



DEVELOPMENT & TAX INCREMENT FINANCE PLAN

APPROVED AND RECOMMENDED BY THE
CORRIDOR IMPROVEMENT AUTHORITY
August 13, 2014

DEVELOPMENT AND TIF PLAN
PUBLIC HEARING
September 22, 2014

ADOPTED BY THE CITY COUNCIL
November 24, 2014

ACKNOWLEDGEMENTS



For their role in the development and adoption of this Development and Tax Increment Finance Plan, the following individuals are recognized:

Farmington Hills CIA Board of Directors:

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This plan was prepared with assistance from Steve Joppich, City Attorney, and Clearzoning.

The Grand River Corridor Improvement Authority (CIA) was established in 2011, pursuant to the Corridor Improvement Authority Act (Public Act 280 of 2005), to prevent further deterioration and promote the revitalization of the Grand River Corridor.

City of Farmington Hills City Council:

Barry Brickner, Mayor
Dr. Randy Bruce, Mayor Pro Tem
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Samantha Steckloff



JOHNSON ROSATI SCHULTZ JOPPICH PC



**STATE OF MICHIGAN
COUNTY OF OAKLAND
CITY OF FARMINGTON HILLS**

RESOLUTION NO. R-187-14

**A RESOLUTION OF THE FARMINGTON HILLS CITY COUNCIL TO APPROVE THE
DEVELOPMENT PLAN AND TAX INCREMENT FINANCING PLAN FOR THE GRAND
RIVER CORRIDOR IMPROVEMENT AUTHORITY.**

At a meeting of the City Council of the City of Farmington Hills, Oakland County, Michigan, held at the City Offices at 31555 Eleven Mile Rd., Farmington Hills, Michigan 48336, on November 24, 2014, at 7:30 P.M., with those present and absent being,

PRESENT: BRICKNER, BRIDGES, BRUCE, KNOL, MASSEY AND STECKLOFF

ABSENT: LERNER

the following preamble and resolution were offered by Councilperson BRIDGES and supported by Councilperson BRUCE

WHEREAS, the Grand River Corridor Improvement Authority was established, per Public Act 280 of 2005, as amended, under City Council resolution R-151-11; and

WHEREAS, the CIA Board jointly approved with the City of Farmington CIA Board the Grand River Corridor Vision Plan on August 22, 2013, which Plan sets forth a series of action items to facilitate and support the revitalization of the Grand River Corridor; and

WHEREAS, the CIA Board has identified Tax Increment Financing (TIF) as an important part of the redevelopment strategy and has prepared, considered and approved the requisite Development and TIF Plans, having forwarded said Plans to City Council for consideration; and

WHEREAS, pursuant to Section 22 of Public Act 280 of 2005, as amended, City Council held a duly noticed public hearing on the Development Plan and TIF Plans for the Grand River Corridor Improvement Authority on September 22, 2014, at which time an opportunity was provided for the expression of the views of all interested parties;

NOW, THEREFORE, BE IT HEREBY RESOLVED:

1. In accordance with Section 23 of Public Act 280 of 2005, as amended, the City Council hereby finds and determines that the Development Plan and TIF Plans (the "Plans") constitute and seek to accomplish the public purposes of providing for and promoting critical revitalization and redevelopment of the Grand River Corridor within the development area designated in the Plans, as well as the other public purposes identified in the Plans.
2. The City Council of the City of Farmington Hills, in accordance with Section 23 of Public Act 280 of 2005, as amended, hereby finds and determines the following:

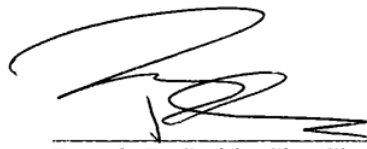
- (a) The Plans meet the requirements of Section 20(2) of Public Act 280 of 2005, as amended.
 - (b) The proposed method of financing the development is feasible and the authority has the ability to arrange the financing.
 - (c) The development is reasonable and necessary to carry out the purposes of Public Act 280 of 2005, as amended.
 - (d) Any land included within the development area to be acquired is reasonably necessary to carry out the purposes of the plan and of Public Act 280 of 2005, as amended, in an efficient and economically satisfactory manner.
 - (e) The Development Plan is in reasonable accord with the Master Plan for Future Land Use of the City and the Grand River Corridor Vision Plan.
 - (f) Public services, such as fire and police protection and utilities, are or will be adequate to service the project area.
 - (g) Changes in zoning, streets, street levels, intersections, and utilities are reasonably necessary for the project and for the City.
3. That based upon the foregoing findings and determinations, and upon further finding that pursuit and execution of the Development Plan and TIF Plans appear to be in the best interest of the City, the City of Farmington Hills City Council approves the Development Plan and TIF Plans for the Grand River Corridor Improvement Authority, copies of which are attached to this resolution.

Yeas: BRICKNER, BRIDGES, BRUCE, KNOL, MASSEY AND STECKLOFF
Nays: NONE
Absent: LERNER
Abstained: NONE

STATE OF MICHIGAN)
) ss.
COUNTY OF OAKLAND)

I, the undersigned, the duly qualified and acting City Clerk of the City of Farmington Hills, Oakland County, Michigan, do hereby certify that the foregoing is a true and complete copy of a Resolution adopted by the City Council of the City of Farmington Hills at a duly called meeting held on November 24, 2014, the original of which is on file in my office.

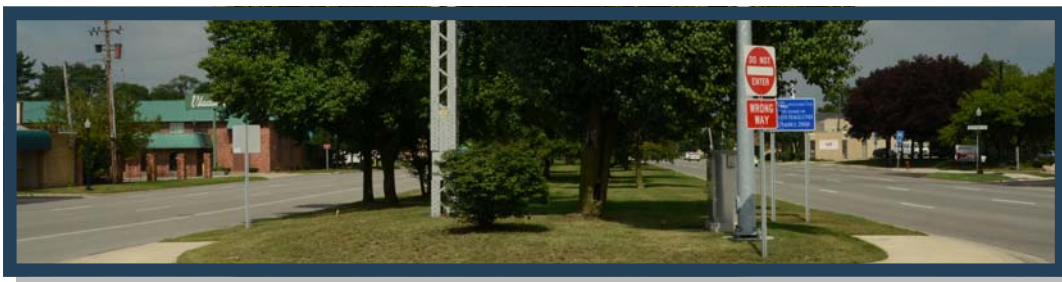
IN WITNESS WHEREOF, I have hereunto affixed my official signature this 24th day of November,



Pamela B. Smith, City Clerk

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SECTION I: INTRODUCTION

A. General Overview

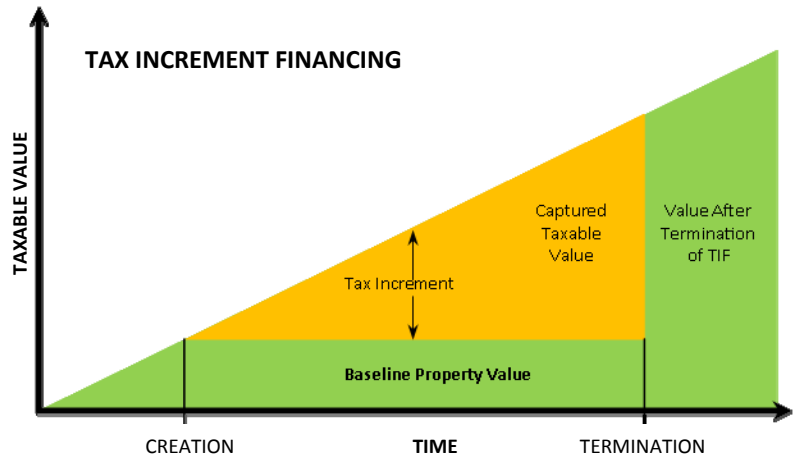
Michigan Public Act 280 of 2005 is known as the Corridor Improvement Authority Act (the “Act”). The stated purposes of the Act include the following:

“to provide for the establishment of a corridor improvement authority;...to correct and prevent deterioration in business districts;...to promote the economic growth of the districts; ...to authorize the use of tax increment financing...”

In conjunction with establishing a corridor improvement authority (“Authority”) under the Act, the City Council has established a “Development Area,” for which a plan, called a “Development Plan,” is prepared. The Development Plan identifies specific public and private improvements necessary to prevent and/or correct deterioration in the Development Area and encourage new business investment. Funding for activities within the Development Area may be through any or all of the following sources:

- Donations to the authority for the performance of its functions.
- Money borrowed and to be repaid as authorized by sections 16 and 17 in the Act.
- Revenues from any property, building, or facility owned, leased, licensed, or operated by the authority or under its control, subject to the limitations imposed upon the authority by trusts or other agreements.
- Proceeds of a tax increment financing plan established under sections 18 to 20 of the Act.
- Proceeds from a special assessment district created as provided by law.
- Money obtained from other sources approved by the governing body of the municipality or otherwise authorized by law for use by the authority or the municipality to finance a development program.

Tax Increment Financing (TIF) has been identified as the preferred funding tool for financing the



(Figure 1.1: Tax Increment Financing Diagram)

Development Plan described in Section II by the CIA Board. TIF captures taxes generated as a result of any increase in property values within an established Development Area (the “increment”) above the taxable values existing at the time the TIF is implemented (the “baseline”). The taxes paid on the baseline value of the Development Area continue to be paid to all applicable taxing jurisdictions. The TIF Plan, as outlined in Section III, is essential to funding the Development Plan and curbing continued deterioration within the Development Area and facilitating economic growth.

In addition to the City’s general fund commitment of \$90,000 over three years and TIF, other funding opportunities will continue to be explored to ensure the success of the Development Plan including further participation by the City, or other public/private entities.

B. Powers of the Authority

Section 11(1) of the Act details the powers of the CIA Board of Directors, as follows:

- Prepare an analysis of economic changes taking place in the Development Area.
- Study and analyze the impact of metropolitan growth upon the Development Area.
- Plan and propose the construction, renovation, repair, remodeling, rehabilitation, restoration, preservation, or reconstruction of

a public facility, an existing building, or a multiple-family dwelling unit which may be necessary or appropriate to the execution of a plan which, in the opinion of the CIA board, aids in the economic growth of the Development Area.

- Plan, propose, and implement an improvement to a public facility within the Development Area to comply with the barrier-free design requirements of the State Construction Code promulgated under the Stille-DeRossett-Hale Single State Construction Code Act, 1972 PA 230, MCL 125.1501 to 125.1531.
- Develop long-range plans, in cooperation with the agency that is chiefly responsible for planning in the municipality, designed to halt the deterioration of property values in the Development Area and to promote the economic growth of the Development Area, and take steps as may be necessary to persuade property owners to implement the plans to the fullest extent possible.
- Implement any plan of development in the Development Area necessary to achieve the purposes of the Act in accordance with the powers of the Authority granted by the Act.
- Make and enter into contracts necessary or incidental to the exercise of its powers and the performance of its duties.
- On terms and conditions and in a manner and for consideration the Authority considers proper or for no consideration, acquire by purchase or otherwise, or own, convey, or otherwise dispose of, or lease as lessor or lessee, land and other property, real or personal, or rights or interests in the property, that the Authority determines is reasonably necessary to achieve the purposes of the Act, and to grant or acquire licenses, easements, and options.
- Improve land and construct, reconstruct, rehabilitate, restore and preserve, equip, improve, maintain, repair, and operate any building, including multiple-family dwellings, and any necessary or desirable appurtenances to those buildings, within the Development Area for the use, in whole or in part, of any

public or private person or corporation, or a combination thereof.

- Fix, charge, and collect fees, rents, and charges for the use of any facility, building, or property under its control or any part of the facility, building, or property, and pledge the fees, rents, and charges for the payment of revenue bonds issued by the Authority.
- Lease, in whole or in part, any facility, building, or property under its control.
- Accept grants and donations of property, labor, or other things of value from a public or private source.
- Acquire and construct public facilities.
- Conduct market research and public relations campaigns, develop, coordinate, and conduct retail and institutional promotions, and sponsor special events and related activities.
- Contract for broadband service and wireless technology service in the Development Area.

Per City Council Resolution R-151-11, the Authority does not have the power to: (a) Borrow money and issue bonds or notes without the approval of City Council; or (b) Condemn private property.

C. Background and Need for the Plan

Grand River Avenue has a long history from a heavily traveled Indian trail, to its designation as the Grand River Turnpike providing a linkage between Detroit and Lansing, to the major transportation and commercial corridor it is today. Many of the development patterns along Grand River came about prior to the incorporation of Farmington Hills in 1973. Today Grand River Avenue is a hodgepodge of development patterns, marginal uses and shallow lots. Grand River is presented with many challenges hindering economic growth and revitalization. These challenges were originally identified through the 1994 Grand River Corridor Study completed with the participation of over 40 volunteers including residents, businesses, and City staff. Thirty-six specific issues were identified and some improvements were seen.

Again in 2006, many of the same issues originally identified in the 1994 study, surfaced again in the City's Redevelopment Committee Report. Within this study, seven redevelopment areas are identified and three of those areas are all or partially within the Grand River CIA Development Area. One of the recommendations in the 2006 Report is to utilize the Corridor Improvement Authority Act along Grand River Avenue and "coordinate (the) effort along Grand River Avenue with the City of Farmington..."



In late 2009, faced with many of the same issues identified in 1994 and worsening in part due to the "Great Recession," the Cities of Farmington Hills and Farmington were awarded a grant through the Land Information Access Association (LIAA) to study the feasibility of creating two Corridor Improvement Authorities along Grand River Avenue that would work cooperatively to revitalize the corridor. After two years of working with stakeholders along the corridor, it was determined that there was enough interest in moving forward with the creation of the authorities to facilitate an economic development strategy designed to revitalize the Corridor.



D. Establishment of Corridor Improvement Authority for Grand River Avenue

On July 11, 2011, the Farmington Hills City Council adopted a "Resolution of Intent" to Create a Corridor Improvement Authority for Grand River Avenue" (R—109—11) in accordance with Public Act 280 of 2005. A copy of this Resolution is attached in Appendix A. In that Resolution, the City Council determined that the proposed Grand River Corridor Development Area met all of the criteria under Section 5 of the Act, as amended, for the establishment of a corridor improvement authority, as follows:

- It is centered around and adjacent to Grand River Avenue (M-5), which is a road classified as an arterial or collector road according to the Federal Highway Administration Manual "Highway Functional Classification - Concepts, Criteria and Procedures;"
- It contains more than 10 contiguous parcels and more than five (5) contiguous acres;
- More than half of the existing ground floor square footage in the Grand River Corridor Development Area is classified as commercial real property under section 34c of the General Property Tax Act, 1893 PA 206, MCL 211.34c;
- Residential use, commercial use, or industrial use has been allowed and conducted under the zoning ordinance or conducted in the entire Grand River Corridor Development Area, for the immediately preceding 30 years;
- It is zoned in a manner that, pursuant to the City's planned unit development option, allows for potential mixed use development including high density multiple-family residential use; and
- The City agrees to expedite the local permitting and inspection process in the proposed Grand River Corridor Development Area and to modify its master plan, if necessary, to provide for walkable non-motorized interconnections, including sidewalks and streetscapes throughout the Grand River Corridor Development Area.

The Farmington Hills City Council then held a public hearing on August 8, 2011 to receive public input and comments regarding the proposed establishment of the Corridor Improvement Authority and Development Area. On October 10, 2011, the City Council adopted the “Resolution Establishing the Corridor Improvement Authority for Grand River Avenue” (R—151—11), a copy of which is attached in Appendix A. In that Resolution, the City Council determined that it was in the best interest of the public to revitalize and encourage redevelopment of commercial corridors in the City to promote economic growth, mixed uses, well-designed and environmentally responsible development, historic preservation, attractive streetscapes and landscapes and new opportunities for pedestrian and bike access, consistent with the City Master Plan. Accordingly, the City Council re-affirmed that the Grand River Corridor Development Area met all of the requirements of the Act and the Council established the Corridor Improvement Authority for Grand River Avenue, including the Grand River Corridor Development Area described in Section II.C.1. and on the Development Area Map in Appendix A. Further, the City Council recognized that joint undertakings with the City of Farmington, in accordance with the provisions of the Act, was an appropriate way to further the goals of business retention and redevelopment along Grand River, and the City of Farmington Hills resolved to do so working with the City of Farmington through intergovernmental cooperation.

E. Intergovernmental Cooperation and Establishment of Joint Authority Board with the City of Farmington

The City of Farmington also established a corridor improvement authority with its development area extending along Grand River Avenue from Mayfield Street in Farmington to its boarder with the City of Farmington Hills. In the spirit of intergovernmental cooperation and recognizing the mutual benefits that can be achieved from joining forces to achieve the mutually shared goals for Grand River Avenue, on December 20,

2011, the two cities entered into the “Interlocal Agreement Regarding Joint Undertakings of the Grand River Corridor Improvement Authorities Established by the Cities of Farmington and Farmington Hills.” A copy of this Agreement, including a map showing the development areas in each community, is provided in Appendix H.

The stated general purposes and intent of the Interlocal Agreement are to (a) establish a mechanism by which decisions are jointly made and implemented by both Authority Boards and the City Councils of the two cities with respect to certain aspects of the planning, administration and implementation of the future Development Plans of both Authority Boards within the Grand River Avenue corridor, (b) establish the terms and conditions for the sharing of expenses by the two Authorities and Cities, and (c) to promote and coordinate cooperative efforts to improve, revitalize and encourage the redevelopment and reinvestment in certain portions of the Grand River Avenue corridor extending through both cities in order to promote economic growth, mixed uses, well-designed and environmentally responsible development, historic preservation, attractive streetscapes and landscapes and new opportunities for pedestrian and bike access, consistent with the Master Plans of the two cities.

F. Plan Development Process

The Act authorizes the Authority to:

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

Moreover, in connection with Oakland County’s decision whether or not to participate in TIF,

which would ultimately be the primary source of funding for the Authority's Development Plan, Oakland County has adopted certain performance standards, one of which requires the City to:

“Adopt/amend the Community Master Plan to accurately incorporate the Corridor Improvement Authority plan. The Master Plan needs to show how the CIA development area will incorporate historic preservation and walkable, nonmotorized interconnections in the area, as well as other improvements listed in the plan.”

Accordingly, the Farmington Hills Authority Board, in cooperation with the City of Farmington Authority Board under the Interlocal Agreement described in subsection E, above, commissioned the Grand River Corridor Vision Study in October 2012. It was determined that in order to assemble the Development and TIF Plans, the two Boards needed to better understand the vision for the Corridor. Knowing the vision would help identify the focus and types of projects and activities to be incorporated into the Development Plan to facilitate the vision.

OHM Advisors led a team including the Authority Boards, Planning Commissioners, staff and consultants in a public visioning process that stretched into the spring and summer of 2013. Small stakeholder meetings, web surveys and larger public workshops were convened to better understand the Communities' goals and aspirations for the Grand River Corridor. Drafts of the Vision Plan were presented to and discussed with the City Planning Commission and City Council.

On September 9, 2013, the Farmington Hills City Council adopted the “Resolution Regarding the Grand River Corridor Improvement Authority Vision Plan” (R-133-13), attached in Appendix A, indicating its acceptance of the Vision Plan as generally outlined and transmitting it to the Farmington Hills Planning Commission for review in order to determine whether it is consistent

with or relates appropriately to the City's Community Wide Master Plan as adopted by the Planning Commission, to evaluate whether any zoning district or text changes may be appropriate at this time or may become necessary in the future as a result of the Plan, and to consider whether elements of the Vision Plan can or should be further incorporated, as may be appropriate, into the Community Wide Master Plan during the Planning Commission's next review and revision.

Subsequently, on October 17, 2013, the Farmington Hills Planning Commission adopted a motion to review the contents of the plan to identify the Plan's consistency with the Community Wide Master Plan, whether any zoning district or text changes are appropriate to support the Vision Plan and whether all, or elements of, the Vision Plan should be incorporated into the Farmington Hills Community Wide Master Plan during its next review process.

Further support was offered by the Planning Commission on October 24, 2013 by adopting a motion to establish the Grand River Corridor as the next focus area of the Planning Commission and to 1) conduct a full in-depth review upon receipt of the finalized document, 2) conduct a zoning comparison study to begin drafting any necessary zoning amendments, and 3) establish the four focus areas identified in the plan as priorities.

On March 13, 2014, the Planning Commission began working on a series of zoning amendments to support the Grand River Corridor Vision Plan and Development Plan.

The outcomes of these processes have produced the basis for the Development Plan and TIF Plan that follows.



SECTION II: DEVELOPMENT PLAN

A. Vision Statement and Development Principles of the Authority

“The Grand River Corridor will provide a balance of land uses that will reinvigorate and enhance both the business and residential communities. A variety of developments will bring together combinations of shopping, living, working and recreation in settings marked by distinctive architecture, public gathering areas, and transportation options.”

The Vision Statement above is supported by the following eight (8) Development Principles:

Development Principle 1: Community Image and Character— High-quality architecture and urban design elements/treatments will create a signature environment along the Corridor.

Development Principle 2: Mobility— The Corridor will allow for a safe and enjoyable environment for walking, biking, public transit, and automobiles for people of all ages and abilities with minimal conflicts among users.

Development Principle 3: Connections— The Corridor will be well connected with surrounding areas, providing choices for people to move throughout the Corridor, adjoining neighborhoods, centers of commerce, and public spaces.

Development Principle 4: Redevelopment— The economic success of the Corridor will be enhanced by supporting a balance of retail, office, institution, and housing in a vibrant and integrated development pattern.

Development Principle 5: Neighborhoods and Housing—A variety of housing options will be promoted in the Corridor.

Development Principle 6: Natural Environment— Future Corridor growth and development will respect, enhance, complement and integrate the Rouge River Corridor.



Development Principle 7: Public Space—New Corridor public spaces will provide a pleasant environment for community gathering and outdoor activity.

Development Principle 8: Sustainability—Future growth and development in the Corridor will follow best management practices in energy and environmental design.

B. Legal Basis of the Plans

This Development Plan and Tax Increment Financing Plan are prepared pursuant to the requirements of Sections 18 and 21 of the Corridor Improvement Authority Act, Public Act 280 of 2005, as amended.

C. Development Plan Requirements

The Act requires certain information to be provided in a Development Plan. The subsections that follow are intended to address these State requirements. Where appropriate, references to the statutory sections and requirements are provided.

- a. *Section 21(2)(a) – The designation of boundaries of the development area in relation to highways, streets, streams, or otherwise.*

The boundaries of the Grand River Corridor Development Area were established by City Council Resolution R—151—11 on October 10, 2011 (Appendix A). The Development Area generally includes properties fronting Grand River Avenue from its border with the City of Farmington at Cora Avenue and just west of Orchard Lake Road to Eight Mile Road and Eight Mile Road to Inkster to the east and 1,000 feet east of Middlebelt to the west. The legal description of the Development Area is provided in Appendix B. The map, provided in Appendix A, depicts the boundaries of the Development Area in relation to highways, streets, streams, or other aspects of the area.

- b. *Section 21(2)(b) – The location and extent of existing streets and other public facilities within the development area, designating the location, character, and extent of the categories of public and private land uses then existing and proposed for the development area, including residential, recreational, commercial, industrial, educational, and other uses, and including a legal description of the development area.*

Appendix C identifies the extent of existing streets and other public facilities within the Grand River Corridor Development Area. Existing public and private land uses are shown on the land use plan adopted in the City's Master Plan, which is provided in Appendix D. Commercial space occupies nearly 86% (1,205,880 sq ft) of the ground floor square footage of the Development Area. The other 14% (197,873 sq ft) is residential.

Commercial/Office:

- Commercial land uses are extremely varied. Most buildings are older with marginal construction and design methods.
- Most commercial parcels are characterized by their shallow lot depths.
- A concentration of automotive related uses exists east of the M5 interchange.
- There has been limited new construction in the corridor over the last 10+ years.

Institutional/Education:

- The southeast end of the corridor is anchored by Botsford Hospital. Botsford is the largest employer within the Development Area.
- Other institutional properties include the City of Farmington Hills Fire Station #3, Jon Grant Community Center, and Stepping Stone School.

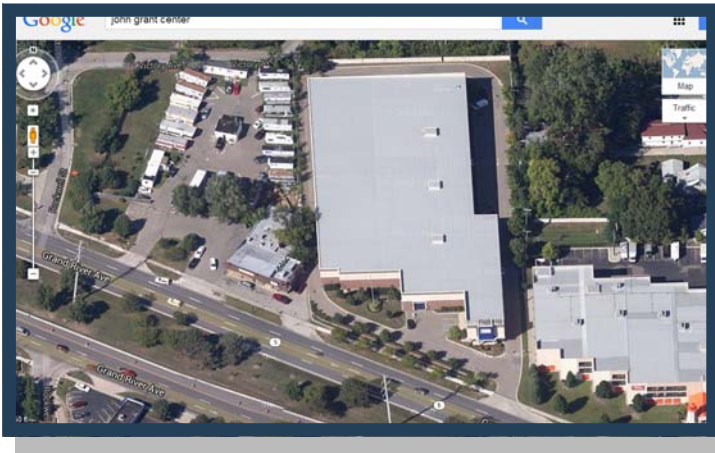
Right-of-Way:

- Over 28.4% of the Development Area is right-of-way. Right-of-way land users include MDOT and ITC.



Residential:

- Single-family residential uses exist throughout the Development Area, with concentrations near the M5 interchange and east of Middlebelt.
- A small trailer park exists just east of Rockwell Street.
- There are four multi-family residential developments in the Development Area, two near the M5 interchange and two adjacent to Botsford.



Proposed land uses are outlined in the Grand River Corridor Vision Plan (Appendix I).

A legal description of the Grand River Corridor Development Area is attached hereto as Appendix B.

- c. *Section 21(2)(c) – A description of improvements to be made in the development area to be demolished, repaired, or altered, a description of any repairs and alterations, and an estimate of the time required for completion.*

Appendix F provides a detailed list of improvements planned for the Development Area and the estimated time required for completion.

- d. *Section 21(2)(d) – The location, extent, character, and estimated cost of the improvements including rehabilitation contemplated for the development area and an estimate of the time required for completion.*

Appendix F provides a detailed list of improvements contemplated for the Development Area including the location (where applicable), a description of the improvement scope, estimated costs and the estimated time required for completion. The estimated cost of improvements is done without detailed engineering design or specific knowledge of field conditions which may affect project costs. Therefore, cost estimate and time frames are subject to change. Furthermore, the ability of the

Authority to implement the proposed projects may be affected by contractual agreements made with other taxing jurisdictions and actual TIF revenue realized.

- e. *Section 21(2)(e) – A statement of the construction or stages of construction planned, and the estimated time of completion of each stage.*

Appendix F provides a description of the construction and construction stages planned for the Development Area. The time estimates included in the project list are intended for planning purposes and are estimates based on project priorities and logical sequencing. The phasing of these projects will be dependent on the amount of incremental tax revenues generated in the District, the timing, amount, the potential issuance of bonds, if pursued, and/or the securing of applicable grant dollars from State or Federal sources. These timelines may be revised by the Authority board without amending this Plan.

- f. *Section 21(2)(f) – A description of any parts of the development area to be left as open space and the use contemplated for the space.*

Open space will play an important role in the redevelopment of the Grand River Corridor. Oakland County, MI has made efforts to map the County’s green infrastructure in great detail (Appendix E). This green infrastructure map identifies hubs, sites, and links. A green infrastructure “hub” is a large contiguous area that serves as the foundation of a large natural network containing large amounts of core habitat for plants and animals. “Sites” are smaller than hubs with many of the same features, and “links” are inter-connections between hubs and sites.

The Development Area has 17 acres of hub area and 31 acres of sites and links within its boundaries. Another 61 acres of hub area lies directly adjacent to the corridor. These natural areas follow the Rouge River as it traverses the

community. Development patterns have largely turned their back on this asset. The redevelopment of the corridor will respect this asset, showcase it, and enhance it where possible.

Opportunities will be sought to create new open spaces for public gathering areas and/or parks throughout the Corridor. This is consistent with the feedback received during the Vision Plan public engagement process. For example, one option for the Grand River South Priority Development Area (See Vision Plan, Appendix I) envisions a large community recreation and gathering space. Additionally, the 2014 Parks and Recreation Master Plan Goal #8 states:



- Explore opportunities and provide funding for park site and land acquisition.
 - Acquire park land in the northwest and southeast corners of the City to better service all Farmington Hills residents.
 - Acquire property along the Rouge River and its tributaries to complete the greenways and provide watershed protection.

g. *Section 21(2)(g) – A description of any portion of the development area which the authority desires to sell, donate, exchange, or lease to or from the municipality and proposed terms.*

Not applicable.

h. *Section 21(2)(h) – A description of desired zoning changes and changes in streets, street levels, intersections, and utilities.*

Zoning

The City, under the Michigan Zoning Enabling Act, Public Act 110 of 2006, implements its zoning authority. The City's Zoning Ordinance and Map establish and define the zoning districts where specified uses may occur and the requirements applicable to any uses that may be constructed.

It is anticipated that zoning changes may be necessary with respect to certain areas to facilitate the redevelopment of the Corridor. A review of the Grand River Corridor Vision Plan (Appendix I) and the City's Master Plan provide a description of potential zoning changes that may be necessary and desired in connection with the Development Plan. The Authority has communicated, and will continue to communicate, with the City's Planning Commission to address any zoning changes necessary to allow and facilitate redevelopment along the Corridor consistent with the Development Plan.

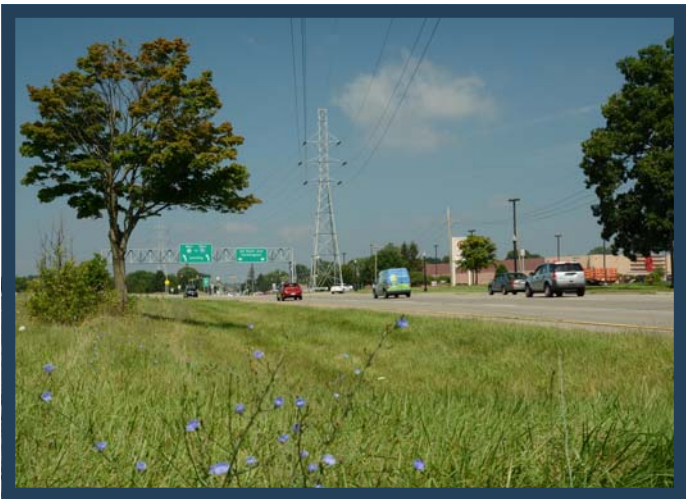
As of 2014, the Farmington Hills Planning Commission is studying and reviewing the Grand River Corridor Vision Plan and needed regulatory changes including the development of various zoning code amendment options.

Streets, Street Levels, Intersections and Utilities

The Grand River Corridor has been hindered by its road network. The design and built capacity has created a network of roads that can be difficult for vehicles and pedestrians to traverse in some areas. It is believed that the road network, as designed and existing as of 2014, has played a role in the decline of this important Corridor.

The Authority intends to study and work with the Michigan Department of Transportation (MDOT) and other affected entities to improve the functionality of Grand River and connecting roadways for all users. Improvements may include, but are not limited to, addressing the design of the M5 Interchange, applying a road diet, aligning Orchard Lake Road at Grand River

Avenue, and improving non-motorized access to the Corridor by incorporating bike lanes and improved pedestrian access with new wider sidewalks, crossings and traffic calming tools. Public Transit is also a key priority of the Authority's redevelopment efforts. The Authority will work with parties such as MDOT, and other transportation entities to enhance access to public transit. Refer to Appendices F and I for additional information.



The Farmington Hills Department of Public Services, in cooperation with the Oakland County Water Resource Commission, and/or other public/private utilities, will review the impacts of zoning modifications and/or proposed redevelopment on existing water, sewer, stormwater, electricity and/or natural gas infrastructure. Any proposed development that exceeds the existing capacity of required utilities will be responsible for all applicable costs to be determined by the affected utility and/or City. The City, in cooperation with

the Oakland County Water Resource Commission, continuously monitors the state of the City's water, sanitary sewer, and stormwater systems. Improvements to the existing public water and sanitary sewer systems to meet current designs standards, are funded through water and sewer rates. In some cases, and consistent with this Development Plan, the Authority may participate in infrastructure improvements where participation promotes economic development.



The Corridor is also challenged aesthetically by the existence and prominence of overhead utility wires. Grand River Avenue is used as a corridor for high power electric transmission lines owned by ITC. In addition, power is provided to local businesses and homes by overhead power lines owned by DTE Energy. The Authority will engage and appeal to the utility companies to undertake a collaborative effort toward addressing these issues in order to improve the aesthetics of the Corridor and service delivery. The Authority's priority will be to work to improve the aesthetics in priority development areas. Improvements might include rerouting lines, replacing poles, burying new service leads, burying lines if benefits exceed costs, or other measures identified by the Authority and Utilities. Refer to Appendix F for additional information. It will not be a priority to bury all local electric service lines throughout the Corridor.

The planned changes in streets, street levels, intersections and utilities described in this Development Plan are reasonably necessary for the implementation of the Development and Vision Plans and for the City.

- i. *Section 21(2)(i) – An estimate of the cost of the development, a statement of the proposed method of financing the development, and the ability of the authority to arrange financing.*

The estimated total cost for the improvements as outlined in Appendix F is approximately \$11 - \$18 million. Per MCL 125.2884, projects will be funded through a combination of financial sources such as:

- Donations
- Bonds
- Revenues from Property
- Tax Increment Financing (TIF)
- Special Assessments
- Other Sources Approved by Municipality

As of 2014, the City of Farmington Hills is a AAA Bond Rated Community and has bonding capacity should the City Council authorize such funding. Revenues from TIF will be governed by the TIF Plan and/or any tax sharing agreements entered into between the Authority and affected taxing jurisdictions. Any special assessments will be subject to City Charter.

- j. *Section 21(2)(j) – Designation of the person or persons, natural or corporate, to whom all or a portion of the development is to be leased, sold, or conveyed in any manner and for whose benefit the project is being undertaken, if that information is available to the authority.*

The Authority does not currently have any information designating any person or persons, natural or corporate, to whom all or a portion of any development will be leased, sold, or conveyed in any manner.

- k. *Section 21(2)(k) – The procedure for bidding for the leasing, purchasing, or conveying in any manner of all or a portion of the development upon its completion, if there is no express or implied agreement between the authority and persons, natural or corporate, that all or a portion*

of the development will be leased, sold or conveyed to these persons.

In the event the Authority needs to employ procedures for leasing, purchasing, or conveying property, it will follow the established procedures of the City and applicable laws. Any property purchased will focus on commercial properties, or vacant, foreclosed, or listed residential properties within the Development Area. Per City Council, by enacting R-151-11, the Authority does not have the power to condemn property.

- l. *Section 21(2)(l) – Estimates of the number of persons residing in the development area and the number of families and individuals to be displaced. If occupied residences are designated for acquisition and clearance by the authority, a development plan shall include a survey of the families and individuals to be displaced, including their income and racial composition, a statistical description of the housing supply in the community, including the number of private and public units in existence or under construction, the condition of those in existence, the number of owner-occupied and renter-occupied units, the annual rate of turnover of the various types of housing and the range of rents and sale prices, an estimate of the total demand for housing in the community, and the estimated capacity of private and public housing available to displaced families and individuals.*

As of 2013, an estimated 1,246 individuals reside within the Development Area. No occupied or unlisted residential properties are currently designated for acquisition or clearance by the Authority. Residential property acquisition will be reviewed on a case by case basis. Only vacant, foreclosed, marketed, or owner presented properties will be considered. Per City Council, by enacting R-151-11, the Authority does not have the power to condemn property.

m. *Section 21(2)(m) – A plan for establishing priority for the relocation of persons displaced by the development in any new housing in the development area.*

No relocation of persons is contemplated within the scope of this Development and Tax Increment Financing Plan.

Should any relocation of persons or businesses be necessary in the future, the City, their agents, and/or the Authority will first adopt a formal relocation program. If acquisition of any real property should result in the displacement of persons or businesses, the Authority, recognizes its obligation to make the affected parties economically whole. If it appears that any relocation obligations may be incurred during the proposed life of this Plan, the City and the Authority will adopt a relocation plan as soon as the circumstances become known.

The relocation plan shall require that certain payments and other assistance be paid to families, individuals, businesses, and non-profit organizations as they are displaced or their personal property is moved as a result of activity that may be subject to the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Should relocation be required, the Authority, in cooperation with the City, shall allocate within the Authority budget appropriate relocation assistance in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Any acquisition and/or relocation activities that occur using Corridor Improvement Authority funds will comply with Act No. 227 of Public Acts of 1972 of the Michigan Compiled Laws. Any relocation plan to be adopted will incorporate by reference the applicable portions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act that are designed to make the affected individuals or businesses economically whole.

n. *Section 21(2)(n) – Provision for the costs of relocating persons displaced by the development, and financial assistance and reimbursement of expenses, including litigation expenses and expenses incidental to the transfer of title, in accordance with the standards and provisions of the federal uniform relocation and real property acquisitions policies act of 1970, being Public Law 91-646, 42 USC sections 4601 et seq.*

See subsection 13, above.

o. *Section 21(2)(o) – A plan for compliance with Act No. 227 of the Public Acts of 1972, being sections 213.321 to 213.332 of the Michigan Compiled Laws.*

See subsection 13, above.

p. *Section 21(2)(p) – The requirement that amendments to an approved development plan and tax increment plan must be submitted by the authority to the governing body for approval or rejection.*

Any amendments to the Development and/or TIF Plans will be submitted by the Authority to the City Council for approval or rejection, and the Authority will otherwise follow the procedures outlined in Act 280 including notice and a public hearing.

q. *Section 21(2)(q) – A schedule to periodically evaluate the effectiveness of the development plan.*

Progress on the implementation of this Plan will be tracked on a yearly basis. Both the Development Plan and Tax Increment Plan will be reviewed every five (5) years to identify any need for revisions. Amendments to this Development Plan, if any, will be completed in compliance with Section 22 of the Act.

r. Section 21(2)(r) – Other material which the authority, local public agency, or governing board considers pertinent.

- Appendix A: Authority Related Resolutions, Boundaries, and Bylaws
- Appendix B: Legal Description
- Appendix C: Existing Streets and Public Facilities
- Appendix D: Existing Land Use
- Appendix E: Oakland County Green Infrastructure Map
- Appendix F: Development Plan Projects and Improvement
- Appendix G: Estimated Tax Increment Revenues
- Appendix H: Intergovernmental Agreement
- Appendix I: Corridor Vision Plan

s. Miscellaneous – Adequacy of police and fire protection and utilities to service the Development Area under this Plan

The City of Farmington Hills currently does not foresee challenges with providing public safety or utility services to meet the redevelopment needs of Grand River Avenue. Service needs will be assessed as redevelopment occurs and during the annual capital improvement planning process and annual budget process.



SECTION III: TAX INCREMENT FINANCE PLAN

A. Tax Increment Procedure

Tax increment financing permits the Authority to capture tax revenues attributable to increases in the value of eligible real and personal property resulting from the implementation of a Development Plan as defined in Act 280. The “Initial Taxable Value” is being established as of December 31, 2014. The Initial Taxable Value is the State Equalized Value of the eligible property on that date, effective for property taxes levied for the fiscal year from July 1, 2014 – June 30, 2015. For the purposes of this program, the initial taxable value of all real and personal property within the Development Area as outlined in the Development Plan, was taken as of December 31, 2014 with a 2015 base tax year, i.e., effective in FY 2014/15.

In each subsequent year for the duration of the Tax Increment Financing Plan, the “Current Taxable Value” for properties within the Development Area will be determined. The amount by which the Current Taxable Value (in total) exceeds the Initial Taxable Value (in total) in any one year is the “Tax Increment.” For the duration of the Tax Increment Financing Plan, the affected local taxing jurisdictions will continue to receive tax revenues based upon the Initial Taxable Value, and the Authority will receive that portion of the tax levy consisting of the Tax Increment as outlined in Section D below.

The City Treasurer is required to pay the Authority the Tax Increment revenues as collected, and to pay to the other taxing jurisdictions the tax revenues derived from the application of their millages to the Initial Taxable Value of all eligible property, subject to any agreements with taxing jurisdictions.

B. Incorporation of the Development Plan

The Development Plan set forth in Part II, above, is incorporated into and made a part of this Tax Increment Financing Plan by reference.

C. Maximum Amount of Bonded Indebtedness

The Authority anticipates funding the Development Plan on a pay-as-you-go basis, or through other internal financing means, however, in some cases these strategies may not be practical. Should bonding be deemed necessary to effectively implement the Development Plan, it will be done subject to any limitation and in accordance with any requirements prescribed by law. Additionally, if bonding is found necessary, the maximum amount of bonded indebtedness or debt capacity will be determined by the City’s Finance Director, in consultation with the City’s Financial Advisor and in compliance with the legal debt limits as established by State Law, based on:

- The costs of the projects described in the Development Plan and adjusted for costs born by project partners, grants, or other sources;
- The ability of the Authority to make all bond payments based on updated TIF projections, within the duration of the Plan;
- The marketability of such bonds at a competitive and favorable rate; and
- The expenses related to the issuance of the bonds, including all bond fees, attorney fees and associated costs.

Any determination by the City’s Finance Director will be subject to the approval of City Council.

D. Duration of the Tax Increment Financing Program

For the purposes of this program, the initial taxable value of all real and personal property within the Development Area as outlined in the Development Plan, was taken as of December 31, 2014 with a 2015 base tax year, i.e., effective in FY 2015/16. The duration of the plan is for a period of 30 years, ending in tax year 2044, with accrued tax collection ending in FY 2044/45, unless this Plan is amended to extend or shorten its duration in accordance with MCL 125.2888.

Jurisdiction	2014 Millage Rate
City of Farmington Hills	12.3806
Operations	6.5206
Capital	0.7986
Debt	0.6368
Refuse	0.7436
Economic Development	0.0164
Parks and Recreation	0.4882
Public Safety	3.1764
Oakland County	4.19
Farmington Community Library	1.5856
Oakland Community College	1.5844
Schoolcraft Community College	1.7967
Huron-Clinton Metropolitan Authority	.2146
Oakland County Public Transit Authority	1.0

E. Estimated Impact of the Tax Increment Financing Plan on the Assessed Values of All Taxing Jurisdictions in Which the Development Area is Located

The taxing units affected by this Tax Increment Financing Plan and their 2014 millage rates are illustrated in the table above.

The Tax Increment Plan is based upon a seventy-five (75) percent tax rate capture on the total incremental increase in taxable value over the total base year taxable value, on all ad valorem property taxes and local taxes attributable to the application of the levy of all taxing jurisdictions. All such captured revenues will be used to accomplish the purposes of the Tax Increment Financing Plan. As provided for by Act 280, tax revenues generated from within the Development Area prior to the adoption of this Tax Increment Financing Plan (those based on the Initial Taxable Value) will continue to be distributed to all taxing jurisdictions during the duration of this Plan. Upon completion of the Development and Tax Increment Financing Plan, the Authority will cease the collection of the tax increment.

F. The Use of Captured Taxable Value

Revenues: Estimates of tax increment revenues and increases in Taxable Value are illustrated in Appendix G, which estimates captured tax increment revenues by jurisdiction. All revenue projections are estimates only.

Use: The Authority shall expend the tax increment revenues received for the development program only under the terms of this Tax Increment Financing Plan. Unused funds shall revert proportionately to the respective participating taxing jurisdictions. Tax increment revenues shall not be used to circumvent existing property tax limitations. The expenditure of tax increment revenues are illustrated in Appendix F of the Development Plan.

Priorities: In the event that tax increment revenues are greater or less than projections used for the purpose of this Tax Increment Financing Plan, the available funds will be used to complete as much of the Development Plan, as is possible. The Authority will reevaluate, reprioritize, or reallocate revenues based on actual capture and where investment by the Authority will have the most positive impact within the Development Area.

G. Captured Taxable Value Growth in Property Value Resulting Solely From Inflation

The Authority will capture the increment on the taxable value growth even if such growth results solely from inflation.

H. Tax Increment Financing Plan Notification to Taxing Jurisdictions

All taxing jurisdictions will/have been notified per the requirements of Act 280. Additionally, the Authority will offer to each taxing jurisdiction the opportunity to meet prior to the public hearing.

I. Reimbursement of Excess Tax Capture

In the event that tax increment capture exceeds the Plan estimates, the Authority will either invest the revenue in projects, per the Development Plan and Appendices F and I, or refund the excess capture proportionally to the participating taxing jurisdictions.

J. Tax Increment Financing Account Reporting

Annually the authority shall submit to the Farmington Hills City Council, Oakland County Treasurer, Oakland County Planning and Economic Development Services Division and the State Tax Commission a report on the status of the tax increment financing account. The report shall include the following:

- The amount and source of revenue in the account
- The amount in any bond reserve account
- The amount and purpose of expenditures from the account
- The amount of principal and interest on any outstanding bonded indebtedness
- The initial assessed and taxable value of the project area
- The captured taxable value retained by the Authority

- The tax increment revenues received
- The increase in the state equalized valuation as a result of the implementation of the Tax Increment Financing Plan
- The type and cost of capital improvements made in the Development Area
- Statistics such as the dollar amount of private investment, development and redevelopment activities, employment and business creation
- Any additional information the above governmental bodies or officials considers necessary

This report will also be made available to other interested taxing jurisdictions upon request.

K. Termination of TIF Plan

The Farmington Hills City Council may abolish the Tax Increment Financing Plan in the manner provided by law, if it finds that the purposes for which it was established are accomplished. However, the Tax Increment Financing Plan shall not be abolished until the principal of and interest on, any bonds issued under the Act have been paid or funds sufficient to make the payment have been segregated.



**SECTION IV:
OAKLAND COUNTY
PERFORMANCE
STANDARDS**

SECTION V: OAKLAND COUNTY PERFORMANCE STANDARDS

1. **The CIA should be required to demonstrate compliance with the seven development area criteria described in the Act and further defined by the Oakland County Board of Commissioners.**

The Grand River Corridor Improvement Authority is located adjacent to Grand River Avenue and Eight Mile Road. Both roads are defined by the Federal Highway Administration as arterial. The vast majority of parcels directly abut each roadway. Those parcels that do not abut are included to accommodate future redevelopment potential, to create connections between Grand River Avenue and Eight Mile Road, and to include portions of the Rouge River into the Development Area. The Development area consists of 253 parcels where residential, commercial or industrial use has been allowed and conducted over the past 30 years. Nearly 86% of ground floor square footage is commercial real property.

Taxable value within the Development Area has fallen faster than the City as a whole over the last few years (Table IV.1) and faces many challenges to redevelopment.

Currently forty-two (42) parcels are not serviced by water and/or sewer. Thirty-two (32) of these properties are vacant as of 2014. Six (6) properties are owned by the City.

Mixed use and high-density residential use are allowed in the Development Area currently through the Planned Unit Development (PUD) process. In 2013, the Farmington Hills Planning Commission began studying zoning text options that would facilitate redevelopment and support the Grand River Corridor Vision Plan. In 2014, the Planning Commission moved forward with drafting/adopting zoning amendments to support the Vision and Development Plans. A 2013 zoning map is attached as Appendix D.

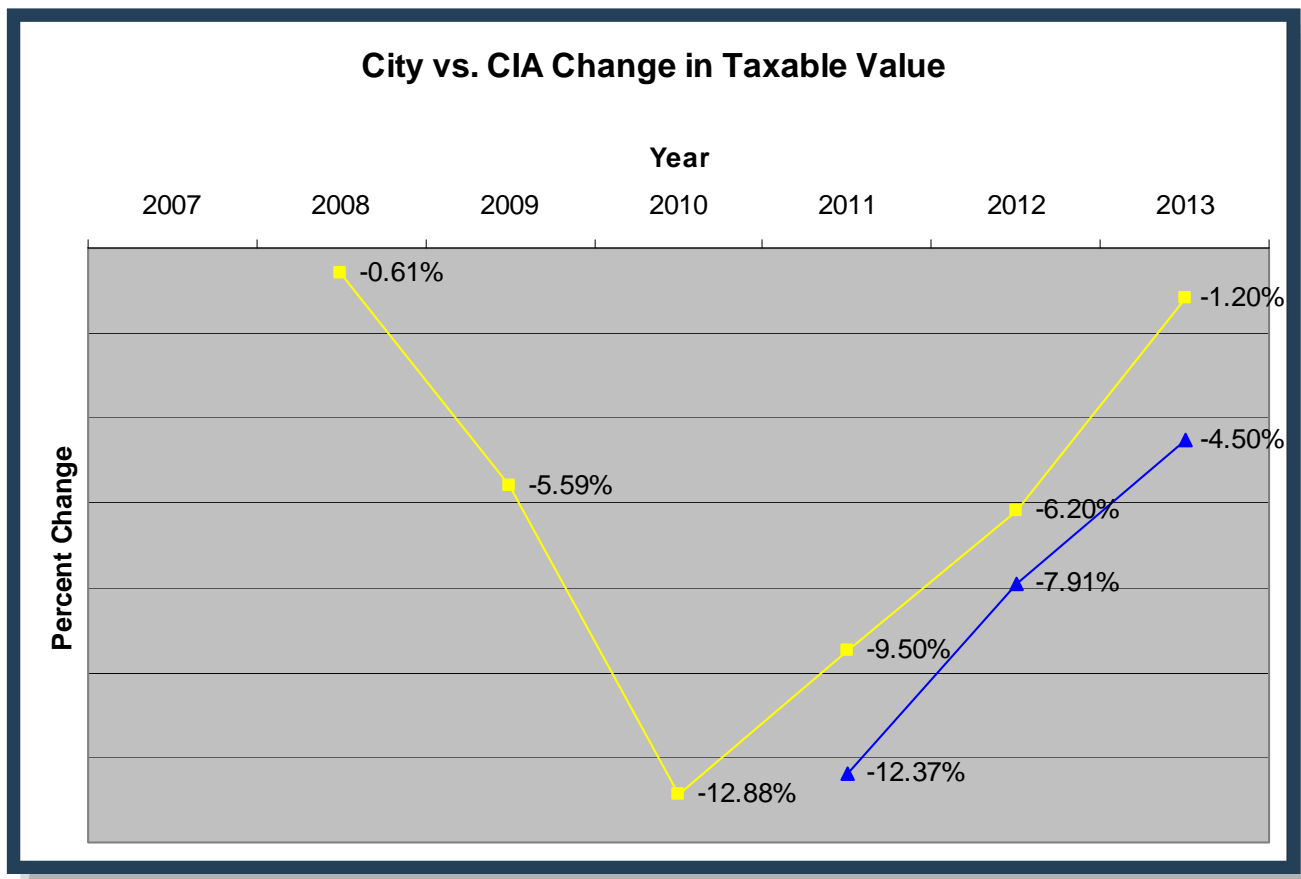


Table IV.1

The Planning Office has developed a “Project Development and Site Plan Guide” describing the process and requirements for new developments and land uses requiring site plan review and/or special approval by the Planning Commission. The guide provides a step by step breakdown of the project approval process detailing what is required for each step of the process. This guide, as well as all required applications, and other pertinent zoning information are available on Planning and Community Development section of the City website.

A standard site plan can be approved by the Planning Commission in one to two months from the date of submission. Projects requiring significant revisions, public hearing, review and approval by City Council, or variances from the Zoning Board of Appeals may take longer depending on City Council and/or Zoning Board of Appeals scheduling. However, it is typical procedure in Farmington Hills to have project proposals placed on the next available agenda of the additional reviewing body. More complex developments requiring or offering preliminary or tentative approvals such as Planned Unit Development proposals will often have longer review times.

For projects that have received Planning Commission approval as well as all subsequent approvals from other departments, or for those that only require building permits, the state law stipulates that a permit approval or denial is made within 16 working days from the date of submission. The turn-around time for our building permit review process can vary based on the number of permit applications received, but typically applications are processed within 5 to 10 working days.

Over the past several years the Farmington Hills Planning Office has taken several measures to expedite the plan review process. One of these measures is to offer the option of concurrent site plan and landscape reviews. Previously site plans and landscape plans were required to be reviewed separately. The Planning Commission also now

offers conditional approvals allowing administrative review and approval of revisions when appropriate. Conditional approvals may also include allowing administrative approval of plans if they receive any necessary variances from the Zoning Board of Appeals. Conditional approvals allow the applicants to resolve site plan deficiencies and receive administrative final approval without having to go back to the Planning Commission.

Additionally, the Authority, per Appendix F, is proposing to build upon the City’s already efficient process by funding consultant time to create a robust Preliminary Scoping Review process. This process would include pre-application concept review and preliminary plan review. Developers will be able to identify potential challenges and/or deficiencies in plan concepts and documents prior to going before the Planning Commission. Helping developers ensure complete documentation consistent with the Grand River Vision Plan and City Master Plan will help navigate the approval process more efficiently saving time and resources. Such a program will put Grand River in a stronger position to encourage redevelopment.

The 2009 City Master Plan does provide for walkable nonmotorized interconnections, including sidewalks and streetscapes. This is particularly evident in the Botsford Hospital Special Planning Area. The document also references mixed-use Areas that encourage site developments that would be more orientated toward the pedestrian than the automobile. There are three mixed-use developments along Grand River identified in the Master Plan. It is anticipated that walkability and nonmotorized transportation within the Grand River Corridor will be further addressed as part of the next Master Plan review process. Walkability and nonmotorized transportation is extensively promoted in the Grand River Vision Plan (Appendix I).

2. The CIA should be required to prepare and adopt a management plan.

The City of Farmington Hills CIA Board is bound by the powers and duties set forth in the Corridor Improvement Authority Act, being Public Act 280 of 2005. The CIA Board operates under City Council Resolution R-151-11 (Appendix A), the intergovernmental agreement between the City's of Farmington Hills and Farmington adopted December 2011 (Appendix H), and CIA Board Bylaws adopted by the CIA Board in February 2013 and approved by City Council in March 2013 (Appendix A).

Currently the Authority has no plans to hire a full-time Director. It is anticipated that existing City staff will continue to provide administrative, clerical and financial support. The need for a Director or other staff may be further evaluated in the future if the needs of the Authority exceed the City's staff capacity.

3. The Community should be required to adopt/amend the Community Master Plan to accurately incorporate the Corridor Improvement Authority Plan.

The Farmington Hills Planning Commission adopted a motion to review the contents of the Corridor Vision Plan to identify the Plan's consistency with the Community Wide Master Plan, whether any zoning district or text changes are appropriate to support the Vision Plan, and whether all, or elements of, the Vision Plan should be incorporated into the Farmington Hills Community Wide Master Plan during its next review process.

Further support was offered by the Planning Commission on October 24, 2013 by adopting a motion to establish the Grand River Corridor as the next focus area of the Planning Commission and to 1) conduct a full in-depth review upon receipt of the finalized document, 2) conduct a zoning comparison study to begin drafting any necessary zoning amendments, and 3) establish the four focus areas identified in the plan as

priorities. The zoning amendment process began in 2014.

Policies and plans regarding historic preservation and nonmotorized transportation are currently included in the City Master Plan.

4. The Community should commit that it will utilize all (100%) of TIF Revenue for those activities specifically authorized within the Act, including operating expenses of the CIA.

The Authority commits to using 100 percent of the TIF revenue for activities specifically authorized by the Act and included in the Development and Tax Increment Financing Plan. A list of projects is included in Appendix F.

5. Under Section 19(3) of the CIA Act, the authority shall submit an annual report on the status of the tax increment financing account.

The Authority will prepare an annual report and provide a copy to Oakland County. The report will document the status of the tax increment financing account, progress on private investment activity, job and business creation, and implementation progress. See Part III.J for more information.

6. The TIF plan shall include an expiration date for the proposed district.

Section D of the Tax Increment Finance Plan indicates that the duration of the plan is 30 years, ending in tax year 2044, with accrued tax collection ending in FY 2044/45, unless this Plan is amended to extend or shorten its duration.

7. The Community must acknowledge and disclose that it is aware of the impact on any voted millage.

The Farmington Hills City Council is aware of the impact on its voted millages for public safety and parks and recreation and any future voted

millages that may be implemented during this plan.

8. **The Community must disclose any agreements or proposed agreements that would alter the amount of lawfully captured revenue from other sources.**

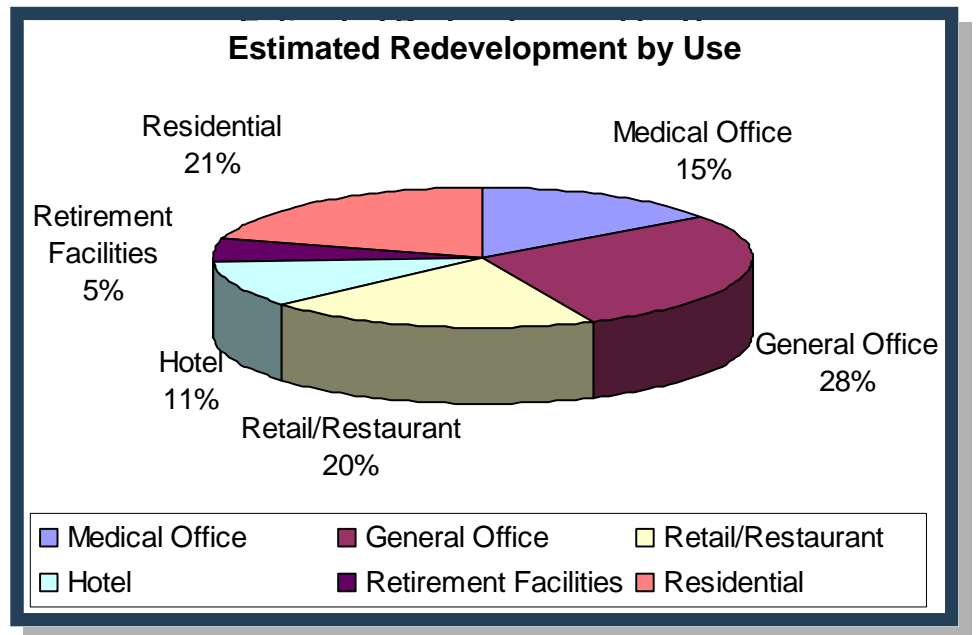
Currently, there are no agreements, or proposed agreements, that would alter the amount of revenue captured through tax increment financing.

9. **The CIA must demonstrate recent or future local commitment and local funding for the corridor improvement program in addition to funds provided through TIF capture.**

The City of Farmington Hills has committed \$90,000 in seed money for the 2012, 2013, and 2014 budget years. Additional funding support through general and/or capital funding may be considered by City Council depending on the specific needs of the CIA Board and project details. Other resources may be sought in accordance with MCL 125.2884.

10. **The Community must demonstrate, through financial projections, a positive return on investment of County incremental taxes proposed for capture.**

Section Five of the Vision Plan illustrates four redevelopment scenarios within three priority development areas in Farmington Hills. If these scenarios are developed as conceived, Grand River would see the development of up to an estimated 938,000 square feet of new office, retail, residential, hotel, and retirement living facilities. These development concepts have been studied only at a conceptual level. The Vision Plan and the efforts behind its implementation will need to adjust based on market realities as the Authority progresses.



Sources for the following estimates come from a variety of online resources including the National Association of Industrial and Office Properties Research Foundation, the World Tourist Organization, ReedConstructionData.com, Oakland County and the Federal Reserve Board and reviewed with the Farmington Hills Director of Economic Development.

Employment

Employment estimates based on the four redevelopment scenarios in the Vision Plan point to the creation of 1,000 – 2,200 jobs. Job types range from retail to professional office and high skilled medical office jobs. These estimates do not take into account the creation or retention of jobs elsewhere along the corridor, or potential growth and expansion at Botsford Hospital. Should market conditions and a planned facility expansion result in higher demand, it is feasible that the Hospital will add positions to address the demand. However, given the fast changing medical environment, it is difficult to accurately forecast job growth. Additionally, if all development occurs as envisioned, the Corridor would see an estimated 1,700 – 2,250 temporary construction jobs.

Economic Impact

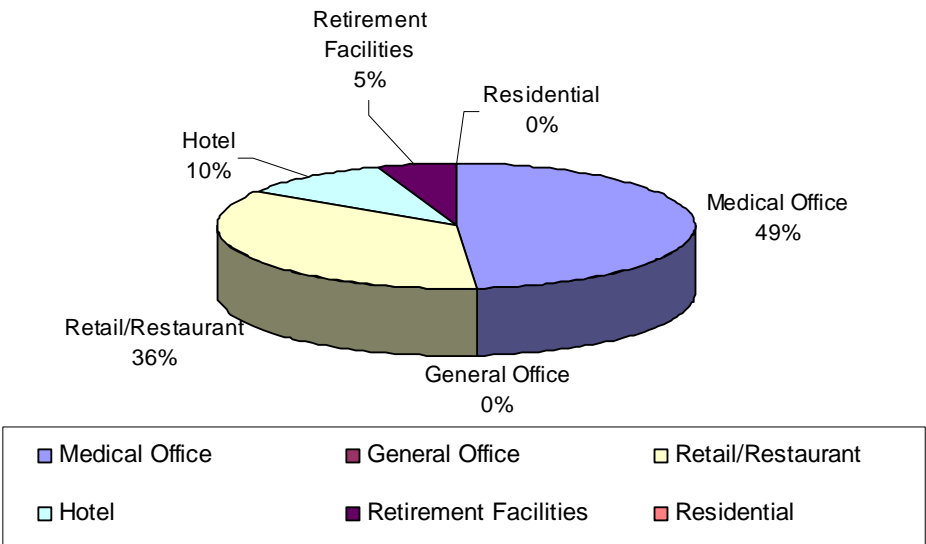
The redevelopment of the Grand River Corridor could bring \$140 million in private sector investment over the coming decades if the Vision Plan is fully implemented as presented in Appendix I. Even a fraction of this investment would have a significant impact on the development area and region. According to Oakland County and the Federal Reserve Board, every 15 new jobs results in \$3 million in economic impact to the area in the form of wages, state and local taxes and the multiplier effect of these dollars moving throughout the local economy. Based on the job estimates provided previously, redevelopment of the Grand River Corridor could infuse \$200 million - \$440 million annually into the local economy. Considering temporary construction jobs, the local economy could see a temporary infusion of millions more in economic impact.

Tax Base

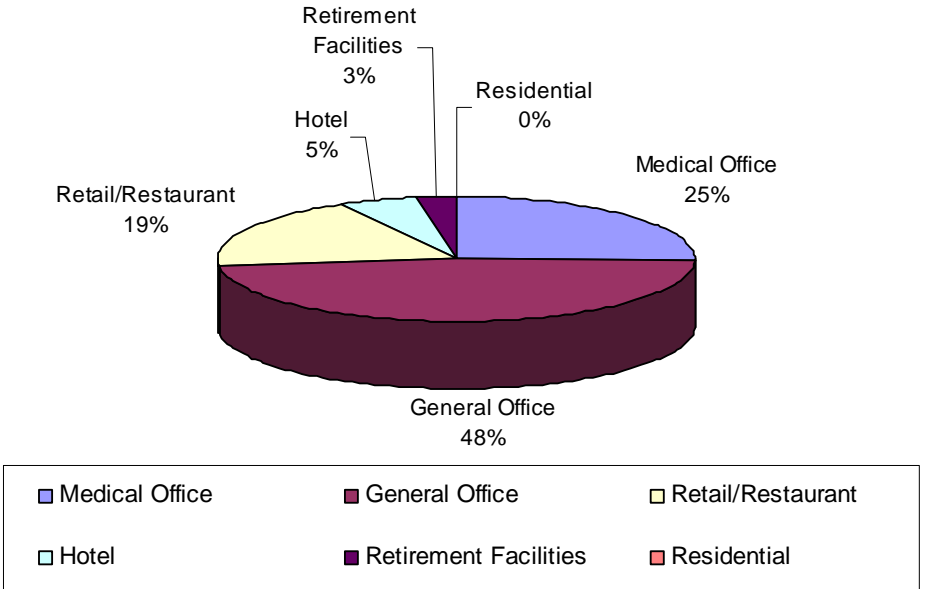
Table IV.2 presents one potential outcome of the Authority’s efforts if the Vision Plan is fully realized based upon the Option B scenario for the South Focus Area.

It should be noted that the tax year 2044 projections for the Grand River Corridor based

Jobs by Use (Focus Area Option A)



Jobs by Use (Focus Area Option B)



upon inflation are likely high if a concerted effort is not made to redevelop this area. In fact, taxing jurisdictions would more likely see stagnant to minimal increases in tax revenue if the Authority and Development and TIF Plan do not move forward. On the other hand, with full partnership of all eligible local taxing jurisdictions, and if the Vision is implemented as conceptualized, local taxing jurisdictions would see an estimated 78% increase in tax revenue over an inflation only scenario and 324% increase in revenue over 2014 tax revenue estimates.

Jurisdiction	2014 Millage Rate	2014 Estimated Tax Revenue W/O TIF Capture	Post 2044 Projected Real Property Annual Tax Revenue (Inflation Only)	CIA Vision Plan Potential New Private Investment	Post 2044 Potential Annual Tax Revenue at End of TIF Plan
Taxable Value (Real)		\$38,665,220.00	\$ 92,238,530.00	\$71,705,000.00	\$163,943,530.00
City of Farmington Hills	12.3806	\$ 478,698.62	\$ 1,141,968.30	\$ 887,750.92	\$ 2,029,719.20
Oakland County	4.19	\$ 162,007.27	\$ 386,479.44	\$ 300,443.95	\$ 639,908.62
Farmington Community Library	1.5856	\$ 61,307.57	\$ 146,253.41	\$ 113,695.45	\$ 242,157.30
Oakland Community College	1.5844	\$ 61,261.17	\$ 146,142.72	\$ 113,609.40	\$ 241,974.04
Schoolcraft Community College	1.7967	\$ 69,469.80	\$ 165,724.96	\$ 128,832.37	\$ 274,397.09
Huron-Clinton Metropolitan Authority	0.2146	\$ 8,297.56	\$ 19,794.39	\$ 15,387.89	\$ 32,774.32
Oakland County Public Transit Authority	1.00	\$ 38,665.22	\$ 92,238.53	\$ 71,705.00	\$ 163,943.53

Table IV.2

	Tax Revenue Collected by Taxing Jurisdiction over 30 Years W/O TIF (Stagnant Values)	Tax Revenue Collected by Taxing Jurisdiction over 30 Year TIF (Inflation Only)	Tax Revenue Collected by Taxing Jurisdiction over 30 Year TIF (Vision Plan)
City of Farmington Hills	\$ 14,360,958.00	\$ 17,429,318.00	\$ 21,206,890.00
Oakland County	\$ 5,118,272.00	\$ 5,898,651.00	\$ 7,177,105.00
Farmington Community Library	\$ 1,936,881.00	\$ 2,232,196.00	\$ 2,715,994.00
Oakland Community College	\$ 800,034.00	\$ 922,015.00	\$ 1,405,447.00
Schoolcraft Community College	\$ 1,287,515.00	\$ 1,483,822.00	\$ 2,032,031.00
Huron-Clinton Metropolitan Authority	\$ 262,144.00	\$ 302,112.00	\$ 367,591.00
Oakland County Public Transit Authority	\$ 1,159,956.00	\$ 1,407,792.00	\$ 1,712,913.00

Table IV.3

Return on Investment

Before a return on investment can be discussed, it is important to understand the future of the Grand River Corridor should an aggressive investment strategy, such as the Vision Plan, not be pursued. As illustrated previously in Table IV.1, the Grand River Corridor has historically lagged behind the City as a whole by an average of 2.6 percent. It is evident that this performance gap will continue and more likely grow should additional resources not be directed to the revitalization of the Corridor.

Table IV.3 illustrates estimated tax revenue over a 30 year period under three scenarios. Although projections of this type are difficult to make, the table illustrates that even under a TIF scenario with a 75% capture, taxing jurisdictions will see more tax revenue than doing nothing and risking stagnant property values.

Besides the economic impacts, increased taxable values, and additional tax revenue realized within the Development District, a revitalized Grand River Corridor will have a positive impact on the taxable values of adjacent neighborhoods,

commercial areas, and the City as a whole. The spin off created by the Grand River revitalization effort will create additional revenue, quality of life, and environmental rewards benefiting all taxing jurisdictions.

Emerging Sectors

Founded in 1965, Botsford Hospital, a 330-bed community teaching hospital, holds significant opportunity to attract biotechnology, medical device, and other health care and medical sector firms to the Grand River Corridor. Botsford continues to build its position as a small and specialized patient-centered hospital. Most notably, the LEED Silver certified Botsford Cancer Center offers medical and radiation oncology, support services and state-of-the-art technology, such as a linear accelerator and high-dose radiation brachytherapy in a comfortable environment. The Authority believes by working with Botsford Hospital, Grand River can become a Corridor known for medical excellence and innovation.

In March 2014, a partnership was announced between the Botsford, Beaumont, and Oakwood Hospital Systems. The creation of this new health system will likely strengthen Botsford's role in and impacts on the redevelopment of the Corridor, potentially bolstering efforts to develop a medical cluster in the Botsford Focus Area.



The preceding estimates and scenarios are conceptual only and based on the information and resources cited above. They do not constitute or should not be construed as guaranteed returns to be expected by the County, or other taxing jurisdictions affected by this Development and TIF Plan. The ability to accurately predict private sector interest and investment in the Grand River Corridor and future economic conditions is not realistic given the inherent challenges of redevelopment in this Corridor and the economic volatility seen in the years leading up to the creation of this document. The estimates and scenarios above are a good faith representation of the potential impacts of the full implementation of the Grand River Corridor Vision Plan. As market conditions evolve and as development projects come forward, actual redevelopment strategies may need to be adjusted from the Vision Plan adopted in 2013, impacting return on investment.

- 11. The County may not support plans that include funding for certain items such as, but not limited to burying utility lines, land acquisition, and municipal facilities or buildings.**

The redevelopment needs along the Grand River Corridor are significant. All tools need to be accessible. Understanding the County's concern about funding certain types of projects, burying or the reconfiguration of utility lines will focus on working with utilities and property owners to bury new service leads and/or make aesthetic



improvements in the three focus areas and other areas on a case-by-case basis. The comprehensive burying of utility lines throughout the development area is not currently in the Authority's Development Plan.



Given the nature of the goals and aspirations for the Corridor identified in the Vision Plan, property acquisition will play a strategic role in redevelopment. Grand River consists of many small and shallow lots making redevelopment very challenging. The Authority will need access to resources to assemble property where it is in the best interest of the goals and objectives of the Development Plan to facilitate the implementation of the Corridor Vision. Per City Council, by enacting R-151-11, the Authority does not have the power to condemn property.

Although the Authority does not plan to utilize TIF revenues to invest in municipal buildings, the public visioning process and Parks Master Plan process has identified a desire for more park and public gathering facilities and non-motorized trails within the Corridor and throughout the Community. One concept includes the development of a community recreation facility. This recreation facility would provide a significant amenity for new business and residential development along Grand River and to users throughout the County. Although, this concept would potentially remove taxable property from the Corridor, the benefits of improving the quality of life within and adjacent to the Grand River Corridor provides significant value to the



community. Resources will be needed to facilitate such a significant project, whether undertaken by the Authority, or working with other private or public entities.



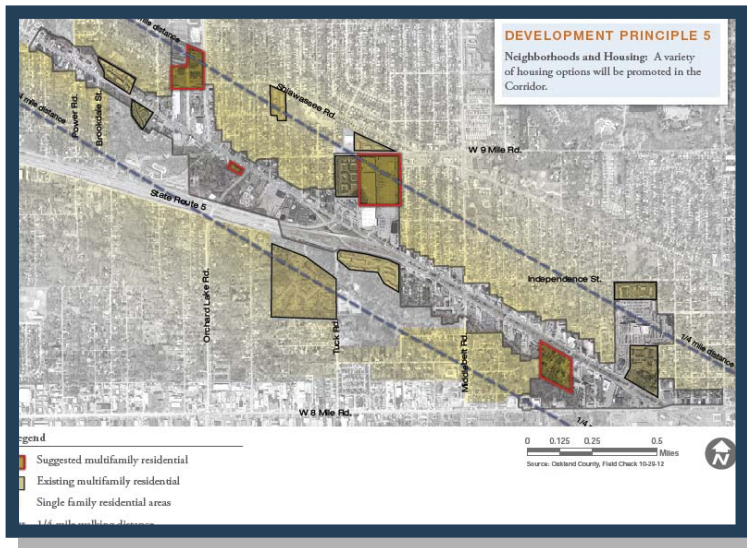
12. Other policy issues that may be considered by the County.

Redevelopment vs. Greenfield

Grand River developed over the last half century in a hodgepodge manor on mostly small and shallow commercial parcels. The Corridor is completely developed today and in desperate need of an infusion of life and capital. The Grand River revitalization effort focuses on the redevelopment of existing commercial area versus the development of greenfield space.

Single-Family Residential/ Multi-Family Residential Portions

The majority of land use within the corridor is right-of-way and commercial land uses. The portions of residential and multi-family residential land use, both existing and if the Vision Plan is fully implemented, are identified in the table below.



TIFs per Community

The only existing TIF in Farmington Hills is a Brownfield Authority.

Fund Partners

Other than City general fund contributions, there are no Fund Partners currently identified to help fund implementation of the Grand River Vision Plan. The Authority will seek to identify additional partners as it works to implement its plans.

Industry Preference

Although the Authority will not give preference for any particular industry, there is a strong interest in creating a medical campus/cluster adjacent to Botsford Hospital.

Tax Rate and County Participation

The tax increment used in this Development and TIF Plan is based up the feedback of City Council at their August 26, 2013 Study Session (Appendix G), the revenue needs to support the implementation of the Corridor Vision Plan and project list (Appendix F), and the interest of the City and Authority to be pragmatic. A 75% capture of tax dollars on the total incremental increase in taxable value over the total base year taxable value of all participating taxing jurisdictions, including the County, is deemed to be fair and necessary to support the implementation of this Development and TIF Plan and all supporting documents/plans cited.

Grand River Corridor Land Use

Existing Acreage	315.8	Existing Land Use (Acres)	Existing Land Use (%)	Vision Plan Land Use (Acres)	Vision Plan Land Use (%)
Single Family Residential		20.4	6.5%	29.2	9.0%
Multi-Family Residential		35.7	11.0%	51.7	16.0%



SECTION V: APPENDICIES

**RESOLUTION ESTABLISHING THE CORRIDOR IMPROVEMENT
AUTHORITY FOR GRAND RIVER AVENUE
RESOLUTION NO. R-151-11**

At a regular meeting of the City Council of the City of Farmington Hills, County of Oakland, State of Michigan, held on October 10, 2011, at 7:30 o'clock p.m., with those present and absent being,

PRESENT: Brickner, Bruce, Ellis and Oliverio
ABSENT: Bates, Bridges and Massey

the following preamble and resolution were offered by Councilperson Oliverio and supported by Councilperson Bruce:

WHEREAS, the City of Farmington Hills has determined that it is in the best interest of the public to revitalize and encourage redevelopment of commercial corridors in the City to promote economic growth, mixed uses, well-designed and environmentally responsible development, historic preservation, attractive streetscapes and landscapes and new opportunities for pedestrian and bike access, consistent with the City Master Plan; and

WHEREAS, on December 19, 2005, the State of Michigan enacted Public Act 280 of 2005, known as the Corridor Improvement Authority Act (the "Act"), to provide for the establishment of corridor improvement authorities as a tool to help correct and prevent deterioration in commercial corridor business districts, encourage historical preservation, and promote the economic growth of the districts; and

WHEREAS, the City of Farmington Hills has facilitated, with the City of Farmington, a series of meetings and discussions about a corridor improvement authority with business owners, key stakeholders and interested citizens along the Grand River Avenue corridor and throughout both communities; and

WHEREAS, the City of Farmington Hills recognizes that a joint corridor improvement authority, in accordance with the provisions of the Act, as amended, is one appropriate way to retain business and redevelop the Grand River commercial corridor and desires to work with the City of Farmington to consider implementation of this tool through inter-jurisdictional cooperation; and

WHEREAS, from the above meetings and discussions, a proposed area for the authority has been identified in this corridor as described on the attached exhibit, and this area meets the criteria in Section 5 of the Act for the establishment of what the Act calls a "development area"; and

WHEREAS, on August 8, 2011, a public hearing was held by City Council at which a full and complete opportunity for the receipt of comments was given to citizens, taxpayers, and property owners of the City, and from officials from taxing jurisdictions with a millage that would be subject to capture under the proposed Grand River commercial corridor development area, and comments were received.

NOW, THEREFORE, IT IS HEREBY RESOLVED that:

1. The Grand River Corridor Improvement Authority (referred to in this Resolution as the "Authority") is hereby created and established pursuant to the provisions of Act No. 280 of the Public Acts of 2005, as amended (referred to in this Resolution as the "Act").
2. The Authority shall be under the supervision and control of a board (referred to in this Resolution as the "Authority Board") consisting of the Mayor of the City or his or her assignee and six (6) other members appointed by the Mayor in accordance with the Act, and subject to the approval of the City Council. Not less than one member of the Authority Board shall be a resident of the Grand River Corridor Development Area or an area within one-half mile of any part of said area, and not less than a majority of the members shall be persons having an ownership or business interest in property located within the Grand River Corridor Development Area. The members of the Authority Board shall hold office and the Authority Board shall conduct itself in accordance with the terms and conditions of the Act. Before assuming the duties of office, a member shall qualify by taking and subscribing to the constitutional oath of office. The Authority Board shall elect a chairperson from its members.
3. The City Council hereby designates the boundaries of the corridor improvement authority development area (referred to in this Resolution as the "Grand River Corridor Development Area") as designated on the attached Development Area Description Exhibit, which is hereby incorporated as part of this Resolution by reference. The boundaries of the development area are subject to alteration or amendment as the City Council may deem appropriate in the future, subject to limitations provided by law.
4. The Grand River Corridor Development Area, as described in the attached Exhibit, meets all of the criteria under Section 5 of Public Act 280 of 2005, as amended, for the establishment of a corridor improvement authority, as follows:
 - It is centered around and adjacent to Grand River Avenue (M-5), which is a road classified as an arterial or collector road according to the Federal Highway Administration Manual "Highway Functional Classification - Concepts, Criteria and Procedures;"
 - It contains more than 10 contiguous parcels and more than 5 contiguous acres;
 - More than ½ of the existing ground floor square footage in the proposed Grand River Corridor Development Area is classified as commercial real property under section 34c of the general property tax act, 1893 PA 206, MCL 211.34c;
 - Residential use, commercial use, or industrial use has been allowed and conducted under the zoning ordinance or conducted in the entire proposed Grand River Corridor Development Area, for the immediately preceding 30 years;
 - It is zoned in a manner that, pursuant to the City's planned unit development option, allows for potential mixed use development including high density multiple-family residential use; and
 - The City agrees to expedite the local permitting and inspection process in the proposed Grand River Corridor Development Area and to modify its master plan, if necessary, to provide for walkable non-motorized interconnections, including

sidewalks and streetscapes throughout the proposed Grand River Corridor Development Area.

5. The Authority shall adopt bylaws governing its procedures and rules regarding the holding of its meetings, all in accordance with Section 8(3) of the Act, and other applicable provisions in the Act and any other applicable statute. The Authority shall immediately forward a copy of its proposed bylaws and rules to the City Council in care of the City Clerk. Such bylaws and rules, and amendments thereof, shall be subject to the approval of the City Council.

6. The Authority shall have the powers and duties as provided by and in accordance with the Act. The Authority shall not have power to: (a) Borrow money and issue bonds or notes without the approval of the City Council; or (b) Condemn private property.

7. The City of Farmington Hills hereby declares its intent to work with the City of Farmington to develop and adopt an interlocal agreement to jointly operate the corridor improvement authorities, as enabled by and pursuant to the Act.

8. The Clerk of the City is hereby directed to file a certified copy of this Resolution with the Secretary of State promptly after its adoption and to publish this Resolution in a newspaper of general circulation in the City.

AYES: Brickner, Bruce, Ellis and Oliverio
NAYS: None
ABSENT: Bates, Bridges and Massey
ABSTENTIONS: None

THE RESOLUTION WAS DECLARED ADOPTED 4-0.

STATE OF MICHIGAN)
)ss.
COUNTY OF OAKLAND)

I, the undersigned, the duly qualified and acting City Clerk of the City of Farmington Hills, County of Oakland, State of Michigan, do hereby certify that the foregoing is a true and complete copy of a resolution adopted by the City Council of the City of Farmington Hills at a regular meeting held on October 10, 2011, the original of which resolution is on file in my office.

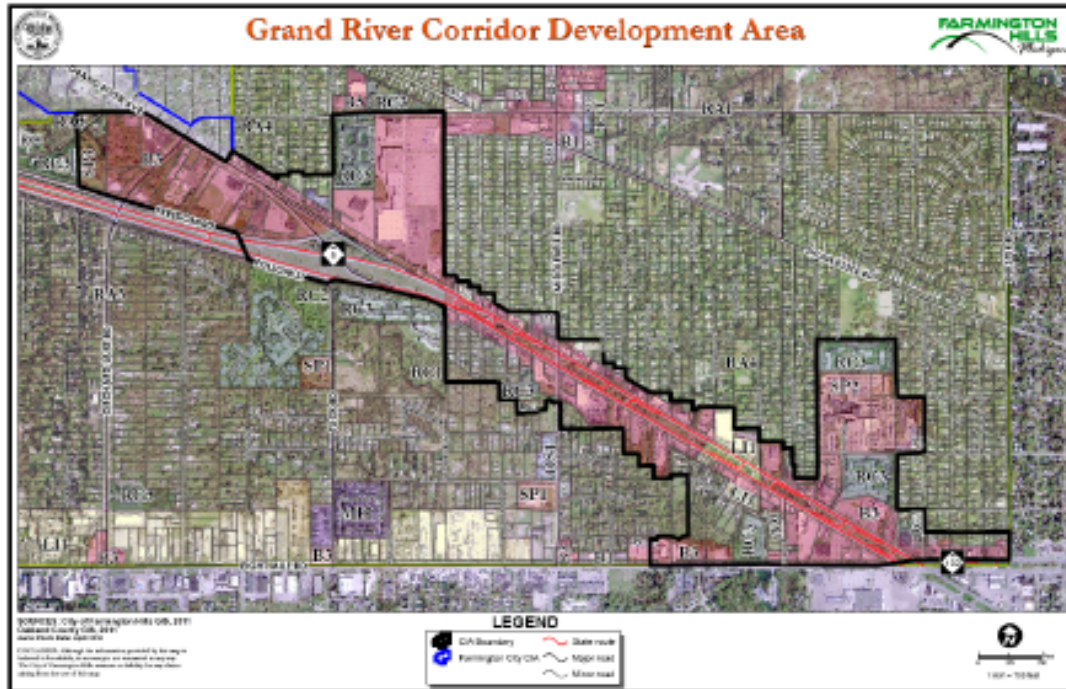
IN WITNESS WHEREOF, I have hereunto set my official signature, this 11th day of November, 2011.



PAMELA B. SMITH, City Clerk

Development Area Description Exhibit

The Farmington Hills “Grand River Avenue Development Area” represented in the Resolution to which this exhibit is attached is described as including all the properties within the boundaries depicted on the map below which consists of all the properties whose Property Identification Numbers are listed further below:



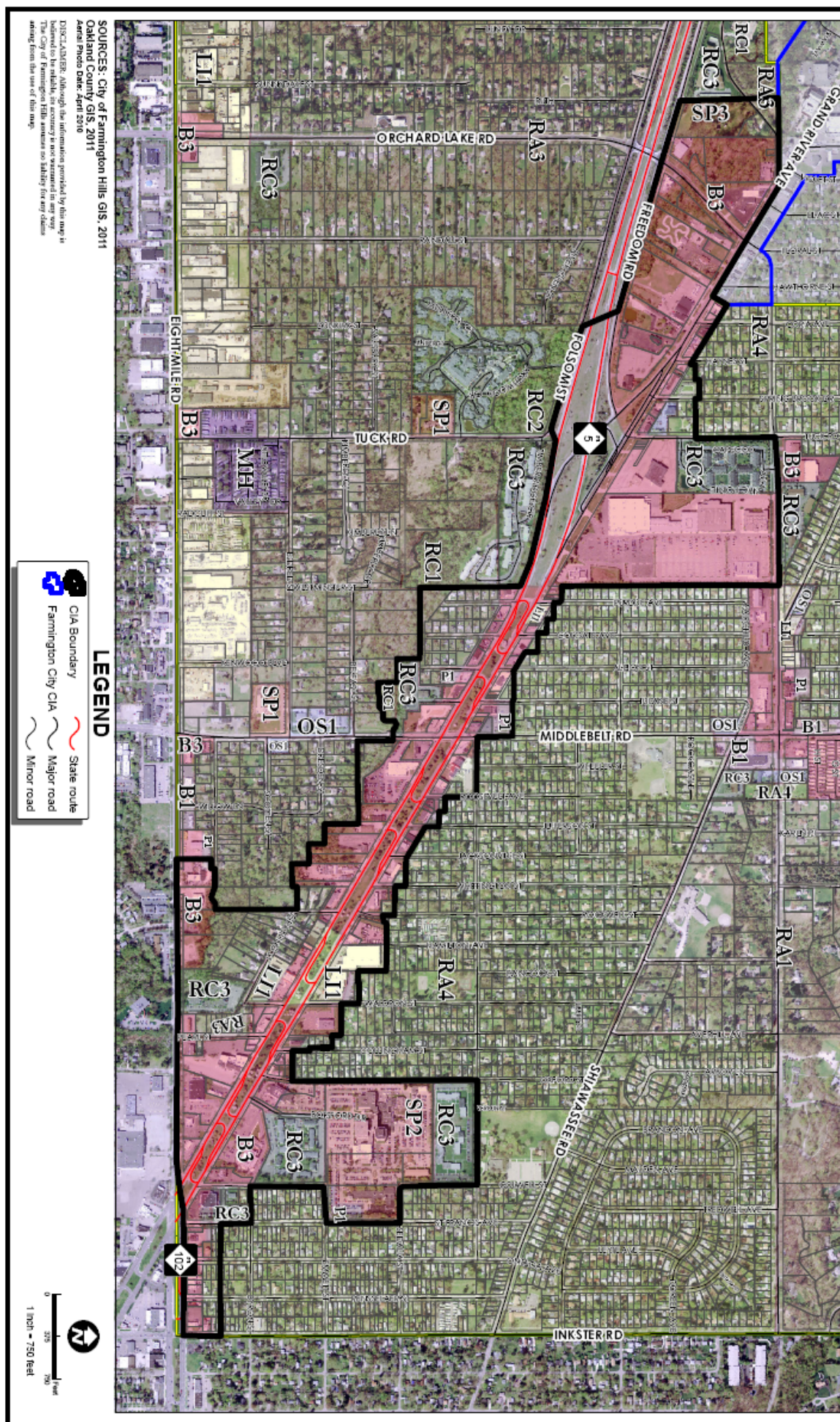
Parcel Identification Numbers

2335105002	2335106002	2336377025	2336308017
2335105023	2336376017	2336377028	2336377008
2336330012	2336377033	2336306008	2336377106
2336404013	2336377029	2336376001	2336377037
2336404015	2336451005	2336376010	2336377032
2336376018	2336377023	2336306001	2336308014
2336451012	2336328048	2336306016	2336377004
2336404001	2336404003	2336377005	2336377038
2336305017	2336328045	2336377003	2336377036
2336451016	2336430013	2336376009	2336452001
2336302005	2336451011	2336377109	2336453006
2336303005	2336403004	2336377110	2336452013
2336401020	2336377041	2336377009	2336307001
2336401021	2336404010	2336377010	2336377001
2336301002	2336403003	2336377011	2336376011
2336302006	2336404014	2336452024	2336376013
2336303012	2336377022	2336452018	2336376015
2336328022	2336376012	2336453005	2336308011
2336401023	2336376004	2336484001	2336308015

2336377108	2335201002	2335427011	2336481006
2336377035	2335202001	2335430005	2336482021
2336377034	2335201009	2335127030	2336481022
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2336377111	2335280006	2335128022	2335278031
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2336452029	2335282005	2334227003	2335105017
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2336306013	2335281002	2335105003	2336303022
2336377002	2335277038	2335101001	2336304016
2336376008	2335281005	2335105001	2336451017
2336376005	2335279030	2335128029	2336451015
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2336377013	2335276025	2335128023	2336356012
2336328041	2335278041	2335126016	2335105025
2336401022	2335279028	2335105022	2335108001
2336401024	2335282004	2335104003	2336303015
2336305033	2335427007	2335126014	2336303023
2336328046	2335426003	2335127019	2336404011
2336452028	2335429006	2335105009	2336302008
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2335129018	2335428013	2336482008	2336401019
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2335278028	2335278027	2336483007	
2335281001	2335280005	2336481025	
2335426001	2335279026	2336483021	
2335427009	2335279029	2336480024	
2335228025	2335426002	2336482007	
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Grand River Corridor CIA Options



**CITY OF FARMINGTON HILLS
GRAND RIVER CORRIDOR IMPROVEMENT AUTHORITY**

BYLAWS AND RULES OF PROCEDURE

ARTICLE I
PURPOSE

The Grand River Corridor Improvement Authority (the "Authority") was formed under the terms of Act 280 of the Public Acts of 2005, as amended (the "Act") and Resolution No. R-151-11 adopted by the City of Farmington Hills City Council on October 10, 2011, as it may be amended from time to time (the "Resolution"). Pursuant to the Resolution and Act, the Authority is under the supervision and control of a board (the "Authority Board"). The Authority exists to exercise those duties and powers provided under the Act, subject to the Resolution. These Bylaws and Rules of Procedure ("Bylaws") are adopted for the purposes of establishing the membership and organization of the Authority Board, rules and procedures for the conduct of Authority Board meetings, and a means whereby the duties conferred upon the Authority Board may be effectively exercised.

ARTICLE II
MEMBERS

Section 1. Members; Eligibility. The Authority Board shall consist of the number of members set forth in the Resolution. Membership shall meet or exceed the minimum requirements of the Act and Resolution.

ARTICLE III
VOTING

Section 1. Votes. Each member of the Authority Board shall be entitled to one vote.

Section 2. Eligibility to Vote. No member shall be entitled to vote at any meeting of the Authority Board until the appointment of such member has been approved by the City Council and such member has taken the oath of office.

Section 3. Quorum. The presence of four (4) or more members of the Authority Board shall constitute a quorum for the transaction of business.

Section 4. Voting. Votes may be cast by a general voice vote, except where a roll call is requested by any member or required by law or other procedures established under these Bylaws. If there is a question as to the number of yea or nay votes a roll call shall be conducted.

Section 5. Transaction of Business. Unless otherwise required by law, the Resolution or other procedures established under these Bylaws, a vote of the majority is required for the transaction of all business and decisions of the Authority Board.

Section 6. Majority. Unless otherwise required by law, the Resolution or other procedures established under these Bylaws, a "majority" shall be construed to mean more than fifty percent (50%) of the votes cast by members present in person at the time of the vote.

ARTICLE IV
MEETINGS

Section 1. Place of Meeting. Subject to the requirements of the Open Meetings Act, meetings of the Authority Board shall be held at the City Hall, the Jon Grant Community Center, or such other suitable place convenient to the members as may be designed by the City Manager.

Section 2. Rules of Parliamentary Procedure. Meetings of the Authority Board shall be conducted using the most recent edition of Roberts Rules of Order as a guideline in all cases to which they are applicable, provided they are not in conflict with the Act, Resolution, these Bylaws, or the laws of the State of Michigan.

Section 3. Meetings and Notice. In accordance with the Michigan Open Meetings Act, the Authority Board, within ten (10) days after its first meeting of each calendar year, shall establish and post a public notice stating the dates, times, and places of its regular meetings for the ensuing year, and shall post a notice of any changes in its schedule of regular meetings in accordance with the Open Meetings Act. Special meetings of the Authority Board may be called and noticed, per the requirements of the Open Meetings Act, by the Chairperson of

the Board or the Mayor of the City. Notice of the time, place and subject matter of all meetings shall be given by telephone, electronic means, personal delivery or mailing the same to each member. Notice of each meeting also shall be provided to the public in compliance with the Michigan Open Meetings Act. It shall be the duty of the Secretary (or other Authority Board officer designated by the Chairperson in the Secretary's absence) to serve and post the notices described in this Section on behalf of the Board.

Section 4. Order of Business. The order of business at Authority Board meetings shall be as follows:

Roll Call
Approval of Agenda
Approval of Minutes
Unfinished Business
New Business
Public Comment
Board Member Comment
Adjournment

Section 5. Minutes: Presumption of Notice. Minutes, resolutions, and any other similar record of the proceedings of meetings of members, when signed by the President or Secretary, shall be presumed truthfully to evidence the matters set forth therein. A recitation in a resolution or the minutes of any such meeting that notice of the meeting was properly given shall be prima facie evidence that such notice was given.

Section 6. Open Meetings Act and Freedom of Information Act Compliance. The Authority Board is required to comply, in all respects, with the Michigan Open Meetings Act and Freedom of Information Act.

ARTICLE V OFFICERS

Section 1. Officers. The principle officers of the Authority Board shall be a Chairperson, Vice Chairperson and Secretary, who shall be members of the Authority Board. The members may appoint such other officers from time to time as in their judgment may be necessary.

Chairperson. The Chairperson shall be the chief executive officer of the Authority, and shall preside at all meetings of the Authority. The staff liaison designated by the City Manager shall work with the Chairperson to establish the agendas for the meetings of the Authority Board. The Chairperson shall have all of the general powers and duties which are usually vested in the office of the Chairperson of an Authority, including, but not limited to, the power to appoint committees from among the members of the Authority from time to time in the Chairperson's discretion as may be deemed appropriate to assist in the conduct of the affairs of the Authority. The Chairperson shall also perform such other tasks as may be delegated to him or her by decision of the Authority Board or by agreements binding upon the Authority. The Chairperson shall have a vote on all matters before the Authority Board.

Vice-Chairperson. The Vice-Chairperson shall preside and exercise the powers of the Chairperson in the Chairperson's absence, and shall perform such other tasks as may be delegated to him or her by decision of the Authority Board or by agreements binding upon the Authority.

Secretary. The Secretary, by and through the staff liaison designated by the City Manager to assist the Authority Board, shall cause a record to be kept of the minutes of all meetings of the Authority Board, shall cause a record to be kept of all plans, documents, books and papers approved by and brought before the Authority Board, shall provide copies of all such records to the City Clerk upon request, shall perform such other tasks as may be delegated to him or her by decision of the Authority Board or by agreements binding upon the Authority, and shall in general, perform all duties incident to the office of the Secretary.

Section 2. Election. The officers of the Authority Board shall be elected annually by a vote of the majority of the Authority Board members at the first meeting of each calendar year. The term of each officer shall be one (1) year with eligibility for reelection.

Section 3. Removal. Upon affirmative vote of a majority of the members of the Authority Board, any officer may be removed either with or without cause, and the officer's successor elected at any regular meeting of the Authority Board or at any special meeting of the Authority Board called for such purpose. No such removal action may be taken, however, unless the matter shall have been included in the notice of such meeting. The officer who is proposed to be removed shall be given an opportunity to be heard at the meeting. If an officer is removed, he or she shall remain a member of the Authority Board, subject to removal from the Board in the manner provided by the Act.

ARTICLE VI FINANCE

Section 1. Fiscal Year. The fiscal year of the Authority shall be the same as the City of Farmington Hills. The commencement date of the fiscal year shall be subject to change by the Authority for accounting reasons or other good cause.

Section 2. Financing Sources. The Authority shall be financed by the capture of tax increment funds as set forth in the Act and such other sources as are permitted under the Act, subject to any limitations set forth in the Resolution or City Charter.

Section 3. Budget. After being reviewed by the Authority Board, any budget of the Authority shall be subject to approval by the City Council prior to adoption by the Authority Board pursuant to the Act.

Section 4. Reporting. Pursuant to the Act, the Authority Board shall submit an annual report to the City Council and State Tax Commission on the status of any tax increment financing account. The Authority shall report to the City Council on any other matter to the extent the City Council may request or require from time to time. The Authority shall also report to any other state and county agencies required by law or agreement entered into with any such state or county agency.

ARTICLE VII AMENDMENTS

Section 1. Method. These Bylaws may be amended by the Authority Board, at a duly constituted meeting, by the affirmative vote of a 66 2/3% majority of the members of the Authority Board.

Section 2. Proposed. Amendments to these Bylaws may be proposed by any active member of the Authority Board.

Section 3. Meeting. Upon any such amendment being proposed, the proposed amendment may be considered at the same or any subsequent regular meeting or a special meeting called for that purpose.

Section 4. City Council Approval. Pursuant to the Act and Resolution, the Authority Board's adoption and any amendment of these Bylaws is subject to approval of the City Council. Accordingly, upon adoption of these Bylaws and any amendments thereof, the Bylaws shall be immediately forwarded to the City Council in care of the City Clerk for approval.

Section 5. Distribution. A copy of these Bylaws and each amendment to these Bylaws shall be furnished to every member of the Authority Board after adoption, provided, however, that any amendment adopted in accordance with this Article shall be binding upon all members irrespective of whether such persons actually receive a copy of the amendment.

ARTICLE VIII SEVERABILITY

In the event that any of the terms, provisions, or covenants of these Bylaws are held to be partially or wholly invalid or unenforceable for any reason whatsoever, such holding shall not affect, alter, modify, or impair in any manner whatsoever any of the other terms, provisions or covenants of these Bylaws or the remaining portions of any terms, provisions or covenants held to be partially invalid or unenforceable.

Adopted By: Authority Board on February 28, 2013
Approved By: Farmington Hills City Council on March 18, 2013
Amended:

STATE OF MICHIGAN
COUNTY OF OAKLAND
CITY OF FARMINGTON HILLS

**A RESOLUTION OF THE FARMINGTON HILLS CITY COUNCIL ACCEPTING THE GRAND
RIVER CORRIDOR VISION PLAN AND TO TRANSMIT THE PLAN TO THE PLANNING
COMMISSION
R-133-13**

At a regular meeting of the City Council of the City of Farmington Hills, County of Oakland, State of Michigan, held on the 9th day of September, 2013, at 7:30 o'clock p.m., Eastern Daylight Savings Time, with those present and absent being,

PRESENT: BRICKNER, BRIDGES, BRUCE, LERNER, MASSEY AND OLIVERIO

ABSENT: BATES

The following resolution R-133-13 was offered by Councilperson Oliverio and supported by Councilperson Bridges:

WHEREAS, on October 10, 2011, the City Council of the City of Farmington Hills adopted Resolution No.151, determining that it was in the best interest of the public to revitalize and encourage the redevelopment of Grand River Avenue corridor by establishing a Corridor Improvement Authority, under the Corridor Improvement Authority Act, Act 280 of 2005, MCL 125.2871 *et seq.* (the CIA Act), in partnership with the City of Farmington, to promote economic growth, mixed uses, well-designed and environmentally responsible development, historic preservation, attractive streetscapes and landscapes, and new opportunities for pedestrian and bike access, consistent with the City Master Plan; and

WHEREAS, the Grand River Corridor Vision Plan, a joint project of the City of Farmington Hills and Farmington Corridor Improvement Authorities, sets forth a broad vision for the Corridor, based in stakeholder and community engagement, and identifies a series of recommendations and actions to help implement the Plan.

NOW, THEREFORE BE IT RESOLVED that the Farmington Hills City Council hereby accepts the Grand River Corridor Vision Plan and transmits it to the Planning Commission for review:

- to determine whether it is consistent with or relates appropriately to the City's Community Wide Master Plan
- to evaluate whether any zoning district or text changes may be appropriate at this time or may become necessary in the future to support the Plan
- to consider whether the Vision Plan, or elements of, can or should be further incorporated, as may be appropriate, into the Community Wide Master Plan during the Planning Commission's next review.

AYES: BRICKNER, BRIDGES, BRUCE, LERNER, MASSEY AND OLIVERIO

NAYS: NONE

ABSENT: BATES

ABSTENTIONS: NONE

THE RESOLUTION WAS DECLARED ADOPTED SEPTEMBER 9, 2013.

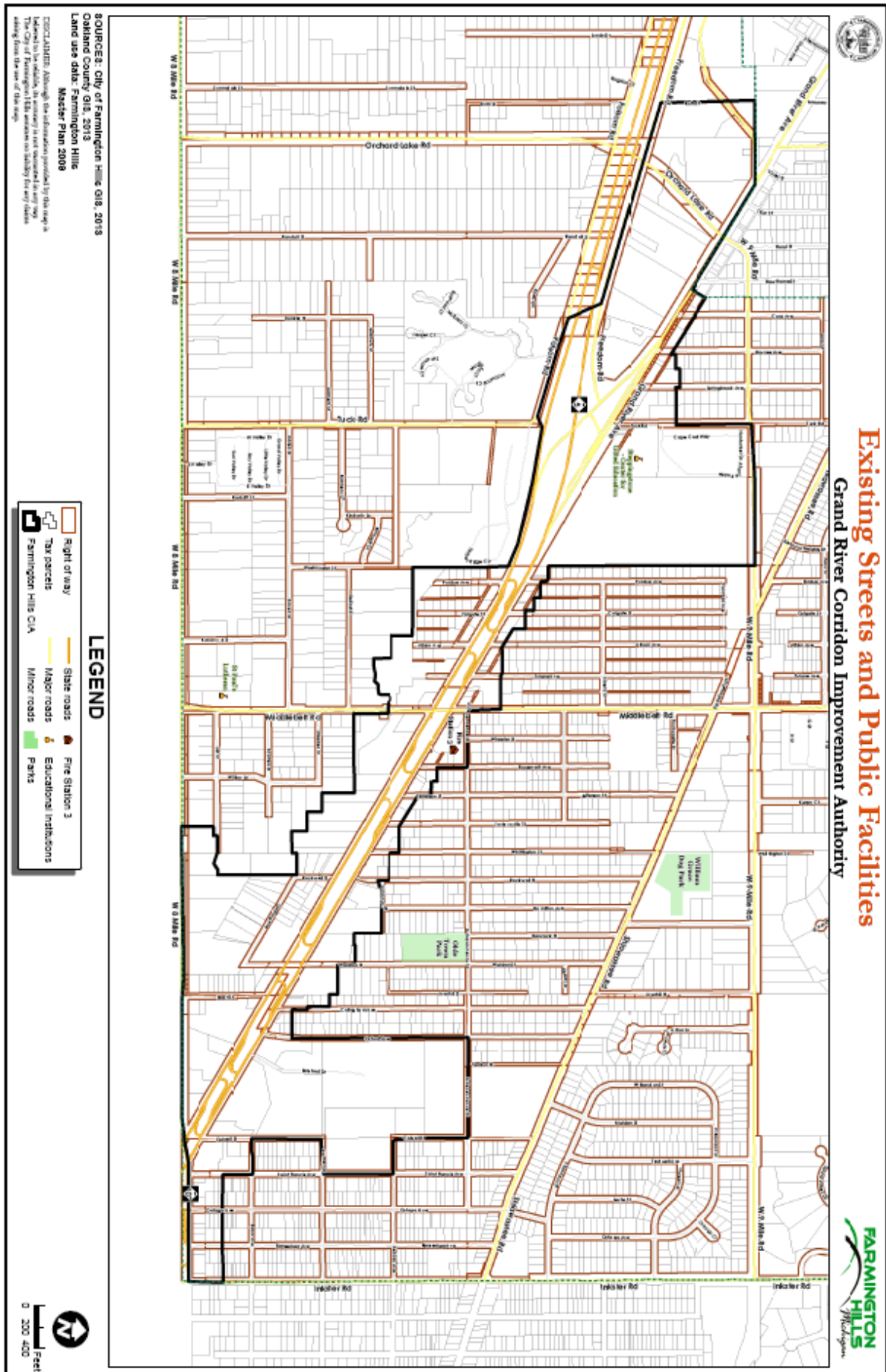
DESCRIPTION OF THE GRAND RIVER CORRIDOR DEVELOPMENT AREA CITY OF FARMINGTON HILLS, OAKLAND COUNTY, MICHIGAN.

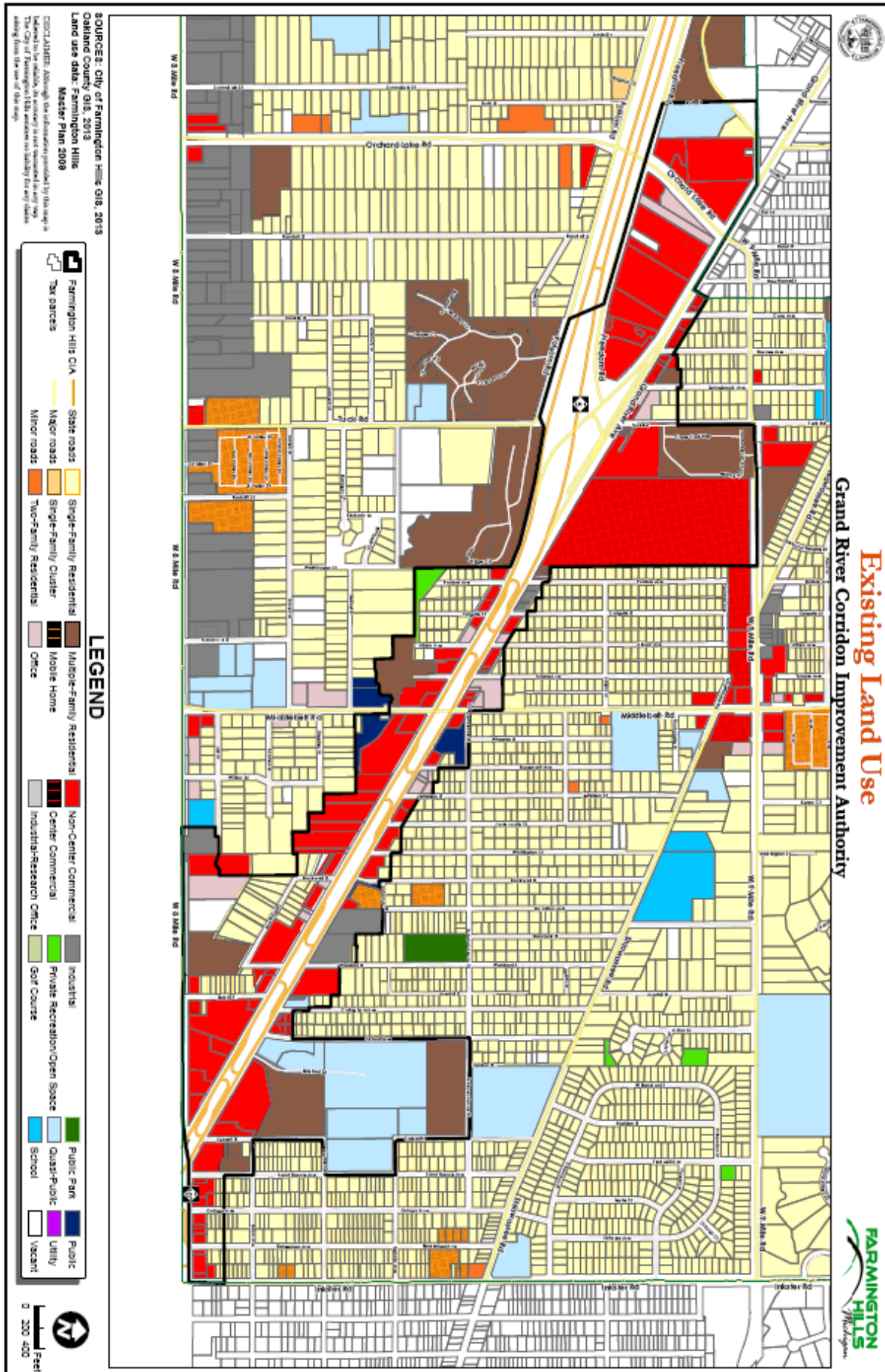
BEGINNING at the Northwest Corner of Section 35, T1N – R9E, City of Farmington Hills, Michigan; thence East 433.48 feet along the North line of said Section 35 and centerline of West Nine Mile Road (66 feet wide) to the centerline of Grand River Avenue (120 feet wide); thence Southeasterly approximately 1,100 feet along the centerline of said Grand river Avenue to a point of intersection with the west line of Lot 105 of “Supervisor’s Subdivision No. 4” a Replat of Parts of Lots 1 to 27 Inclusive of “Regal Orchards Subdivision” of the South $19 \frac{3}{4}$ Acres of the East $\frac{1}{2}$ of the Southwest $\frac{1}{4}$ of Section 26, and that Part of the East $\frac{1}{2}$ of the Northwest $\frac{1}{4}$ of Section 35 Lying North of Grand River Avenue, all of, T1N – R9E, Farmington Township, now the City of Farmington, Oakland County, Michigan, as recorded in Liber 53 of Plats, Page 12, Oakland County Records extended southwest; thence Northeast approximately 145 feet along the extension and west line of said Lot 105 to the southerly right-of-way line of a 16 foot wide alley of “Regal Orchards Subdivision” of the South $19 \frac{3}{4}$ Acres of the East $\frac{1}{2}$ of the Southwest $\frac{1}{4}$ of Section 26, and that Part of the East $\frac{1}{2}$ of the Northwest $\frac{1}{4}$ of Section 35 Lying North of Grand River Avenue, all of, T1N – R9E, Farmington Township, now the City of Farmington, Oakland County, Michigan, as recorded in Liber 29 of Plats, Page 17, Oakland County Records thence Southeasterly approximately 590 feet along said southerly alley right-of-way line to the east right-of-way line of Hanes Avenue (60 feet wide) and the northwest corner of Lot 94 of said “Regal Orchards Subdivision”; thence North approximately 51 feet along said east right-of-way line of Hanes Avenue to the northwest corner of Lot 82 of said “Regal Orchards Subdivision”; thence East 135.00 feet along the north line of said Lot 82 to the northwest corner of Lot 115, also being common to the southwest corner of Lot 114 of said “Regal Orchards Subdivision”; thence North approximately 30 feet along the west line of said Lot 114; thence East 165.00 feet to the centerline of Springbrook Avenue (60 feet wide); thence South 30 feet along the centerline of said Springbrook Avenue to a point of intersection with the north line of Lot 119 of said “Regal Orchards Subdivision” extended east; thence East 333.70 feet along said extension, the north line of said Lot 119, the north line of Lot 152 of said “Regal Orchards Subdivision” and its extension to the west line of “Nantucket Townhomes” an Oakland County Condominium Project numbered 1080 and recorded in Liber 17715 of Deeds, Page 336, Oakland County Records, said west line also being the east right-of-way line of Tuck Road (76 feet wide); thence North approximately 730 feet along said west line of “Nantucket Townhomes” and east line of said Tuck Road to a point on the north line of said Section 35 and centerline of West Nine Mile Road (variable width), said point falling 43 feet East of the North $\frac{1}{4}$ Corner of said Section 35; thence East 1,269 feet along said north section line of Section 35 and centerline of said West Nine Mile Road to the west line of “Imperial Commercial Condominium” an Oakland County Condominium Project numbered 1267 and recorded in Liber 21463 of Deeds Page 591 of Oakland County Records extended north; thence South 1,903.34 feet along said extension and west line of “Imperial Commercial Condominium”, also along the west line of “Grand River Homes Subdivision” of Part of the East Half of Section 35, T1N – R9E, Farmington Township, now the City of Farmington Hills, Michigan as recorded in Liber 32 of Plats, Page 10, of Oakland County Records; to the south right-of-way line of the 16 foot wide alley adjoining Lot 307 of said “Grand River Homes Subdivision” thence along the following four courses all within said “Grand River Homes Subdivision”, East 120.77 feet along said south alley right-of-way line to the west right-of-way line of Purdue Avenue (50 feet wide); thence South 70 feet along said west right-of-way line of Purdue Avenue to a point of intersection with the south line of Lot 261 extended west; thence East 178.00 feet along said extension, the south line of said Lot 261 and across a 16 foot wide alley to the northwest corner of Lot 244; thence South 70 feet along the west line of Lot 244 to the northwest corner of Lot 18 of “Assessor’s Grand River Homes State Subdivision” a Resubdivision of parts of the East $\frac{1}{2}$ of Section 35, T1N – R9E, and Lots 32 to 48 Inclusive, 103 to 120 Inclusive, 176 to 193 Inclusive, 245 to 260 Inclusive, 308, 309, 310, 323 to 340 Inclusive, 353 to 370 Inclusive, 370 to 395 Inclusive, 397 to 411 Inclusive and Vacated Alleys of “Grand River Homes Subdivision” of Part of the East $\frac{1}{2}$ of Section 35, T1N – R9E, Farmington Township, Oakland County, Michigan; thence along the following seven courses all along the northerly

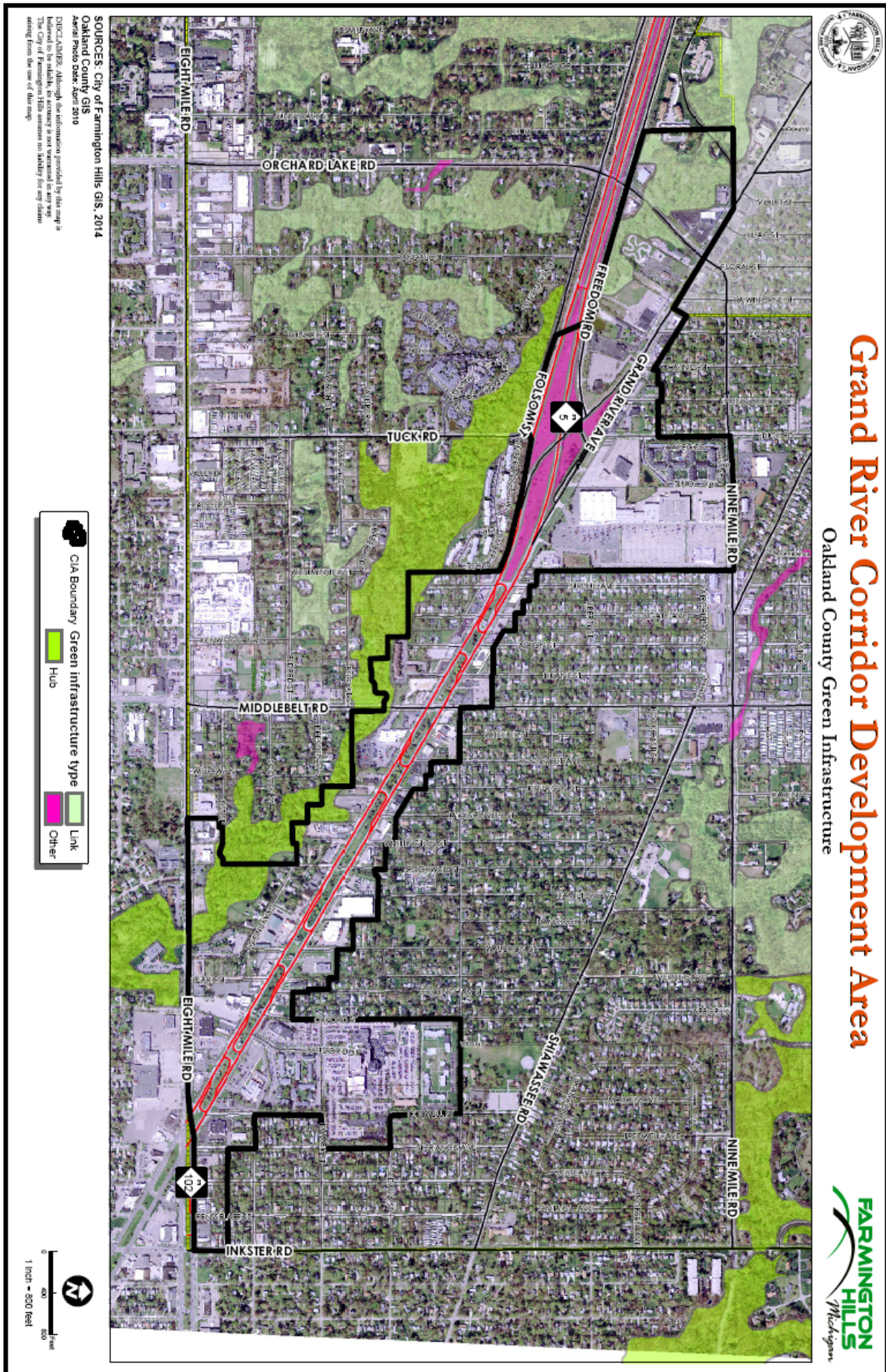
boundary of said "Assessor's Grand River Homes Subdivision"; East 112.00 feet along the north line of Lot 18 to the northeast corner of said Lot 18 and the west right-of-way line of Colgate Street (50 feet wide); thence South 69.40 feet along the east line of said Lot 18 and west line of said Colgate Street to a point of intersection with the north line of Lot 19 extended west; thence; thence East 162.00 feet along said extension and north line of said Lot 19 to the northeast corner of said Lot 19; thence South 94.78 feet along the east line of said Lot 19 to the southeast corner of said Lot 19; thence southeast approximately 210 feet along a line comprised of the south line of part of the vacated 16 foot wide alley of said "Assessor's Grand River Homes State Sub" to a point of deflection, and across Albion Avenue (50 feet wide) to the west right-of-way line of said Albion Avenue and the southwesterly most corner of Lot 35; thence East 256.30 feet along the south line of said Lot 35, the north line of Lot 52 and the extension of this line with the east right-of-way line of Tulane Avenue (50 feet wide); thence South 16.48 feet along east line of said Tulane Street; thence East 282.80 feet to the East Section Line of said Section 35 and centerline of Middlebelt Road (66 feet wide); thence South approximately 310 feet along said east line of said Section 35 and centerline of said Middlebelt Road to the East $\frac{1}{4}$ corner of said Section 35 common to the West $\frac{1}{4}$ Corner of Section 36, T1N – R9E and centerline of Independence Street (50 feet wide); thence East 529.61 feet along the East – West $\frac{1}{4}$ line of said Section 36 and centerline of said Independence Street to the centerline of Roosevelt Avenue (50 feet wide); thence South 275.00 feet along the centerline of said Roosevelt Avenue; thence East 130.29 feet across Lot 123 of said "Richland Gardens Subdivision" of Part of Section 36, T1N – R9E, Farmington Township, now the City of Farmington Hills, Oakland County, Michigan as recorded in Liber 19 of Plats, Page 29, Oakland County, Michigan to the east line of Lot 152 of said "Richland Gardens Subdivision"; thence South 50.00 feet along said west line to the southwest corner of said Lot 152; thence East 130.29 feet along the south line of said Lot 152 extended east to a point of intersection with the centerline of Jefferson Street (50 feet wide); thence South 129.18 feet along the centerline of said Jefferson Street to a point of intersection with the centerline of vacated 18 foot wide alley, adjacent to northerly line of Lots 41 thru 50 of the "Assessor's Richland State Subdivision" a Resubdivision of Lots 1 to 67 Inclusive, 92, 93, 120, 121, 122, 153, 154, 187, 188, 189, 226 and Vacated Alleys of "Richland Gardens Subdivision" of Part of Section 36, T1N – R9E, Farmington Township, now the City of Farmington Hills, Oakland County, Michigan as recorded in Liber 54 of Plats, Page 13, Oakland County Records, extended northwest; thence Southeasterly approximately 260 feet along said extension and the centerline of said vacated alley to the west right-of-way line of Jacksonville Street; thence continuing Southeasterly approximately 55 feet across said Jacksonville Street to the east right-of-way of said Jacksonville Street and the northwest corner of Lot 54 of said "Assessor's Richfield State Subdivision"; thence East 235.58 feet along the north line of said Lot 54 and Lot 66 of said "Assessor's Richfield State Subdivision" extended east to the centerline of Whittington Street (50 feet wide); thence South 100.00 feet along the centerline of said Whittington Street to a point of intersection with the north line of Lot 227 of said "Richland Gardens Subdivision" extended west; thence east along said extension and the north line of Lots 227 and 273 extended east to the centerline of Rockwell Street (50 feet wide); thence South 100.00 feet along the centerline of said Rockwell Street to the south right-of-way line of Victory Avenue (50 feet wide) extended west; thence East 53.87 feet along said extension and south right-of-way line of Victory Avenue to a point on a line, said line running 25 feet parallel of the westerly line of "Supervisor's Subdivision No. 5" a Replat of Parts of Lots 1 to 5 Inclusive of "C. & A. Weston Subdivision" of a Part of the East $\frac{1}{2}$ of the Southwest $\frac{1}{4}$ of Section 36, T1N – R9E, Farmington Township, now the City of Farmington Hills, Oakland County, Michigan as recorded in Liber 53, Page 13, Oakland County Records; thence northeasterly 26.12 feet along said parallel line to the south line of Victory Avenue (25 feet wide); thence East 453.49 feet along said south line of Victory Avenue to the west line of "Grand Gardens Subdivision" of a Part of the East $\frac{1}{2}$ of the southwest $\frac{1}{4}$ of Section 36, T1N – R9E, Township of Farmington, now the City of Farmington Hills, Oakland County, Michigan as recorded in Liber 9 of Plats, Page 21, Oakland County Records; thence South 267.50 feet along said west line of said "Grand Gardens subdivision" to the southwest corner of Lot 7 of said "Grand Gardens subdivision" ; thence East 104.00 feet along the south line of said Lot 7 of "Grand Gardens subdivision"; thence North 23 feet; thence East 183 feet to the centerline of Waldron Street (50 feet wide); thence South 173 feet to a point of intersection with the north line of Lot 18 of said "Grand Gardens Subdivision" extended west;

thence East 277.50 feet along said extension and north line of Lot 18 to the west line of the “Altered Plat of Grand River Farms” a Subdivision of Part of the southeast ¼ of Section 36, Farmington Township, now the City of Farmington Hills, T1N – R9E, Oakland County, Michigan as recorded in Liber of Plats, 34 Page 32, Oakland County Records; thence South 80 feet along the west line of said “Altered Plat of Grand River Farms” to the northwest corner of Lot 78 of said “Altered Plat of Grand River Farms”; thence East 108.19 feet along the north line of said Lot 78 to the west right-of-way line of Collingham Avenue (50 feet wide); thence South 200.00 feet along said west right-of-way line of Collingham Avenue; thence East 25 feet to the centerline of said Collingham Avenue; thence South 160 feet along the centerline of said Collingham Avenue to the south line of Lot 12 of “William Shaw Sub” of Part of the West ½ of the West ½ of the Southwest ¼ of Section 36, T1N – R9E, Farmington Township, now the City of Farmington Hills, Oakland County, Michigan as recorded in Liber 21 of Plats, Page 34, Oakland County Records, extended west; thence East 260.00 feet along said extension, the south side of said Lot 12, the south line of Lot 5 of said “William Shaw Sub” and the south line of said Lot 5 extended East to the centerline of Oxford Avenue (50 feet wide); thence Northeast approximately 180.00 feet along the centerline of said Oxford Avenue to the north line of said “William Shaw Sub”; thence continuing 1,441.07 feet along said centerline of Oxford Avenue to the north line of said Section 36 and centerline of Independence Street (Variable width); thence East 1,147.09 feet along said north line of said Section 36 and centerline of Independence Street to the centerline of Colwell Street (60 feet wide); thence South 671.59 feet along the centerline of said Colwell Street to the centerline of Sedalia Avenue (60 feet wide); thence East 329.00 feet along the centerline of said Sedalia Avenue to the centerline of Saint Francis Avenue (60 feet wide); thence South 660.00 feet along the centerline of said Saint Francis Avenue to the centerline of Emmett Street (50 feet wide); thence West 329.00 to the centerline of said Colwell Street; thence South 660.00 feet along the centerline of said Colwell Street to the centerline of Byron Avenue (50 feet wide); thence East 329.00 feet along the centerline of said Byron Avenue to the centerline of said Saint Francis Avenue; thence South 260.00 feet along the centerline of said Saint Francis Avenue to the south line of Lot 486 of “Grand River Crest” a Subdivision of the East ½ of the East ½ of the Southeast ¼ of Section 36, T1N – R9E, Farmington Township, now the City of Farmington Hills, Oakland County, Michigan as recorded in Liber 18 of Plats, Page 13, Oakland County Records extended west ; thence East 953.73 feet along said extension, the south line of said lot 486, the south line of Lot 467 of said “Grand River Crest” continuing across Ontaga Avenue (60 feet wide), along the south line of Lots 51 and 70 of said “Grand River Crest” continuing across Rensselaer Avenue (60 feet wide), along the south line of Lots 171 and 190 of said “Grand River Crest” and said Lot 190 extended east to the east line of said Section 36 and centerline of Inkster Road (60 feet wide); thence South 320.00 feet to a point in Eight Mile Road, said point falling 78.00 feet north of the Southeast Corner of said Section 36; thence West 1,102.24 feet running 78.00 feet north and parallel of the South line of Section 26; thence Southwest approximately 500 feet across said Grand River Avenue (240 feet wide) and said West Eight Mile Road (60 feet wide ½ width) to a point on the South Section Line of said Section 36 and centerline of Eight Mile Road; thence West approximately 990 feet along said South Section Line of said Section 36 and centerline of Eight Mile Road to the South ¼ corner of said Section 36; thence continuing West 1,556.97 feet along said South Section Line of Section 36 and centerline of Eight Mile Road to a point of intersection with the west line of Lot 35 of The Plat of “Meadowbrook Heights Subdivision” of the West ½ of the Southwest ¼ of Section 36 South of the Centerline of Grand River Avenue, T1N – R9E, Farmington Township, now the city of Farmington Hills, Oakland County, Michigan as recorded in Liber 23 of Plats, Page 20 extended south; thence North 306.49 feet along said extension, the west line of said Lot 35 and the west line of Lot 34 of said “Meadowbrook Heights Subdivision” to the south right-of-way line of List Street (60 feet wide); thence East 86.35 feet along said south right-of-way line of said List Street; thence North 33.17 feet to the south right-of-way line of said List Street (27 feet wide); thence East 159.97 feet along said south right-of-way line of List Street to the west line of “Grand Gardens Subdivision” of a part of the East ½ of the Southwest ¼ of said Section 36, T1N – R9E, Township of Farmington, now the City of Farmington Hills, Oakland County, Michigan as recorded in Liber 9 of Plats, Page 21 Oakland County Records; thence North approximately 14 feet to the centerline of the River Rouge; thence Easterly along the centerline of the River Rouge to the east line of Lot 60 of said “Grand Gardens Subdivision; thence North approximately 270 feet along

the east line of said Lot 60 to the southeast corner of Lot 58 of said "Grand Gardens Subdivision"; thence north along the east line of said lot 58 417.60 feet to the northeast corner of said Lot 58; thence West along said north line of Lot 58 to the east line of "Supervisor's Subdivision No. 2", a Replat of parts of Lots 1 to 10 inclusive of "Meadowbrook Heights Subdivision" of the west ½ of the Southwest ¼ of Section 36, South of the Centerline of Grand River Avenue, T1N – R9E, Farmington Township, now the City of Farmington Hills, Oakland County, Michigan as recorded in Liber 53 of Plats, Page 11, Oakland County Records; thence South 38.00 feet along the west line of said Lot 58 of "Grand Gardens Subdivision" to the Southeast corner of Lot 18 of said "Supervisor's Subdivision No. 2"; thence along the southerly line of said "Supervisor's Subdivision No. 2" the following seven courses, West 200.37 feet along the south line of Lots 18 and 19, North 145.00 feet along the west line of lot 19, West 175.05 feet along the south line of Lots 20 and 21, North 145.00 feet along the west line of Lot 21, West 175.05 feet along the south line of Lots 22 and 23, North 293.91 feet along the west line of Lot 23 and West 350.94 feet along the south line of Lots 24 thru 27 inclusive said line common to the north line of said "Meadowbrook Heights Subdivision"; thence continuing West 379.37 feet along said north line of "Meadowbrook Heights Subdivision" to the East right-of-way line of Middlebelt Road (variable width); thence North approximately 276 feet along said east right-of-way line of Middlebelt Road to the centerline of the River Rouge; thence Westerly along the centerline of the River Rouge to the east line of Lot 4 of "Brookside Park Sub" of Part of the Southeast ¼ of Section 35, T1N – R9E, Farmington Township, now the City of Farmington Hills, Oakland County, Michigan as recorded in Liber 19 of Plats, Page 4, Oakland County Records; thence North 170.00 feet along the east line of said Lot 4 to the north line of said Lot 4 of said "Brookside Park Sub"; thence West 212.32 feet along said north line of Lot 4 of "Brookside Park Sub" to the east line of Lot 5 of said "Brookside Park Sub"; thence North 200.00 feet along the east line of said Lot 5 of "Brookside Park Sub" to the south line of said "Grand River Homes Sub"; thence West 454.96 feet along said south line of "Grand River Homes Sub" to the west line of said "Grand River Homes Sub"; thence North 765.45 feet along the west line of said "Grand River Homes Sub" to the southwest corner of Lot 135 of said "Assessor's Grand River Homes State Subdivision" a Resubdivision of Parts of the East ½ of Section 35, T1N – R9E, and Lots 32 to 48 Inclusive, 103 to 120 Inclusive, 176 to 193 Inclusive, 245 to 260 Inclusive, 308, 309, 310, 323 to 340 Inclusive, 353 to 370 Inclusive, 370 to 395 Inclusive, 397 to 411 Inclusive and Vacated Alleys of "Grand River Homes Subdivision" of Part of the East ½ of Section 35, T1N – R9E, Farmington Township, Oakland County, Michigan as recorded in Liber 54 of Plats, Page 12 of Oakland County Records; thence continuing North 220.60 feet along said west line of Lot 135 of "Assessor's Grand River Homes State Subdivision" to the southerly right-of-way line of said Grand River Avenue / State Highway M-5; thence Westerly approximately 1,375 feet along said southerly right-of-way line of said Grand River Avenue / State Highway M-5 to the east right-of way line of Tuck Road (66 feet wide); thence Southwesterly approximately 112 feet across said Tuck Road to the west right-of-way line of said Tuck Road and the southerly right-of-way line of Folsom Road; thence Northwesterly 806.75 feet along said southerly right-of-way line of Folsom Road ; thence northwesterly across Folsom Road, State Highway M-5 and Freedom Road to a point on the northerly right-of-way line of Freedom Road, said point also being the southeast corner of Lot 129 "Supervisor's Eight Mile-Grand River Acres Plat No. 2" a Part of the Northwest ¼ of Section 35, T1N – R9E, Farmington Township, now the City of Farmington Hills, Oakland County, Michigan as recorded in Liber 56 of Plats, Page 47 Oakland County Records; thence Northwesterly 1,872.55 feet along said northerly right-of-way line of Freedom Road to a point of intersection with the centerline of Ruth Street (50 feet wide) extended north; thence North approximately 790 feet along said extension to the north line of Section 34, T1N-R9E; thence East approximately 330 feet along said north line of Section 34 to the Northeast corner of said Section 34 common to the Northwest corner of said Section 35 and the **POINT OF BEGINNING**.







APPENDIX F: DEVELOPMENT PLAN PROJECTS AND IMPROVEMENTS

Initial Proposed Projects

All initial projects listed in this section are critical to economic development, as identified in the Grand River Corridor Vision Plan. While projects listed in this Plan are thought to be the most important in terms of promoting economic growth and development in the corridor, implementation of additional projects not listed herein is at the CIA Board's discretion, based on appropriate plan amendments. Circumstances may arise after plan adoption that may result in a change in project priorities. Actual projects funded will be reflected in the CIA's annual budget.

For all projects presented, the Authority has the ability to arrange financing with City Council approval, available financing and funding mechanisms include:

- Bonds
- Annual Tax Increment Revenues
- Special Assessment Revenues
- Public/Private Partnerships: Refers to projects financed through both public and private funding sources.
- Public/Public Partnerships: Projects where one or more governmental entities partner to complete a project. Grants are considered a Public/Public Partnership.

The Grand River Corridor Vision Plan identifies implementation strategies aimed at improving the appearance, function, economic opportunities, and health of this important transportation and business corridor.

1. Streetscape Improvements	Estimated Cost	Priority
<p>1.1 Streetscape Plan: Create a streetscape design plan for the Corridor that includes concepts for the right-of-way and edges in both the focus areas as well as the spaces between focus areas. Incorporate pedestrian lighting, landscaping, open air art, road design, non-motorized facilities and utility improvements to help unify the Corridor. Coordinate plan with the City of Farmington to insure plans reflect each community's identity in a compatible fashion. Include Public Gathering Spaces: Incorporate public gathering spaces, such as plazas and parks, into the streetscape plan.</p>	\$50,000 - \$100,000	High
<p>1.2 Focus-Area Improvements: Implement the streetscape design plan for the focus areas as indicated below. Improvements such as, pedestrian lighting, street trees, landscaping, street furniture (benches, trash receptacles, transit shelters as applicable) and related appurtenances will be considered. Actual costs will vary based on a number of factors, such as existing site conditions, scale of individual projects (if phased), final design and material selections, and future material costs.</p> <p>a. Botsford Focus Area: Approx. 5,700 linear feet of street frontage</p> <p>b. Grand River North Focus Area: Approx. 1,700 linear feet</p> <p>c. Grand River South Focus Area: Approx. 2,400 linear feet</p> <p>Total = Approximately 9,800 linear feet.</p> <p><i>This estimate includes pedestrian light fixtures spaced every 45ft, street trees spaced every 40ft, landscaping (400 sq ft areas containing plantings, soil, mulch, irrigation) placed every 300 ft, amenities (benches, bike racks, trash receptacles) placed every 300 ft, and a transit shelter in each focus area.</i></p>	\$1,400,000 - \$1,700,000	High

1.3	Non-Focus-Area Improvements: Implement the streetscape design plan for the gaps between focus areas as indicated below. Improvements will include pedestrian lighting, street trees and street furniture as applicable. Actual costs will vary based on a number of factors, such as existing site conditions, scale of individual projects (if phased), final design and material selections, and future material costs. Total = 11,000 linear feet	\$1,300,000 - \$1,625,000	Low
1.4	Utility Relocation: Work with business owners and utility companies to reorganize and consolidate above-ground utility lines in the focus areas; bury leads with new development. <i>The CIA will offer an average of 1 - 5 grants of \$5,000 to \$20,000 per year to help property owners offset the costs associated with this work.</i>	\$750,000 - \$1,000,000	Low
Total Streetscape Improvements Cost		\$3,500,000 - \$4,425,000	

2. Transportation: Mobility & Connectivity Improvements		Estimated Cost	Priority
2.1	Transportation Plan: Work with and/or coordinate with entities having jurisdiction over Grand River Avenue and adjacent roadways or other transportation and public transportation entities and the City of Farmington to develop a detailed transportation plan that allows for safe non-motorized travel, convenient public transit, and efficient vehicular travel along the Corridor. Improvements may include the conversion of Grand River's four through-lanes into three vehicular lanes with bike lanes, wider street-sides, pedestrian refuges, landscaping, and/or on-street parking. Additional improvements will seek to address the M-5 interchange and Orchard Lake Road jog to improve vehicular and pedestrian safety as well as access to the corridor. <i>It is assumed that the CIA will be working with other entities to develop a comprehensive transportation plan for the corridor. Partners will include the City of Farmington CIA, the cities of Farmington and Farmington Hills, and the Michigan Department of Transportation (MDOT). The CIA will contribute \$500,000 towards funding of this planning & engineering study/plan.</i>	\$500,000	High
2.2	Improve Road Crossings at Key Locations. Facilitate safer pedestrian and non-motorized travel across Grand River Avenue. Improvements may include adding traffic signals, narrowing crossing distances and related enhancements for these purposes. <i>The Vision Plan identifies five road crossings that should be added to promote pedestrian safety improve non-motorized transportation. This is an element that could be included in an overall transportation plan, or it could be a stand-alone element. The CIA may partner with another entity or bear the full cost of these improvements.</i>	\$311,000 - \$620,000	Medium

2. Transportation: Mobility & Connectivity Improvements	Estimated Cost	Priority
<p>2.3 Rouge River Trail: Develop a shared-use pathway along the Rouge River that offers connections with adjacent neighborhoods and business uses in the Corridor. Work with City of Farmington Hills Staff and City Council to secure easements as needed.</p> <p>Total = Approximately 10,000 lineal feet</p> <p><i>The estimates for the Rouge River Trail include a 6ft to 8ft-wide path extending the full length of the trail within the Farmington Hills portion of the CIA boundary. Path materials could range from asphalt to crushed granite, and additional elements include benches and trail markers placed every ¼ mile and an interpretive kiosk at each end of the trail.</i></p>	\$100,000 - \$125,000	High
<p>2.4 Implementation of Transportation Plan: Work and/or coordinate with entities having jurisdiction over Grand River Avenue and adjacent roadways and/or other transportation and public transportation entities and City of Farmington to implement the transportation plan.</p> <p><i>As noted above regarding the transportation plan, it is assumed that the CIA will partner with other entities (Cities of Farmington/Farmington Hills, City of Farmington CIA and MDOT) on the implementation of transportation improvements. Because the full extent of transportation improvements cannot be known at this time, it is estimated that improvements could range from \$2,500,000 - \$10,000,000 or more. The CIA plans to contribute 20% of this cost, and assumes other entities will participate as well.</i></p>	\$500,000 - \$2,000,000	Medium
Total Transportation: Mobility & Connectivity Improvements Cost	\$1,411,000 - \$3,245,000	

3. Corridor Development Regulation, Guidelines, and Process Improvements	Estimated Cost	Priority
<p>3.1 Zoning Ordinance Amendments: Work with the Planning Commission to develop amendments to the Zoning Ordinance that direct and guide redevelopment in the corridor based on the Grand River Avenue Vision Plan in coordination with the City Master Plan.</p> <p><i>The City of Farmington Hills is committed to the implementation of the Grand River Vision Plan and has already initiated research on zoning changes that guide the redevelopment of properties in this corridor and offer flexibility to property owners.</i></p>	Currently underway	
<p>3.2 Design Guidelines: Work with the Planning Commission to develop Design Guidelines for the Corridor based on the Grand River Avenue Vision Plan.</p>	\$40,000 - \$75,000	Low

3. Corridor Development Regulation, Guidelines, and Process Improvements	Estimated Cost	Priority
<p>3.3 Improve Development Review Process: Build upon the efficient development review process in place within the City of Farmington Hills by working with the City to create a Preliminary Scoping Review process. This optional process would include a CIA-funded pre-application concept review & preliminary plan review.</p> <p><i>Estimates for this project are based on a current meeting charge of \$750, which will cover basic planning & engineering review for conceptual site plans. The CIA will fund an average of 5 - 10 such reviews over 30 years.</i></p>	\$112,500 - \$225,000	Low
<p>3.4 Design Assistance: Work with architects, landscape architects, and designers to offer property owners and businesses assistance with designs to enhance the appearance of the Corridor.</p> <p><i>The CIA will partner with local/regional architects and designers to offer a design service aimed at helping property owners redevelop their facades and other improvements that will positively impact the public realm. It is assumed this service could be funded at the rate of \$3,500 per project. The Authority will identify a short-list of architects and designers who understand the vision and goals of the corridor.</i></p>	\$525,000 - \$735,000	Low
Total Corridor Development Regulation, Guidelines, and Process Improvements Cost	\$677,500 - \$1,035,000	

4. Facilitate Economic Development	Estimated Cost	Priority
<p>4.1 Façade & Sign Grant Program: Work and/or coordinate with property owners and businesses to improve the appearance of the Corridor with matching grants for updated facades and signage that meet the design guidelines for the Corridor.</p> <p><i>The CIA will offer matching grants to property owners who plan to make façade and sign improvements that promote the enhancement of the corridor. The CIA will offer an average of 1 - 5 \$5,000 to \$20,000 façade grants and 1 - 5 \$2,000 to \$5,000 sign grants over 30 years.</i></p>	\$630,000 - \$1,000,000	Medium
<p>4.2 Facilitate Loan Program: Work with local lending institutions to facilitate redevelopment opportunities within the Corridor by offering competitive funding options through such institutions.</p> <p><i>It is assumed that the CIA board will work with local lending institutions on the development of innovative funding options and there will be no additional cost needed by the CIA.</i></p>	--	High

<p>4.3 Create a Business Incubator: Work with related institutions (e.g., Botsford Hospital, Oakland Community College, Oakland County, etc.) to develop a business incubator that would include a mix of start-up, growing, and established businesses.</p> <p><i>It is assumed that the creation of a business incubator will start with the development of a business plan. Funds for seed money to start the incubator could range from \$50,000 to \$250,000 (based on the availability of funds). The purchase or leasing of a building is estimated at \$250,000 (cost of purchase or a 10-yr lease at \$10/sq ft for 2,500 sq ft).</i></p>	\$315,000 - \$515,000	Medium
<p>4.4 Conduct a Market Study: Prepare a market study that assesses the economic opportunities available in the Corridor, making the data available for property owners and businesses.</p>	\$20,000 - \$35,000	Low
<p>4.5 Create a business retention and recruitment program: Based on the findings of the market study, identify needs of existing businesses as well as opportunities for new businesses. Create a publicly accessible database of property information that may be matched with business and redevelopment needs.</p>	\$300,000 - \$450,000	Low
<p>4.6 Catalyst Projects: Identify catalyst projects to stimulate redevelopment in the Corridor. Work with property owners to facilitate redevelopment. May involve shovel-ready approval and/or other incentives as appropriate to the development.</p> <p><i>The CIA believes that assistance with the development of two catalyst projects will leverage additional private investment in the corridor. CIA participation could start with working with the City to waive or fund the cost of permitting, estimated on Planned Unit Development review fees of \$5,000. A \$25,000 to \$100,000 contribution towards each project will help share costs associated with stormwater management and other necessary infrastructure improvements that benefit the Corridor and Community. Based on the availability of funding, the acquisition of properties and marketing efforts relating to the redevelopment and/or sale of properties could range from \$2,000,000 to \$3,000,000.</i></p>	\$2,000,000 - \$3,000,000	High
<p>4.7 Improve Public Safety: Work with the Farmington Hills Police and Fire Departments to improve public safety along the Corridor.</p>	\$251,500 - \$456,500	Medium
Total Economic Development Cost		\$3,506,000 - \$5,456,500

5. Public Relations/Marketing in the Corridor	Estimated Cost	Priority
5.1 Create Brand Identity for the Corridor. Create a brand for the Corridor that blends the current perceptions and realities of the built and natural environment with the vision described in the Grand River Avenue Vision Plan.	\$20,000 - \$35,000	Medium
5.2 Develop Marketing Plan: Based on Brand Strategy, develop a marketing plan that reinforces and advances the brand of the Corridor.	\$30,000 - \$50,000	Low
Total Economic Development Cost	\$50,000 - \$85,000	
Other Implementation Actions: Implementation of the Marketing Plan: Create and execute an annual work program for implementation of the marketing plan, which may include working with other civic groups to draw people to the Corridor by creating events and activities that program public spaces and fit with the brand strategy.		

6. Improve Environmental and Aesthetic Conditions in the Corridor	Estimated Cost	Priority
6.1 Regional Stormwater Management: Explore opportunities for a regional stormwater system that will accommodate existing and future demand while encouraging and facilitating redevelopment of properties in the Corridor. <i>The CIA has identified stormwater management as a critical issue for redevelopment of property within the corridor. Because this has regional impact, the CIA will partner with other entities and contribute \$25,000 to \$50,000 towards these planning efforts.</i>	\$25,000 - \$50,000	Medium
6.2 Low Impact Design Standards: Support efforts by the City of Farmington Hills to encourage low impact design techniques as properties redevelop. <i>The CIA will assist property owners through education and sharing the redevelopment costs associated with low impact design elements. With educational materials and \$5,000 to \$20,000 grants for an average of 1 - 5 properties per year, costs could range from \$765,000 to \$1,065,000.</i>	\$765,000 - \$1,065,000	Low
6.3 Beautification Program: Work with the City of Farmington Hills Beautification Commission to encourage the improvement and maintenance of landscaping in the Corridor. <i>A recognition program to raise the awareness of corridor activities and promote, recognize and reward corridor businesses could range from \$1,000 to \$1,500 per year for 30 years.</i>	\$30,000 - \$45,000	Low
Total Environmental & Aesthetic Improvements Cost	\$820,000 - \$1,160,000	

7. Administrative Costs & Professional Services	Estimated Cost	Priority
<p>7.1 Administrative costs may be associated with the administration of the program, including staff as may become necessary. This will also include costs of professional services that may be needed for implementation of specific items, including planning, engineering, marketing, real estate, and legal assistance.</p> <p><i>The CIA will initially be served by current City staff with expertise related to planning, management, and economic development. However, it is anticipated that the workload will warrant staff dedicated to the implementation of this plan. The costs could range from \$800,000 to \$1,300,000 over a 20 year period, based on a combination of part-time and/or full-time employment. Professional services could range from \$35,000 to \$60,000/year</i></p>	\$1,800,000 - \$3,000,000	Low

The total costs for the above identified projects ranges from \$11,775,000 to \$18,406,500

Note: The Development Plan Projects and Improvements list includes \$6.7 million of projects/improvements beyond the projected TIF revenues. Where TIF revenues cannot be identified the Authority will work to fund efforts through other sources such as grants, donations, special assessments, and other public and/or private sources subject to approval by the City Council where required. See section III.F for more information.

Implementation of this project list will be dependent on actual revenues realized. The projected TIF revenue will be focused on the high priority projects and then work toward the low priority projects. To the extent the TIF projections are higher than the revenue actually collected, funding levels for the projects may be reduced, or low priority projects dropped. To the extent revenue generated from TIF exceeds the projections in the Plan and/or other revenue sources result in additional revenues, they will be dedicated toward the projects in the same manner.

Implementation strategies may be pursued based on the Grand River Corridor Vision Plan or in response to changes in the economic conditions of the Corridor or in other aspects of the Corridor that may occur over time. If any such implementation strategies require amendment(s) of the Development and TIF Plans, such amendments shall be implemented only after approval by City Council in the manner required by law.

CITY OF FARMINGTON HILLS				
CORRIDOR IMPROVEMENT AUTHORITY				
STATEMENT OF ESTIMATED REVENUE, EXPENDITURES				
AND CHANGES IN FUND BALANCE				
	FY 15/16 -	FY 25/26 -	FY 35/36 -	
	FY 24/25	FY 34/35	FY 44/45	TOTAL
ESTIMATED REVENUE:				
Tax Increment Revenue	1,034,714	3,554,447	6,944,953	11,534,114
Interest Earnings	44,032	59,680	77,174	180,886
Other Revenue	1,500,000	3,000,000	2,000,000	6,500,000
(Grants, Donations, Revenues from Property, Special Assessments and other public, or private sources approved by the City Council)				
Total Revenue	2,578,746	6,614,127	9,022,127	18,215,000
EXPENDITURES:				
Streetscape Improvements	1,000,000	2,000,000	1,475,000	4,475,000
Transportation: Mobility and Connectivity Improvements	200,000	1,050,000	2,000,000	3,250,000
Corridor Development Regulation, Guidelines & Process Improvement	200,000	500,000	335,000	1,035,000
Facilitate Economic Development	750,000	1,500,000	2,860,000	5,110,000
Public Relations/Marketing in the Corridor	35,000	50,000	-	85,000
Improve Environmental and Aesthetic Conditions in the Corridor	25,000	250,000	885,000	1,160,000
Administrative & Professional Services	250,000	1,250,000	1,600,000	3,100,000
	-	-	-	-
Total Expenditures	2,460,000	6,600,000	9,155,000	18,215,000
Excess of Revenue Over/(Under) Expenditures	118,746	14,127	(132,873)	-
Other Financing Sources/(Uses)				
Issuance of Debt	-	-	-	-
Transfer out - Surplus to City and Other Taxing Authorities	-	-	-	-
Total Other Financing Sources/(Uses)	-	-	-	-
Net Change in Fund Balance	118,746	14,127	(132,873)	-
Fund Balance - Beginning	-	118,746	132,873	
Fund Balance - Ending	118,746	132,873	-	

APPENDIX G: ESTIMATED TAX INCREMENT REVENUES

City of Farmington Hills Estimated Tax Capture Estimated Capture Projected at a 75% Rate of Capture Years 1 -30 All Eligible Taxing Jurisdictions

Year	All Eligible Taxing Jurisdictions**
2015	\$ 12,874.87
2016	\$ 29,290.35
2017	\$ 49,481.39
2018	\$ 70,278.24
2019	\$ 91,698.95
2020	\$ 113,762.32
2021	\$ 136,487.66
2022	\$ 159,894.70
2023	\$ 184,003.86
2024	\$ 208,836.32
2025	\$ 234,413.75
2026	\$ 260,758.58
2027	\$ 287,893.74
2028	\$ 315,842.95
2029	\$ 344,630.56
2030	\$ 374,281.86
2031	\$ 404,822.77
2032	\$ 436,279.85
2033	\$ 468,680.63
2034	\$ 502,053.39
2035	\$ 536,427.39
2036	\$ 571,832.66
2037	\$ 608,300.04
2038	\$ 645,861.45
2039	\$ 684,549.63
2040	\$ 724,398.56
2041	\$ 765,442.88
2042	\$ 807,718.62
2043	\$ 851,262.62
2044	\$ 896,112.83

\$11,778,173.41

* 2% for 2015, 2.5% for 2016, 3% all years after

** Estimates based on 2014 millage rates



City of Farmington Hills Estimated Tax Capture

Estimated Capture Projected at a 75% Rate of Capture Years 1 -30

City of Farmington Hills

Year	Base Taxable Value	Taxable Value w/ Inflation Increase*	Year End New Taxable Value	Total Incremental Value Increase Since Base Year	City of Farmington Hills Estimated Capture**	City of Farmington Hills Taxes After Capture**
2014	40,718,160					
2015		41,532,520	41,532,520	814,360	\$7,561.70	\$506,635.82
2016		42,570,830	42,570,830	1,852,670	\$17,202.87	\$509,849.54
2017		43,847,950	43,847,950	3,129,790	\$29,061.51	\$513,802.42
2018		45,163,390	45,163,390	4,445,230	\$41,275.96	\$517,873.91
2019		46,518,290	46,518,290	5,800,130	\$53,856.82	\$522,067.52
2020		47,913,840	47,913,840	7,195,680	\$66,815.13	\$526,386.96
2021		49,351,260	49,351,260	8,633,100	\$80,162.22	\$530,835.99
2022		50,831,800	50,831,800	10,113,640	\$93,909.70	\$535,418.48
2023		52,356,750	52,356,750	11,638,590	\$108,069.55	\$540,138.43
2024		53,927,450	53,927,450	13,209,290	\$122,654.20	\$544,999.99
2025		55,545,270	55,545,270	14,827,110	\$137,676.39	\$550,007.38
2026		57,211,630	57,211,630	16,493,470	\$153,149.29	\$555,165.02
2027		58,927,980	58,927,980	18,209,820	\$169,086.37	\$560,477.38
2028		60,695,820	60,695,820	19,977,660	\$185,501.56	\$565,949.11
2029		62,516,690	62,516,690	21,798,530	\$202,409.16	\$571,584.97
2030		64,392,190	64,392,190	23,674,030	\$219,824.02	\$577,389.93
2031		66,323,960	66,323,960	25,605,800	\$237,761.38	\$583,369.04
2032		68,313,680	68,313,680	27,595,520	\$256,236.82	\$589,527.53
2033		70,363,090	70,363,090	29,644,930	\$275,266.52	\$595,870.76
2034		72,473,980	72,473,980	31,755,820	\$294,867.08	\$602,404.28
2035		74,648,200	74,648,200	33,930,040	\$315,055.69	\$609,133.82
2036		76,887,650	76,887,650	36,169,490	\$335,849.99	\$616,065.25
2037		79,194,280	79,194,280	38,476,120	\$357,268.09	\$623,204.61
2038		81,570,110	81,570,110	40,851,950	\$379,328.74	\$630,558.16
2039		84,017,210	84,017,210	43,299,050	\$402,051.16	\$638,132.31
2040		86,537,730	86,537,730	45,819,570	\$425,455.33	\$645,933.69
2041		89,133,860	89,133,860	48,415,700	\$449,561.56	\$653,969.11
2042		91,807,880	91,807,880	51,089,720	\$474,391.04	\$662,245.60
2043		94,562,120	94,562,120	53,843,960	\$499,965.40	\$670,770.38
2044		97,398,980	97,398,980	56,680,820	\$526,306.92	\$679,550.89

* 2% for 2015, 2.5% for 2016, 3% all years after

** Estimates based on 2014 millage rates

Total Collection

\$6,917,582.16

\$17,429,318.27

City of Farmington Hills Estimated Tax Capture

Estimated Capture Projected at a 75% Rate of Capture Years 1 -30

Oakland County

Year	Base Taxable Value	Taxable Value w/ Inflation Increase*	Year End New Taxable Value	Total Incremental Value Increase Since Base Year	Oakland County Estimated Capture**	Oakland County Taxes After Capture**
2014	40,718,160					
2015		41,532,520	41,532,520	814,360	\$2,559.13	\$171,462.13
2016		42,570,830	42,570,830	1,852,670	\$5,822.02	\$172,549.76
2017		43,847,950	43,847,950	3,129,790	\$9,835.37	\$173,887.55
2018		45,163,390	45,163,390	4,445,230	\$13,969.14	\$175,265.47
2019		46,518,290	46,518,290	5,800,130	\$18,226.91	\$176,684.73
2020		47,913,840	47,913,840	7,195,680	\$22,612.42	\$178,146.57
2021		49,351,260	49,351,260	8,633,100	\$27,129.52	\$179,652.26
2022		50,831,800	50,831,800	10,113,640	\$31,782.11	\$181,203.13
2023		52,356,750	52,356,750	11,638,590	\$36,574.27	\$182,800.51
2024		53,927,450	53,927,450	13,209,290	\$41,510.19	\$184,445.82
2025		55,545,270	55,545,270	14,827,110	\$46,594.19	\$186,140.49
2026		57,211,630	57,211,630	16,493,470	\$51,830.73	\$187,886.00
2027		58,927,980	58,927,980	18,209,820	\$57,224.36	\$189,683.88
2028		60,695,820	60,695,820	19,977,660	\$62,779.80	\$191,535.69
2029		62,516,690	62,516,690	21,798,530	\$68,501.88	\$193,443.05
2030		64,392,190	64,392,190	23,674,030	\$74,395.64	\$195,407.64
2031		66,323,960	66,323,960	25,605,800	\$80,466.23	\$197,431.17
2032		68,313,680	68,313,680	27,595,520	\$86,718.92	\$199,515.40
2033		70,363,090	70,363,090	29,644,930	\$93,159.19	\$201,662.15
2034		72,473,980	72,473,980	31,755,820	\$99,792.66	\$203,873.31
2035		74,648,200	74,648,200	33,930,040	\$106,625.15	\$206,150.81
2036		76,887,650	76,887,650	36,169,490	\$113,662.62	\$208,496.63
2037		79,194,280	79,194,280	38,476,120	\$120,911.21	\$210,912.83
2038		81,570,110	81,570,110	40,851,950	\$128,377.25	\$213,401.51
2039		84,017,210	84,017,210	43,299,050	\$136,067.26	\$215,964.85
2040		86,537,730	86,537,730	45,819,570	\$143,988.00	\$218,605.09
2041		89,133,860	89,133,860	48,415,700	\$152,146.34	\$221,324.54
2042		91,807,880	91,807,880	51,089,720	\$160,549.45	\$224,125.57
2043		94,562,120	94,562,120	53,843,960	\$169,204.64	\$227,010.64
2044		97,398,980	97,398,980	56,680,820	\$178,119.48	\$229,982.25

* 2% for 2015, 2.5% for 2016, 3% all years after

** Estimates based on 2014 millage rates

Total Collection

\$2,341,136.07

\$5,898,651.40

City of Farmington Hills Estimated Tax Capture

Estimated Capture Projected at a 75% Rate of Capture Years 1 -30

Farmington Public Library

Year	Base Taxable Value	Taxable Value w/ Inflation Increase*	Year End New Taxable Value	Total Incremental Value Increase Since Base Year	Farmington Community Library Estimated Capture**	Farmington Community Library Taxes After Capture**
2014	40,718,160					
2015		41,532,520	41,532,520	814,360	\$968.44	\$64,885.53
2016		42,570,830	42,570,830	1,852,670	\$2,203.20	\$65,297.11
2017		43,847,950	43,847,950	3,129,790	\$3,721.95	\$65,803.36
2018		45,163,390	45,163,390	4,445,230	\$5,286.27	\$66,324.80
2019		46,518,290	46,518,290	5,800,130	\$6,897.51	\$66,861.89
2020		47,913,840	47,913,840	7,195,680	\$8,557.10	\$67,415.08
2021		49,351,260	49,351,260	8,633,100	\$10,266.48	\$67,984.88
2022		50,831,800	50,831,800	10,113,640	\$12,027.14	\$68,571.76
2023		52,356,750	52,356,750	11,638,590	\$13,840.61	\$69,176.25
2024		53,927,450	53,927,450	13,209,290	\$15,708.49	\$69,798.88
2025		55,545,270	55,545,270	14,827,110	\$17,632.40	\$70,440.18
2026		57,211,630	57,211,630	16,493,470	\$19,614.03	\$71,100.73
2027		58,927,980	58,927,980	18,209,820	\$21,655.12	\$71,781.09
2028		60,695,820	60,695,820	19,977,660	\$23,757.43	\$72,481.86
2029		62,516,690	62,516,690	21,798,530	\$25,922.81	\$73,203.65
2030		64,392,190	64,392,190	23,674,030	\$28,153.16	\$73,947.10
2031		66,323,960	66,323,960	25,605,800	\$30,450.42	\$74,712.85
2032		68,313,680	68,313,680	27,595,520	\$32,816.59	\$75,501.58
2033		70,363,090	70,363,090	29,644,930	\$35,253.75	\$76,313.96
2034		72,473,980	72,473,980	31,755,820	\$37,764.02	\$77,150.72
2035		74,648,200	74,648,200	33,930,040	\$40,349.60	\$78,012.58
2036		76,887,650	76,887,650	36,169,490	\$43,012.76	\$78,900.30
2037		79,194,280	79,194,280	38,476,120	\$45,755.80	\$79,814.65
2038		81,570,110	81,570,110	40,851,950	\$48,581.14	\$80,756.43
2039		84,017,210	84,017,210	43,299,050	\$51,491.23	\$81,726.46
2040		86,537,730	86,537,730	45,819,570	\$54,488.63	\$82,725.59
2041		89,133,860	89,133,860	48,415,700	\$57,575.95	\$83,754.70
2042		91,807,880	91,807,880	51,089,720	\$60,755.90	\$84,814.68
2043		94,562,120	94,562,120	53,843,960	\$64,031.24	\$85,906.46
2044		97,398,980	97,398,980	56,680,820	\$67,404.83	\$87,030.99

* 2% for 2015, 2.5% for 2016, 3% all years after

** Estimates based on 2014 millage rates

Total Collection **\$885,944.00** **\$2,232,196.10**

City of Farmington Hills Estimated Tax Capture

Estimated Capture Projected at a 75% Rate of Capture Years 1 -30

Oakland County Community College

Year	Base Taxable Value	Taxable Value w/ Inflation Increase*	Year End New Taxable Value	Total Incremental Value Increase Since Base Year	Oakland Community College Estimated Capture**	Oakland Community College Taxes After Capture**
2014	16,831,490					
2015		17,168,120	17,168,120	336,630	\$400.02	\$26,801.15
2016		17,597,320	17,597,320	765,830	\$910.04	\$26,971.16
2017		18,125,240	18,125,240	1,293,750	\$1,537.36	\$27,180.27
2018		18,669,000	18,669,000	1,837,510	\$2,183.51	\$27,395.65
2019		19,229,070	19,229,070	2,397,580	\$2,849.04	\$27,617.49
2020		19,805,940	19,805,940	2,974,450	\$3,534.54	\$27,845.99
2021		20,400,120	20,400,120	3,568,630	\$4,240.60	\$28,081.35
2022		21,012,120	21,012,120	4,180,630	\$4,967.84	\$28,323.76
2023		21,642,480	21,642,480	4,810,990	\$5,716.90	\$28,573.45
2024		22,291,750	22,291,750	5,460,260	\$6,488.43	\$28,830.62
2025		22,960,500	22,960,500	6,129,010	\$7,283.10	\$29,095.51
2026		23,649,320	23,649,320	6,817,830	\$8,101.63	\$29,368.36
2027		24,358,800	24,358,800	7,527,310	\$8,944.70	\$29,649.38
2028		25,089,560	25,089,560	8,258,070	\$9,813.06	\$29,938.83
2029		25,842,250	25,842,250	9,010,760	\$10,707.49	\$30,236.97
2030		26,617,520	26,617,520	9,786,030	\$11,628.74	\$30,544.06
2031		27,416,050	27,416,050	10,584,560	\$12,577.63	\$30,860.36
2032		28,238,530	28,238,530	11,407,040	\$13,554.99	\$31,186.14
2033		29,085,690	29,085,690	12,254,200	\$14,561.67	\$31,521.70
2034		29,958,260	29,958,260	13,126,770	\$15,598.54	\$31,867.33
2035		30,857,010	30,857,010	14,025,520	\$16,666.53	\$32,223.32
2036		31,782,720	31,782,720	14,951,230	\$17,766.55	\$32,589.99
2037		32,736,200	32,736,200	15,904,710	\$18,899.57	\$32,967.67
2038		33,718,290	33,718,290	16,886,800	\$20,066.58	\$33,356.67
2039		34,729,840	34,729,840	17,898,350	\$21,268.61	\$33,757.35
2040		35,771,740	35,771,740	18,940,250	\$22,506.70	\$34,170.05
2041		36,844,890	36,844,890	20,013,400	\$23,781.92	\$34,595.12
2042		37,950,240	37,950,240	21,118,750	\$25,095.41	\$35,032.95
2043		39,088,750	39,088,750	22,257,260	\$26,448.30	\$35,483.91
2044		40,261,410	40,261,410	23,429,920	\$27,841.77	\$35,948.40

* 2% for 2015, 2.5% for 2016, 3% all years after

** Estimates based on 2014 millage rates

Total Collection **\$365,941.77** **\$922,014.97**

City of Farmington Hills Estimated Tax Capture

Estimated Capture Projected at a 75% Rate of Capture Years 1 -30

Schoolcraft Community College

Year	Base Taxable Value	Taxable Value w/ Inflation Increase*	Year End New Taxable Value	Total Incremental Value Increase Since Base Year	Schoolcraft Community College Estimated Capture**	Schoolcraft Community College Taxes After Capture**
2014	23,886,670					
2015		24,364,400	24,364,400	477,730	\$643.75	\$43,131.76
2016		24,973,510	24,973,510	1,086,840	\$1,464.54	\$43,405.36
2017		25,722,720	25,722,720	1,836,050	\$2,474.12	\$43,741.89
2018		26,494,400	26,494,400	2,607,730	\$3,513.98	\$44,088.51
2019		27,289,230	27,289,230	3,402,560	\$4,585.03	\$44,445.52
2020		28,107,910	28,107,910	4,221,240	\$5,688.23	\$44,813.26
2021		28,951,150	28,951,150	5,064,480	\$6,824.51	\$45,192.02
2022		29,819,680	29,819,680	5,933,010	\$7,994.88	\$45,582.14
2023		30,714,270	30,714,270	6,827,600	\$9,200.36	\$45,983.97
2024		31,635,700	31,635,700	7,749,030	\$10,442.01	\$46,397.85
2025		32,584,770	32,584,770	8,698,100	\$11,720.91	\$46,824.15
2026		33,562,310	33,562,310	9,675,640	\$13,038.17	\$47,263.24
2027		34,569,180	34,569,180	10,682,510	\$14,394.95	\$47,715.50
2028		35,606,260	35,606,260	11,719,590	\$15,792.44	\$48,181.33
2029		36,674,450	36,674,450	12,787,780	\$17,231.85	\$48,661.13
2030		37,774,680	37,774,680	13,888,010	\$18,714.44	\$49,155.33
2031		38,907,920	38,907,920	15,021,250	\$20,241.51	\$49,664.35
2032		40,075,160	40,075,160	16,188,490	\$21,814.39	\$50,188.64
2033		41,277,410	41,277,410	17,390,740	\$23,434.46	\$50,728.67
2034		42,515,730	42,515,730	18,629,060	\$25,103.12	\$51,284.89
2035		43,791,200	43,791,200	19,904,530	\$26,821.85	\$51,857.80
2036		45,104,940	45,104,940	21,218,270	\$28,592.15	\$52,447.90
2037		46,458,090	46,458,090	22,571,420	\$30,415.55	\$53,055.70
2038		47,851,830	47,851,830	23,965,160	\$32,293.65	\$53,681.73
2039		49,287,380	49,287,380	25,400,710	\$34,228.09	\$54,326.54
2040		50,766,000	50,766,000	26,879,330	\$36,220.57	\$54,990.70
2041		52,288,980	52,288,980	28,402,310	\$38,272.82	\$55,674.79
2042		53,857,650	53,857,650	29,970,980	\$40,386.64	\$56,379.39
2043		55,473,380	55,473,380	31,586,710	\$42,563.88	\$57,105.14
2044		57,137,580	57,137,580	33,250,910	\$44,806.43	\$57,852.66

* 2% for 2015, 2.5% for 2016, 3% all years after

** Estimates based on 2014 millage rates

Total Collection **\$588,919.32** **\$1,483,821.84**

City of Farmington Hills Estimated Tax Capture

Estimated Capture Projected at a 75% Rate of Capture Years 1 -30

Huron Clinton Metropolitan Authority

Year	Base Taxable Value	Taxable Value w/ Inflation Increase*	Year End New Taxable Value	Total Incremental Value Increase Since Base Year	Huron-Clinton Metropark Authority Estimated Capture**	Huron-Clinton Metropark Authority Taxes After Capture**
2014	40,718,160					
2015		41,532,520	41,532,520	814,360	\$131.07	\$8,781.81
2016		42,570,830	42,570,830	1,852,670	\$298.19	\$8,837.51
2017		43,847,950	43,847,950	3,129,790	\$503.74	\$8,906.03
2018		45,163,390	45,163,390	4,445,230	\$715.46	\$8,976.60
2019		46,518,290	46,518,290	5,800,130	\$933.53	\$9,049.29
2020		47,913,840	47,913,840	7,195,680	\$1,158.14	\$9,124.17
2021		49,351,260	49,351,260	8,633,100	\$1,389.50	\$9,201.28
2022		50,831,800	50,831,800	10,113,640	\$1,627.79	\$9,280.71
2023		52,356,750	52,356,750	11,638,590	\$1,873.23	\$9,362.53
2024		53,927,450	53,927,450	13,209,290	\$2,126.04	\$9,446.80
2025		55,545,270	55,545,270	14,827,110	\$2,386.42	\$9,533.59
2026		57,211,630	57,211,630	16,493,470	\$2,654.62	\$9,622.99
2027		58,927,980	58,927,980	18,209,820	\$2,930.87	\$9,715.07
2028		60,695,820	60,695,820	19,977,660	\$3,215.40	\$9,809.92
2029		62,516,690	62,516,690	21,798,530	\$3,508.47	\$9,907.61
2030		64,392,190	64,392,190	23,674,030	\$3,810.34	\$10,008.23
2031		66,323,960	66,323,960	25,605,800	\$4,121.25	\$10,111.87
2032		68,313,680	68,313,680	27,595,520	\$4,441.50	\$10,218.62
2033		70,363,090	70,363,090	29,644,930	\$4,771.35	\$10,328.57
2034		72,473,980	72,473,980	31,755,820	\$5,111.10	\$10,441.82
2035		74,648,200	74,648,200	33,930,040	\$5,461.04	\$10,558.46
2036		76,887,650	76,887,650	36,169,490	\$5,821.48	\$10,678.61
2037		79,194,280	79,194,280	38,476,120	\$6,192.73	\$10,802.36
2038		81,570,110	81,570,110	40,851,950	\$6,575.12	\$10,929.82
2039		84,017,210	84,017,210	43,299,050	\$6,968.98	\$11,061.11
2040		86,537,730	86,537,730	45,819,570	\$7,374.66	\$11,196.34
2041		89,133,860	89,133,860	48,415,700	\$7,792.51	\$11,335.62
2042		91,807,880	91,807,880	51,089,720	\$8,222.89	\$11,479.08
2043		94,562,120	94,562,120	53,843,960	\$8,666.19	\$11,626.85
2044		97,398,980	97,398,980	56,680,820	\$9,122.78	\$11,779.04

* 2% for 2015, 2.5% for 2016, 3% all years after

** Estimates based on 2014 millage rates

Total Collection **\$119,906.40** **\$302,112.31**

City of Farmington Hills Estimated Tax Capture

Estimated Capture Projected at a 75% Rate of Capture Years 1 -30

Oakland County Public Transit Authority

Year	Base Taxable Value	Taxable Value w/ Inflation Increase*	Year End New Taxable Value	Total Incremental Value Increase Since Base Year	Oakland County Public Transit Authority Estimated Capture**	Oakland County Public Transit Authority Taxes After Capture**
2014	40,718,160					
2015		41,532,520	41,532,520	814,360	\$610.77	\$40,921.75
2016		42,570,830	42,570,830	1,852,670	\$1,389.50	\$41,181.33
2017		43,847,950	43,847,950	3,129,790	\$2,347.34	\$41,500.61
2018		45,163,390	45,163,390	4,445,230	\$3,333.92	\$41,829.47
2019		46,518,290	46,518,290	5,800,130	\$4,350.10	\$42,168.19
2020		47,913,840	47,913,840	7,195,680	\$5,396.76	\$42,517.08
2021		49,351,260	49,351,260	8,633,100	\$6,474.83	\$42,876.44
2022		50,831,800	50,831,800	10,113,640	\$7,585.23	\$43,246.57
2023		52,356,750	52,356,750	11,638,590	\$8,728.94	\$43,627.81
2024		53,927,450	53,927,450	13,209,290	\$9,906.97	\$44,020.48
2025		55,545,270	55,545,270	14,827,110	\$11,120.33	\$44,424.94
2026		57,211,630	57,211,630	16,493,470	\$12,370.10	\$44,841.53
2027		58,927,980	58,927,980	18,209,820	\$13,657.37	\$45,270.62
2028		60,695,820	60,695,820	19,977,660	\$14,983.25	\$45,712.58
2029		62,516,690	62,516,690	21,798,530	\$16,348.90	\$46,167.79
2030		64,392,190	64,392,190	23,674,030	\$17,755.52	\$46,636.67
2031		66,323,960	66,323,960	25,605,800	\$19,204.35	\$47,119.61
2032		68,313,680	68,313,680	27,595,520	\$20,696.64	\$47,617.04
2033		70,363,090	70,363,090	29,644,930	\$22,233.70	\$48,129.39
2034		72,473,980	72,473,980	31,755,820	\$23,816.87	\$48,657.12
2035		74,648,200	74,648,200	33,930,040	\$25,447.53	\$49,200.67
2036		76,887,650	76,887,650	36,169,490	\$27,127.12	\$49,760.53
2037		79,194,280	79,194,280	38,476,120	\$28,857.09	\$50,337.19
2038		81,570,110	81,570,110	40,851,950	\$30,638.96	\$50,931.15
2039		84,017,210	84,017,210	43,299,050	\$32,474.29	\$51,542.92
2040		86,537,730	86,537,730	45,819,570	\$34,364.68	\$52,173.05
2041		89,133,860	89,133,860	48,415,700	\$36,311.78	\$52,822.09
2042		91,807,880	91,807,880	51,089,720	\$38,317.29	\$53,490.59
2043		94,562,120	94,562,120	53,843,960	\$40,382.97	\$54,179.15
2044		97,398,980	97,398,980	56,680,820	\$42,510.62	\$54,888.37

* 2% for 2015, 2.5% for 2016, 3% all years after

Total Collection

\$558,743.69

\$1,407,792.70

** Estimates based on 2014 millage rates

**MEETING MINUTES
CITY COUNCIL STUDY SESSION MEETING
CITY OF FARMINGTON HILLS
AUGUST 26, 2013 – 6:00PM
CITY HALL – COMMUNITY ROOM**

The City Council study session meeting was called to order by Mayor Brickner at 6:00p.m.

Council Members Present: Bates, Brickner, Bridges, Lerner, Massey and Oliverio

Council Members Absent: Bruce

Others Present: City Manager Brock, City Clerk Smith, Assistant City Manager Boyer,
Assistant to the City Manager Geinzer and City Attorney Joppich

DISCUSSION ON GRAND RIVER CORRIDOR IMPROVEMENT AUTHORITY UPDATES

Grand River Corridor Vision Plan

Assistant to the City Manager Geinzer presented City Council with the proposed vision plan for the Grand River Corridor as developed by the Authority in working with various consultants and receiving public input and participation from over 200 people of different focus groups at various meetings.

He clarified that this is a vision for the Grand River Corridor and what it potentially could look like based on the public participation. He noted that the participants went through a P.E.T. Exercise outlining areas to be Preserved, Enhanced or Transformed. In going through the process, the consultants observed the area of 5 Mile and Grand River in the City of Livonia as an area for improvement, which provided for some communication with the City of Livonia.

Mr. Geinzer noted that the vision plan was broken down and supported by 8 development principles including Image/Character/Community, Mobility, Connections, Redevelopment, Housing, Natural Environment, Public Space and Sustainability. He noted that within the next month or two, the Authority intends to lay out a plan on how to move forward with the vision plan. He discussed the plan and the various areas identified based on the development principles.

Councilmember Bridges suggested receiving input from the Regional Transit Authority and Councilmember Bates commented on the importance of the SEMCOG Transportation Committee Liaison to this plan.

Mr. Geinzer responded that the Authority would most likely meet with the RTA at some point. City Manager Brock indicated that the Mayor is the SEMCOG delegate and Director Gary Mekjian serves on the Transportation Committee.

Mr. Geinzer explained that within the plan 4 priority development areas were identified, including the Botsford, Orchard Lake, Grand River North and Grand River South Focus Areas. He discussed the proposed vision for redevelopment of each area.

City Manager Brock commented that a key component of the Corridor Improvement Authority (CIA) is allowing for high density housing.

Councilmember Bridges inquired if staff felt the plan was realistic in terms of what the city could accomplish. Mr. Geinzer responded that staff asked the consultants involved to provide for a realistic plan.

Mr. Spencer Brown added that he feels the plan is realistic if you consider it a long range plan. He feels many things have to first be implemented to move forward, but that there is a strong possibility that people will see there is money to be made and invest in this area.

Councilmember Bridges inquired about Botsford Hospital and their need for residential housing. He inquired if they have shared with the city their plans for expansion. Mr. Geinzer indicated that Botsford has been an active partner in the entire process and they know that they are investing in their site and want to grow, but staff has not yet seen any plans for expansion.

Council and staff discussed the focus areas for mobility and the need to provide more options for crossing Grand River at various locations and the obstacles involved in that process.

Mayor Pro-Tem Lerner stated that he likes the plan although he sees a need to address the high speed traffic areas. Mr. Geinzer agreed that an in depth traffic study would be required as they move forward with the plan.

Mayor Brickner stated that most of the improvements would be brought forward by private development and that is where Tax Increment Financing will come into play, which is the next topic of discussion.

Councilmember Massey commented that the city needs to be proactive in setting the zoning standards for certain areas in order to accommodate and attract the private developers.

Mayor Brickner felt the mixed used zoning currently being reviewed by the Planning Commission could be an option for this area.

Council and staff discussed the need to involve the State Department of Transportation in order to work on making this area more pedestrian friendly since Grand River under their jurisdiction.

City Council approved of the vision plan presented. Councilmember Bates complimented Mr. Geinzer and the Authority on the plan and their efforts.

Tax Increment Financing

Mr. Geinzer explained that tax increment financing is the most significant way to capture revenue to help fund the Grand Corridor Improvement Plan, and staff would like input from Council on setting an appropriate baseline level of capture for which the Authority should be asking when approaching other taxing authorities. He noted that the city could not ask for more than what is it willing to contribute. He provided Council with some preliminary estimates based on 100 percent capture, 75 percent and then 50 percent capture over a 30 year period. He added that the City could also suggest 100% capture for the first 15 years and then 75 or 50% for the last 15 years.

Councilmember Bates asked Mr. Geinzer what amount is needed. Mr. Geinzer responded that based on 75%-100% capture, the revenue from that would be approximately 12.5 million over 30 years. He feels this is a low number based on the needs of the area.

Councilmember Bridges inquired how the money was proposed to be used. Mr. Geinzer stated that highest priority would be placed on streetscape and the river area. He added that any TIF plan would be

first reviewed by City Council at a study session meeting and go through the normal approval process. He added that they want to create a plan that other taxing jurisdictions would see value in and want to participate.

Councilmember Bridges inquired about the impact of personal property tax (PPT). Mr. Geinzer responded that the estimates are based on there still being personal property tax; however, staff is looking into some flexibility in the act that could exclude PPT from being included in the calculations.

Attorney Joppich added that the city would like the legislation to allow exclusion of the PPT and to make adjustments to existing TIF plans, but there is nothing yet that would allow the city to do so. He stated that he is continuing to research what can be done and any risks involved as the city would not want to adopt a TIF plan that could not legally be implemented.

Mr. Geinzer stated that at this time, staff would like a sense of direction on the level of capture that Council would be comfortable with in order for them to draft a model plan and come back with a better idea of the funding that could be captured.

Mayor Pro-Tem Lerner stated that he would not object to 100% capture, but is not sure the county would agree to that proposal.

Mayor Brickner preferred 75% capture.

City Manager Brock asked Council to e-mail any further thoughts on this issue in light of the time constraints and the fact they had one more item to discuss.

Commercial Rehabilitation Act

Mr. Geinzer explained that the Commercial Rehabilitation Act (CRA) encourages rehabilitation of property by abating property taxes generated from new investment for a period up to 10 years. He noted that the expiration date of the law is December, 2015. Mr. Geinzer stated that this could potentially be used as an incentive for corridor projects.

Councilmember Massey inquired if this is something that could be used anywhere in the city. Mr. Geinzer confirmed that it could be used on any property that meets the Act requirements.

City Council concurred that they would like to learn more about this Act and the potential for helping the city with certain projects.

ADJOURNMENT:

There being no further business, the meeting adjourned at 7:25 p.m.

Respectfully submitted,



Pamela B. Smith, City Clerk

INTERLOCAL AGREEMENT REGARDING JOINT UNDERTAKINGS OF THE GRAND RIVER CORRIDOR IMPROVEMENT AUTHORITIES ESTABLISHED BY THE CITIES OF FARMINGTON AND FARMINGTON HILLS

THIS AGREEMENT is made and entered in the County of Oakland, State of Michigan, on ~~DECEMBER 20~~, 2011, by and between the City of Farmington, whose address is 23600 Liberty Street, Farmington, Michigan 48335 and the City of Farmington Hills, whose address is 31555 W. Eleven Mile Road, Farmington Hills, Michigan 48336.

RECITATIONS

WHEREAS, the City Councils of Farmington and Farmington Hills each have adopted a resolution establishing a Corridor Improvement Authority in accordance with the Act 280 of the Public Acts of Michigan of 2005, as amended ("Act 280"), and designating the boundaries of the Development Districts for the two Authorities as encompassing the properties depicted and described by parcel identification numbers in each of the two cities on the attached Exhibit "A," which generally includes properties along Grand River Avenue beginning at the eastern limit of the Farmington Downtown Development Authority and proceeding east through the City of Farmington Hills to its eastern boundary at Inkster Road; and

WHEREAS, as permitted under Act 280, Farmington and Farmington Hills desire to enter into an interlocal agreement under the Urban Cooperation Act, being Act 7 of the Public Acts of Michigan of 1967, to jointly administer and operate the Corridor Improvement Authorities established by Farmington and Farmington Hills.

NOW THEREFORE, in consideration of their mutual undertakings, it is hereby agreed by and between the parties hereto as follows:

ARTICLE I. SCOPE, PURPOSE AND INTENT OF AGREEMENT

Section 1.1 Scope. This Agreement shall apply to the Participating Municipalities with respect to the revitalization efforts along the Grand River Corridor in Farmington Hills and Farmington, by and through each Corridor Improvement Authority, the resolutions establishing each Authority and this Agreement. This Agreement recognizes the inherent legal limitation imposed by Act 280 that two municipalities may not, under the provisions of Act 280, establish either (1) a single Act 280 development district within two separate, but adjoining municipalities, or (2) a single joint authority board for the planning, administration and implementation of improvements and revitalization efforts in an Act 280 development district or districts located in the two adjoining municipalities.

Section 1.2 Purpose. The purpose of this Agreement is to, within the limitations of Act 280: (a) establish a mechanism by which decisions are made and implemented by both Authority Boards and the Governing Bodies of the Participating Municipalities with respect to certain aspects of the planning, administration and implementation of the future Development Plans of both Authority Boards within the Corridor; and (b) establish the terms and conditions for the sharing of expenses by the Authorities and the Participating Municipalities within the

Corridor, and the promotion and coordination of cooperative efforts to improve and revitalize economic conditions within the Corridor.

Section 1.3 Intent. The intent of this Agreement is to facilitate joint efforts on the part of Farmington Hills and Farmington to revitalize and encourage the redevelopment and re-investment in certain portions of the Grand River Avenue Corridor extending through both cities in order to promote economic growth, mixed uses, well-designed and environmentally responsible development, historic preservation, attractive streetscapes and landscapes and new opportunities for pedestrian and bike access, consistent with the Master Plans of the two cities.

ARTICLE II. DEFINITIONS

The following italicized words, terms and phrases, when used in this Agreement, shall have the meanings ascribed to them in this Article, except where the context clearly indicates a different meaning:

Section 2.1 *Act 276* means Michigan's Open Meetings Act, being Act 276 of the Public Acts of Michigan of 1976, as that statute has been and may be from time to time amended.

Section 2.2 *Act 280* means Michigan's Corridor Improvement Authority Act, being Act 280 of the Public Acts of Michigan of 2005, as that statute has been and may be from time to time amended.

Section 2.3 *Act 7* means Michigan's Urban Cooperation Act, being Act 7 of the Public Acts of Michigan of 1976, as that statute has been and may be from time to time amended.

Section 2.4 *Agreement* means this "Interlocal Agreement for the Joint Operation and Administration of the Grand River Corridor Improvement Authorities Established by the City of Farmington and the City of Farmington Hills."

Section 2.5 *Authority Board* means the board of each Corridor Improvement Authority.

Section 2.6 *Chair* means the individual selected in accordance with Article III of this Agreement to preside and officiate over joint meetings of the Authority Boards.

Section 2.7 *Corridor Improvement Authority* and *Authority* mean the corridor improvement authority established for the Grand River Avenue Corridor by each of the Participating Municipalities in accordance with Act 280.

Section 2.8 *Development District* means the geographic area, adopted by each Participating Municipality and described on Exhibit "A," in which each Corridor Improvement Authority may expend funds and undertake improvements in accordance with Act 280 and this Agreement.

Section 2.9 *Development Plan* means the development plan and tax increment financing plan defined, described and required under Act 280 for purposes of implementing a development program within the Development District under Act 280.

Section 2.10 *Farmington* means the City of Farmington, a Michigan municipal corporation.

Section 2.11 *Farmington Hills* means the City of Farmington Hills, a Michigan municipal corporation.

Section 2.12 *Governing Body* means the duly elected legislative body of each Participating Municipality (i.e. the Farmington City Council and the Farmington Hills City Council).

Section 2.13 *Grand River Avenue Corridor* and *Corridor* mean the combined geographic area of each Development District adopted by each of the Participating Municipalities.

Section 2.14 *Joint Capital Project* means any joint project of the two Authority Boards that is capital in nature (for example, but without limitation, streetscapes, sidewalks, streetlights, etc.)

Section 2.15 *Participating Municipality* means one of the two entities bound by the terms of this Agreement that participates in the revitalization of the Grand River Corridor.

Section 2.16 *Participating Municipalities* means Farmington and Farmington Hills.

Section 2.17 *Vice Chair* means the individual selected in accordance with Article III of this Agreement to preside and officiate over joint meetings of the Authority Boards in the absence of the Chair.

ARTICLE III. JOINT MEETINGS OF THE AUTHORITY BOARDS

Section 3.1 Joint Meetings of Authority Boards. The Participating Municipalities hereby agree that the Authority Boards shall meet jointly on a regular basis, and no less than once each quarter, to review and approve necessary actions with respect to improvement and revitalization efforts for the Corridor. A Chair and Vice Chair shall, in accordance with this Agreement, preside and officiate over the joint meetings. The joint meetings shall be conducted using the most recent edition of Roberts Rules of Order as a guideline in all cases to which they are applicable, provided they are not in conflict with Act 276, this Agreement, or the laws of the State of Michigan. The agenda of joint meetings of the Authority Boards shall include, without limitation, the following:

- a. Roll Call
- b. Approval of Agenda
- c. Approval of Minutes
- d. Board Member Comment
- e. Unfinished Business
- f. New Business
- g. Date and Location of Next Meeting
- h. Public Comment
- i. Adjournment

Section 3.2 Chair, Vice Chair and Secretary of Joint Meetings.

(A) Chair. The individual serving as the chairperson of the Farmington Hills Authority Board shall serve as the Chair for purposes of all joint meetings and business of the Authority Boards in even numbered years, and the individual serving as the chairperson of the Farmington Authority Board shall serve as the Chair for purposes of all joint meetings and business of the Authority Boards in odd numbered years. The Chair shall preside over the joint meetings of the Authority Boards and establish the joint meeting agendas with the Vice Chair and the director, if one has been appointed. The Vice Chair shall also perform such other tasks as may be delegated to him or her by joint decision of the Authority Boards.

(B) Vice Chair. The individual serving as the chairperson of the Farmington Authority Board shall serve as the Vice Chair for purposes of all joint meetings and business of the Authority Boards in even numbered years, and the individual serving as the chairperson of the Farmington Hills Authority Board shall serve as the Vice Chair for purposes of all joint meetings and business of the Authority Boards in odd numbered years. The Vice Chair shall perform the duties of the Chair in the event of the absence or disability of the Chair and establish the joint meeting agendas with the Chair and the director, if one has been appointed. The Vice Chair shall also perform such other tasks as may be delegated to him or her by joint decision of the Authority Boards.

(C) Secretary. The individual serving as the secretary of the Farmington Authority Board shall serve as the Secretary for purposes of all joint meetings of the Authority Boards in even numbered years, and the individual serving as the secretary of the Farmington Hills Authority Board shall serve as the Secretary for purposes of all joint meetings of the Authority Boards in odd numbered years. The Secretary, by and through the staff liaison assigned under Section 4.8 to the Farmington Hills Authority Board, shall cause a record to be kept of the minutes of all joint meetings of the Authority Boards, cause a record of all plans, documents, books and papers approved by and brought before the Authority Boards to be kept, provide copies of such records to the Farmington City Clerk upon request, perform such other duties and functions of the Secretary as set forth in this Agreement, and in general, perform all duties incident to the office of the Secretary.

Section 3.4 Regular and Special Meetings; Notice. All joint meetings of the Authority Boards shall be held in accordance with Act 276. Special meetings of the Authority Boards may be called by the Chair, or in his or her absence, the Vice Chair. Notice of the time, place and subject matter of all joint meetings shall be given by telephone, electronic means, personal delivery, or mailing the same to each member of each Authority Board. Notices of all regular and special joint meetings of the Authority Boards shall be posted in accordance with Act 276 at the offices of both of the Participating Municipalities, as well as at the physical location of the joint meeting of the Authority Boards. It shall be the duty of the Secretary (or other Authority Board officer designated by the Chair in the Secretary's absence), by and through the staff liaison assigned under Section 4.8 by the Participating Municipality in which the meeting is to be held, to provide and post the notices described in this Section.

Section 3.5 Record of Proceedings; Quorum. The Authority Boards shall keep a record of the joint meetings in the form of meeting minutes and resolutions. Duplicate copies of the approved minutes of the joint meetings and adopted resolutions shall be made and provided

to each of the Authority Boards, and such records shall be maintained in the offices of the respective Participating Municipalities. Two-thirds (2/3) of the combined membership of the two Authority Boards constitutes a quorum for the transaction of business.

Section 3.6 Voting.

(A) Each member of each Authority Board shall be entitled to one vote at a joint meeting of the Authority Boards.

(B) No person shall be entitled to vote at any joint meeting of the Authority Boards until the appointment of such person has been approved by his or her Authority Board's Governing Body and such person has taken the oath of office.

(C) Votes at joint meetings may be cast by a general voice vote, except where a roll call is requested by any voting member of an Authority Board or required by law. If there is a question as to the number of yea or nay votes, the Chair shall declare that a roll call shall be conducted.

(D) Unless otherwise required by this Agreement, a vote of two-thirds (2/3) of the combined membership of the two Authority Boards is required for the transaction of all business and all decisions at joint meetings of the Authority Boards (e.g., if each Authority Board has seven seats for a total combined membership of fourteen, then an affirmative vote of 10 voting members is required).

ARTICLE IV. JOINT UNDERTAKINGS REGARDING FUNDING, ADMINISTRATION, PLANNING, AND IMPLEMENTATION

Section 4.1 Fiscal Year Established. The fiscal year for each Authority Board and for purposes of implementation of a Plan and for all other purposes, including budgeting and funding of improvements for the Grand River Avenue Corridor, shall be the same as the fiscal year of each Authority Board's Governing Body.

Section 4.2 Participating Municipality Funding. The Participating Municipalities shall each annually budget and provide funding to their respective Authority Boards in the amount of \$30,000.00 per year, for each of the next three fiscal years beginning with the fiscal year commencing on July 1, 2012.

Section 4.3 Coordination and Expediting of Permits and Inspections; Zoning. In accordance with Section 6(5) of Act 280, the Participating Municipalities agree to:

(A) coordinate and expedite the Participating Municipalities' inspections and permit approvals in the Corridor; and

(B) address contradictory zoning requirements between the Participating Municipalities in the Corridor.

The agreed upon plan for accomplishing (A) and (B), above, is for each Authority Board, working with the Governing Body of each Participating Municipality and each Participating

Municipality's planning commission, planning and zoning staff, building and code officials, and city attorneys, to undertake a review, evaluation and comparison of their existing ordinances and procedures for inspections and permit approvals, and their zoning ordinances in order to identify and agree upon recommendations of the ways, if any, in which such inspections and approvals can be better coordinated and expedited, and to identify any contradictory zoning ordinances and agree upon recommendations for amendments of such ordinances needed, if any, to eliminate the contradictions. To the extent implementation of such recommendations requires approval or ordinance enactment by either or both of the Participating Municipalities' Governing Bodies, such recommendations will be submitted for each such Governing Body's approval or enactment. Coordination and progress of these undertakings shall be a matter of business at the joint meetings of the Authority Boards. All provisions of the above plan shall be implemented on or before July 1, 2013.

Section 4.4 Coordination of Development Plans. The Authority Boards shall commence preparation of their respective Development Plans pursuant to Act 280. In undertaking the preparation of their respective Development Plans, the Authority Boards shall communicate and coordinate such efforts with one another at joint meetings and otherwise with the following objectives:

- (A) To jointly identify and plan, for purposes of the Development Plans, the design, improvements, projects and other characteristics of the Corridor that are necessary to provide for consistency and the coordination of seamless or smooth transitions through the Corridor;
- (B) To identify joint projects, if any, that can be undertaken in the Corridor as part of their respective Development Plans;
- (C) To implement the plan set forth in Section 4.3 of this Agreement;
- (D) To the extent possible and where appropriate, to approve Development Plans that contain consistent or coordinated information in the portions of such Plans and regarding the areas of the Corridor that involve joint projects and jointly planned and/or designed improvements, projects and other characteristics;
- (E) To the extent possible and where appropriate, to approve Development Plans that contain consistent or coordinated information with respect to the information that is required under Section 21 of Act 280; and
- (F) If possible, to develop an agreed upon timeline for the preparation and approval of their respective Development Plans, so as to coordinate notices, public hearings and meetings required under Act 280 relating to the consideration and approval of the Development Plans such that the Development Plans are approved as near to simultaneously as possible with the objective of facilitating the coordinated implementation of the joint aspects of those Plans.

Section 4.5 Implementation of Development Plans; Joint Projects. In the event both of the Participating Municipalities approve their respective Development Plans, and if such Development Plans contain joint projects and/or jointly planned aspects of the Development Plan or Corridor, the Authority Boards shall communicate and coordinate such efforts as are

necessary to implement those joint aspects and projects. With respect to undertaking any joint project under the Development Plan, the Authority Boards shall, if and to the extent possible, by way of joint meetings under this Agreement, decide upon joint project plans, design details and specifications, the awarding and signing of joint contracts, and other matters necessary for undertaking and completing the joint projects. With respect to any aspect of the Development Plan that such Plan contemplates coordinated designing or specifications, the Authority Boards shall, if and to the extent possible, by way of joint meetings under this Agreement, decide upon the design details and specifications for that aspect of the Development Plan prior to its implementation. In the event one, but not both, of the Participating Municipalities approves a Development Plan, it is not precluded by this Agreement from proceeding, in its discretion, to implement that Plan with or without the involvement of the other Participating Municipality.

Section 4.6 Shared Consultants. The Authority Boards may jointly decide at a joint meeting to enter into a joint contract with one or more planning, engineering, architectural, financial, marketing, or other consultants to assist the Authority Boards with their efforts to prepare, coordinate and implement Development Plans and/or to undertake joint projects or other planning efforts.

Section 4.7 Shared Costs and Joint Capital Projects. Each Authority shall pay 50% of the costs of any jointly signed contracts for shared consultants and other joint undertakings that are not capital in nature. Each Authority, respectively, shall be solely responsible for the costs of the portion of any Joint Capital Project that is undertaken within its respective Development District. Joint Capital Projects shall be bid and contracted to reflect both the scope of work within each respective Development District and the share of costs to be paid under the joint contract by each Authority.

Section 4.8 Liaisons. Each Participating Municipality shall assign a staff liaison to its respective Authority Board, who shall attend all joint meetings and provide information and assistance as necessary to the Authority Board to whom he or she is assigned. Each Authority Board shall be responsible for the costs of its own assigned City staff and attorneys.

Section 4.9 Administrative Support. The City of Farmington Hills shall, at its expense, administer any joint contracts for shared consultants and joint projects entered into by the Authority Boards under this Agreement, which contract administration shall include, without limitation, the following undertakings on behalf of both Authority Boards:

- (A) Preparation and/or approval of bid materials, subject to specifications and design details provided by the Authority Boards or their consultants;
- (B) Issuance of bid notifications or invitations;
- (C) Opening and summarizing of bids;
- (D) Coordination of contract documents and bonds;
- (E) Enforcement of contracts;
- (F) Issuance of notices;

(G) Payment of invoices under the joint contracts; and

(H) Issuance of invoices to and processing of payments from the Authority Board for the Corridor Improvement Authority in Farmington for its share of the costs of such joint contracts.

Section 4.10 Joint Committees. The Authority Boards may, at a joint meeting, establish and appoint joint committees as needed.

ARTICLE V ASSETS AND INSURANCE

Section 5.1 Ownership of Assets. Unless otherwise agreed in writing by the Authority Boards, each Authority, respectively, shall be the sole and exclusive owner of any real and personal property that is acquired, installed or constructed within its respective Development District as part of a project or undertaking in connection with this Agreement

Section 5.2 Insurance. To the extent the Participating Municipalities' insurance does not provide such coverage, the Authority Boards shall maintain necessary insurance on any and all equipment, buildings and real and personal property, including liability insurance, to adequately protect the Authority Boards, Participating Municipalities, and their respective members, officials, appointees, employees and representatives, and a copy of all policies shall be furnished annually to each Participating Municipality.

ARTICLE VI EFFECTIVE DATE; TERM OF AGREEMENT; TERMINATION

Section 6.1 Effective Date. This Agreement shall be effective on the date first written above.

Section 6.2 Term. This Agreement shall remain in effect for so long as the Authority Boards in both Participating Municipalities remain in existence, unless otherwise amended or terminated as provided herein.

Section 6.3 Termination; Notice; Effect of Termination. This Agreement shall terminate upon the dissolution of the Corridor Improvement Authority in either of the Participating Municipalities. Also, any Participating Municipality may terminate its participation under the terms of this Agreement upon at least one hundred and twenty (120) day's prior written notice to the other Participating Municipality; provided, however, that if any one or both of the Authority Boards or Participating Municipalities has issued bonds or other obligations to finance all or a portion of any joint projects identified in its Corridor Improvement Authority's Development Plan, this Agreement shall not be terminated unless and until those bonds or other obligations are paid in full. A Participating Municipality that has provided notice of termination shall be required to continue all obligations under the

terms of this Agreement for the period prior to the effective date of termination and upon termination shall not be entitled to any share of the non-joint assets, cash or equipment of the other Authority Board or Participating Municipality.

ARTICLE VII FILING OF AGREEMENT

Section 7.1 State Tax Commission. Within 60 days of entering into this Agreement, each Participating Municipality shall provide a copy of this Agreement to the State Tax Commission as required by Act 280.

Section 7.2 Authority Board. The Participating Municipalities shall provide an executed original of this Agreement to the secretary of each Authority Board.

Section 7.3 Secretary of State and County Clerk. A copy of this Agreement shall be filed with the Michigan Secretary of State and the Oakland County Clerk as required by Act 7.

ARTICLE VIII MISCELLANEOUS

Section 8.1 Development Area and Plan Amendments. Nothing in this Agreement shall be deemed to limit or restrict the discretion of the Participating Municipalities and their respective Authority Boards to amend the development areas, development plans, and any resolutions, policies or ordinances that have been or may be adopted in connection with the Corridor or Corridor Improvement Authorities in each Participating Municipality.

Section 8.2 Successors and Assigns. This Agreement shall inure to the benefit of and be binding upon the respective parties hereto, their successors and assigns.

Section 8.3 Governing Law; Change in Law. This Agreement shall be governed by and construed with reference to the laws of the State of Michigan. If changes in the Constitution or laws of the State of Michigan occur which shall affect the organization, territory, powers or corporate status of Farmington or Farmington Hills, or either Authority Board, the terms and provisions of this Agreement shall not be affected thereby and the rights, duties and obligations of the Farmington and the Farmington Hills under this Agreement shall not be altered or affected thereby.

Section 8.4 Notices. Any notice necessary or proper to be given to either of the parties hereto may be served in the following manner: (i) if to the City of Farmington, by personal delivery or certified mail to the City Clerk at 23600 Liberty Street, Farmington, Michigan 48335; and (ii) if to the City of Farmington Hills, by personal delivery or certified mail to the City Clerk at 31555 W. Eleven Mile Road, Farmington Hills, Michigan 48336. Any party may, from time to time, change its address and/or addresses by notice as provided above.

Section 8.5 Immunity. This Agreement does not, and is not intended to, impair, divest, delegate, or contravene any constitutional, statutory, and/or other legal right, privilege, power, obligation, duty, or immunity of the Participating Municipalities or the Authority

Boards. Nothing in this Agreement shall be construed as a waiver of governmental immunity for the Participating Municipalities or the Authority Boards.

Section 8.6 Waivers. One or more waivers of any covenant or condition by a Participating Municipality shall not be construed as a waiver of a further breach of the same covenant or condition by such party. Any delay or failure by a Participating Municipality to enforce any provision contained in this Agreement shall in no event be deemed, construed or relied upon as a waiver or estoppel of the right to eventually do so thereafter.

Section 8.7 Captions. The captions and headings in this Agreement are for convenience of reference and shall not be constructed to conflict with its provisions.

Section 8.8 Exhibit. The exhibit attached hereto is incorporated herein by this reference and expressly made an integral and component part of this Agreement for all purposes and shall be binding upon both parties. References to said exhibit in this Agreement shall be deemed to include this reference and incorporation.

Section 8.9 Authority to Execute; Counterparts. The Governing Body of each Participating Municipality has, by resolution, authorized its City Manager and Clerk to execute this Agreement in accordance with Act 280. This Agreement may be executed in several counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument.

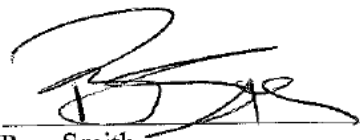
Section 8.10 Amendment. This Agreement may be amended only in writing, approved by the Governing Body of each Participating Municipality and signed by the City Manager and Clerk of each Participating Municipality.

Section 8.11 Severability. Should any portion of this Agreement be declared unenforceable by any court of competent jurisdiction, the remainder of this Agreement shall remain in full force and be unaffected by the portion which may be declared to be unenforceable.


IN WITNESS WHEREOF, the parties have each caused this Agreement to be executed by their respective, duly authorized officials.

CITY OF FARMINGTON HILLS

By: 
Steve Brock
Its: City Manager

By: 
Pam Smith
Its: City Clerk

CITY OF FARMINGTON

By: 
Vincent Pastue
Its: City Manager


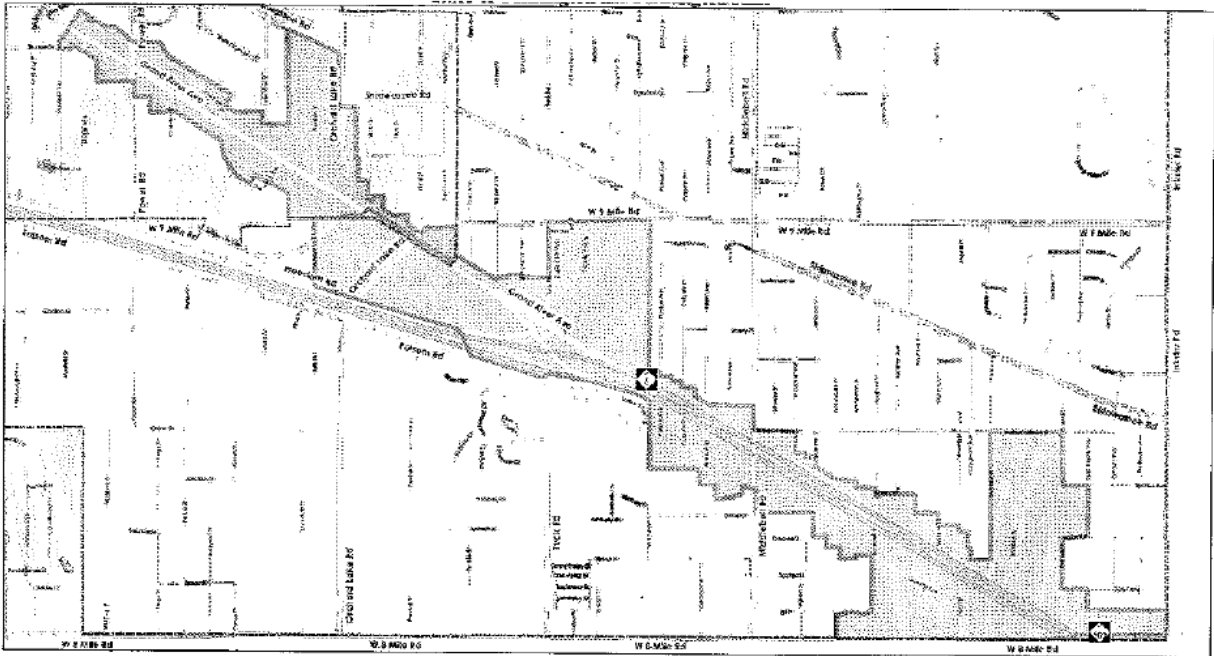
By: 
Sue Halberstadt
Its: City Clerk

Exhibit "A"



(Map Showing the CIA Redevelopment Districts of Farmington [Green] and Farmington Hills [Yellow])

FARMINGTON HILLS CIA REDEVELOPMENT DISTRICT PARCEL NUMBERS

Parcel Identification Numbers

2335105002	2336377033	2336376010	2336377004
2335105023	2336377029	2336306001	2336377038
2336330012	2336451005	2336306016	2336377036
2336404013	2336377023	2336377005	2336452001
2336404015	2336328048	2336377003	2336453006
2336376018	2336404003	2336376009	2336452013
2336451012	2336328045	2336377109	2336307001
2336404001	2336430013	2336377110	2336377001
2336305017	2336451011	2336377009	2336376011
2336451016	2336403004	2336377010	2336376013
2336302005	2336377041	2336377011	2336376015
2336303005	2336404010	2336452024	2336306011
2336401020	2336403003	2336452018	2336306015
2336401021	2336404014	2336453005	2336377108
2336301002	2336377022	2336484001	2336377035
2336302006	2336376012	2336306017	2336377034
2336303012	2336376004	2336377008	2336377031
2336328022	2336377025	2336377106	2336377111
2336401023	2336377028	2336377037	2336377026
2335106002	2336306008	2336377032	2336452029
2336376017	2336376001	2336306014	2336306012

2336306013	2335281002	2335105003	2336303022
2336377002	2335277038	2335101001	2336304016
2336376008	2335281005	2335105001	2336451017
2336376005	2335279030	2335128029	2336451015
2336376014	2335427003	2335105007	2336326017
2336377012	2335426005	2335128021	2336326020
2336377013	2335276025	2335128023	2336356012
2336328041	2335278041	2335126016	2335105025
2336401022	2335279028	2335105022	2335106001
2336401024	2335282004	2335104003	2336303015
2336305033	2335427007	2335126014	2336303023
2336328046	2335426003	2335127019	2336404011
2336452028	2335429006	2335105009	2336302008
2336377019	2335428016	2335128011	2336301004
2336377020	2335430006	2336481007	2336304022
2336377030	2335428018	2336482026	2336328047
2335129018	2335428013	2336482008	2336401019
2335201004	2335430009	2336480030	
2335129029	2335427010	2336480001	
2335201005	2335427006	2335105021	
2335129008	2335428007	2336483005	
2335201013	2335427012	2336483023	
2335129032	2335428017	2336483024	
2335276009	2335428003	2336483006	
2335276020	2335428014	2336482009	
2335276019	2335428005	2336482010	
2335278039	2335427005	2336480031	
2335280007	2335428006	2336483020	
2335276030	2335426004	2336482023	
2335277011	2335430010	2336481016	
2335228029	2335431017	2336483014	
2335277034	2335427002	2336481017	
2335278013	2335427008	2336482027	
2335278038	2335427004	2336481018	
2335281003	2335428015	2336482029	
2335129020	2335431016	2336483015	
2335201003	2335129007	2336482022	
2335278028	2335278027	2336483007	
2335281001	2335280005	2336481025	
2335426001	2335279026	2336483021	
2335427009	2335279029	2336480024	
2335228025	2335426002	2336482007	
2335228028	2335428004	2336481015	
2335201002	2335427011	2336481006	
2335202001	2335430005	2336482021	
2335201009	2335127030	2336481022	
2335278040	2334227018	2335432009	
2335280006	2335128022	2335276031	
2335281004	2335101002	2335106003	
2335282005	2334227003	2335105017	
2335427001	2335101005	2336303006	

FARMINGTON CIA REDEVELOPMENT DISTRICT PARCEL NUMBERS

2326351024	2326356002	2327427034	2326351025
2326351007	2326356003	2327451065	2327476007
2335103004	2326357023	2327451006	2327329046
2327478004	2327478002	2327428004	2327404014
2327478006	2335102013	2327451066	2327428020
2326355005	2327329047	2327427035	
2326355023	2327330002	2327452001	
2327326010	2335102005	2327451005	
2327326018	2335102015	2327452002	
2327326019	2335126002	2326351001	
2327329020	2326358013	2327428013	
2327428016	2335103002	2327403046	
2327326014	2335103018	2335103001	
2327428007	2327478005	2327451067	
2327403137	2327478001	2327404012	
2327403030	2335103019	2327404006	
2327428008	2335126001	2327404015	
2327451036	2335102004	2327404013	
2327452031	2326355002	2327452030	
2327403138	2326357029	2327428010	
2326355022	2335103003	2326351005	
2327453001	2335126003	2327428009	
2327326004	2327476008	2326351006	
2327326009	2327476009	2327427022	
2327452032	2327476010	2327403040	
2327326005	2327478003	2327428036	
2327330059	2335103021	2327330058	
2327330062	2335103012	2326355020	
2327428014	2335126004	2326357010	
2327326013	2327452033	2326355025	
2327326015	2327330063	2327427036	
2327404002	2335103015	2327427032	
2327330001	2335126010	2327428033	
2327404007	2327428006	2327326017	
2327403136	2326351002	2327428035	
2326351008	2327326006	2327427025	
2327428037	2327427026	2326355001	
2327403135	2326351009		



GRAND RIVER CORRIDOR VISION PLAN

2013