

## NOTICE OF A PUBLIC HEARING

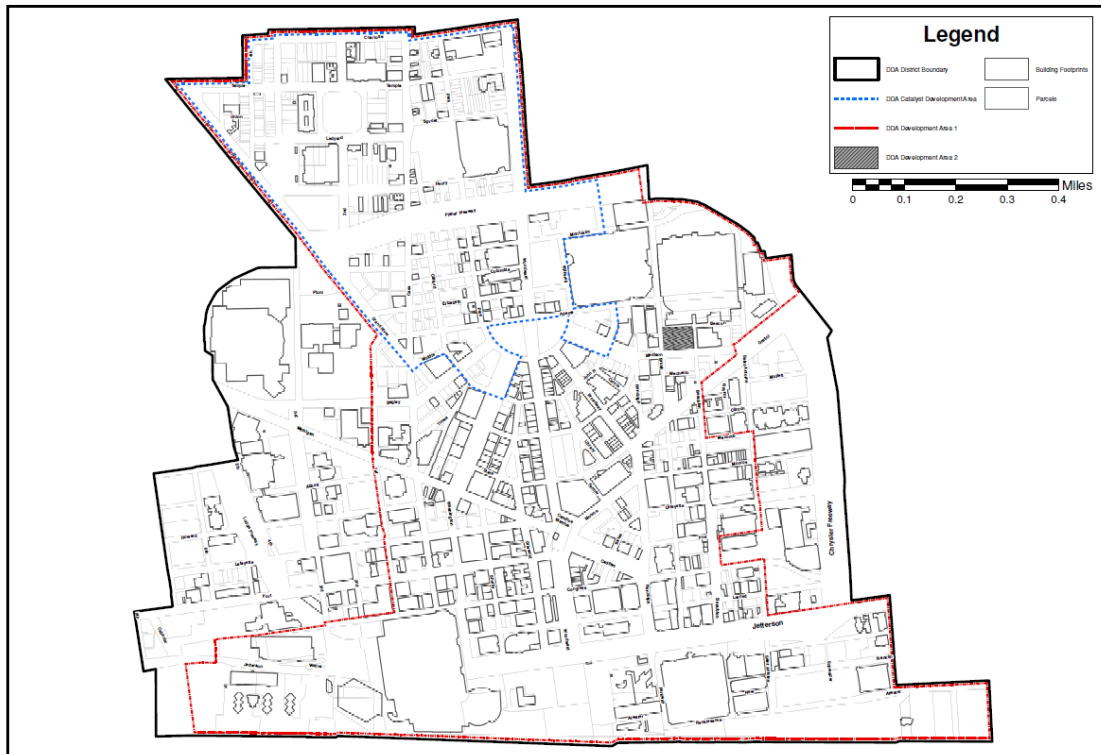
NOTICE IS HEREBY GIVEN that the following Public Hearing will be held by the City Council of Detroit, Michigan in the City Council Committee Room, 13<sup>th</sup> Floor of the Coleman A. Young Municipal Center, Two Woodward Avenue, Detroit, Michigan, on Thursday, May 25, 2017, at which time all interested persons are invited to be present and to be heard as to their views on the proposed amendments to the Restated Tax Increment Financing Plan and Development Plan for Development Area No. 1.

10:05 a.m. Proposed amendments to the Restated Tax Increment Financing Plan and Development Plan for Development Area No. 1 which was approved by the Detroit City Council on May 17, 1978 and last amended on January 17, 2014.

The proposed amendments to the Restated Tax Increment Financing Plan and Development Plan for Development Area No. 1 provide for, but are not limited to, certain modifications to the following: Catalyst Development Project, Ally Financial, Housing/Office/Retail Development and Absorption Fund, Land Assemblage, Tigers/Lions Stadia Complex, DDA Operating Fund, and Duration of the Plan. In addition, the amendments will provide for modifications to the Revenue Sources, and such revisions as to reflect the current status of the development projects of the Plan.

And the Ordinance adopting amendments to the Restated Tax Increment Financing Plan and Development Plan for Development Area No. 1.

A map of the boundary of Detroit Downtown Development Area No. 1 in relation to highways, streets, stream, or otherwise is as follows:



Legal description of the boundaries of Development Area No. 1 is as follows:

Beginning at the intersection of the U.S. (north) Harbor Line of the Detroit River, established on April 13, 1953 by the Corps of Engineers, and the east right-of-way line of Rivard extended, then east along the Harbor Line to the east line of Lots 1 and 7 of "Plat of part of the Guoin Farm", as recorded in Liber 11, Page 596 of Deeds, W.C.R.; then north along said lot lines to the north line of Atwater, 50 feet wide; then west along Atwater to the east line of Rivard; then north along Rivard to the north right-of-way line of East Jefferson; then west along East Jefferson to the east right-of-way line of St. Antoine; then north along St. Antoine to the north right-of-way line of East Congress; then west along East Congress to the east right-of-way line of Beaubien; then north along Beaubien to the south right-of-way line of Fort; then east along the south line of Fort to the east right-of-way of St. Antoine; then north along the east line of St. Antoine to the north right-of-way of Macomb; then west along the north line of Macomb to the east right-of-way line of Brush; then north along Brush to the north right-of-way line of Gratiot; then north along Gratiot to the east right-of-way line of the Walter P. Chrysler Freeway; then northwest along the east line of the Walter P. Chrysler Freeway to the north line of a public easement, (Elizabeth Street); then west along the north line of vacated Elizabeth Street, as extended west to the west right-of-way line of the Walter P. Chrysler Freeway; then northwesterly along the southwesterly right-of-way of the turning roadway from the Fisher Freeway to the Walter P. Chrysler Freeway, and the south line of the Fisher Freeway South Service Drive to the west right-of-way line of Brush; then north along the west line of Brush extended north to the north right-of-way line of the Fisher

Freeway North Service Drive; then west along the north line of the Fisher Freeway North Service Drive to the east right-of-way line of Woodward Avenue; then north along the east right-of-way line of Woodward Avenue to a point on the north right-of-way line of Charlotte Street and its extension thereof; then west along the north right-of-way line of Charlotte to the west right-of-way line of Fourth; then south to the north right-of-way line of Temple; then west along the right-of-way line of Temple to the west right-of-way line of Grand River; then southeast along the west right-of-way line of Grand River to the northwest right-of-way line of First; then southwest along the northwest right-of-way line of First to the westerly line of First; then southerly along the said westerly line of First to the intersection with the right-of-way northerly right-of-way line of Congress; then west along Congress to the west right-of-way line of Sixth Street; then south along Sixth Street to the south right-of-way line of West Jefferson Avenue; then west along West Jefferson to the east line of Brooklyn, as extended from the north; then south along Brooklyn to the U.S. Harbor Line; then east along the Harbor Line to the east line of Rivard and the point of beginning.

The Restated Tax Increment Financing Plan and Development Plan for Development Area No. 1 maps and associated materials are available to the public for public inspection at the City Clerk's Office on the 2<sup>nd</sup> Floor of the Coleman A. Young Municipal Center between the hours of 8:00 a.m. and 4:00 p.m. daily beginning April 25, 2017. All aspects of the proposed amendments and modifications to the Tax Increment Financing Plan and Development Plan for Development Area No. 1 will be open for discussion at the Public Hearing.