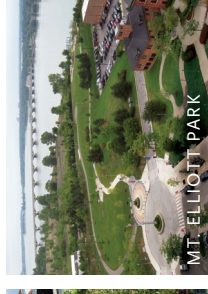
TRI-CENTENNIAL STATE PARK



STROTH'S RIVER PLACE



TALON/OMNI



MT. ELLIOTT PARK



GABRIEL RICHARD PARK PLAZA



WATERWAYS MAPS

Two beautifully designed maps at Rivard Plaza and Pavilion highlight the importance of the Detroit River within the international waterways. An inlaid granite map highlights the 32 mile long Detroit River and its surrounding communities and a standing sculptured glass map shows the entire St. Lawrence Seaway route.

CULLEN FAMILY CAROUSEL

This carousel, located at Rivard Plaza, was handcrafted and specially designed for Detroit. It features creatures native to the Detroit River, along with the mythical River Mermaid and River Monster. The beautiful Cullen Family Carousel is a treat for kids of all ages. Carousel hours can be found on location or online at www.detroitriverfront.org.

RIVERWALK CAFÉ

New to the Riverfront in 2008, the RiverWalk Café will offer a diverse menu at two locations: Rivard Plaza and Gabriel Richard Park. Grab a quick bite to go or stay and watch the ships go by as you enjoy your meal or beverage. More details on menus and café hours can be found at the café locations or online at www.detroitriverfront.org.



FISHING OUTLOOKS

The Detroit River is known for its great fishing and the new Detroit International Riverfront offers great fishing locations for those wanting to cast a line out in the water, including Tri-Centennial State Park Harbor and Mt. Elliott Park. At Gabriel Richard Park, specially built fishing outlooks extend out from the shoreline for a chance at a better catch.

BUTTERFLY GARDENS & LABYRINTH

At Gabriel Richard Park Plaza and Pavilion, visitors can stroll along paths through special gardens planted with flowers chosen for their appeal to butterflies or take a winding tour of an inlaid brick labyrinth, donated by the Adcraft Club of Detroit. These peaceful amenities invite visitors to take a breath and enjoy the peaceful setting.

WHEELHOUSE DETROIT BIKE RENTALS

Experience the Motor City on two wheels! Open at Rivard Plaza and Pavilion, Wheelhouse Detroit offers bike rentals, tours and service. Two hour, half-day, full-day and multi-day rental packages are available. More information is available online at www.wheelhousedetroit.com.

PARKING

There are several public parking options near the Riverfront in downtown Detroit. Adjacent to Hart Plaza and Cobo Center are:

- Joe Louis Arena Parking Structure (Third Avenue & West Jefferson)
- Cobo Center Parking (Roof top & at Washington Blvd. & Jefferson Ave.)
- Hart Plaza/Ford Auditorium Parking (Jefferson Ave. at Woodward)

Adjacent to the GM Renaissance Center, parking can be found at:

- Beaubien Place Garage (Atwater & St. Antoine)
- GM Surface Lots (Enter at St. Antoine)
- Millender Center Garage (Randolph & Congress)
- Miller Parking Garage (Entrances on Bates St. & Renaissance Drive West at the Marriott)

Access to the Riverfront can also be attained by using the Detroit People Mover and exiting at the following stations:

- Joe Louis Arena Station
- Financial District Station
- Millender Center Station
- GM Renaissance Center Station



DETROIT RIVERFRONT CONSERVANCY

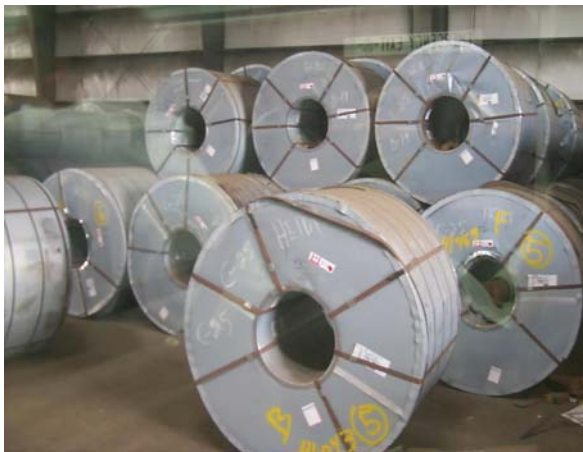
www.detroitriverfront.org



Promoting Commerce and International Trade
Through Creative Economic Development Solutions

DETROIT/WAYNE COUNTY PORT AUTHORITY

The “Port of Detroit” is one of Michigan’s most important economic engines, responsible for the movement of 750 thousand tons of steel annually, supplying our automobile industry and providing hundreds of jobs and personal income. The dock at the Port of Detroit, located at the foot of Clark Street in southwest Detroit, is depended upon by Thyssen Krupp and Corus (formerly British Steel) to import their products to the Detroit Metropolitan area. From this dock, steel coils and other steel products are transferred to processing centers all across Southeast Michigan and beyond. Historically, this site has long been used as an important industrial port to import lumber, copper, automobiles and now steel. Its



strategic location near the Ambassador Bridge and major interstate freeways positions the Port of Detroit as an accessible and efficient port terminal.

Steel cargo requires delicate care and handling before further processing. Today, steel cargoes are climate controlled, bar coded and sequenced, a process that requires the right technology and appropriate infrastructure. In 2005, the Port of Detroit was responsible for importing approximately 750 thousand tons of steel creating an estimated economic impact of over \$189 million through jobs, personal income and taxes. Industry and other manufacturing demands such care in order to sustain competitiveness and quality in each and every product.

The primary importers of these steel products are Thyssen Krupp and Corus. More than one-third of the cargo that crosses the docks at the Port of Detroit is imported by Thyssen for their fabricating plant in Southwest Detroit. From there, it is transported to stamping plants throughout the region, such as Daimler-Chrysler, for automobiles and related products. A major goal of the Detroit/Wayne County Port Authority is to diversify the cargoes at the Port of Detroit, to become less dependent on the fluctuating market of steel.

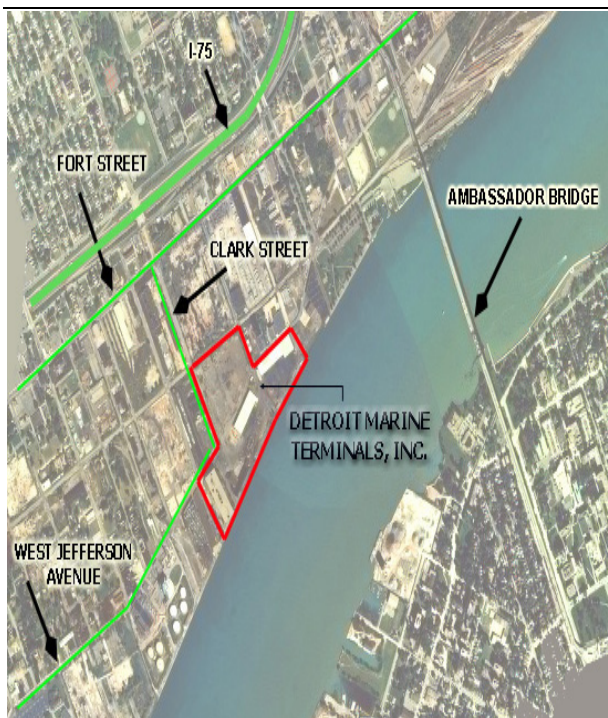
TYPES OF STEEL CARGOES:

Slabs	Structurals	Flat Rolled Sheet
Plate	Bar Stock	Steel Wire / Cable

II. SITE DESCRIPTION

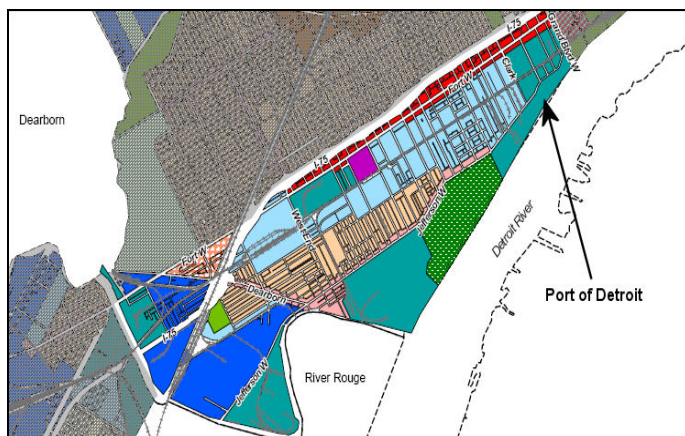
The Port of Detroit is located at the foot of Clark Street in Southwest Detroit. The Port of Detroit is approximately one quarter mile from Interstate 75 to the north and the Ambassador Bridge to the east. Interstates 94 and 96 are within minutes from I-75 and the Bridge, as well. Downtown Detroit is approximately four miles east on Fort Street. Active rail spurs serve the former Motor City Intermodal property adjacent, and to the west, of the Port of Detroit. The Detroit/Wayne County Port Authority will re-activate the rail spurs leading into the Port of Detroit providing true multi-modal options in downtown Detroit.

DETROIT/WAYNE COUNTY PORT AUTHORITY



III. CITY OF DETROIT 2004 MASTER PLAN

The City of Detroit Planning and Development Department has created a Master Plan of Policies which will guide strategic investment within the City of Detroit over the next several years. The Port of Detroit is included within Cluster 5 of this Master Plan. Within the Cluster 5 priorities and goals is a section devoted to “Industrial Centers,” which includes many under-utilized industrial sites. The Port of Detroit is specifically identified within this description.



City of Detroit, 2004 Master Plan, Cluster 5, Proposed Land Use (Teal)

The goal for this section is to “increase the viability of industrial areas.” To do this, the City of Detroit has proposed four policies, all of which, play a role in the Detroit/Wayne County Port Authority’s strategic plan to redevelop the Port of Detroit. They are:

Policy 6.1: In the eastern end of the area, expand industrial areas into marginal residential pockets.

Policy 6.2: Continue development of and increase the efficiency of the Port of Detroit.

Policy 6.3: Along commercial thoroughfares, promote the development of import/export trade brokering firms and other commercial enterprises.

Policy 6.4: Encourage relocation of industries in conflict with residential areas to sites south of Fort.

The Detroit/Wayne County Port Authority has advanced each policy area through the Port of Detroit Project. The sole focus is on the eastern end of the district. Large parcels of vacant or obsolete property surround the Port of Detroit, but present excellent re-development opportunities for businesses that may complement the Port of Detroit, such as packaging, logistics or transportation service companies. The mission of the Detroit/Wayne County Port Authority through this project is to increase efficiency and continue developing the facility. The development of import/export trade brokering firms and other commercial enterprises are not only being encouraged along Fort Street, but possibly on the underutilized parcels that surround the Port of Detroit.

In fact, the Detroit/Wayne County Port Authority recently signed a Services Agreement with the U.S. Department of Commerce for assistance in export development opportunities at the Port of Detroit. Again, such collaboration was sought to advance cargo diversification initiatives in the area. The Detroit/Wayne County Port

DETROIT/WAYNE COUNTY PORT AUTHORITY

Authority is also a member of the Detroit Regional Chamber, and Detroit Economic Partnership, whom are both instrumental in development import and export business opportunities in the region. These entities complement the Detroit/Wayne County Port Authority's marketing efforts within the Port of Detroit District.

Finally, and most importantly, developing the port and other transportation/freight-related businesses south of Fort Street, decreases the stress and strain of emerging residential areas to the north of Fort in Corktown and Mexicantown. Direct access to I-75 can be realized, and existing rail spurs into the marine terminal will be redeveloped to further reduce truck traffic in the neighborhoods.

The Port of Detroit District is meant to complement the ongoing planning and development of the Detroit Intermodal Freight Terminal (DIFT) project. Significant progress has been made by the Michigan Department of Transportation (MDOT) and members of the southwest Detroit community to develop a strategy for the DIFT project that incorporates infrastructure investment, job creation and environmental protections. All of these goals, in part, comprise the mission of the Detroit/Wayne County Port Authority, and will be incorporated to the best of our ability as we develop the Port of Detroit District.

Additionally, a comprehensive transportation planning process will be put in place that better communicates the progress, goals and objectives between the Port of Detroit District plan and the DIFT study. Such collaboration will reduce the risk for duplicating services, and better coordinate transportation activities in the largest increasing census tracts within the City of Detroit, all within southwest Detroit neighborhoods. Proper coordination and planning with concurrent residential, commercial and retail opportunities to the north, in community that comprise the Gateway Communities Collaboration, will be undertaken

through such a comprehensive planning approach.

The Port of Detroit Project and the surrounding District, as overseen by the Concession Agreement will not result in the creation or acquisition of an international bridge or tunnel linking Canada and the United States. The Port of Detroit Project and District is meant to enhance multi-modal opportunities by promoting waterborne commerce and the marine terminals that advance trade opportunities.

IV. DESCRIPTION OF SITE



The Port of Detroit is 35-acres, with docks that are approximately 2,150 feet in length, and a seaway depth of 27 feet. The facility has 128,000 square feet of covered storage for rolled steel or other products.

The Port of Detroit site includes a vacant and functionally obsolete ten-story warehouse that sits just southwest of the 35-acre marine terminal, and is currently planned for conversion by the Port Authority. This approximate 4-acre site will be used for enhanced storage and handling operations of bulk commodities.

Part of the property also benefits from being within the boundaries of the state-designated Renaissance Zone. The terminal and port district provides the region with a tangible and established economic base that will create further development projects in the future.

DETROIT/WAYNE COUNTY PORT AUTHORITY



V. HISTORY OF PROJECT – CHRONOLOGY OF EVENTS

- In 1966 the Detroit Port Development Corporation, a bond-issuing entity incorporated by the City of Detroit, partnered with what was then Detroit Harbor Terminal and acquired title to the property. The bond issuance spanned 40 years, and saved the terminal, ironically, from bankruptcy. This is the same scenario this property would face 40 years later.
- In 1976, the tenant/operator defaulted on debt service payment and forced the Detroit Port Development Corporation into bankruptcy. Detroit Marine Terminal acquired a new 40-year lease through court action and the bonds were extended through 2017.
- The Detroit/Wayne County Port Authority was created in 1978, equipped with the powers to bond and finance improvements at all port facilities within Wayne County. This new, special-purpose authority, created through Public Act 639 of 1978, was empowered to enter into contracts with private companies, improve, renovate or construct port facilities along the waterfront in Detroit and Wayne County, and simply, become the quasi-public development entity for the Port of Detroit. Like port authorities everywhere, the Detroit/Wayne County Port Authority was granted exclusive rights to negotiate leases with terminal tenants and operators. It's this type of streamlined, pro-business, corporate-like service that would attract private companies and corporations located off the waterfront to its structured financing program in later years.
- In 2000, the Detroit/Wayne County Port Authority was approached by the family trust that ultimately owned Detroit Marine Terminal (The Webster Family, Montreal). They were interested in divesting their asset at the foot of Clark Street. They were interested, though, that it remain a port facility. Many jobs, both direct and indirect, relied upon the success of this facility. If a deal could be arranged that allowed the family to exit the City of Detroit, and its marine terminal, they would be amenable. The Detroit/Wayne County Port Authority immediately began working on a strategy to preserve the marine terminal, prevent it from going bankrupt, and sustain the traffic and businesses that relied upon its existence. This coincides with the mission of the Detroit/Wayne County Port Authority and was one of the founding principles: preserve and protect the port and maintain Detroit's access to global markets.
- After two and a half years of negotiations, starting in 2001, the Detroit/Wayne County Port Authority negotiated a 20-year Operating Agreement with Federal Navigation Ltd. (FedNav), an international shipping company based in Montreal, Canada. FedNav owns or operates 16 port facilities across the country including over one-half dozen within the Great Lakes region, including Burns Harbor, Indiana and Cleveland, Ohio. This agreement would allow the Detroit/Wayne County Port Authority to acquire title via transfer from the Detroit City Council. The Detroit/Wayne County Port Authority

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would defease the current outstanding bonds on the facility.

- During the Summer of 2003, the Bush Administration levies heavy tariffs on certain foreign-sourced steel products resulting in a collapse in tonnage to the Port of Detroit and Detroit Marine Terminal. Closing of the agreement, scheduled for September of 2003, never happens. FedNav pulls out of the deal due to deterioration of the steel-import market.
- In July of 2004, Detroit Marine Terminal was left without a market and was forced to shut down. The family trust defaults on its June 2004 bond payment to the Detroit Port Development Corporation which, likewise, defaults.
- In early 2005, U.S. Bank, acting as a trustee, files suit in U.S. District Court seeking appointment of a receiver for the leased premises and threatens foreclosure of the property.
- Within 30-days of the final federal court decision, the Detroit/Wayne County Port Authority strikes a deal with the Ambassador Port Corp., as equity-partner, and Nicholson Terminal & Dock Co. (Ecorse, Michigan), for daily port operations, which bring two of the port community's top companies together to save the former Detroit Marine Terminal property from public auction. This is the City of Detroit's last remaining general cargo facility.
- In July of 2005, the former Detroit Marine Terminal, now renamed the Port of Detroit, since it is the last remaining general cargo facility, and because it conveys the public-purpose mission of the Detroit/Wayne County Port Authority, re-opens and reinvigorates the port by employing hundreds both directly and indirectly. The Ambassador Port Corp. is the general operator and equity-partner of the facility,

investing over \$2 million to make outstanding bond payments. Nicholson Terminal & Dock Co. has moved its mobile equipment to the port, with its Ecorse facility complimenting the core operations at the Port of Detroit. All parties involved will share in profits pending success in increasing port tonnages. This will require diversifying the cargo, marketing the facility internationally, and updating/modernizing the facility through strategic investments in its equipment, infrastructure and intermodal connections.

VI. PROJECT DESCRIPTION - CONCESSION AGREEMENT

The purpose of this project is to protect and preserve property historically used for port operations. The hope is to ensure the long-term viability of the Port of Detroit and its strategic market position. The project includes the transfer from the City of Detroit, the 35-acre property, to the DWCPA. Upon such transfer, the DWCPA will contract with a terminal operator(s) for a long-term agreement to operate and manage the City of Detroit's only remaining general cargo facility. The Port Authority envisions that upon such transfer, the incoming operator will update and modernize all of the existing mobile and material handling equipment. Future plans include the construction of new climate controlled warehouses for Thyssen Steel, one of Michigan's largest steel finishing operations. The coils brought by ship to this dock eventually end up at automotive stamping plants throughout the State of Michigan.

To make the project work, the Detroit/Wayne County Port Authority entered into a Concession Agreement with the Ambassador Port Corp., as equity partner, to assist in developing overall port operations. The Detroit/Wayne County Port Authority owns the entire 35-acre marine facility, has absolute approval and ultimate control, and makes all development decisions amongst the redevelopment partners. If for any reason the

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Concession Agreement should be terminated, or the facility ceases its intended use, the City of Detroit would assume the ownership of the property.

Within the Concession Agreement the Ambassador Port Corp. is responsible for “facility work” which includes:

- Present a yearly Master Plan to the Detroit/Wayne County Port Authority Board of Directors (Public Meeting). This includes all capital improvements, or operational improvements, expected to be performed at the facility for the upcoming fiscal year. Every decision prior to commencing requires DWCPA approval.
- Negotiate contracts
- Present operation budget
- Recommend pricing of products and services
- Operational policies
- Manage all processes (modifying, constructing, rehabbing, subleasing, etc) related to the facility
- Work with the facility operator to execute contracts related to the operations
- Work with the facility operator to maintain permits, licenses, approvals

The DWCPA agreed to oversight of the “facility work,” which includes:

- Not withholding consent to any budget, master plan, price schedule, or operating procedure as long as its consistent with applicable law and concession purpose, won’t impose financial obligations on the DWCPA, and consistent with the facility operation standard
- Responding to requests of approval
- Executing documents that are reasonable and to the extent that such powers can be granted in a manner consistent with the agreement
- Keeping the Ambassador Port Corp. informed of any potential defaults or breaches of the agreement

- Not pledging an interest or mortgage in the facility, revenues generated during the concession term (25 years) without Ambassador Port Corp. consent
- Alerting Ambassador Port Corp. of any public notices of violation

The Ambassador Port Corp. has a “Facility Operation Agreement” with Nicholson Terminal & Dock Co. Nicholson Terminal & Dock Co. must report all gross receipts. The Detroit/Wayne County Port Authority gets 2.5% of all gross receipts, quarterly, which is then shared with the City of Detroit. Ambassador Port Corp. collects all capital receipts from Nicholson Terminal & Dock Co. in order to pay loans, Ambassador Port Corp. interest outstanding which pays down the \$2 million principle, and finally, to pay Nicholson Terminal & Dock Co. for services rendered.

The Ambassador Port Corp. can request to construct, demolish and maintain any facilities on the premises after obtaining the necessary local state or federal permits, and with approval by the Detroit/Wayne County Port Authority. Again, all plans must be submitted to the Detroit/Wayne County Port Authority for approval via the Master Plan mentioned above. In fact, it states within the Concession Agreement that the Ambassador Port Corp. **“shall comply and abide by all federal, state, county, municipal and other governmental statutes, ordinances, laws and regulations affecting the premises and facility or the other improvements within the agreement or any activity on the premises.”**

The legal structure of the development team could be duplicated on additional port projects, pending all federal, state, county, municipal and other governmental statutes, ordinances, laws and regulations, and ultimately by the Detroit/Wayne County Port Authority Board of Directors. The Ambassador Port Corp. can only request that additional properties owned by the Detroit/Wayne County Port Authority be considered for expansion, pending they integrate into the vision laid out by the

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Detroit/Wayne County Port Authority to redevelop the Port of Detroit.

VII. ECONOMIC BENEFIT

The DWCPA will develop the Port of Detroit helping to preserve the vital link between the automotive industry and its steel products that enter through the Port of Detroit. The aged port facility will benefit from upgrading and modernization of the equipment and warehouses that ensure the Port of Detroit will remain competitive in the future.

In total over \$189 million dollars of personal income, business revenue, and various taxes translates into economic stability for the region. The Port of Detroit project will impact over 250 jobs directly and thousands indirectly. This includes companies that service the Port of Detroit docks, such as Thyssen Steel and other automotive and related companies.