



**GRAND RIVER CORRIDOR IMPROVEMENT
AUTHORITY MEETING**
Thursday, December 8, 2022 – 8:00 a.m.
Conference Room A – City Hall
23600 Liberty Street
Farmington, MI 48335

AGENDA

1. **CALL TO ORDER**

2. **APPROVAL OF AGENDA**

3. **APPROVAL OF MINUTES**
 - A. **November 10, 2022 Minutes**

4. **2022-2023 GRAND RIVER CORRIDOR IMPROVEMENT AUTHORITY BUDGET AND CURRENT WORK PLAN PRESENTATION**

5. **DISCUSSION OF 2024-2029 CAPITAL IMPROVEMENT PROGRAM**

6. **2023 SCHEDULE OF CIA REGULAR BOARD MEETINGS**

7. **PUBLIC COMMENT**

8. **BOARD COMMENT**

9. **ADJOURNMENT**

**CITY OF FARMINGTON
GRAND RIVER CORRIDOR IMPROVEMENT AUTHORITY
MINUTES
November 10, 2022**

CALL TO ORDER

The Farmington Grand River Corridor Improvement Authority meeting was called to order at 8:08 a.m. by Vice Chairman Carron.

Members Present: Acceturra, Carron, Graham, O'Dell, Thomas
Members Absent: Bowman, King
Staff: Christiansen, Brzozowski

APPROVAL OF AGENDA

Motion by Graham, supported by Thomas to approve the agenda. Motion approved unanimously.

APPROVAL OF MINUTES

Motion by Acceturra, supported by Thomas to approve the October 20, 2022 minutes. Motion approved unanimously.

DISCUSSION OF CODE ENFORCEMENT ISSUES/ITEMS

Director Christiansen reviewed this item with the Board. New City of Farmington Code Enforcement Officer/Rental Housing Inspector Patrick Brzozowski discussed the City's current code enforcement efforts within the Grand River Corridor with the Board, including review of individual properties. The Board discussed and commented on the current code enforcement issues, asked questions, and discussed next steps, including following up on specific properties and code enforcement issues within the Corridor.

PUBLIC COMMENT

None.

BOARD COMMENT

None.

ADJOURNMENT AT 9:05 am

www.farmgov.com

33720 West Nine Mile Road
Farmington, Michigan 48335



Public Services Department

Telephone 248-473-7250
Fax: 248-473-7279

November 28, 2022

Notice of Informational Meeting

Dear Neighbors and Jurisdictions Impacted by City of Farmington Grand River Corridor Improvement Authority Tax Increment Finance (TIF) Capture:

Please join us for a public presentation on Thursday, December 8, 2022 at 8:00 am at Farmington City Hall. The notice of the meeting is posted on the City of Farmington website www.farmgov.com.

City of Farmington staff will present the approved Grand River Corridor Improvement Authority Budget and Work Plan for Fiscal Year 2021-2022, as required by State of Michigan Public Act 57.

Advanced questions may be directed to Kevin Christiansen, City of Farmington Planning and Building Department Director, at kchristiansen@farmgov.com.

Sincerely,

A handwritten signature in blue ink that reads "Kevin P. Christiansen". The signature is fluid and cursive, with a long horizontal line extending from the end.

Kevin P. Christiansen, AICP, PCP
Planning and Building Department Director

Latest News

Notice of Grand River Corridor Improvement Authority Informational Meeting

Dear Neighbors and Jurisdictions Impacted by City of Farmington Grand River Corridor Improvement Authority Tax Increment Finance (TIF) Capture:

Please join us for a public presentation on Thursday, December 8, 2022 at 8 a.m. at Farmington City Hall. The notice of the meeting is posted on the City of Farmington website www.farmgov.com. This information is contained in the Oct. 20, 2022 Grand River Corridor Improvement Authority meeting packet: <https://www.farmgov.com/getattachment/b57c24c2-e7e4-480c-8750-85bd30f56d7d/221013.aspx>.

City of Farmington staff will present the approved Grand River Corridor Improvement Authority Budget and Work Plan for Fiscal Year 2021-2022, as required by State of Michigan Public Act 57.

Advanced questions may be directed to Kevin Christiansen, City of Farmington Planning and Building Department Director, at kchristiansen@farmgov.com.

[All Latest News ...](#)

**CITY OF FARMINGTON
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. 08-11-134 adopted by the City of Farmington City Council on August 15, 2011 (amended by Resolution No. 12-11-212 on December 19, 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:

- a. Roll Call
- b. Approval of Agenda
- c. Approval of Minutes
- d. Unfinished Business
- e. New Business
- f. Public Comment
- g. Board Member Comment
- h. 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 Chairperson 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.

- a. 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.
- b. 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.
- c. 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. 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: Graham, King, Scott, Thomas

Approved By:

Amended:

CITY OF FARMINGTON
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SEVERABILITY

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Adopted By: Graham, King, Scott, Thomas
Approved By:
Amended:

RECODIFIED TAX INCREMENT FINANCING ACT (EXCERPT)
Act 57 of 2018

125.4910 Website; requirements.

Sec. 910. (1) Subject to subsection (5), each municipality that has created an authority or that creates an authority shall create a website or utilize the existing website of the municipality that is operated and regularly maintained with access to authority records and documents for the fiscal year beginning on the effective date of this act, including all of the following:

- (a) Minutes of all board meetings.
- (b) Annual budget, including encumbered and unencumbered fund balances.
- (c) Annual audits.
- (d) Currently adopted development plan, if not included in a tax increment financing plan.
- (e) Currently adopted tax increment finance plan, if currently capturing tax increment revenues.
- (f) Current authority staff contact information.
- (g) A listing of current contracts with a description of those contracts and other documents related to management of the authority and services provided to the authority.
- (h) An updated annual synopsis of activities of the authority. An updated synopsis of the activities of the authority includes all of the following, if any:
 - (i) For any tax increment revenues described in the annual audit that are not expended within 5 years of their receipt, a description that provides the following:
 - (A) The reasons for accumulating those funds and the uses for which those funds will be expended.
 - (B) A time frame when the fund will be expended.
 - (C) If any funds have not been expended within 10 years of their receipt, both of the following:
 - (I) The amount of those funds.
 - (II) A written explanation of why those funds have not been expended.
 - (ii) List of authority accomplishments, including progress made on development plan and tax increment finance plan goals and objectives for the immediately preceding fiscal year.
 - (iii) List of authority projects and investments, including active and completed projects for the immediately preceding fiscal year.
 - (iv) List of authority events and promotional campaigns for the immediately preceding fiscal year.
- (2) The requirements in subsection (1) are required for records and documents related to fiscal years as follows:
 - (a) For the fiscal year in which this act takes effect, the records and documents for that fiscal year.
 - (b) For the fiscal year 1 year following the effective date of this act, the records and documents for that fiscal year and the immediately preceding fiscal year.
 - (c) For the fiscal year 2 years following the effective date of this act, the records and documents for that fiscal year and the 2 immediately preceding fiscal years.
 - (d) For the fiscal year 3 years following the effective date of this act, the records and documents for the fiscal year and the 3 immediately preceding fiscal years.
 - (e) For the fiscal year 4 years following the effective date of this act and each subsequent fiscal year, the records and documents for the fiscal year and the 4 immediately preceding fiscal years.
- (3) The requirements of this section shall not take effect until 180 days after the end of an authority's current fiscal year as of the effective date of this act.
- (4) Each year, the board of an authority shall hold not fewer than 2 informational meetings. Notice of an informational meeting shall be posted on the municipality's or authority's website not less than 14 days before the date of the informational meeting. Not less than 14 days before the informational meeting, the board of an authority shall mail notice of the informational meeting to the governing body of each taxing jurisdiction levying taxes that are subject to capture by an authority under this act. As an alternative to mailing notice of the informational meeting, the board of the authority may notify the clerk of the governing body of each taxing jurisdiction levying taxes that are subject to capture by an authority under this act by electronic mail. The informational meetings may be held in conjunction with other public meetings of the authority or municipality.
- (5) If the municipality creating an authority does not have an existing website and chooses not to create a website under subsection (1), the municipality shall maintain the records described in subsection (1) at a physical location within the municipality that is open to the public.

History: 2018, Act 57, Eff. Jan. 1, 2019.

RECODIFIED TAX INCREMENT FINANCING ACT (EXCERPT)
Act 57 of 2018

125.4911 Capture of tax increment revenues; report by authority; contents; filing; compilation by department of treasury; submission to legislature; consultation with professional organizations.

Sec. 911. (1) Annually, on a form and in the manner prescribed by the department of treasury, an authority that is capturing tax increment revenues shall submit to the governing body of the municipality, the governing body of a taxing unit levying taxes subject to capture by an authority, and the department of treasury a report on the status of the tax increment financing account. However, an authority may submit by electronic means a report described in this subsection to the governing body of the municipality and the governing body of a taxing unit levying taxes subject to capture by the authority. The report shall include all of the following:

- (a) The name of the authority.
- (b) The date the authority was formed, the date the tax increment financing plan is set to expire or terminate, and whether the tax increment financing plan expired during the immediately preceding fiscal year.
- (c) The date the authority began capturing tax increment revenues.
- (d) The current base year taxable value of the tax increment financing district.
- (e) The unencumbered fund balance for the immediately preceding fiscal year.
- (f) The encumbered fund balance for the immediately preceding fiscal year.
- (g) The amount and source of revenue in the account, including the amount of revenue from each taxing jurisdiction.
- (h) The amount in any bond reserve account.
- (i) The amount and purpose of expenditures from the account.
- (j) The amount of principal and interest on any outstanding bonded indebtedness.
- (k) The initial assessed value of the development area or authority district by property tax classification.
- (l) The captured assessed value retained by the authority by property tax classification.
- (m) The tax increment revenues received for the immediately preceding fiscal year.
- (n) Whether the authority amended its development plan or its tax increment financing plan within the immediately preceding fiscal year and if the authority amended either plan, a link to the current development plan or tax increment financing plan that was amended.
- (o) Any additional information the governing body of the municipality or the department of treasury considers necessary.

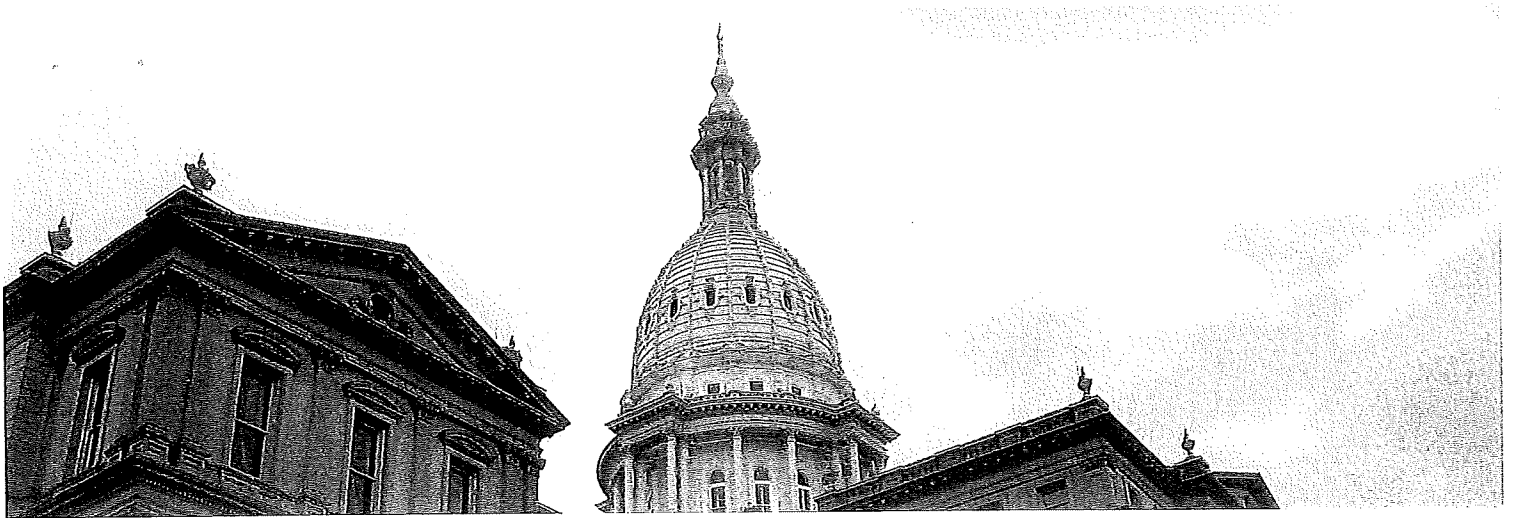
(2) The report described in subsection (1) shall be filed with the department of treasury at the same time as the annual financial report is filed with the department of treasury under section 4 of the uniform budgeting and accounting act, 1968 PA 2, MCL 141.424.

(3) The department of treasury shall collect the reports described in subsection (1) and annually compile a combined report that summarizes the information reported in subsection (1) and annually submit a copy of that combined report to each member of the legislature.

(4) The department of treasury shall consult with the professional organizations that represent municipalities in developing the reporting form described in subsection (1).

(5) The department of treasury shall consult with the professional organizations described in subsection (4) and finalize and publish the form described in subsection (1) not later than 60 days after the effective date of this act.

History: 2018, Act 57, Eff. Jan. 1, 2019.



INTRODUCTION

The Recodified Tax Increment Financing Act, 2018 PA 57 (the “Act”), was signed into law on March 15, 2018 to take effect on January 1, 2019. The Act consolidates the legislative authority to create and operate tax increment authorities (other than brownfield redevelopment authorities) into a single statute.

The Act imposes new, uniform reporting requirements on most authorities¹ and their related municipalities, new public informational meeting requirements, authorizes the Department of Treasury to enforce the Act, and prohibits authorities in breach of these reporting requirements from capturing tax increment revenues in excess of the amounts necessary to pay bonded indebtedness and other obligations of the authority for the period of noncompliance.

The new reporting and public informational meeting requirements are set forth below:

Send a Copy of the Plan to Treasury

When: No later than April 1, 2019

Why: MCL 125.4912

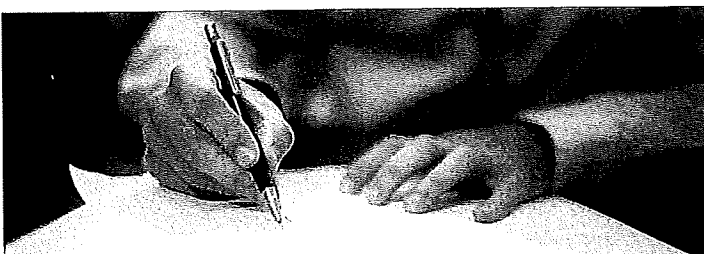
How: Authority must send a copy or an electronic mail link of its currently adopted development plan or its currently adopted tax increment finance plan, if separate from the development plan, to the Department of Treasury.

Hold Two Informational Meetings Annually

When: Biannually beginning January 1, 2019

Why: MCL 125.4910(4)

How: The board of an authority shall hold at least 2 informational meetings (which may be held in conjunction with other public meetings of the authority or municipality). Notice must be published on the municipality’s or authority’s website not less than 14 days before the date of the informational meeting. Notice must also be mailed not less than 14 days before the informational meeting by the authority to the governing body of each taxing jurisdiction levying taxes that are subject to capture. As an alternative to mailing notice, the authority may notify the clerk of the governing body of each taxing jurisdiction by electronic mail.



¹ These requirements apply to Downtown Development Authorities, Tax Increment Finance Authorities, Local Development Finance Authorities, Corridor Improvement Authorities, Water Resource Improvement Authorities, Neighborhood Improvement Authorities, and municipalities incorporating any one of these authorities.

Post-ITF Information on Municipal Website

When: 180 days after end of authority's current fiscal year as of Jan. 1, 2019

Why: MCL 125.4910(1)

How: The municipality must create a website or utilize the municipality's existing website with access to authority records and documents, including all of the following:

- (a) Minutes of all board meetings.
- (b) Annual budget, including encumbered and unencumbered fund balances.
- (c) Annual audits.
- (d) Currently adopted development plan, if not included in a tax increment financing plan.
- (e) Currently adopted tax increment finance plan, if currently capturing tax increment revenues.
- (f) Current authority staff contact information.
- (g) A listing of current contracts with a description of those contracts and other documents related to management of the authority and services provided to the authority.
- (h) An updated annual synopsis of activities of the authority. An updated synopsis of the activities of the authority includes all of the following, if any:
 - (i) For any tax increment revenues described in the annual audit that are not expended within 5 years of their receipt, a description that provides the following:
 - (A) The reasons for accumulating those funds and the uses for which those funds will be expended.
 - (B) A time frame when the fund will be expended.
 - (C) If any funds have not been expended within 10 years of their receipt, both of the following:
 - (i) The amount of those funds.
 - (ii) A written explanation of why those funds have not been expended.
 - (ii) List of authority accomplishments, including progress made on development plan and tax increment finance plan goals and objectives for the immediately preceding fiscal year.
 - (iii) List of authority projects and investments, including active and completed projects for the immediately preceding fiscal year.
 - (iv) List of authority events and promotional campaigns for the immediately preceding fiscal year.

Send Annual Report to Treasury, Municipality & Taxing Units

When: 180 days after the end of an authority's fiscal year

Why: MCL 125.4911(1)

How: An authority that is capturing tax increment revenues must submit a report, on a form to be provided by Department of Treasury, to the municipality, the governing body of each taxing unit levying taxes which are subject to capture by the authority, and the Department of Treasury. The report shall include all of the following:

- (a) The name of the authority.
- (b) The date the authority was formed, the date the tax increment financing plan is set to expire or terminate, and whether the tax increment financing plan expired during the immediately preceding fiscal year.
- (c) The date the authority began capturing tax increment revenues.
- (d) The current base year taxable value of the tax increment financing district.
- (e) The unencumbered fund balance for the immediately preceding fiscal year.
- (f) The encumbered fund balance for the immediately preceding fiscal year.
- (g) The amount and source of revenue in the account, including the amount of revenue from each taxing jurisdiction.
- (h) The amount in any bond reserve account.
- (i) The amount and purpose of expenditures from the account.
- (j) The amount of principal and interest on any outstanding bonded indebtedness.
- (k) The initial assessed value of the development area or authority district by property tax classification.
- (l) The captured assessed value retained by the authority by property tax classification.
- (m) The tax increment revenues received for the immediately preceding fiscal year.
- (n) Whether the authority amended its development plan or its tax increment financing plan within the immediately preceding fiscal year and if the authority amended either plan, a link to the current development plan or tax increment financing plan that was amended.
- (o) Any additional information the governing body of the municipality or the Department of Treasury considers necessary.

CITY OF FARMINGTON
FISCAL YEAR 2022-23 PROPOSED BUDGET

FUND 244 - CORRIDOR IMPROVEMENT AUTHORITY FUND

DESCRIPTION	2019-20 Actual	2020-21 Actual	2021-22 Amended Budget	2021-22 Projected Activity	2022-23 Manager Proposed
CORRIDOR IMPROVEMENT AUTHORITY FUND REVENUES					
PROPERTY TAXES					
PROPERTY TAXES, TIFA, REV	(658)	(4,282)	0	0	0
PROPERTY TAXES, TIFA	9,981	37,309	42,000	42,000	52,000
Total	9,323	33,027	42,000	42,000	52,000
FARMINGTON HILLS CONTRIBUTION					
FHILLS CONTRIBUTION	0	6,405	0	6,667	0
Total	0	6,405	0	6,667	0
OTHER REVENUE					
INVESTMENT INCOME	657	331	300	300	300
Total	657	331	300	300	300
TOTAL CORRIDOR IMPROVEMENT AUTH FUND REVENUES	9,980	39,763	42,300	48,967	52,300
CORRIDOR IMPROVEMENT AUTHORITY FUND EXPENDITURES					
CONTRACTUAL SERVICES	0	19,607	40,000	20,000	60,000
Total	0	19,607	40,000	20,000	60,000
TOTAL CORRIDOR IMPROVEMENT AUTH FUND EXPENDITURES	0	19,607	40,000	20,000	60,000
Surplus/(Deficit)	9,980	20,156	2,300	28,967	(7,700)
BEGINNING FUND BALANCE	32,901	42,881	63,037	63,037	92,004
ENDING FUND BALANCE	42,881	63,037	65,337	92,004	84,304

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BUDGET REPORT FOR CITY OF FARMINGTON
 Fund: 244 CORRIDOR IMPROVEMENT AUTHORITY FUND
 Calculations as of 03/31/2022

GL NUMBER	DESCRIPTION	2019-20 ACTIVITY	2020-21 ACTIVITY	2021-22 AMENDED BUDGET	2021-22 ACTIVITY THRU 03/31/22	2021-22 PROJECTED ACTIVITY	2022-23 DEPT REQ BUDGET
ESTIMATED REVENUES							
Dept 000.00			(4,282)	0	0	0	0
244-000.00-403.001	PROPERTY TAXES, TIFA, REV	(658)	37,309	42,000	42,076	42,000	52,000
244-000.00-403.007	PROPERTY TAXES, TIFA	9,981	6,405	0	0	6,867	0
244-000.00-580.000	SHILLS CONTRIBUTION	0	331	300	112	300	300
244-000.00-664.000	INVESTMENT INCOME	657					
	Totals for dept 000.00 -	9,980	39,763	42,300	42,188	49,967	52,300
	TOTAL ESTIMATED REVENUES	9,980	39,763	42,300	42,188	49,967	52,300
APPROPRIATIONS							
Dept 000.00			19,607	40,000	9,584	20,000	60,000
244-000.00-818.000	CONTRACTUAL SERVICES	0				0	40,000
PROPERTY ACQUISITION CONSULTANT- SOLVE, WINERY, VIOLET STREET						10,000	20,000
ANALYSIS OF PROPERTIES						10,000	0
ORX						20,000	60,000
	Totals for dept 000.00 -	0	19,607	40,000	9,584	20,000	60,000
	TOTAL APPROPRIATIONS	0	19,607	40,000	9,584	20,000	60,000
NET OF REVENUES/APPROPRIATIONS - FUND 244							
	BEGINNING FUND BALANCE	9,980	20,156	2,300	32,604	28,967	(7,700)
	ENDING FUND BALANCE	32,901	42,881	63,038	63,038	63,038	92,005
	ENDING FUND BALANCE	42,881	65,037	65,338	95,642	92,005	84,305

**CITY OF FARMINGTON
GRAND RIVER CORRIDOR IMPROVEMENT AUTHORITY
2021-2022 WORK PLAN**

Buildings and Grounds:

- Soave Property/Delux Cleaners
- Grand River East Properties
- Grand River & Violet Property
- The Winery
- Farmington Plaza
- Paramount Health Care
- Chicken King

Sidewalks and Streetscapes:

- Grand River Streetscape

Recreation/Culture:

- Grand River East Entrance/Gateway (What? Where?)

Planning:

- Grand River Corridor Improvement Authority Vision Plan Update 2022 Implementation
- Code Enforcement

FARMINGTON CIA TIF EXEC. SUMMARY

Need:	General Decline in Property Values, aging structures, lack of cohesion and identity. Lack of Pedestrian crossings (5 in a 3 mile length).
Size of District:	99.3 acres of 460 acres total
Length of Corridor:	1.08 miles
Term of TIF Plan:	20 years, 2014-2034
Percent of Capture:	50% of new taxes
Total Estimated Capture over 20 years:	\$1,588,389
Total Estimated County Capture over 20 years:	\$284,015
Annual Growth Assumption:	3% increase per year
Base Value (2013)	\$15,936,450
Capture Amount (2034)	\$7,299,718

MEETING SUMMARY

Date	Action	Community
Spring 2009	Joint FH & F City Council Budget Study Session: identifies interest in CIA along Grand River	FH & F
Winter 2009	Awarded grant from Land Information Access Association (LIAA) to lay ground work for Grand River revitalization	FH & F
Feb 2010 – Feb 2011	Community holds six (6) stakeholder meetings	FH & F
Oct 2011	CIA created	F
Dec 2011	Inter-governmental agreement adopted	FH & F
Mar 2012	Joint CIA Board first meeting	FH & F
Oct 2012	Vision Plan kick-off	FH & F
Dec 2012	Joint Planning Commission meeting	FH & F
Jan 2013	Community Visioning Summit	FH & F
Mar 2013	GR Vision Open House	FH & F
May 2013	Joint Planning Commission Meeting	FH & F
Aug 22, 2013	Joint CIA Board adopts Vision Plan	FH & F
Sept. 9, 2013	Planning Commission endorses draft Corridor Vision Plan	F
Sept. 16, 2013	City Council Accepts Corridor Vision Plan	F
October, 2013	City kicks off CIA Development and TIF Plan development	F
March 2014	CIA Board Adopts Development and TIF Plan	F
	City Council Adopts Development and TIF Plan	F
May 8, 2014	CIA Board begins refinement of zoning overlay district	F
Sept. 8, 2014	Joint meeting with City Council, PC and CIA to discuss overlay	F
Sept. 22, 2014	Planning Commission public hearing on overlay district	F

GRAND RIVER CORRIDOR VISION PLAN SUMMARY

The Grand River Corridor Vision Plan lays out a broad vision for the redevelopment of the Grand River Corridor. The Grand River CIA Boards needed to better understand the challenges of the area and the Community's aspirations for the Corridor. The document serves as the foundation for the efforts of the two CIAs and will guide the prioritization of resources.

Elements of the Vision Plan

- Existing Conditions: Describes the nature of the existing Corridor and identifies some of its challenges.
- Public Involvement: Outlines the observations of the community and its wishes.
- Vision: The desired outcome of the corridor expressed in simple terms.
- Development Principles: Statements of purpose that describe the desired direction of future growth.
- Future Land Use/Priority Development Areas: Lays out a preferred land use that helps achieve the Corridor Vision with a focus on four (4) Priority
- Development Areas. These areas were identified as the best opportunities for catalytic redevelopment along the Corridor.
- Recommendations: Details recommendations for transportation and zoning changes.
- Implementation: Outlines the objectives needed to achieve each development principle.








Development Principles

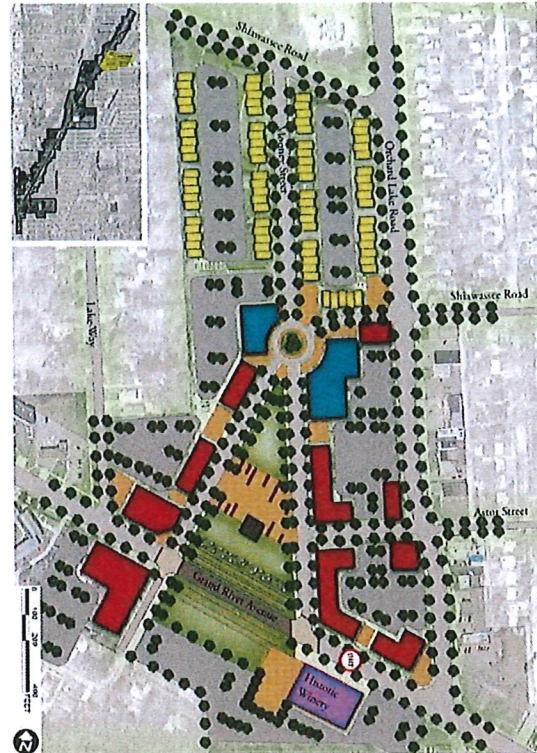
1. **COMMUNITY IMAGE AND CHARACTER** High-quality architecture and urban design elements/treatments will create a signature environment along the corridor
2. **MOBILITY** The corridor will allow for a safe and enjoyable environment for walking and biking, public transit, and automobiles for people of all ages and abilities with minimal conflicts among users
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
4. **REDEVELOPMENT** The economic success of the corridor will be enhanced by supporting a balance of retail, office, institutional, and housing in a vibrant and integrated development pattern
5. **NEIGHBORHOODS AND HOUSING** A variety of housing options will be promoted
6. **NATURAL ENVIRONMENT** Future growth and development will respect, enhance, complement and integrate the river corridor
7. **PUBLIC SPACE** Design of new public spaces will encourage community gathering and outdoor activity
8. **SUSTAINABILITY** Future growth and development in the corridor will follow best management practices in environmentally planning and construction

Focus Areas

Of the four focus areas identified in the Corridor Vision Plan, one is located in the City of Farmington. The Grand River North Focus Area is centered on an aging shopping center located on the north side of Grand River Avenue just west of Orchard Lake Road. The site contains a strip commercial center that is in need of significant building and site upgrades. The Vision Plan calls for mixed-use redevelopment in a more urban form, but such that will still provide convenience commercial uses that will not compete directly with Downtown Farmington.

Site Data

Approx. Site Area:	+/- 29 acres
 Office:	+/- 90,000 sq. ft.
 Mix of Uses:	+/- 86,500 sq. ft. (commercial, office, residential)
 Residential:	80 units
 Park Space	+/- 3.25 acres
 Transit Stop	
 Hardscaping	
 Parking:	+/- 940 spaces, 120 on-street



DEVELOPMENT PLAN REVIEW

Development Plan Overview

The City of Farmington plans to use the Grand River Corridor CIA to revitalize the existing business district and create an inviting place for residents, visitors and shoppers in the area. The CIA has established the district and developed a Vision Plan that identifies public and private improvements necessary to prevent or correct deterioration in the corridor and encourage new private investment.

The efforts of the plan will eventually lead to improved economic viability and increased property values throughout the district. This increase in value, and associated tax revenues, will eventually benefit all taxing agencies, including those for which tax increment revenues are planned to be captured through the duration of the TIF Plan. It should be noted that, without the CIA tax capture and resulting reinvestment in the district, the corridor is likely to continue to suffer from economic and property value decline, which can lead to diminishing property value and tax revenues. The efforts of the CIA is therefore intended to reverse this trend and work toward a more stable long-term tax base for all agencies.

Proposed Improvements

During development of the Grand River Corridor Vision Plan, a variety of strategies was developed to encapsulate the necessary changes and initiatives that need to be made in order to see the Plan to fruition. While the following list does not include every project that may be needed to achieve success, it summarizes the key aspects under review at the time this Plan was developed. From the following list, the prioritized project list, included in the next section, was created:

- Redesign the Grand River split to M-5
- Develop a nature trail or multi-use pathway along the river
- Build on existing sites like the winery site or those with river views
- Explore Grand River Road Diet
- Improve pedestrian road crossings at key locations
- Allow mixed use buildings
- Create a green development incentive program
- Develop a detailed transportation plan
- Ensure adequate public amenities, recreational facilities and parks
- Develop public gathering areas
- Encourage green design principles
- Create a streetscape design
- Improve the environment for transit
- Develop incentives package
- Develop a logo and brand theme
- Bury utility lines
- Plant gardens and landscaping to enhance gateways

Final Projects in Development Plan

The list of projects in the Development Plan was based on the Grand River Corridor Vision Plan. It is intended to encapsulate the highest priority improvements. It is expected that this list will evolve as experience of the CIA grows, conditions change within the development area, and additional opportunities arise.

PROJECT	ESTIMATED COST
Zoning Update	\$3,500
Logo and Branding (Base Marketing Materials)	\$12,000
Catalytic projects (land acquisition, partnerships, marketing)	TBD
Transportation Study	\$100,000
Streetscape Plan	\$30,000
Pedestrian Crossings (Power and Orchard Lake)	TBD
Park Assessment Plan (Orchard Lake Focus Area Open Space)	\$29,500
Gateway Enhancement	\$40,000
Nature Trail	TBD

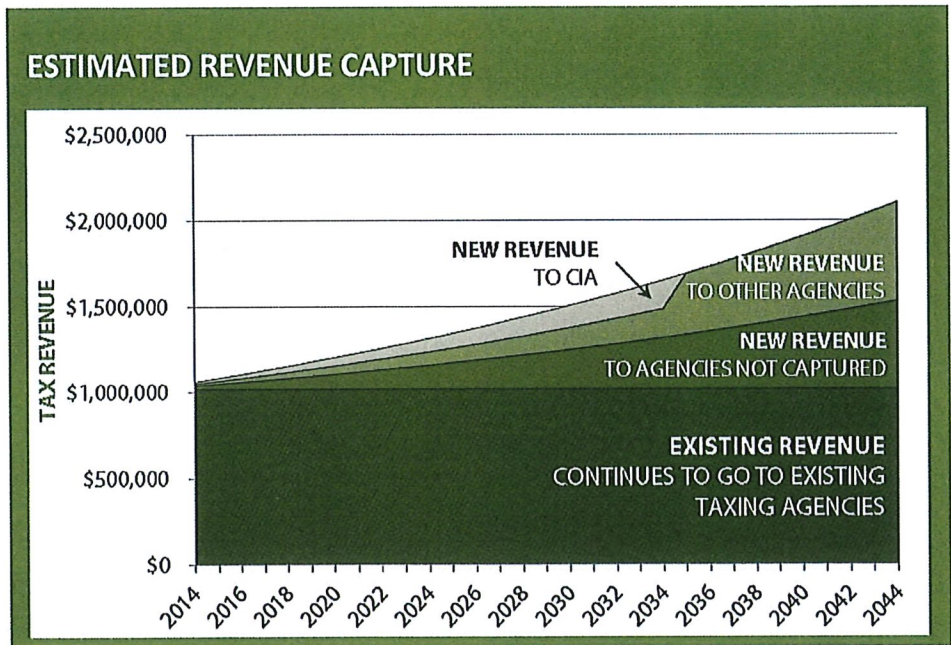
TIF PLAN REVIEW

The Farmington TIF Plan estimates the revenue that it can expect to receive from tax capture. The City of Farmington plans to leverage tax increment revenue through use of an array of other redevelopment incentives.

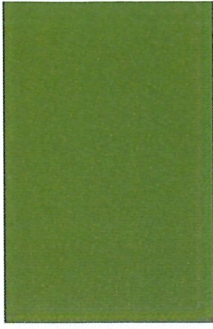
- Special assessment districts
- Grants
- Commercial rehabilitation districts
- City staff assistance
- Redevelopment readiness
- Expedited review

TIF SUMMARY	
Base Value (2013)	\$15,936,450
Millage Captured	23.4331
Millage Not Captured	40.684
2014 CIA Revenue	\$11,085

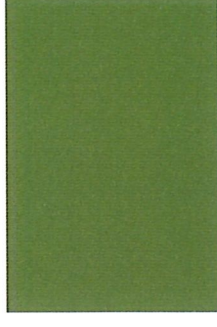
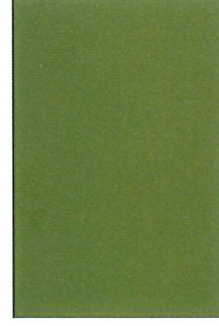
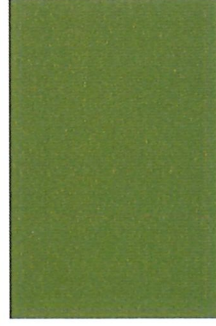
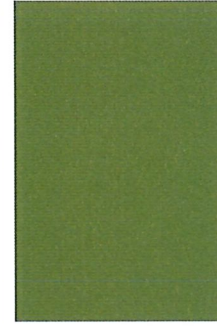
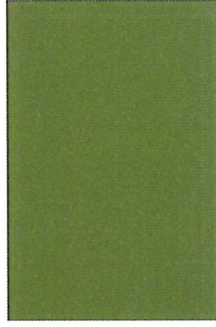
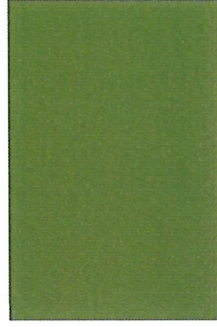
In addition, recognizing that most taxing agencies are budget-conscious today, the City plans to capture only 50% of potential tax increment revenue. This will allow taxing agencies to reap some increased tax revenue as property values increase, but still provide for meaningful capture that will allow the CIA to accomplish some of the projects in the Development Plan.



Grand River Corridor Improvement Authority Development & TIF Plan



City of Farmington
12/16/2014



City of Farmington
12/16/2014

ACKNOWLEDGEMENTS

The Grand River Corridor Improvement Authority was established in 2013, pursuant to the Corridor Improvement Authority Act (Act 280 of 2005). The purpose of the Authority is to develop a strategy for revitalization of the Grand River Avenue Corridor in the City of Farmington.

For their vision and development of this plan, the following community leaders are recognized:

<p>City of Farmington CIA Board:</p> <p>Tony Anthony Tom Buck Dr. David Carron Paul King, Chair Jeff Scott Patrick Thomas Jim Smith</p>	<p>City of Farmington Staff:</p> <p>Vincent Pastue, City Manager Kevin Christiansen, Community and Economic Development Director</p>
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This plan was prepared with assistance from LSL Planning, Inc.



The projects in this plan are based on the findings and recommendations from the Grand River Corridor Vision Plan. For their leadership in developing that document, the City of Farmington wishes to acknowledge OHM Engineering Advisors:



The Grand River Corridor Vision Plan was a joint effort between the Cities of Farmington and Farmington Hills. To recognize their collaboration and involvement in this project from its inception, the following partners from the City of Farmington Hills are recognized:

<p>City of Farmington Hills CIA Board:</p> <p>Teresa Brazzle Barry Brickner Spencer Brown, Chair Michael Gendjar Susan Haight Jasdeep Mann</p>	<p>City of Farmington Hills Staff:</p> <p>Steve Brock, City Manager Nate Geinzer, Assistant to the City Manager Marc Stec, City Planner</p>
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ADOPTED BY CORRIDOR IMPROVEMENT AUTHORITY BOARD: _____
 ADOPTED BY FARMINGTON CITY COUNCIL: _____

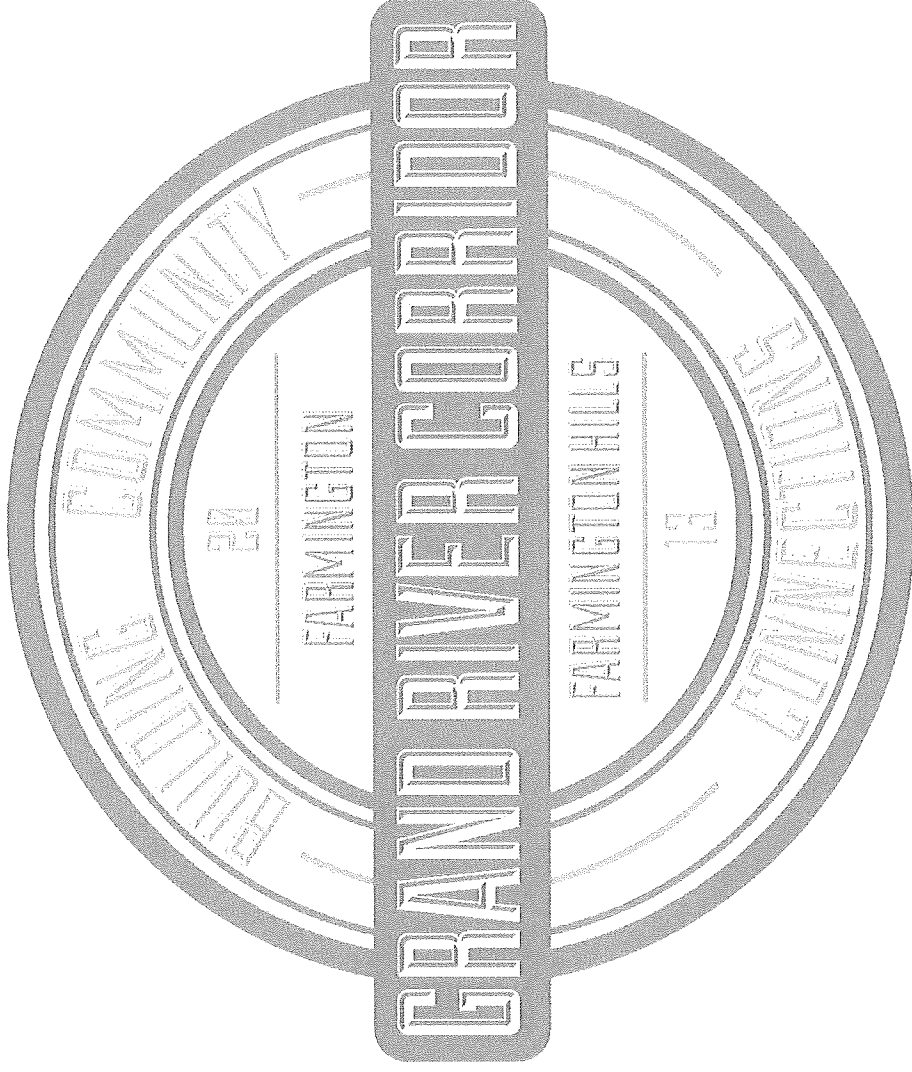
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INTRODUCTION



INTRODUCTION TO THE GRAND RIVER CORRIDOR

In 2009, the Cities of Farmington and Farmington Hills identified a need to work collaboratively to re-energize the Grand River Corridor from 8 Mile Road in Farmington Hills to Mayfield Road in Farmington. After completing their respective master plans, both communities identified a need for further planning along the Corridor.

Since adopting their Master Plans, each City has established a Corridor Improvement Authority (CIA) to address their respective segments of the corridor. While statutorily, both Authority Boards must work independently, to achieve the best results, both communities agreed that they need to work cooperatively to create a consistent vision for the Corridor and establish a shared plan to implement that vision.

PURPOSE OF THIS PLAN

The Grand River Corridor Vision Plan was adopted in September 2013, and provides a guide for future growth and development, including capital improvements. The purpose of this Development and Tax Increment Financing Plan is to implement the recommendations presented for the portion of the Corridor located in the City of Farmington.

In that regard, this Plan sets forth the various tools the City may use to accomplish the identified projects.

FARMINGTON'S APPROACH

Ordinarily, Tax Increment Financing Plans are developed to provide the primary or sole source of financing for improvements in the district.

The City of Farmington is committed to diversifying the list of tools used to achieve success, so that not all projects will require public / TIF financing.

However, development of a CIA is necessary to achieve successful redevelopment of the Grand River Corridor, in part because of legislative restrictions that limits the municipality's ability to broker land deals and facilitate partnerships with private businesses and property owners.

The City and the CIA will work together to leverage TIF financing by using any number of the following tools, either individually or in combination:

SPECIAL ASSESSMENT DISTRICTS

The City can establish a district within which improvements can be made at the City's expense, with a repayment schedule

that will be paid as part of each beneficiary's tax bill.

GRANTS

The City actively pursues grants for street improvements (MDOT), brownfield redevelopment (MEDC), historic preservation (MSHPO), parks and recreation (MDNR) and other improvements throughout the City. Where possible, these resources will be used to fund relevant improvements within the corridor.

COMMERCIAL REHABILITATION DISTRICTS

The City is enabled by State legislation to approve a CR District where the property value is frozen at the value on the date the district is created, and will not increase until a date specified by the City.

CITY STAFF ASSISTANCE

The City is staffed with a variety of experts eager to assist with redevelopment projects. The City, with the help of the Corridor Improvement Authority, can organize meetings between property owners, help to assemble or acquire land, perform technical studies and market analyses, or provide financing assistance on a variety of projects.

REDEVELOPMENT READINESS

The City of Farmington maintains a positive attitude toward redevelopment. Redevelopment and change are necessary to a revitalization of the corridor; therefore,

City officials understand that increased density, alternative development concepts or unique, creative alternatives to the status quo may be necessary to implement the vision for the district. To that end, the City has streamlined its development review process, often working with applicants to ensure a smooth approval process. It has also incorporated many modern concepts in the ordinance, such as a PUD option that provides incentives for projects that achieve the City's vision; and more business-friendly non-conforming and re-use policies.

EXPEDITED REVIEW

In many ways, the City already expedites redevelopment projects – allowing for pre-application meetings, administrative approval and sketch plan reviews. Additional ways to expedite redevelopment in the district are being explored and will likely be implemented as part of the priority projects recommended in this Plan.

DESIGNATION OF BOUNDARIES

The overall Grand River Corridor includes 460 acres of land, and three miles of Grand River Avenue. The portion in Farmington represents 99.3 acres and 1.08 miles of Grand River Avenue. The boundaries of the entire Grand River Corridor and the limits of the Farmington Corridor Improvement Authority is shown to the right.



NEED FOR A CORRIDOR IMPROVEMENT AUTHORITY

The Grand River Avenue Corridor is a historically significant corridor that traverses southern Oakland County. In its heyday, it provided an array of commercial and service uses to residents within the region. However, as highway systems have evolved, modern shopping centers developed, and transportation patterns shifting, the corridor has been plagued by a general decline in property values. These are due in part to a number of challenges, including parcel sizes and configurations, transportation routes, aging structures, and generally a lack of cohesion and identity.

During development of the Grand River Corridor Vision Plan, members of the business community and the public were invited to provide their observations of the corridor. Through that process, and through numerous meetings with a CIA Task Force and each local Planning Commission, the following more specific needs arose:

- ▶ Define and promote economic development
- ▶ Improve the streetscape
- ▶ Strengthen surrounding neighborhoods

- ▶ Enhance connections within the Corridor, and connect to areas adjacent to the Corridor
- ▶ Improve the image/character
- ▶ Improve access for walking and biking
- ▶ Utilize existing assets
- ▶ Create places for gathering/entertainment

POWERS OF THE AUTHORITY

According to the Act, the CIA Board has the authority to do any of the following:

- ▶ Economic analyses.
- ▶ Growth impact studies and analysis.
- ▶ Plan for and construct, renovate, repair, remodel, rehabilitate, restore, preserve, or reconstruct a public facility, an existing building, or a multiple-family dwelling unit.
- ▶ Improve public facilities within the development area to comply with barrier free design requirements.
- ▶ Develop long-range plans, in cooperation with the agency that is chiefly responsible for planning in the municipality.
- ▶ Develop or redevelop property.
- ▶ Make and enter into contracts.
- ▶ Acquire, 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.
- ▶ Improve land and construct, reconstruct, rehabilitate, restore and preserve, equip, improve, maintain, repair, and operate any building, including multiple-family dwellings.
- ▶ Fix, charge, and collect fees, rents, and charges for the use of any facility, building, or property under its control.
- ▶ 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.
- ▶ Conduct 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.
- ▶ Perform site improvements.
- ▶ Incur expenses and expend funds to pay or reimburse a public or private person for costs associated with any of the improvements.
- ▶ Make and enter into financing arrangements with a public or private person.

PHYSICAL CORRIDOR CONDITIONS



EXISTING LAND USE

A land use analysis of the study area was conducted and focused on housing, retail, office, and institutional uses. The goal of this task was to establish baseline data of current land uses against anticipated market trends in the study area.

The existing land use conditions in the Corridor were largely a result of Grand River Avenue's historical roots as a primary arterial roadway radiating from Detroit. As a result, over time, the Corridor has been home to a variety of land uses including industrial, housing, and commercial and neighborhood services.

Today the Corridor can be characterized as commercial with hubs of institutional, housing, and office uses. The existing land uses within the development area are shown on the Existing Land Use Map.

LAND USE

KEY FINDINGS

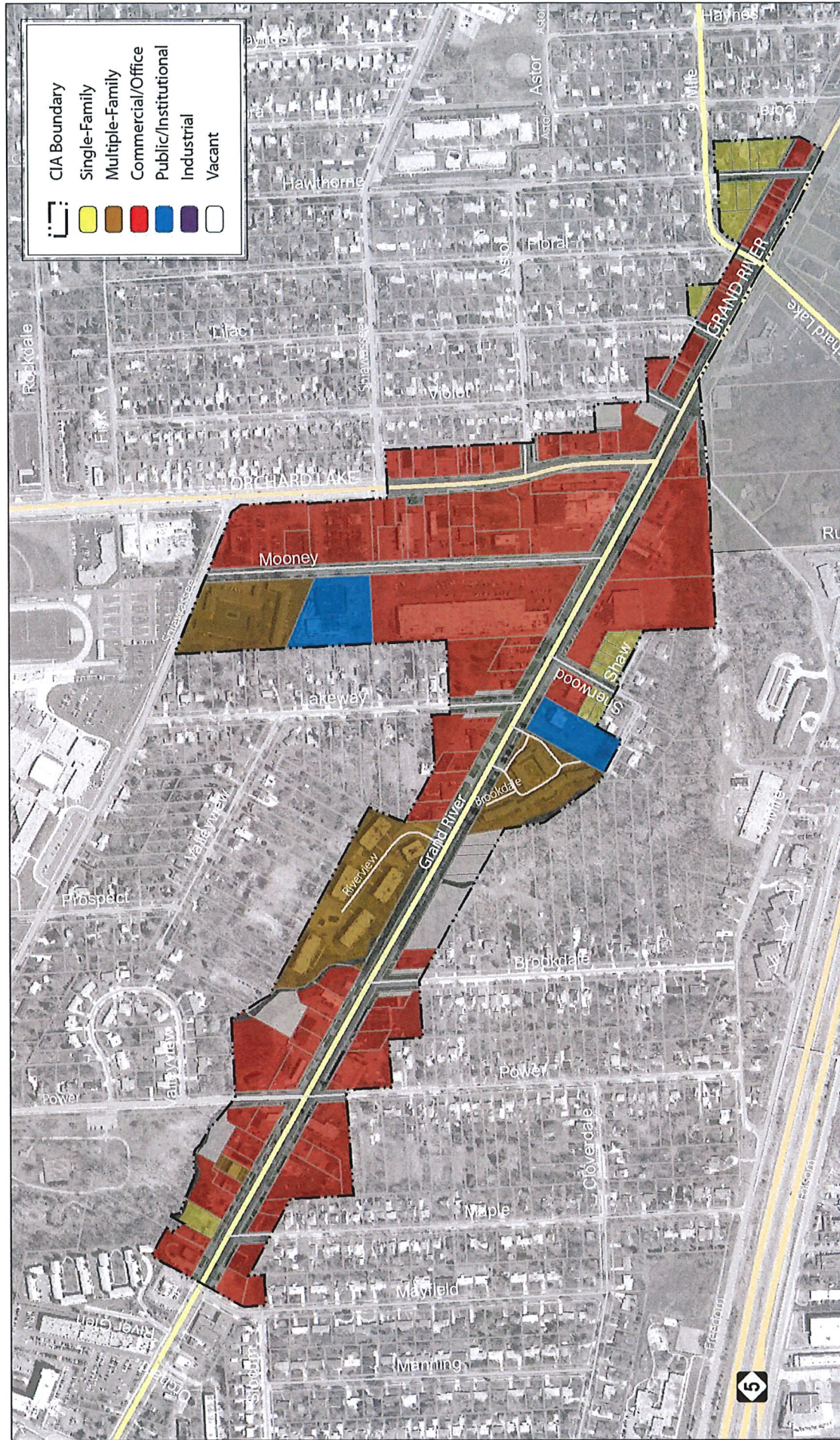
- ▶ Large areas of the Corridor are retail or vacant land creating opportunities for redevelopment and integration of a variety of land uses.
- ▶ There is a large volume of commercial/ retail related uses in the Corridor and the region that limits the competition for commercial space and in turn drives down rents and values.
- ▶ Lot sizes vary from short shallow lots to larger commercial super centers. The small shallow lots present some challenges from a redevelopment perspective because they do not easily accommodate a variety of building types and sizes.
- ▶ There is currently no class A office space that creates an opportunity for new office product, specifically along M-5.
- ▶ Quality public spaces do not exist in any significance along the Corridor.
- ▶ There are a number of entertainment-type land uses in the Corridor that are aging but are valued by the community.

EXISTING ZONING

Zoning along Grand River Avenue include a variety of residential, commercial and industrial districts scattered along the corridor. Existing zoning is shown on the Zoning Map.

- ▶ C2, Community Commercial
- ▶ C3, General Commercial
- ▶ R4, Multiple-Family Residential (1 bedroom)
- ▶ R3, Multiple-Family Residential
- ▶ R1P, Single-Family Parking
- ▶ O5, Office Service

One of the goals of this plan is to revise the zoning ordinance to encourage development consistent with the Grand River Corridor Vision Plan and do encourage redevelopment using a streamlined review approach.



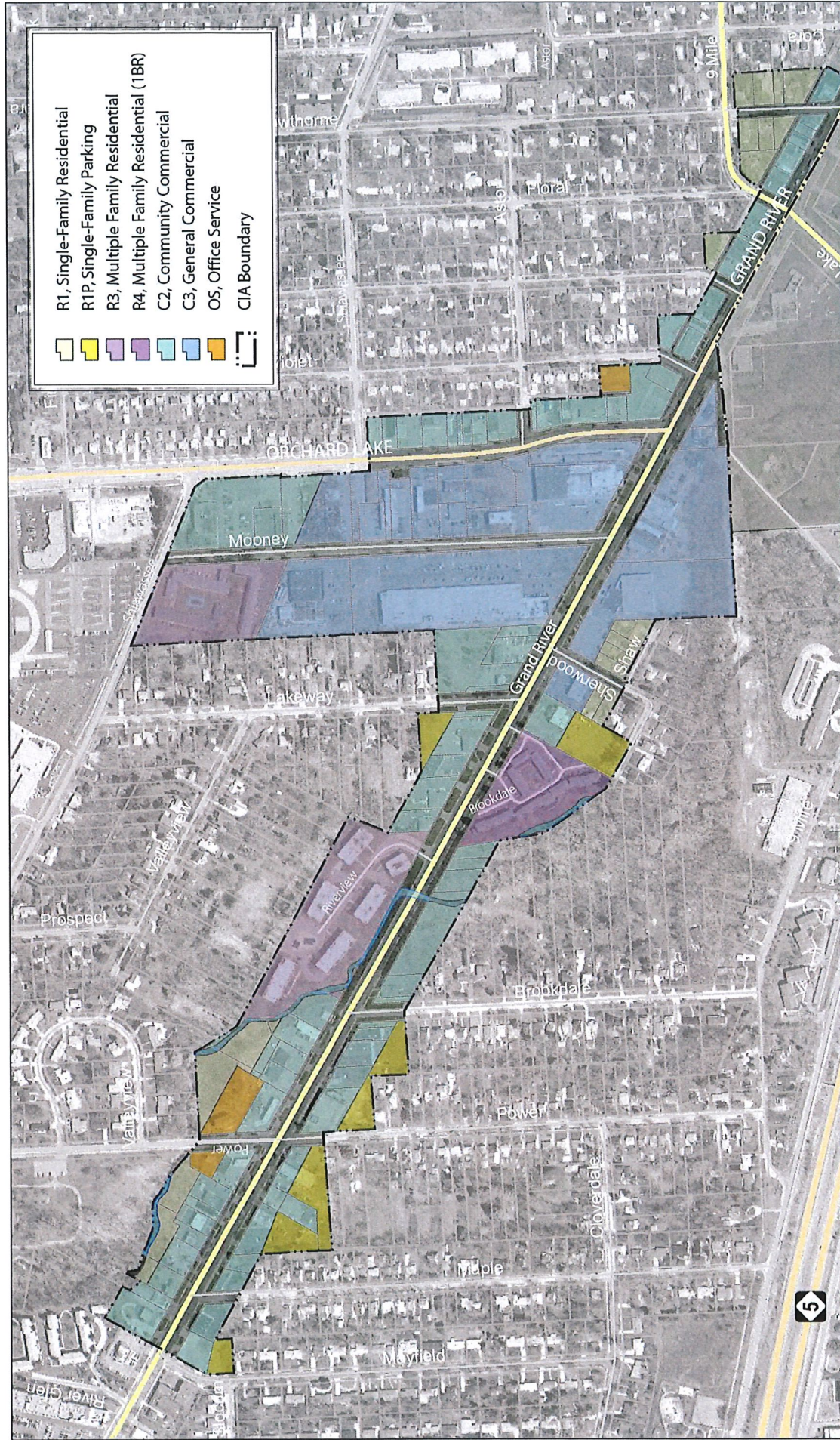
	CIA Boundary
	Single-Family
	Multiple-Family
	Commercial/Office
	Public/Institutional
	Industrial
	Vacant

Existing Land Use

Draft: January 2014

Corridor Improvement Authority/Tax Increment Financing Plan
 City of Farmington, MI





	R1, Single-Family Residential
	R1P, Single-Family Parking
	R3, Multiple Family Residential
	R4, Multiple Family Residential (TBR)
	C2, Community Commercial
	C3, General Commercial
	OS, Office Service
	CIA Boundary

Draft: January 2014



Future Land Use

Corridor Improvement Authority/Tax Increment Financing Plan
City of Farmington, MI



PHYSICAL CONDITIONS

NATURAL AMENITIES

The Rouge River offers an excellent opportunity for development along the Corridor, creating a dense tree canopy that extends from Downtown Farmington through the length of the study area and past Eight Mile Road. Because areas adjacent to waterways are often highly desirable for residential and light commercial land uses, these properties should leverage the river and tree canopy as a unique amenity. The addition of walking or biking trails along the river corridor would be a great opportunity to provide recreation for the community, as well as establishing a safe, walkable connection to properties throughout the Corridor.

PEDESTRIAN CONNECTIVITY

The three-mile stretch of Grand River Avenue study area contains a total of just five pedestrian crossings that connect the north and south sides of the street. Pedestrian crossings spaced at such large distances make it very difficult for people to access many of the businesses and properties along the Corridor. Pedestrians in some areas of the Corridor could walk up to one half mile just to reach a street crossing. In addition, the width of the street (four lanes per direction of travel) and volume of traffic to the south of the

interchange make crossing the street in this area both difficult and unsafe.

PHYSICAL CONDITIONS
KEY FINDINGS

- ▶ Dominated and segregated by existing roadway design
- ▶ Retail dominated district
- ▶ Real and perceived vacancies
- ▶ Northwest area of interchange largely underutilized
- ▶ Multiple gateways
- ▶ Access management and traffic flow issues
- ▶ Large expanse of area between current pedestrian crossings (one mile)
- ▶ Limited public transit opportunities
- ▶ Fragmented corridor character

secondary gateways are evident throughout the Corridor, including the intersections of Grand River Avenue at Orchard Lake Road, Nine Mile Road and Middlebelt Road. These secondary gateways should convey the entry into the commercial corridor from the surrounding residential districts.

CHARACTER

Development along the Corridor has occurred throughout the past several decades in an uneven and inconsistent pattern. The Corridor currently supports a mixture of land uses and buildings of various architectural styles, quality, sizes and ages. While portions of the Corridor have received substantial investment throughout the years, effort should be made to address blighted properties and increase the overall quality and aesthetics within the district.

PARKING

The Grand River Avenue Corridor developed around the automobile and thus parking is a necessary consequence. Segregated land uses that provide enough parking for peak demand create large areas of parking that may be fully utilized only several days out of the year, if ever. Shared parking and access agreements, reductions in minimum parking requirements, and arrangements of complementary land uses are all recognized ways to reduce the burden of parking on landowners.

GATEWAYS

Gateways are an effective way to signal the entry into an area or district and reinforce the brand/ image of a place. Three primary gateways are present within the Corridor, with a large majority of the traffic along Grand River Avenue entering and exiting through one of these areas. These gateways are the first areas residents and visitors experience when entering the Corridor and provide an opportunity to make a positive impression and experience. Several

TRANSPORTATION NETWORK

The system of roads within the district generally functions around Grand River Avenue. Key intersecting roads include Power Road, Orchard Lake Road North, Orchard Lake Road South, and Tuck Road. To the immediate east and south of the study area is the M-5 Freeway.

Grand River Avenue carries the greatest volume of traffic than any other surface road in the City. The portion of Grand River in Farmington is situated between two interchanges with the M-5 freeway. The study area for this plan generally addresses the eastern half of the corridor.

Historically, Grand River Avenue was planned to be a part of the I-96 highway route. In the late-1940s and 1950s, Grand River Avenue was identified by the Michigan State Highway Department as M-16, and was later petitioned to be renamed as the I-96 Business Loop.

As with many historic arterial corridors, Grand River Avenue now serves a different function than it did when the City originally developed. Much traffic has shifted to the M-5 freeway during peak travel hours, which has resulted in a wide, 5-lane corridor throughout the study area. While this size was necessary to carry the once high volumes within the City, and enhancements to other transportation corridors, has lowered traffic volumes. Today, vehicular

traffic within the corridor operates well and experiences very little congestion. Non-motorized facilities are present, but not as inviting as they could be. Sidewalks run the length of the corridor, but are generally only five feet in width, and in some locations, are located adjacent to the vehicular portion of the street.

An assessment of vehicular traffic conditions based on available data and observations was conducted as part of the Grand River Corridor Vision Plan. The purpose was to identify issues involving circulation/network, safety, connectivity, or access management, and to what degree they may influence future development in the Corridor.

The results of the assessment showed the existing level of service in the study area was typically rated at an A or B level, primarily allowing for free flowing traffic with little to no delays.

The traffic assessment was also performed to understand the current levels of service along Grand River Avenue and explore the potential for a future road diet. A road diet is a concept that reconfigures multiple-lane roads into fewer travel lanes. Road diets are most often implemented on four-lane "prime connector" and "arterial corridors" with traffic volumes low enough (generally 18,000 – 20,000 vehicles per day or less) and where the conversion is expected to

maintain acceptable levels of service, both along the street, and at key intersections.

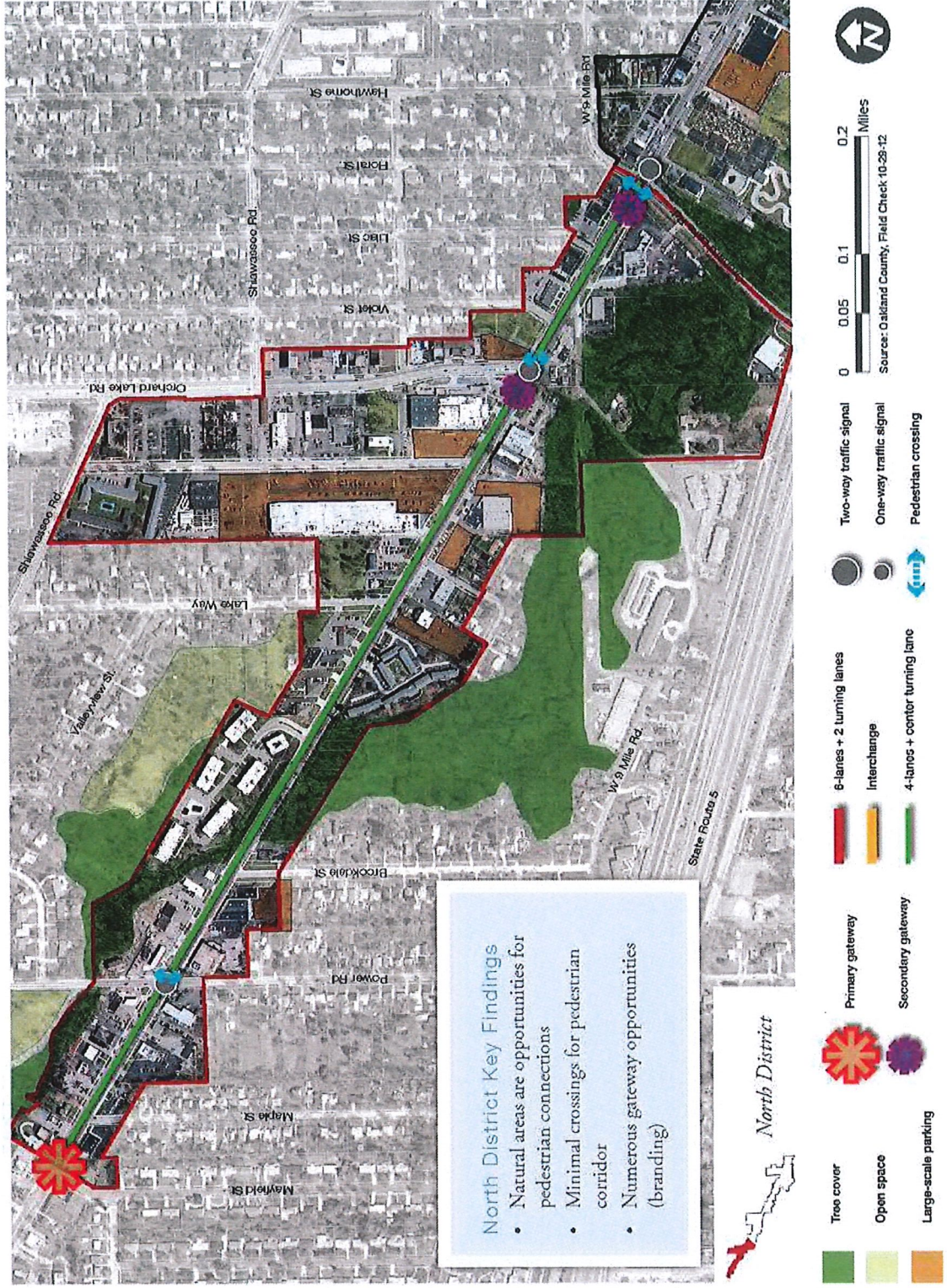
Often, road diets are used to narrow roads with extra vehicle carrying capacity by converting vehicular travel lanes into bike lanes, on-street parking, landscaping, and/or sidewalks.

The road diet analysis conducted for Grand River showed that, aside from one location, traffic along the corridor would continue to operate at acceptable Levels of Service (LOS). The LOS between the two traffic signals at the Orchard Lake Road split dropped to a LOS D and LOS E, which are considered to be very unstable flow. A road diet could be considered for the majority of the corridor, but some additional study and analysis would be required. In addition, alternatives such as maintaining the current road configuration or use of intersection redesigns at the Orchard Lake Road intersections should be explored.

OPEN SPACE AND UNDEVELOPED AREAS
There are very few vacant sites along the corridor that are not constrained by natural features. Therefore, there are no specific parcels identified to remain as open space. A goal of this plan is to encourage inclusion of public plazas and open spaces within the larger redevelopment projects. The City or CIA may purchase land for such purposes in the future, but presently, no dedicated

parks or open spaces exist within the development area.

The image to the right, from the Grand River Corridor Vision Plan, summarizes the physical form observed in the development area.



PUBLIC INVOLVEMENT

Public outreach and engagement was a critical step in the planning process. A realistic and implementable plan must be guided by the goals and aspirations of the community. The public engagement process for the Grand River Corridor Vision Plan used a multifaceted approach that included public meetings, focus groups, and an online survey.

The overall public engagement approach was widely advertised to the community through a comprehensive outreach campaign. Community members from Farmington and Farmington Hills had a variety of opportunities to have their thoughts and opinions heard regarding the future of the Grand River Corridor.

PUBLIC MEETINGS

- ▶ **COMMUNITY SUMMIT**
A Community Summit was hosted for the general public to contribute to the planning process. The meeting took place on January 23, 2013 at the William M. Costick Activities Center. The consulting team gave participants an overview of the project including the goals, planning process, study area, and key findings from the existing conditions analysis. Small groups were formed and organizers led participants through an idea gathering exercise as well as a PET mapping exercise. (See

stakeholder meeting section for a description of these exercises). Forty-six residents and business owners contributed more than 150 ideas and recommendations for shaping the future of the Corridor.

The facilitator from each group shared a summary of the results of the Ideas for the Future exercise and gave an overview of the PET map. Many of the groups had similar ideas and concerns and several themes emerged.

COMMUNITY OPEN HOUSE

On March 13, 2013 a public open house was held to present draft elements of the vision Plan and the general public's input on the Plan elements. Attendees had an opportunity to comment on the vision for the Plan, development principles, focus area plans, and transportation options. In general, the public responded positively to the draft elements presented, and gave some recommendations to amend elements of the focus area plan and development principles. Approximately 60 members of the public attended the meeting and completed 16 worksheets, providing feedback on the vision, principles, objectives, and focus area plans.

FOCUS GROUP MEETINGS

The planning team held a series of meetings with stakeholders and staff on November 19, 2012. A total of four meetings were held that included members

of the business community, developers, government officials, chamber of commerce members, community organizers and millennials, staff members from Farmington and Farmington Hills and 18 community stakeholders participated in the meetings.

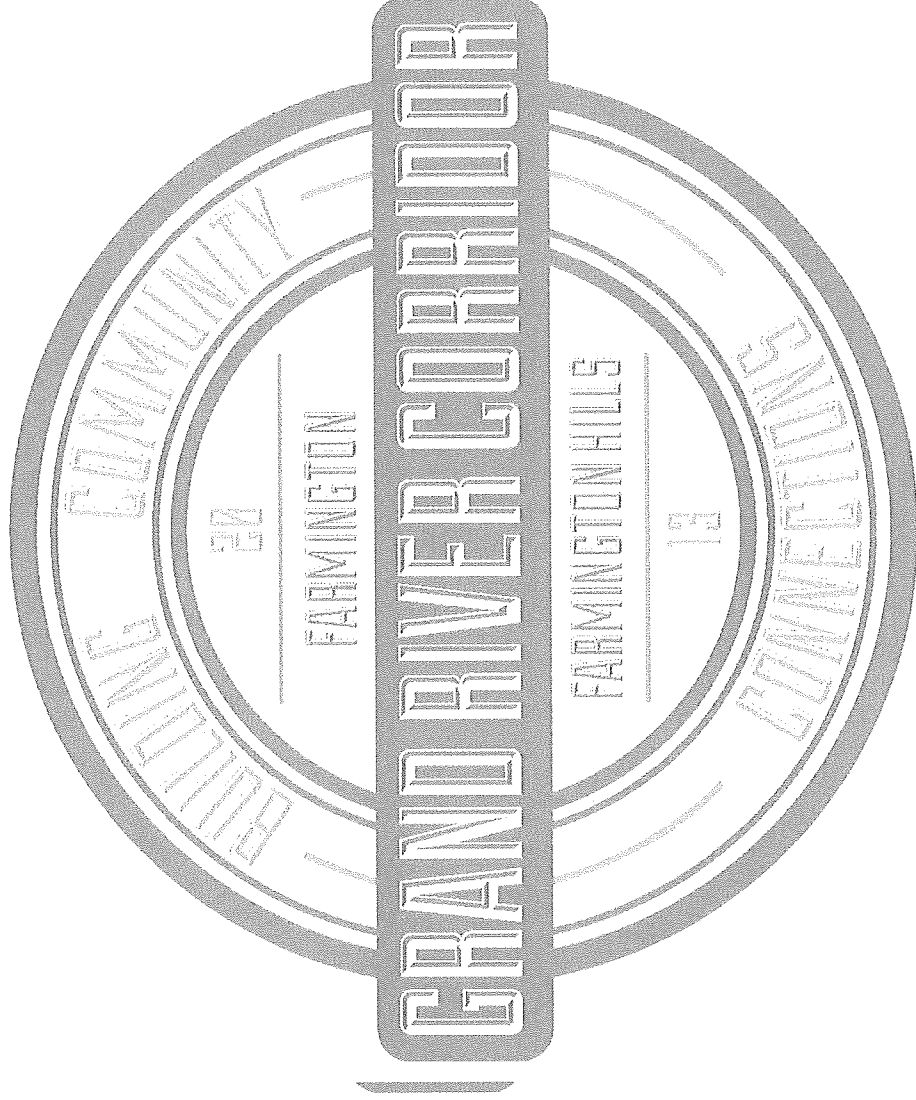
ONLINE SURVEY

A web survey was created on December 12, 2012 to collect feedback from the general public. A number of newspaper articles and websites advertised the survey, asking for the public's participation. The survey included four questions:

1. What can we do to improve the Corridor to make it the best that it can be in the future?
2. What do you think the biggest challenge is facing the Corridor?
3. If the boulevard between the interchange and Eight Mile Road was utilized or improved, what would you like to see incorporated into the overall design?
4. If the Corridor Improvement Authority were to use special funding mechanisms to conduct capital improvements in the Corridor without raising taxes, what would you see as the highest priority for investment?

In general, many of the responses expressed concern over the Corridor's character, mobility, economic viability and building vacancy issues.

DEVELOPMENT PLAN



DEVELOPMENT PLAN OVERVIEW

In 2005 the State of Michigan enacted the Corridor Improvement Authority Act (Act 280 of 2005) to provide for the establishment of a Corridor Improvement Authority (CIA) with the goal to correct and prevent deterioration in business districts, allow for the creation and implementation of development plans, promote the economic growth of the districts, and authorize the use of tax increment and other financing to achieve such goals.

The City of Farmington plans to use the Grand River Corridor CIA to revitalize the existing business district and create an inviting place for residents, visitors and shoppers in the area. The CIA has established the district and developed a Vision Plan that identifies public and private improvements necessary to prevent or correct deterioration in the corridor and encourage new private investment.

The CIA can capture new tax increment in the district (TIF) and use it to pay for improvements that otherwise could not be afforded by either local businesses or township government. Moreover, creation of a TIF district does not take away current tax revenue; it just captures any new increment that results from improvements to property or an increase in value. The efforts of this plan will eventually lead to

improved economic viability and increased property values throughout the district. This increase in value, and associated tax revenues, will eventually benefit all taxing agencies, including those for which tax increment revenues are planned to be captured through the duration of the TIF Plan. However, it should be noted that, without the CIA and tax capture, the corridor is likely to continue to suffer from economic and property value decline, which can lead to diminishing revenues. The efforts of the CIA is therefore intended to reverse this trend and work toward a more stable long-term tax base for all agencies.

GOALS AND OBJECTIVES

- 1. COMMUNITY IMAGE AND CHARACTER**
High-quality architecture and urban design elements/treatments will create a signature environment along the corridor
- 2. MOBILITY** The corridor will allow for a safe and enjoyable environment for walking and biking, public transit, and automobiles for people of all ages and abilities with minimal conflicts among users
- 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

- 4. REDEVELOPMENT** The economic success of the corridor will be enhanced by supporting a balance of retail, office, institutional, and housing in a vibrant and integrated development pattern
- 5. NEIGHBORHOODS AND HOUSING** A variety of housing options will be promoted
- 6. NATURAL ENVIRONMENT** Future growth and development will respect, enhance, complement and integrate the river corridor
- 7. PUBLIC SPACE** Design of new public spaces will encourage community gathering and outdoor activity
- 8. SUSTAINABILITY** Future growth and development in the corridor will follow best management practices in environmentally planning and construction

EMERGING IDEAS

- ▶ Enhance north gateway
- ▶ Create linkage to existing park/greenspace network
- ▶ Focus revitalization effort around large commercial center
- ▶ Manage traffic flow on Grand River Avenue between Orchard Lake Road intersections through signage, and roadway enhancements
- ▶ Consider road diet, especially north of the Orchard Lake intersection

PROPOSED IMPROVEMENTS

During development of the Grand River Corridor Vision Plan, a variety of strategies was developed to encapsulate the necessary changes and initiatives that need to be made in order to see the Plan to fruition. While the following list does not include every project that may be needed to achieve success, it summarizes the key aspects under review at the time this Plan was developed. From the following list, the prioritized project list, included in the next section, was created:

- ▶ Develop a logo and brand theme
- ▶ Bury utility lines
- ▶ Plant gardens and landscaping to enhance gateways

PROJECT LIST

As noted, the list of projects in this Plan was based on the work completed during the Grand River Corridor Vision Plan development. It is expected that this list will evolve as experience of the CIA grows, conditions change within the development area, and additional opportunities arise.

- ▶ Redesign the Grand River split to M-5
- ▶ Develop a nature trail or multi-use pathway along the river
- ▶ Build on existing sites like the winery site or those with river views
- ▶ Explore Grand River Road Diet
- ▶ Improve pedestrian road crossings at key locations
- ▶ Allow mixed use buildings
- ▶ Create a green development incentive program
- ▶ Develop a detailed transportation plan
- ▶ Ensure adequate public amenities, recreational facilities and parks
- ▶ Develop public gathering areas
- ▶ Encourage green design principles
- ▶ Create a streetscape design
- ▶ Improve the environment for transit
- ▶ Develop incentives package

The estimated costs listed are not based on actual cost proposals, rather are provided to give a general estimate of the costs that may be incurred. Actual costs will be determined by a number of factors including formal consultant proposals, detailed engineering studies, and additional project planning that is part of the list of initial projects. For example, the cost of the Streetscape Plan will depend on the results of the Logo and Branding campaign and Transportation Study results. However, a basic estimate of cost is provided so the CIA can effectively budget for these projects in the future.

A detailed description of the projects is provided on the next page.

PROJECT LIST	ESTIMATED COST
Zoning Update	\$3,500
Logo and Branding (Base Marketing Materials)	\$12,000
Catalytic projects (land acquisition, partnerships, marketing)	TBD
Transportation Study	\$100,000
Streetscape Plan	\$30,000
Pedestrian Crossings (Power and Orchard Lake)	TBD
Park Assessment Plan (Orchard Lake Focus Area Open Space)	\$29,500
Gateway Enhancement	\$40,000
Nature Trail	TBD
Total Cost of All Projects:	\$215,000 +

ZONING UPDATE

The City plans to amend the zoning ordinance to allow for the additional density, mixed use, building heights and building form that are envisioned for the corridor. While the current PUD ordinance could be used to facilitate redevelopment, a dedicated overlay district for the development area will help better define the expectations and incentives that are unique to the Grand River corridor. It is expected this ordinance, and the additional certainty and streamlined review process that will be included, will help attract reinvestment along the corridor. The City has a draft ordinance that was prepared with the Grand River Corridor Vision Plan. The expected cost of this project will be to address refinement of the draft and facilitation through the approval and adoption process.

this project include the cost to hire a consultant to assist with development of the logo, signs and supporting print materials, but not actual creation of these items. Those costs will depend on the final recommendations of the marketing consultant as well as other projects discussed below, including the Transportation Study and Streetscape Plan.

expects to incur costs associated with real estate broker services, legal assistance, planning and zoning support, and other soft costs needed to implement catalytic projects. Other hard costs for land acquisition and development may also be incurred, but as noted, the City plans to use capital financing resources only as needed.

TRANSPORTATION STUDY

One of the barriers to reversing economic decline along some portions of the corridor is the existing transportation system. Grand River Avenue carries traffic from the City of Detroit through Farmington and on to cities to its northwest. In the 1950s, as part of the I-96 freeway system, the M-5 bypass was constructed that diverted traffic at the City's east end onto the freeway that extends northwest and connects with I-96/I-275 and the M-5/Haggerty Connector near the City of Novi. This construction caused a reduction in traffic volumes along the local portion of Grand River Avenue, which also led to reduced economic viability for some businesses. The complicated and sometimes confusing routes created by the new freeway construction compounded the issue. At the same time, the reduced traffic volumes have resulted in a physical road profile that exceeds Grand River Avenue's functional needs. This presents an opportunity to reclaim unnecessary traffic

CATALYTIC PROJECTS

(Land acquisition, partnerships, marketing)

As part of its ongoing economic development efforts, the City is actively involved in facilitating redevelopment. Using the tools identified in the Introduction of this Plan, the City has worked successfully to improve private property, and plans to continue these efforts within the Grand River CIA development area. These projects are expected to help "kick start"

LOGO AND BRANDING

(Base Marketing Materials)

The cities of Farmington and Farmington Hills are working jointly to develop a cohesive brand theme for the corridor. As part of this project, it is expected that base marketing materials will be developed that incorporate a unifying logo and layout. Also important will be design of corridor signage and gateway identification enhancements. The costs associated with

implementation of the Grand River Corridor Vision Plan, attract initial reinvestment that will improve the overall tax base, and build community support. While specific details of these projects were not known at the time this Plan was developed, the City expects that it will continue to use Special Assessment Districts, Commercial Rehabilitation Districts, public-private partnerships and other avenues to create redevelopment momentum. The City

lanes for use by other modes of traffic like non-motorized to transit, or for other public purposes. The City plans to further study the dynamics of transportation throughout the district to determine which will best serve businesses and residents in the area. The Grand River Corridor Vision Plan revealed the need to study a potential road diet for all or portions of Grand River Avenue, improve southeast bound access to the median portions of Grand River in the City of Farmington Hills, and evaluate potential intersection and other improvements at both Orchard Lake Road intersections, including possible roundabouts or road realignments.

STREETSCAPE PLAN

Once expected transportation changes are known, and after branding materials developed, the City will combine the ideas presented into a plan for streets that will help associate them to the corridor. The streetscape plan may include concepts and designs for roads planned to be re-aligned, re-located or redesigned.

PEDESTRIAN CROSSINGS

(Power and Orchard Lake)
It is expected that changes will be needed to various intersections along the corridor. In particular, the intersections at Orchard Lake Road create potential pedestrian

barriers, especially given the traffic volumes and narrow road-right-of-way in this area of the corridor. Some improvements will be needed to enhance safety and comfort for non-motorized traffic. The extent of these changes will depend on the results of the Transportation Study; therefore, the final costs of this project are not currently known. The purpose of this project is to implement the recommended intersection improvements that may be needed to facilitate non-motorized movements along the corridor. Additional prioritization of sub-projects will likely be needed, but the first priority will be to ensure safety at the key intersections at Power Road and Orchard Lake Road.

PARK ASSESSMENT PLAN

(Orchard Lake Focus Area Open Space)
The Grand River Corridor Vision Plan revealed various open space and public area opportunities within the development area. Most of these opportunities were associated with potential redevelopment projects, but there may be additional opportunity to provide public parks within the development area. Comparing existing recreational facilities to current and expected demand will reveal if and where additional parkland and public areas may be needed. One specifically designated in the Vision Plan included a community open

space as part of the Orchard Lake Road Focus Area. This project will require public/private partnerships since the land is privately-owned. However, it is expected that the various implementation tools described earlier in this plan can be used to accomplish viable redevelopment and inclusion of public open spaces. The City expects that it may be involved in initial development of the public plaza, management of events and maintenance in the future. The costs associated with this project will include development of a park plan for the district, which is expected to include a detailed plan for the Orchard Lake Road Focus Area open space.

GATEWAY ENHANCEMENTS

As part of the Grand River Corridor Vision Plan, gateways are envisioned at the entry points to the corridor and the City. They serve to welcome visitors, workers, and residents, and orients visitors to the corridor. They provide opportunities to frame perceptions of the community, and can reinforce a larger marketing efforts aimed at creating a "brand" for the corridor. Gateways can also be effective at calming traffic and improving safety. Gateway designs will be developed jointly with the City of Farmington Hills' CIA Board, and will likely relate to the initial Logo and Branding concepts that are developed in earlier

projects. The cost assigned to this project represents an estimate to generally improve entry points into the City and corridor using signage and landscaping.

NATURE TRAIL

A somewhat unknown resource within the development area is the Rouge River. The River presents development opportunities that have not yet been utilized. The City envisions that future development will embrace the river corridor, and eventually the river will be improved with a passive trail system that will provide residents with access to the river.

IMPLEMENTATION

broad outline of where certain uses would be best utilized. The following is a description of the uses shown on the Future Land Use Map:

analysis and stakeholder and public input. This Plan offers a certain amount of flexibility so businesses and governments can react to specific market demands that may occur. However, it does provide a

FUTURE LAND USE

The Future Land Use Map outlines the preferred uses throughout the Corridor and is a product of the existing conditions

FUTURE LAND USE CATEGORIES		PREFERRED LAND USES					
	Development Intent	Max. Height (Stories)	MF Multi-family	OFF Office	CIV Civic	RTL Retail	HTL Hotel
Medium-Density Residential	This area is planned for medium density residential 10-20 u/a. Residential development in this area should be supported by public and green spaces within or adjacent to the development. Residential developments should include sidewalks, street trees, and connections within and outside of the development.	3-5	P	O			
Residential Mixed Use	This area is planned for a mix of commercial and medium density residential 0-20 u/a. Uses may be vertically or horizontally integrated. The overall mix of commercial to residential should have a residential focus with approximately 60 percent of the area being used for residential. Development in this area should be supported by public and green spaces within or adjacent to the development.	3-5	P	P	O	P	O
Mixed Use	This area is planned for a mix of small to medium sized retail, office, and residential uses both vertically and horizontally. Within pedestrian areas, office uses should be encouraged on the second floor while retail uses should be reserved for the first floor and have a strong street presence. These areas should be carefully planned to complement the streetscape and help to create and define the public realm. Development should be connected via a pedestrian network and include carefully integrated public spaces.	3-5	P	P	P	P	P
Notes:	Uses (P=Preferred, O=Optional) The information presented in this table is a recommendation. Design flexibility should be granted as deemed appropriate by the City. The building blocks and preferred uses may vary slightly depending on market and site conditions.						

ORCHARD LAKE ROAD FOCUS AREA

The overall goal for the Orchard Lake Focus Area is to create a pedestrian-friendly experience that offers significant public space, a mixture of uses and celebrates the historic winery. The mixture of complementary land uses will allow each use to leverage the other, creating value from increased convenience and proximity.

Commercial buildings are organized around a triangular greenspace with a centralized roundabout as the focal point and smaller plazas and terraces filling in between buildings.

Greenspace allows for pedestrian activity within the area and also increases the visibility and competitiveness of adjacent businesses. This greenspace continues across Grand River Avenue where it becomes a terrace and yard for the historic winery.

Pedestrian activity near the roundabout is reinforced by placing office buildings at the perimeter that act as a transitional zone between higher intensity commercial and lower intensity residential to the north. Residential buildings are placed closer to the street with parking located behind to further define the pedestrian character.

Site Data

Approx. Site Area:	+/- 29 acres
Office:	+/- 90,000 sq. ft.
Mix of Uses: (commercial, office, residential)	+/- 86,500 sq. ft.
Residential:	80 units
Park Space	+/- 3.25 acres
 Transit Stop	
 Hardscaping	
 Parking:	+/- 940 spaces, 120 on-street



ZONING CHANGES

The majority of the Grand River Avenue frontage is zoned Community Commercial (C2) and General Commercial (C3). Other zoning includes Office Service (OS), Single Family Parking (R1P), Multiple Family Residential (R3, R4). The Farmington zoning ordinance contains a planned unit development provision (Article 10), that promotes many of the development principles as outlined in the Plan.

While redevelopment can occur under the City's current zoning, using the Planned Unit Development mechanisms, there are ways that the regulatory environment can not just remove barriers, but also facilitate development. In fact, as part of its mission, the CIA is charged with streamlining development reviews as a way to attract redevelopment. The following suggestions are offered as ways to more specifically enumerate the style, form and quality of development desired and attract additional development interest:

- **Overlay Zoning.** An overlay zoning district was developed that provides a set of regulations that will better achieve the desired redevelopment and building form envisioned. The overlay allows sites to maintain their underlying zoning, and allows minor additions pursuant to the existing zoning. Larger expansion or redevelopment must

adhere to the new regulations. The overlay includes the following:

- ▶ Modified permitted uses to encourage more mixed use
- ▶ Basic building and parking placement requirements
- ▶ Access requirements for both vehicles and pedestrians
- ▶ Realistic applicability triggers that respect local businesses
- ▶ Streamlined reviews
- ▶ Quality standards upon which flexibility may be granted
- ▶ Requirement for Development Agreement to specify flexibility, modifications and incentives agreed upon during the approval process

- **Streamlining approvals.** The overlay zoning district is structured as a planned unit development ordinance that requires a two step approval process. The Farmington Planning

Commission is encouraged to adopt the Orchard Lake Focus Area plan as the approved Preliminary Site Plan for the site, thus eliminating one step in the process and allowing the applicant to proceed directly to Final Site Plan review.

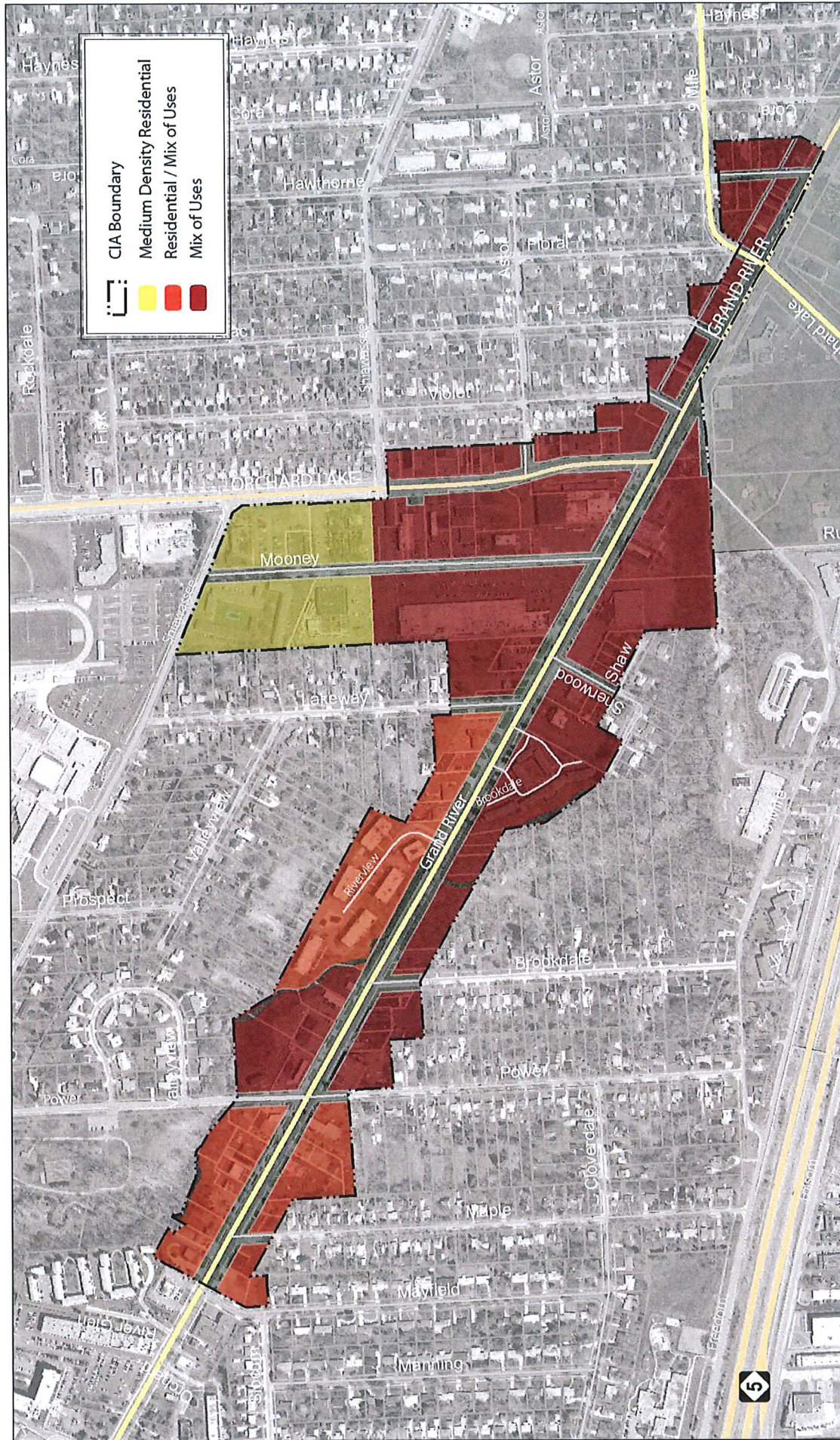
- **Incentives.** Streamlined approvals can help attract redevelopment, but there are more ways to encourage activity. A more aggressive approach to attracting developers is to establish an incentive program. The following table shows the type of incentives (listed along the top) that could potentially be offered, if the recognized benefits (listed along the left) are provided. The idea is to match the recognized benefit to an appropriate incentive. The table below shows the types of matches that are most effective:

Incentives →	Lot Coverage		Setback Relief	Bldg. Height	Reduced Parking	Storm-water/Utility	TIF Funding	Use of Municipal Parking
	X	X	X	X	X	X	X	X
Recognized Benefit ↓								
Open Space	X	X						X
LID	X	X					X	
Mixed-Use				X	X			X
Higher Quality Architecture							X	
LEED/Green Building	X			X		X	X	
Additional Buffer			X			X	X	X
Pedestrian Facilities	X		X		X		X	X

CORRIDOR DESIGN GUIDELINES

The following should be incorporated into development along the corridor:

- Streetscaping
 - ▶ Front yards should maintain visibility of entrances and present high quality building fronts
 - ▶ Require sidewalks along all street frontages, with wider paths along Grand River
 - ▶ Establish a street tree policy that is unique for the corridor
 - ▶ Consider uniform street lights
- Lot size and coverage
 - ▶ Match residential areas to current residential districts
 - ▶ No minimum or maximum for Commercial/Mixed Use
- Setbacks
 - ▶ Match residential areas to current residential districts
 - ▶ No minimum front setback for Commercial/Mixed Use
 - ▶ Consider a build-to requirement or a build-to “zone”
- Transitions
 - ▶ Require rear buffers/walls/landscaping between single family residential and other uses
 - ▶ Encourage building step-backs to transition from larger scale buildings to adjacent neighborhoods
- Parking
 - ▶ Refer to each city’s current parking standards, but consider flexibility for other available shared, structured or municipal parking
 - ▶ Allow parking study to determine when less or more should be required
- Building Design
 - ▶ Regulate quality, not architecture
 - ▶ Require a minimum storefront height and minimum window area for first floor
 - ▶ Allow colors that are consistent with the established Grand River theme
- Signs
 - ▶ Establish lighting standards that consider modern and sustainable lighting options
 - ▶ Maintain visibility for commercial signage
 - ▶ Match sign size and height to speed limit on Grand River
 - ▶ Consider visibility across median



	CIA Boundary
	Medium Density Residential
	Residential / Mix of Uses
	Mix of Uses

Draft: January 2014

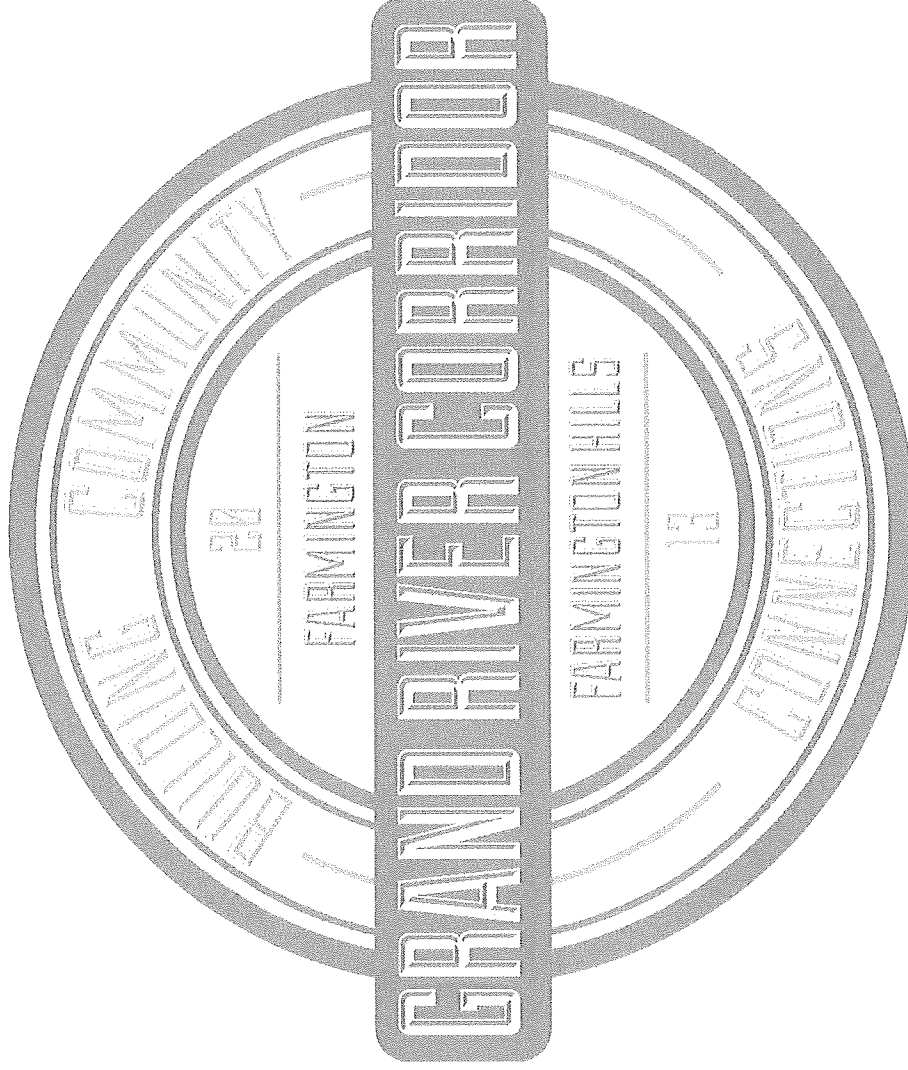


Future Land Use

Corridor Improvement Authority/Tax Increment Financing Plan
 City of Farmington, MI



TAX INCREMENT FINANCING PLAN



EXPLANATION OF THE TAX INCREMENT PROCEDURE

EXPLANATION OF TAX INCREMENT FINANCING

Tax Increment Financing (TIF financing) is a method of funding public investments in an area slated for (re)development by capturing, for a time, all or a portion of the increased tax revenue that may result from increases in property values, either as a result of (re)development or general market inflation.

Once the TIF expires (potentially in 20 years), the CIA will cease its revenue capture and 100% of taxes collected from future property values will be distributed to the appropriate taxing agencies in place at that time.

To utilize TIF financing, the CIA must prepare a Development Plan and a TIF Plan. Both plans are submitted to the City Council, who must approve the plans.

TIF REVENUE

TIF Revenue represents the value of new taxes that may be received as a result of new property value increases.

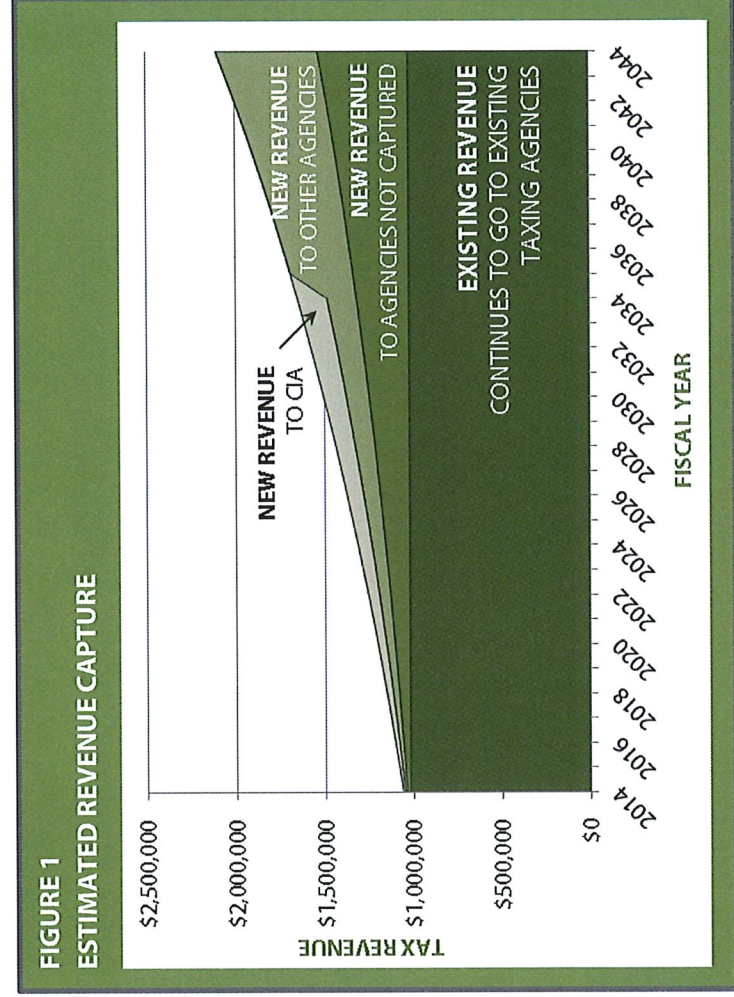
Figure 1 illustrates how existing taxes collected from property within the district will continue to go to the agencies who currently receive them. Future increases in tax revenue will be split as follows:

- ▶ To Agencies Not Captured. 100% of new taxes collected for School agencies, the Detroit Zoo and Detroit Institute of Arts will continue to go to those authorities.
- ▶ To Other Agencies. 50% of new taxes collected for all other agencies will be distributed to those agencies.
- ▶ To CIA. 50% of new taxes collected will be captured by the Corridor

TIF TERMS

- ▶ **Base Value:** The taxable value of property in the TIF district at the date the TIF is established
- ▶ **Current Value:** The taxable value of property in the district as of the current year
- ▶ **Revenue Capture:** The difference between tax revenue collected from the Current Value and the Base Value

Improvement Authority for reinvestment within the district.



The Base Value for this plan is the taxable value of all real and personal property in the development area as determined on December 31, 2013 and finally equalized by the state in May, 2014. The Base Value of the district is \$15,936,450.

WHAT TIF CAN BE USED FOR

TIF financing can be used to fund public utility and infrastructure improvements, market businesses within the district, plan for property within the district, acquire land, improve sites, construct buildings, and administer the Development Plan. Because TIF financing involves capture

of tax revenue for certain parcels, TIF dollars must be used for improvements that will generally benefit those same parcels.

PROPOSED 50% CAPTURE

The Grand River Corridor CIA understands that TIF capture by the authority will reduce increases in tax revenue for other taxing agencies, which the City recognizes are under increasing budget constraints already. However, the purpose for TIF financing is to utilize local tax dollars to catalyze reinvestment within the district, with the expectation that it will result in increases in property values that would not otherwise occur without such public investment. Figure 1 shows the existing revenue that is collected from property in the TIF district.

BENEFIT OF TIF FOR ALL TAXING AGENCIES

It has been determined that property values in the district are in decline and are not likely to rebound without some sort of catalyst. Therefore, it is reasonable to assume that taxing agencies will not likely see an increase in tax revenue anyway. Therefore, in the long run, temporary reductions in tax revenue will result in tax revenues for all taxing agencies that they may not receive in the future, if the efforts of this Plan are not implemented.

TIF REVENUE ASSUMPTIONS

The purpose of the Tax Increment Financing Plan is to evaluate potential

revenues from tax increment capture and ensure it will be sufficient to cover anticipated costs. Therefore, some assumptions are involved in the calculations in order to project property values into the future and determine anticipated revenues. The figures in the TIF Plan are estimates of revenue that apply the best available data and most reasonable assumptions. This TIF Plan is based on 2013 assessment and millage data provided by Oakland County, and the following assumptions:

1. A limit to the amount of TIF capture was included. The CIA plans to capture only 50% of the Captured Value
2. A modest increase in property values was assumed. A conservative growth rate of 3.0% was used in the projections for future TIF revenue. In reality, values should increase more rapidly as redevelopment occurs within the district.
3. Various millage levies have been excluded from capture, as discussed below. Table 1 shows the expected millage levies for this TIF Plan.

Millage rates were provided by the City Treasurer's office. This list includes all millages except for the following:

- ▶ Farmington Schools Supplemental
- ▶ Farmington Schools Operating
- ▶ Farmington Schools Debt
- ▶ State Education
- ▶ Intermediate Schools
- ▶ Zoo
- ▶ DIA

PROJECTED TIF REVENUE

Table 2 on the following page shows the projected revenues expected for the district. It represents the amount the CIA can anticipate in TIF Revenue, based on the assumptions given above. The increases in property values are based on a modest inflation rate. In reality, property values, and resulting TIF capture will exceed these figures as redevelopment increases property values at a more rapid rate.

**TABLE 1
MILLAGE LEVIES**

Taxing Agency	Summer Levy	Winter Levy
City Operating	14.0000	
City Streets	1.0000	
County Operating	4.1900	
Parks and Recreation		0.2415
Huron-Clinton Metropark Authority		0.2416
Community College	1.5844	
Library	1.0000	0.5856
County Public Transit		0.5900
Total Captured	21.7744	1.6587

- ▶ Amend the development plan and/or tax increment financing plan to allow for alternative projects and funding.

DURATION OF THE DEVELOPMENT PROGRAM

The duration of the tax increment financing plan is twenty (20) years, commencing upon approval by the City Council in 2014 and will cease with tax collections due in December 2034, unless this plan is amended to extend or shorten its duration.

TIF SUMMARY	
Base Value (2013)	\$15,936,450
Millage Captured	23.4331
Millage Not Captured	40.684
2014 CIA Revenue	\$11,085

**TABLE 2
ESTIMATE OF TIF REVENUE**

Fiscal Year	Base Value	% Value Increase	Estimated		Estimated	
			Value Capture (50%)	Annual TIF Revenue	Compounded TIF Revenue	Compounded TIF Revenue
Base Year:						
2014	\$15,936,450	3.0%				
2015	\$15,936,450	3.0%	\$485,265	\$11,085	\$11,085	\$11,085
2016	\$15,936,450	3.0%	\$738,870	\$16,878	\$16,878	\$27,963
2017	\$15,936,450	3.0%	\$1,000,082	\$22,845	\$22,845	\$50,808
2018	\$15,936,450	3.0%	\$1,269,132	\$28,991	\$28,991	\$79,799
2019	\$15,936,450	3.0%	\$1,546,252	\$35,321	\$35,321	\$115,120
2020	\$15,936,450	3.0%	\$1,831,687	\$41,841	\$41,841	\$156,962
2021	\$15,936,450	3.0%	\$2,125,684	\$48,557	\$48,557	\$205,519
2022	\$15,936,450	3.0%	\$2,428,501	\$55,474	\$55,474	\$260,993
2023	\$15,936,450	3.0%	\$2,740,403	\$62,599	\$62,599	\$323,593
2024	\$15,936,450	3.0%	\$3,061,662	\$69,938	\$69,938	\$393,530
2025	\$15,936,450	3.0%	\$3,392,559	\$77,497	\$77,497	\$471,027
2026	\$15,936,450	3.0%	\$3,733,382	\$85,282	\$85,282	\$556,309
2027	\$15,936,450	3.0%	\$4,084,430	\$93,301	\$93,301	\$649,610
2028	\$15,936,450	3.0%	\$4,446,010	\$101,561	\$101,561	\$751,171
2029	\$15,936,450	3.0%	\$4,818,437	\$110,068	\$110,068	\$861,239
2030	\$15,936,450	3.0%	\$5,202,037	\$118,831	\$118,831	\$980,069
2031	\$15,936,450	3.0%	\$5,597,145	\$127,856	\$127,856	\$1,107,925
2032	\$15,936,450	3.0%	\$6,004,106	\$137,152	\$137,152	\$1,245,078
2033	\$15,936,450	3.0%	\$6,423,276	\$146,728	\$146,728	\$1,391,805
2034	\$15,936,450	3.0%	\$6,855,021	\$156,590	\$156,590	\$1,548,395

PLAN FOR THE EXPENDITURE OF CAPTURED VALUE BY THE AUTHORITY

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

- be used to expedite any debt service,
- further the implementation of the public improvement program, or
- be returned, pro-rata, to the taxing units.

Should the tax increment revenues be less than projected, the CIA may choose to:

- ▶ Collect and hold the captured revenues until a sufficient amount is available to implement specific public improvements,
- ▶ Consider implementing public improvement projects based upon the ability to match existing funds with expenditures while seeking out additional funding sources,

ESTIMATED IMPACT OF TAX INCREMENT FINANCING ON TAXING JURISDICTIONS

The CIA is eligible to capture tax increment revenues from the State, local school district, and intermediate school district to the extent necessary to pay the debt service

on the outstanding bonds that represent "eligible obligations."
The most important impact on the affected taxing jurisdictions is that the amount of revenue they currently receive from property within the district will not increase during the life of the Plan. Once the base

value of the district is set, the CIA will capture the revenue from any increase in property value. The base amount would still flow to the appropriate taxing jurisdictions. In other words, the revenue to each taxing jurisdiction would effectively be frozen at the base value for the entire term of the CIA Plan.

**TABLE 3
ESTIMATED TAX INCREMENT CAPTURE BY TAXING JURISDICTION**

Fiscal Year	4.1900		14.0000		1.0000		0.2415		0.2416		1.5856		1.5844		0.5900	
	Capture Amount	Oakland County Operating	City Operating	City Streets	County Parks	HCMA	Library	Community College	SMART							
2014	\$485,265	\$2,033	\$6,794	\$485	\$117	\$117	\$769	\$769	\$286							
2015	\$738,870	\$3,096	\$10,344	\$739	\$178	\$179	\$1,172	\$1,171	\$436							
2016	\$1,000,082	\$4,190	\$14,001	\$1,000	\$242	\$242	\$1,586	\$1,585	\$590							
2017	\$1,269,132	\$5,318	\$17,768	\$1,269	\$306	\$307	\$2,012	\$2,011	\$749							
2018	\$1,546,252	\$6,479	\$21,648	\$1,546	\$373	\$374	\$2,452	\$2,450	\$912							
2019	\$1,831,687	\$7,675	\$25,644	\$1,832	\$442	\$443	\$2,904	\$2,902	\$1,081							
2020	\$2,125,684	\$8,907	\$29,760	\$2,126	\$513	\$514	\$3,370	\$3,368	\$1,254							
2021	\$2,428,501	\$10,175	\$33,999	\$2,429	\$586	\$587	\$3,851	\$3,848	\$1,433							
2022	\$2,740,403	\$11,482	\$38,366	\$2,740	\$662	\$662	\$4,345	\$4,342	\$1,617							
2023	\$3,061,662	\$12,828	\$42,863	\$3,062	\$739	\$740	\$4,855	\$4,851	\$1,806							
2024	\$3,392,559	\$14,215	\$47,496	\$3,393	\$819	\$820	\$5,379	\$5,375	\$2,002							
2025	\$3,733,382	\$15,643	\$52,267	\$3,733	\$902	\$902	\$5,920	\$5,915	\$2,203							
2026	\$4,084,430	\$17,114	\$57,182	\$4,084	\$986	\$987	\$6,476	\$6,471	\$2,410							
2027	\$4,446,010	\$18,629	\$62,244	\$4,446	\$1,074	\$1,074	\$7,050	\$7,044	\$2,623							
2028	\$4,818,437	\$20,189	\$67,458	\$4,818	\$1,164	\$1,164	\$7,640	\$7,634	\$2,843							
2029	\$5,202,037	\$21,797	\$72,829	\$5,202	\$1,256	\$1,257	\$8,248	\$8,242	\$3,069							
2030	\$5,597,145	\$23,452	\$78,360	\$5,597	\$1,352	\$1,352	\$8,875	\$8,868	\$3,302							
2031	\$6,004,106	\$25,157	\$84,057	\$6,004	\$1,450	\$1,451	\$9,520	\$9,513	\$3,542							
2032	\$6,423,276	\$26,914	\$89,926	\$6,423	\$1,551	\$1,552	\$10,185	\$10,177	\$3,790							
2033	\$6,855,021	\$28,723	\$95,970	\$6,855	\$1,655	\$1,656	\$10,869	\$10,861	\$4,044							
2034	\$7,299,718	\$30,586	\$102,196	\$7,300	\$1,763	\$1,764	\$11,574	\$11,566	\$4,307							
		\$284,015	\$948,975	\$67,784	\$16,370	\$16,377	\$107,478	\$107,397	\$39,993							

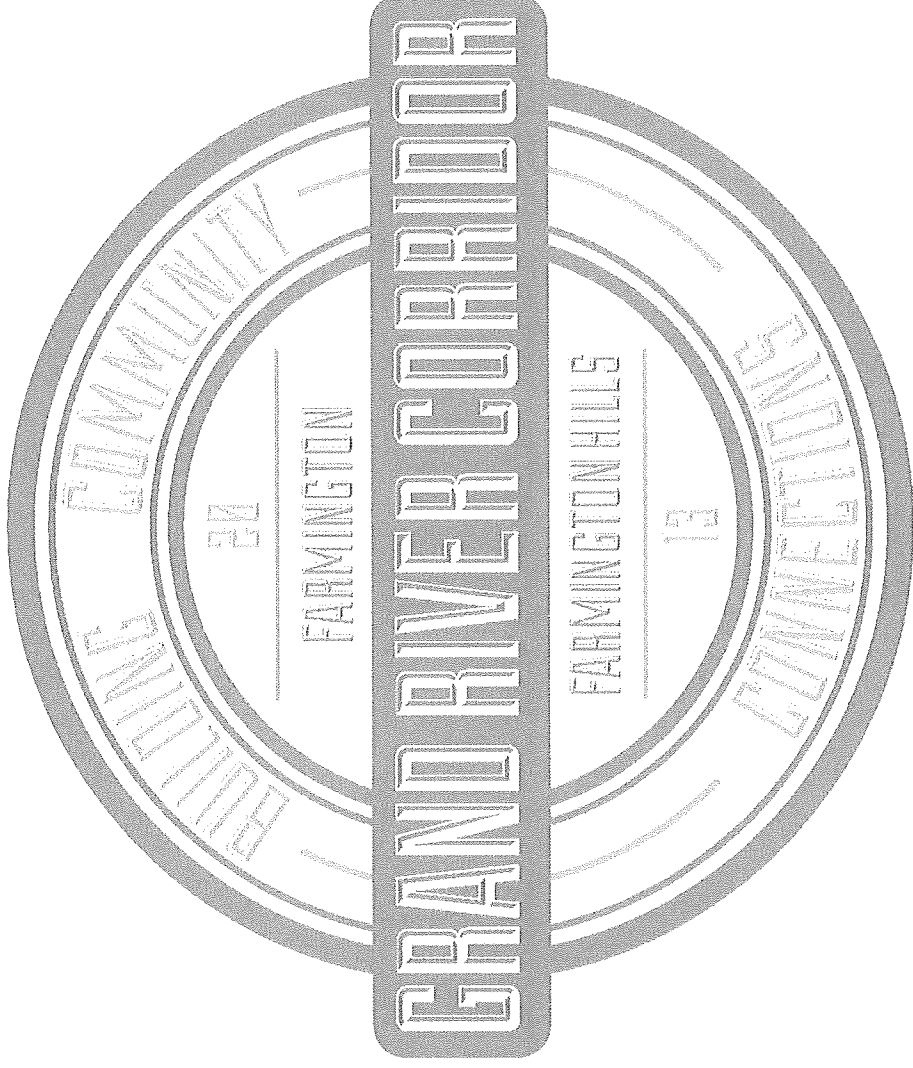
MAXIMUM AMOUNT OF BONDED INDEBTEDNESS TO BE INCURRED

The Corridor Improvement Authority may explore the possibility of bonding against future revenues to supply the funds

required to accomplish larger public improvement projects. The extent of the indebtedness and the timing of the debt retirement will be determined by the extent of the tax increment revenues. The maximum indebtedness, as stated in PA 197 of 1975, cannot exceed the ability to service the debt from tax increments. Only 80% of projected revenues are available as

debt service funds. The CIA was just established, so no bond debt has been accrued to date. Future plan updates will consider potential debt as it plans for continued investment in the district.

STATUTORY REQUIREMENTS



LEGAL BASIS OF THE PLAN

The Development Plan and Tax Increment Financing Plan are prepared pursuant to the requirements of Sections 18 and 21 of the Corridor Improvement Authority Act (Act 280 of 2005), as amended. More specifically, Section 21 of the Act states that "if a board decides to finance a project in a development area by the use of revenue bonds as authorized in section 16 or tax increment financing as authorized in sections 18, 19, and 20, it shall prepare a development plan.

ELIGIBILITY CRITERIA FOR ESTABLISHING A CIA

This CIA meets all of the eligibility criteria established by Section 5 of the Act, as shown in Table 4:

TABLE 4

ELIGIBILITY CRITERIA FROM P.A. 280 OF 2005, AS AMENDED

The District is adjacent to a road classified as an arterial or collector according to the federal highway administration.

- ✓ Grand River Avenue is considered a Principal Arterial Road according to the FHWA.

The District contains at least 10 contiguous parcels or at least 5 contiguous acres.

- ✓ The district is approximately 100 acres in size.

More than 50% of existing ground floor area in the District is classified as commercial real property.

- ✓ The district contains approximately 100 acres of land, with at least 53% of land containing a variety of commercial land uses.

Residential, commercial or industrial use has been allowed and conducted for the past 30 years.

- ✓ Historic land uses are much the same as those that exist today. The main purpose of this plan is to promote redevelopment and marketing of the corridor given its long development history and need to modernize. A review of the uses in the District indicates that the above uses have been allowed for more than 30 years.

The District is presently served by municipal water or sewer.

- ✓ The entire district is served by municipal water and sewer utility service.

Property in the District is zoned to allow for mixed use that includes high-density residential use.

- ✓ The Farmington zoning ordinance contains a planned unit development provision (Article 10), that promotes many of the development principles as outlined in the Plan. However, as part of the Grand River Corridor Vision Plan, an overlay zoning district was recommended and is likely to be adopted to further fulfill this requirement.

The City of Farmington CIA has agreed to expedite the local permitting and inspection process in the development area and modify its master plan to provide for walkable non-motorized interconnections, including sidewalks and streetscapes throughout the development area.

- ✓ The City of Farmington agrees to these terms. In fact, the City is already exploring ways to expedite the review process, and has non-motorized elements already planned in the Master Plan. The City is scheduled to update the Master Plan in 2014, at which time the specific details and recommendations of the Grand River Corridor Vision Plan will be incorporated.

STATUTORY DEVELOPMENT PLAN REQUIREMENTS

The Act also requires the development plan contain a variety of information. This plan includes all of the required information, as shown in Table 5, which provides an explanation or cross-reference to show how each of the criteria have been met.

**TABLE 5
STATUTORY DEVELOPMENT PLAN REQUIREMENTS**

	<u>DESIGNATION OF BOUNDARIES</u>
<i>Designation of development area boundaries.</i>	<u>PHYSICAL CORRIDOR CONDITIONS</u>
<i>Legal description, location and extent of existing streets, public facilities, land uses, character.</i>	No such improvements are planned at this time
<i>Description of planned improvements.</i>	While no construction projects are planned, a focus area plan was developed for the orchard lake area
<i>Location, extent, character, estimated cost and timeframe of the improvements contemplated.</i>	<u>ORCHARD LAKE ROAD FOCUS AREA</u>
<i>Planned phases for construction and estimated time of completion of each.</i>	Since there is no construction planned, there are no timeframes to provide
<i>Description of planned open space.</i>	There are no planned open spaces within the development area. <u>OPEN SPACE AND UNDEVELOPED AREAS</u>
<i>Description of areas the authority desires to sell, donate, exchange, or lease to or from the municipality.</i>	No land conveyances are currently expected as part of this plan.
<i>Desired changes in zoning, streets, street levels, intersections, traffic flow modifications, or utilities.</i>	<u>ZONING CHANGES</u>
<i>Estimates of development costs, proposed financing methods, and the authority's financing ability.</i>	<u>TRANSPORTATION STUDY</u>
<i>Designation parties to whom areas are planned to be conveyed in any manner and who will benefit (if available).</i>	<u>PROJECT LIST</u>
<i>Procedures for conveying in any manner of all or a portion areas that will be conveyed.</i>	<u>FARMINGTON'S APPROACH</u>
<i>Estimated number of persons residing in the development area and the number of families and individuals to be displaced.</i>	No land conveyances are currently expected as part of this plan. No land conveyances are currently expected as part of this plan.
<i>Plan for establishing priority for expected displaced persons.</i>	No relocation of families or individuals is expected.
<i>Provision for the costs of relocating expected displaced persons.</i>	No relocation of families or individuals is expected.
<i>A plan for compliance with 1972 PA 227, MCL 213.321 to 213.332.</i>	No relocation of families or individuals is expected.
<i>Requirement that amendments to an approved development plan or tax increment plan must be submitted to the governing body for approval or rejection.</i>	Any amendments to the plan will be approved by the Farmington City Council per the Corridor Improvement Act.
<i>A schedule to periodically evaluate the effectiveness of the development plan.</i>	The Farmington CIA Board plans to review the Development Plan on an annual basis to develop specific work plans for each fiscal year.

APPENDIX A: DEVELOPMENT AREA BOUNDARY

Downtown Development District and Downtown Development Area Boundary:

[INSERT LEGAL DESCRIPTION HERE]

APPENDIX B: BASE PARCEL DATA

The following pages include the base information for all real property parcels located in the CIA Development Area. Information reported for the 2013 Fiscal Year are based upon the assessments recorded on December 31, 2012 as modified by the Board of Review and are

subject to any judgments issued by the State Tax Tribunal. The final 2014 TEV, as adjusted by these bodies, is adopted by reference and is considered to be the Initial Assessed Valuation and may be revised without amendment of these plans.

Properties outlined are those Real Properties whose value was reduced by decision of the 2013 Michigan Tax Tribunal, or those whose value was reduced via Consent Judgment

**TABLE 6
BASE DATA FOR ALL PARCELS IN THE CIA DISTRICT**

Parcel	Owner	Property Address	Base Value
20-23-26-351-001	ASGHAR, NASRIN	22882 ORCHARD LAKE RD	106,460
20-23-26-351-002	REED, DAVID	22856 ORCHARD LAKE RD	83,580
20-23-26-351-005	YONO PROPERTY INVESTMENTS, LLC	22804 ORCHARD LAKE RD	152,480
20-23-26-351-006	LULGURAJ, MARKO	22784 ORCHARD LAKE RD	51,880
20-23-26-351-007	LULGURAJ, MARKO	22772 ORCHARD LAKE RD	33,810
20-23-26-351-008	BEALE, PAUL W	22770 ORCHARD LAKE RD	32,680
20-23-26-351-009	LEROUX, MARY A	22748 ORCHARD LAKE RD	52,850
20-23-26-351-024	HERITAGE 2000 LLC	22840 ORCHARD LAKE RD	130,470
20-23-26-351-025	MCKEE, L.L.C.	22730 ORCHARD LAKE RD	151,220
20-23-26-355-001	GRIPPO, DANIEL	22512 ORCHARD LAKE RD	97,080
20-23-26-355-002	22500 HOLDINGS LLC	22500 ORCHARD LAKE RD	148,780
20-23-26-355-005	MCPHAIL, DANIEL	22424 ORCHARD LAKE RD	67,770
20-23-26-355-020	KAJY AND ASSOCIATES, INC.	31200 GRAND RIVER AVE	34,030
20-23-26-355-022	THE KUGHN REAL PROPERTIES CO	22456 ORCHARD LAKE RD	254,910
20-23-26-355-023	MCPHAIL, DANIEL	22434 VIOLET ST	10,470
20-23-26-355-025	FLAGSTAR BANK FSB	31230 GRAND RIVER AVE	308,410
20-23-26-356-002	DELTA INVESTMENT COMPANY	31235 GRAND RIVER AVE	72,490
20-23-26-356-003	DELTA INVESTMENT COMPANY	31233 GRAND RIVER AVE	102,660
20-23-26-357-010	CITY OF FARMINGTON	22402 VIOLET ST	-
20-23-26-357-023	EMMITT, DANIEL L	31036 GRAND RIVER AVE	43,330
20-23-26-357-029	LILAC PROPERTIES, L.L.C.	31030 GRAND RIVER AVE	50,440
20-23-26-358-013	SMS PROPERTY DEVELOPMENT, LLC	22400 LILAC ST	16,310

20-23-27-326-004	HBW PROPERTIES, LLC	32686 GRAND RIVER AVE	131,500
20-23-27-326-005	MEYERS, JOSEPHINE	32620 GRAND RIVER AVE	65,170
20-23-27-326-006	EDMONDS, ANNE H	32604 GRAND RIVER AVE	87,370
20-23-27-326-009	CORNWELL, DAVID	23107 POWER RD	5,070
20-23-27-326-010	SHELT, WILLIAM R	32500 GRAND RIVER AVE STE 203	79,200
20-23-27-326-013	TAGHAVI, NASSER	32434 GRAND RIVER AVE	103,060
20-23-27-326-014	CAMPBELL, BRUCE	23105 POWER RD	36,610
20-23-27-326-015	GRAND RIVER RENTAL AND DEV, LLC	32410 GRAND RIVER AVE	136,650
20-23-27-326-017	HADDAD, C G	32580 GRAND RIVER AVE	130,070
20-23-27-326-018	FARMINGTON PARKVIEW APARTMENTS LLC	32450 GRAND RIVER AVE	112,780
20-23-27-326-019	32440 GRAND RIVER LLC	32440 GRAND RIVER AVE	62,060
20-23-27-329-020	FOSTER, DUANE E	32617 GRAND RIVER AVE	161,860
20-23-27-329-046	LAWLEY HOLDINGS, LLC	32663 GRAND RIVER AVE	192,060
20-23-27-329-047	OAKLAND ONE, LLC	32715 GRAND RIVER AVE	23,780
20-23-27-330-001	FOXWORTHY, G BRUCE	32595 GRAND RIVER AVE	104,240
20-23-27-330-002	LAPHAM JR, HARRY L	32523 GRAND RIVER AVE	112,200
20-23-27-330-058	YONO ENTERPRISES, LLC	32411 GRAND RIVER AVE	213,030
20-23-27-330-059	DOMPIERRE LAND COMPANY, LLC	32423 GRAND RIVER AVE	102,070
20-23-27-330-062	RAMSAY, KIRK J	32435 GRAND RIVER AVE	217,320
20-23-27-330-063	KOSUTIC, ROBERT S	32425 GRAND RIVER AVE	84,390
20-23-27-403-030	BOWMAN, JOHN V	22801 LAKE WAY ST	75,760
20-23-27-403-040	CITY OF FARMINGTON	31801 GRAND RIVER AVE	-
20-23-27-403-046	WILKIE, MARIE E	32000 GRAND RIVER AVE APT 1	17,390
20-23-27-403-135	F.S.G.Y., L.L.C.	31822 GRAND RIVER AVE	137,620
20-23-27-403-136	PARAMOUNT HOME CARE, INC.	31806 GRAND RIVER AVE	82,630
20-23-27-403-137	SHLAFFER, ROMAN	31930 GRAND RIVER AVE	167,200
20-23-27-403-138	ZANETTI, JEFFREY L	31904 GRAND RIVER AVE	262,450
20-23-27-404-002	J & B PROPERTY MANAGEMENT, LLC	32340 GRAND RIVER AVE	328,000
20-23-27-404-006	SAMRA, GEORGE D	32300 GRAND RIVER AVE	57,060
20-23-27-404-007	GLUCK, MICHAEL	32330 GRAND RIVER AVE	78,750
20-23-27-404-012	LEONOR, LOUIS E	23020 POWER RD	195,580
20-23-27-404-013	LEEKO DEVELOPMENT LLC	23010 POWER RD	13,930
20-23-27-404-014	LEONOR, LOUIS E	32326 GRAND RIVER AVE	74,240
20-23-27-404-015	JSA PROPERTIES, L.L.C.	32316 GRAND RIVER AVE	260,160
20-23-27-427-022	CITY OF FARMINGTON	31731 GRAND RIVER AVE	-
20-23-27-427-025	SOUL INVESTMENTS LLC	31632 GRAND RIVER AVE	52,760

20-23-27-427-026	SAM CASSAR & CO	31625 SHIAWASSEE RD	917,530
20-23-27-427-032	KING, PAUL	31690 GRAND RIVER AVE	81,080
20-23-27-427-034	RESTORATION CHRISTIAN FELLOWSHIP	31590 GRAND RIVER AVE	-
20-23-27-427-035	FARMINGTON PLAZA LLC	31530 GRAND RIVER AVE	1,133,080
20-23-27-427-036	SUBURBAN FAMILY CREDIT UNION	31716 GRAND RIVER AVE	307,200
20-23-27-428-004	FOWLER ENTERPRISES, INC.	22883 ORCHARD LAKE RD	96,800
20-23-27-428-006	LOISELLE, MICHAEL	22855 ORCHARD LAKE RD	86,410
20-23-27-428-007	ODEH, AHMAD KAYED	22849 ORCHARD LAKE RD	102,990
20-23-27-428-008	BARNES REAL ESTATE HOLDING CO., LLC	22843 ORCHARD LAKE RD	216,840
20-23-27-428-009	CARRON HOLDINGS LLC	22820 MOONEY ST	150,400
20-23-27-428-010	SHEIKH, KAMRAN	22821 ORCHARD LAKE RD	133,920
20-23-27-428-013	MEINKE, CHRISTINE	22906 MOONEY ST	112,730
20-23-27-428-014	TRI-F ASSOCIATES	23030 MOONEY ST	184,030
20-23-27-428-016	ZIEGLER-MICHIGAN 5 LLC	23133 ORCHARD LAKE RD STE 206	563,200
20-23-27-428-020	GB INVESTMENTS LLC	23017 ORCHARD LAKE RD STE 1	36,010
20-23-27-428-033	HIND PROPERTIES, LLC	31506 GRAND RIVER AVE	706,680
20-23-27-428-035	U-WASH DEVELOPMENT CO., LLC	31500 GRAND RIVER AVE	218,890
20-23-27-428-036	ORCHARD LAKE ROAD L L C	22725 ORCHARD LAKE RD	309,860
20-23-27-428-037	NIMROD CORP	22757 ORCHARD LAKE RD	272,970
20-23-27-451-005	DOR SITE L.L.C.	32305 GRAND RIVER AVE	141,400
20-23-27-451-006	CITY OF FARMINGTON	32301 GRAND RIVER AVE	-
20-23-27-451-036	DOR SITE LLC	22823 BROOKDALE ST	21,370
20-23-27-451-065	HAJAL, JANET	32323 GRAND RIVER AVE	42,190
20-23-27-451-066	AMERITECH (Assessed with other Parcels)	32335 GRAND RIVER AVE	-
20-23-27-451-067	P.R.I., L.L.C.	32315 GRAND RIVER AVE	224,660
20-23-27-452-001	CITY OF FARMINGTON	32081 GRAND RIVER AVE	-
20-23-27-452-002	YO, UN DAE	32065 GRAND RIVER AVE	117,790
20-23-27-452-030	LEO SOAVE BUILDING, INC	32057 GRAND RIVER AVE	3,540
20-23-27-452-031	CITY OF FARMINGTON	32035 GRAND RIVER AVE	-
20-23-27-452-032	CITY OF FARMINGTON	32023 GRAND RIVER AVE	-
20-23-27-452-033	LOVERNICH, RANDY JAMES	32011 GRAND RIVER AVE	680
20-23-27-453-001	RYAN, DANIEL	31831 GRAND RIVER AVE APT 1	8,110
20-23-27-476-007	GROVES-WALKER POST 346 (Exempt-American Legion)	31775 GRAND RIVER AVE	-
20-23-27-476-008	VESTA RAE PERAKES TRUST	31691 GRAND RIVER AVE	205,190
20-23-27-476-009	STANTON, JACOB	22409 SHERWOOD AVE	21,720

20-23-27-476-010	EMIRI, DHURATA	22405 SHERWOOD AVE	38,560
20-23-27-478-001	MUIR, JOHN	31370 SHAW AVE	53,500
20-23-27-478-002	PETTY, ELIZABETH A	31360 SHAW AVE	55,810
20-23-27-478-003	GOSS, GARY M	31622 SHAW AVE	51,070
20-23-27-478-004	ULMAN, RONALD J	31610 SHAW AVE	61,270
20-23-27-478-005	GORDAM, LLC	31625 GRAND RIVER AVE	596,700
20-23-27-478-006	JOHN STIRLING WHITE LLC	31505 GRAND RIVER AVE	234,680
20-23-35-102-004	30924 COMMUNITY PROPERTY, LLC	30948 GRAND RIVER AVE	15,680
20-23-35-102-005	30924 COMMUNITY PROPERTY, LLC	30942 GRAND RIVER AVE	25,680
20-23-35-102-013	SMS PROPERTY DEVELOPMENT, LLC	30966 GRAND RIVER AVE	100,590
20-23-35-102-015	30924 COMMUNITY PROPERTY, LLC	30924 GRAND RIVER AVE	61,180
20-23-35-103-001	TARQUINIO, MARY BETH	30875 W 9 MILE RD	63,340
20-23-35-103-002	GARRITY, GEORGE A	30815 W 9 MILE RD	41,610
20-23-35-103-003	TURNER, AMBER R	22129 HAWTHORNE ST	35,670
20-23-35-103-004	HAWTHORNE HOMES, LLC	22109 HAWTHORNE ST	29,630
20-23-35-103-012	MAHER, CHARLES J	30752 GRAND RIVER AVE	52,640
20-23-35-103-015	FOEN, LOMIN	30746 GRAND RIVER AVE	38,520
20-23-35-103-018	FARMINGTON RETAIL MANAGEMENT, LLC	30790 GRAND RIVER AVE	71,060
20-23-35-103-019	MAHER, CHARLES J	30748 GRAND RIVER AVE	20,490
20-23-35-103-021	PAUL NICHOLAS HOLDINGS LLC	30760 GRAND RIVER AVE	112,500
20-23-35-126-001	KHAYKIN, IGOR	22146 HAWTHORNE ST	30,890
20-23-35-126-002	WEST, DAWN	22120 HAWTHORNE ST	44,420
20-23-35-126-003	HOOD, MARTHA WALLACE	22116 HAWTHORNE ST	36,060
20-23-35-126-004	SPENCE, CHARLES	22100 HAWTHORNE ST	43,100
20-23-35-126-010	FARMINGTON A & W	30732 GRAND RIVER AVE	55,520
20-99-00-000-028	SOLEIL FURNITURE	32315 GRAND RIVER AVE	-
20-99-00-000-030	ANCHOR CHIROPRACTIC	32595 GRAND RIVER AVE	16,710
20-99-00-001-058	\$3 SOFT CLOTH CAR WASH	31500 GRAND RIVER AVE	13,680
20-99-00-001-092	SCOTT,JEFFERY A	32316 GRAND RIVER AVE STE 200	8,630
20-99-00-002-020	HARRISON, STEVEN AGENCY	32620 GRAND RIVER AVE	2,380
20-99-00-002-051	COMMUNITY LIVING CENTER	31505 GRAND RIVER AVE # 11	-
20-99-00-002-062	SALON NIA	31616 GRAND RIVER AVE	4,460
20-99-00-002-099	BELLE TIRE DISTRIBUTORS INC BP	22843 ORCHARD LAKE RD	70,150
20-99-00-002-126	LEONOR,LOUIS E DDS	32410 GRAND RIVER AVE	25,090
20-99-00-002-310	GRAND CELEBRATIONS	23020 POWER RD	91,140
20-99-00-003-014		32305 GRAND RIVER AVE	14,780

20-99-00-003-030	KAMRAN F SHEIKH MD PC	22821 ORCHARD LAKE RD	28,880
20-99-00-003-031	AKT PEERLESS ENVIRONMENTAL	22725 ORCHARD LAKE RD	55,220
20-99-00-003-053	SMITH,DENNIS CLU CHEF	31505 GRAND RIVER AVE STE 214	-
20-99-00-003-200	KUGHN ENTERPRISES	22482 ORCHARD LAKE RD	40,620
20-99-00-004-000	DREAM TEAMS	32580 GRAND RIVER AVE STE 12	880
20-99-00-004-002	MICHIGAN HOME HEALTH	23030 MOONEY ST STE A	2,970
20-99-00-004-004	ANTONIO'S LIQUOR	22804 ORCHARD LAKE RD	32,010
20-99-00-004-005	COURTLAND ASSOCIATES INC	22500 ORCHARD LAKE RD	8,960
20-99-00-004-012	DANBOISE MECHANICAL INC	31625 GRAND RIVER AVE	72,000
20-99-00-004-018	TOO CUTE BEADS LLC	31711 GRAND RIVER AVE	3,170
20-99-00-004-020	D&W OIL COMPANY	31235 GRAND RIVER AVE	730
20-99-00-004-061	JOHN MARTIN INC	31505 GRAND RIVER AVE # 9-206	-
20-99-00-004-070	DANS GIANT SUBMARINE	22424 ORCHARD LAKE RD	7,840
20-99-00-004-368	DURACLEAN BY HOSKIN	31505 GRAND RIVER AVE # 4-14	-
20-99-00-005-001	BIG LOTS #1811	31550 GRAND RIVER AVE	28,500
20-99-00-005-003	CHICKEN KING	32663 GRAND RIVER AVE	82,320
20-99-00-005-013	GLANZ FINANCIAL LLC	32440 GRAND RIVER AVE	7,130
20-99-00-005-016	KILS TAEKWONDO	32326 GRAND RIVER AVE	1,780
20-99-00-005-027	WENDYS	22757 ORCHARD LAKE RD	65,950
20-99-00-005-050	EMMITT SERVICES INC	31036 GRAND RIVER AVE	2,960
20-99-00-006-022	THE GETAWAY	31822 GRAND RIVER AVE	5,460
20-99-00-006-026	L A INSURANCE	30776 GRAND RIVER AVE	760
20-99-00-006-031	PRO NAILS	30766 GRAND RIVER AVE	2,720
20-99-00-006-050	FARMINGTON AUTO WASH	22883 ORCHARD LAKE RD	7,780
20-99-00-006-057	TIMS TREE & SHRUB LLC	31505 GRAND RIVER AVE # 9-207	890
20-99-00-006-071	HBW PROPERTIES LLC	32686 GRAND RIVER AVE	15,780
20-99-00-006-080	FARMINGTON BIKE & REPAIR	22856 ORCHARD LAKE RD	970
20-99-00-006-156	ZANETTI, JEFFREY L DDS PC	31904 GRAND RIVER AVE	43,820
20-99-00-006-160	FARMINGTON DERMATOLOGISTS PC	23133 ORCHARD LAKE RD STE 201	14,470
20-99-00-006-260	FARMINGTON PLAZA APTS	31625 SHIAWASSEE RD	-
20-99-00-006-333	FARMINGTON VACUUM	30948 GRAND RIVER AVE	1,020
20-99-00-006-465	FOSTER, DUANE E & ASSOCIATES	32623 GRAND RIVER AVE	1,680
20-99-00-007-182	GRAND TAILOR SHOPPE	31626 GRAND RIVER AVE	1,790
20-99-00-008-016	INTER AGENCY TASK FORCE	31505 GRAND RIVER AVE # 9-221	-
20-99-00-008-017	CJB PEST & MOSQUITO CONTROL	31505 GRAND RIVER AVE # 14-01	-
20-99-00-008-031	HALLER APPRAISAL SERVICE INC	31505 GRAND RIVER AVE # 9-101	4,940

20-99-00-008-046	WILLIAMS & LIPTON	32316 GRAND RIVER AVE STE 101	27,880
20-99-00-009-023	RAINBOW REHABILITATION	32619 GRAND RIVER AVE	5,070
20-99-00-009-031	EZ WINTERIZING	31505 GRAND RIVER AVE # 1A	1,580
20-99-00-009-035	NORTH AMERICAN SUPER CAR LLC	31505 GRAND RIVER AVE # 9E	-
20-99-00-009-038	SIEGERT, SCOTT	31505 GRAND RIVER AVE # 9-216	-
20-99-00-009-045	CHARLES CROMER	31505 GRAND RIVER AVE # 4	-
20-99-00-010-011	TALK-A-LOT WIRELESS	31624 GRAND RIVER AVE	2,630
20-99-00-010-012	LIBERTY TAX SERVICE	31628 GRAND RIVER AVE	2,160
20-99-00-010-013	KATHYS CLOSET RESALE SHOP	31632 GRAND RIVER AVE	-
20-99-00-010-014	PARAMOUNT HOME CARE INC	31806 GRAND RIVER AVE	1,660
20-99-00-010-029	ACAFES HAIR STUDIO	23030 MOONEY ST STE B	2,630
20-99-00-010-038	FIFTH POSITION DANCE CENTER	31830 GRAND RIVER AVE	2,420
20-99-00-010-041	ANCA NASTASA DDS	23030 MOONEY ST STE C	28,770
20-99-00-010-100	KANTOLA, CHARLES INSURANCE	32500 GRAND RIVER AVE	1,820
20-99-00-010-120	JUST JEWELERS	23105 POWER RD	3,540
20-99-00-011-004	BIO BALANCE THERAPY	23030 MOONEY ST STE C	520
20-99-00-011-007	DING MASTERS	22849 ORCHARD LAKE RD	4,040
20-99-00-011-011	SHAR RENTALS & SALES	22748 ORCHARD LAKE RD	2,630
20-99-00-011-013	MOMMIES MUST HAVES	22882 ORCHARD LAKE RD	930
20-99-00-011-014	WE BUY IT & SELL IT ALL	30930 GRAND RIVER AVE	1,310
20-99-00-011-100	KINGS GARAGE	31690 GRAND RIVER AVE	17,190
20-99-00-011-145	VALERO	31233 GRAND RIVER AVE	20,190
20-99-00-012-006	RITE CARE PHARMACY	23133 ORCHARD LAKE RD STE 102	3,580
20-99-00-012-007	MARATHON	32340 GRAND RIVER AVE	31,760
20-99-00-012-035	LAPHAM & DOYLE ATTORNEYS	32523 GRAND RIVER AVE	10,750
20-99-00-013-001	PAM'S BEAD GARDEN	22836 ORCHARD LAKE RD	2,500
20-99-00-013-003	SCHOOL OF ROCK	22730 ORCHARD LAKE RD	5,000
20-99-00-013-006	KITTY Q EXPRESSIVE ART STUDIO	32580 GRAND RIVER AVE STE 10	-
20-99-00-013-007	KNIGHTS OF COLUMBUS	32580 GRAND RIVER AVE STE 15	-
20-99-00-013-012	COMIC-CARDS GAME CENTER	31620 GRAND RIVER AVE	2,500
20-99-00-013-026	DETROIT DEADSTOCK	31826 GRAND RIVER AVE	5,000
20-99-00-013-027	GREAT LAKES VAPOR	31505 GRAND RIVER AVE # 5	25,000
20-99-00-013-360	MORRELL ELECTRONICS SERVICE	22770 ORCHARD LAKE RD	590
20-99-00-016-040	PARKVIEW APARTMENTS	32450 GRAND RIVER AVE	-
20-99-00-016-070	BOTSFORD PEDIATRIC ASSOC	23133 ORCHARD LAKE RD STE 100	-
20-99-00-016-200	PLAZA VETERINARY HOSPITAL P C	22820 MOONEY ST	73,830

20-99-00-018-030	RADIO SHACK #6765	32436 GRAND RIVER AVE	5,930
20-99-00-018-035	RAMS HORN OF FARMINGTON	32435 GRAND RIVER AVE	41,860
20-99-00-018-170	RUSTIC PUB	31030 GRAND RIVER AVE	9,460
20-99-00-019-023	SHLAFFER, ROMAN DDS	31930 GRAND RIVER AVE	50,860
20-99-00-019-055	SAMRA, GEORGE	32300 GRAND RIVER AVE	2,460
20-99-00-019-235	SILVER DAIRY	32323 GRAND RIVER AVE	7,530
20-99-00-020-030	TAYLER PRESCRIPTIONS	32316 GRAND RIVER AVE STE 100	5,470
20-99-00-870-001	AJ DOMPIERRE CONSTRUCTION	32423 GRAND RIVER AVE	23,250
20-99-00-870-002	ALLSTATE INSURANCE COMPANY	32620 GRAND RIVER AVE	570
20-99-00-870-076	FRAMERY ONE INC	31596 GRAND RIVER AVE	7,510
20-99-00-880-030	ACO HARDWARE #147	31580 GRAND RIVER AVE	23,750
20-99-00-890-010	SILVERWOOD APPRAISAL &	22500 ORCHARD LAKE RD	1,930
20-99-00-890-063	VALVOLINE INSTANT OIL CHANGE	32686 GRAND RIVER AVE	1,740
20-99-00-890-070	FARMINGTON A & W	30732 GRAND RIVER AVE	14,530
20-99-00-910-076	FARMINGTON PROFESSIONAL	32411 GRAND RIVER AVE	1,930
20-99-00-920-053	NEUMANN INSURANCE AGENCY	32580 GRAND RIVER AVE STE 2	2,980
20-99-00-920-073	AIRE EXCHANGE	32500 GRAND RIVER AVE STE 100	2,110
20-99-00-930-001	TOP DRIVER ACQUISITION LLC	31834 GRAND RIVER AVE	890
20-99-00-930-003	AMERICAN POSTAL WORKERS	31505 GRAND RIVER AVE # 4-07	-
20-99-00-930-014	EGOCENTRIX SALON	22834 MOONEY ST	10,520
20-99-00-930-019	MOYS CAFE AND RESTAURANT	30746 GRAND RIVER AVE	4,500
20-99-00-940-001	ARDMORE SHOE REPAIR	30924 GRAND RIVER AVE	960
20-99-00-940-073	JET'S PIZZA	30790 GRAND RIVER AVE	16,440
20-99-00-950-047	FIVE STAR DOOR	31505 GRAND RIVER AVE # 14-02	3,940
20-99-00-950-064	HALABU, SHAWQUI E. M D	23133 ORCHARD LAKE RD STE 101	3,420
20-99-00-960-049	EASTMAN KOSUTIC & HERSHEY ASSOC INC	32425 GRAND RIVER AVE	2,510
20-99-00-980-011	TREE HOUSE FOR EARTH'S CHILDREN	22906 MOONEY ST	9,020
20-99-00-990-005	T-MOBILE CENTRAL L L C	31515 GRAND RIVER AVE	31,500
20-99-00-990-008	ZAP ZONE	31506 GRAND RIVER AVE	198,570
20-99-00-990-009	JAMS LLC	32620 GRAND RIVER AVE	510
20-99-00-990-031	YONO BROKERAGE SERVICES	32411 GRAND RIVER AVE	-
20-99-00-990-032	DELUX CLEANERS	32065 GRAND RIVER AVE	17,730
20-99-00-990-033	DONER, WB & CO	31505 GRAND RIVER AVE # 12	-
20-99-00-990-051	MULLER ATTY, PAUL	31505 GRAND RIVER AVE # 9-209	-
20-99-90-920-009	AMERICAN LEGION POST 346	31775 GRAND RIVER AVE	-
Real & Personal Property Base Value Total:			15,936,450

Calendar for Fiscal Year 2024-29 Capital Improvement Program Process

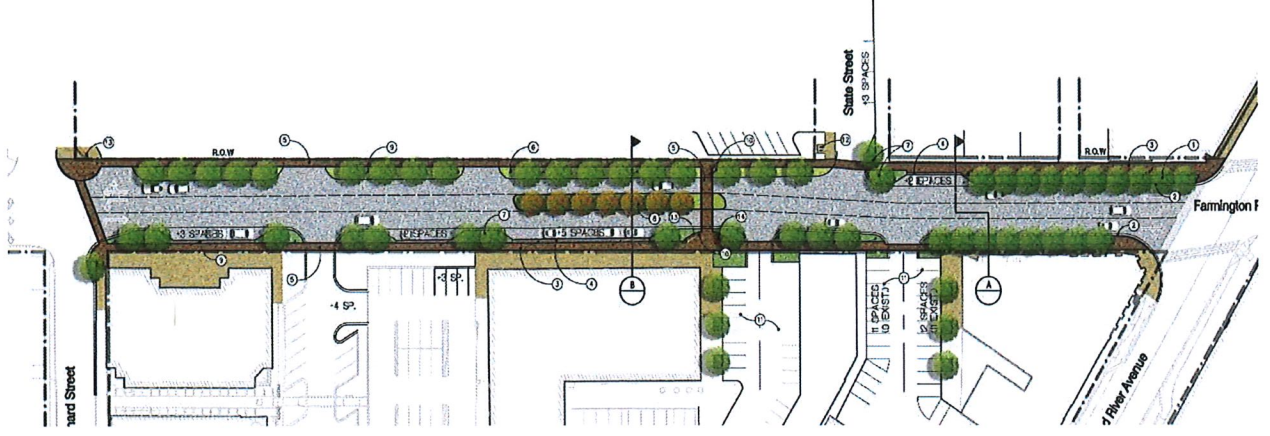
November	Planning Meeting to discuss calendar David, Kevin, Chuck, Chris
November 16	Parking Committee to formalize items for submission to CIP Steering Committee.
November 21	Department Heads meet to discuss CIP Program at Department Head Meeting. Items must be submitted by December 16.
November 21	City Council meets to discuss CIP Program and to appoint representative to CIP Steering Committee. Items must be submitted by December 5.
December	Meeting with Beautification Committee
December	Meeting with South Farmington Baseball and Softball
December 5	Council to formalize items for submission to CIP Steering Committee.
December 7	DDA Meeting to discuss CIP and appoint Kate or a Board member to Steering Committee. DDA to formalize items for submission to CIP Steering Committee. Items must be submitted by December 7.
December 8	CIA Meeting to discuss CIP Program and appoint representative to CIP Steering Committee. CIA to formalize items for submission to CIP Steering Committee. Items must be submitted by December 8.
December 9	City Manager's Office to schedule 3 meetings in January/February for CIP Steering Committee.
December 12	Planning Commission meets to discuss CIP Program and appoint a member to serve on the committee. Planning Commission to formalize items for submission to CIP Steering Committee. Items must be submitted by December 12.
December 14	Pathways Committee to formalize items for submission to CIP Steering Committee
December 16	Department Heads to formalize items for submission to CIP Steering Committee

December 16	All Submittals in
December 30	Draft Schedule of Capital Improvements circulated to CIP Steering Committee.
Jan 2 – Feb 5	CIP Steering Committee meets to create CIP.
Feb 6	Planning Commission schedules public hearing for March 13.
Feb 7 – Feb 18	Draft CIP created.
Feb 19	E&CD advertises Public Hearing for FY 2024-29 CIP on February 11 and posts plan on website on February 18.
March 13	Planning Commission meets to hold public hearing regarding CIP and possibly approve plan.
April 11	Planning Commission meets to approve CIP if not already approved on March 8.
April 17	City Manager submits CIP along with proposed budget to City Council.
April 26	City Council Budget Review Session & Review of DDA Budget.
April 27 - May 21	City Council reviews and adjusts proposed budgets.
May 15	City Council schedules budget and millage public hearing for June 20.
June 8	City Clerk advertises Public Hearing for FY 2023-24 Budget.
June 19	City Council holds Public Hearing regarding FY 2023-24 Budget and Millage Rate and considers adoption.
June 20	City Clerk publishes summary of adopted budget.

Planning Commission
Department Heads

DDA CIA
City Council/Committees

City of Farmington



Capital Improvement Program FY 2023-2028

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Appendix A: Schedule of Capital Improvement Projects

Planning Commission Members

Steven Majoros
Chair

Geof Perrot
Vice Chair

Miriam Kmetzo
Secretary

Cathi Waun

Dan Westendorf

Julia Mantey

Kenneth Crutcher

Steering Committee

Organization Representatives

Steven Majoros
Planning Commission Representative

Sara Bowman
City Council Representative

Kate Knight
Downtown Development Authority
Representative

Patrick Thomas
Corridor Improvement Authority
Representative

City Staff

David M. Murphy
City Manager

Kevin Christiansen
Director of Economic & Community
Development

Theodore Warthman
Director of Public Safety

Charles J. Eudy
Superintendent of Public Works

Christopher M. Weber
Director of Finance & Administration

CITY OF FARMINGTON
OAKLAND COUNTY, MICHIGAN

PLANNING COMMISSION RESOLUTION

A regular meeting of the Planning Commission of the City of Farmington, Oakland County Michigan, was held on March 14, 2022 at City Hall, 23600 Liberty Street, Farmington, Michigan 48335: The following resolution was offered by Planning Commission member Waun and supported by Westendorf.

WHEREAS, adhering to Michigan P.A. 33 of 2008 and Farmington City Code section 23-39, a Capital Improvement Program (CIP) shall be created for the ensuing six years; and

WHEREAS, the CIP will further the goals of the City to promote the safety, well-being, and general welfare of its residents; and

WHEREAS, the CIP is a road map for future funding and planning of capital improvement projects, not an appropriation of funds and;

WHEREAS, the City has created a number of plans to help guide the creation of a CIP, including, the Farmington Master Plan, the Farmington Recreation Master Plan, the Farmington Vision Plan, the Farmington Downtown Area Plan, the Downtown Master Plan, the Grand River Corridor Vision Plan, the Rouge River Nature Trail Project, and the Orchard Lake & 10 Mile Roads Intersection Report, and;

WHEREAS, the Capital Improvement Program Steering Committee was created to evaluate and finalize the CIP, and;

WHEREAS, appropriate stakeholders including the public, the administration of the City of Farmington, the City Council, the Planning Commission, the Downtown Development Authority, the Grand River Corridor Improvement Authority, the Parking Committee, the Pathways Committee and the Steering Committee have developed a comprehensive list of potential capital improvement projects; and

WHEREAS, the components of the CIP have been subject to public hearing, review and a duly noticed full public hearing on March 14, 2022, therefore;
BE IT RESOLVED, the Capital Improvement Program presented for review on March 14, 2022, is adopted by the City of Farmington Planning Commission.

AYES: All

NAYS: None

ABSTENTIONS: None

Transmittal Letter

City of Farmington
Planning Commission

March 14, 2022

To the residents of the City of Farmington and all interested parties,

The enclosed Capital Improvement Program (CIP) was created to comply with state and local laws and was adopted by the City Planning Commission on March 14, 2022. It is designed to do specifically two things: 1. Enhance public awareness of issues in the community that need to be addressed, and show the residents that the City is actively working towards remedying them; and 2. Increase transparency and efficiency in the budget process.

The CIP is a resource that examines large expenditure capital projects that the City, the residents, and the Planning Commission have identified as improvements of need for safety, usability, or future planning purposes. For each project the plan recognizes a source of funding, and a desired window of completion. Having a comprehensive list of this kind is critical to effective financial and land use planning. This year's CIP identifies a total of 108 projects totaling \$40,398,436.

The CIP is not a plan of projects to be completed; rather it is a list of all potential projects, so that inventory of costs, funding sources and timelines can be easily seen and planning can be accomplished in a proper and logical manner.

Several entities were integral to creating the finalized CIP. They are, the public, the administration of the City of Farmington, the City Council, the Downtown Development Authority, the Grand River Corridor Improvement Authority, the Parking Committee, the Pathways Committee and the Steering Committee. The CIP was developed with their input over the course of several months and with great dedication.

Under the authority and direction of the Michigan Planning Enabling Legislation (Public Act 33 of 2008), The City of Farmington's Planning Commission is pleased to present the Capital Improvement Program FY2023-2028.

Respectfully Submitted,

The City of Farmington Planning Commission

Introduction

What is a Capital Improvement Program (CIP)?

A Capital Improvement Program (CIP) is a short-term plan for identifying and categorizing large and/or very expensive projects. Like a household's budgeting plan for big-ticket items, a CIP is a city's plan to find funding for projects that cannot be accomplished in one year.

A "Capital Improvement" for the City's purposes here is any improvement that is at least one of the following:

- A purchase or improvement of a facility, system, infrastructure, or piece of equipment that costs \$10,000 or more, with an expected service life of more than 1 year
- Is a non-recurring expenditure
- Is a study that leads to such purchases

CIP vs City Budget

A CIP is not the same as a city budget. A city budget appropriates funds, a CIP is merely an identification of projects. The CIP assists City Council and the City Administration by having a comprehensive list of projects that need to be accomplished. This list helps prioritize and plan for the budget year after year. A CIP cannot spend funds on projects, rather, its purpose is to examine each of the projects in detail and determine estimated costs, timelines and funding sources for each project.

Why Create a CIP?

A CIP is required by state law and City Ordinance. The state law statute is the [Michigan Planning Enabling Act, Act 33 of 2008](#). Section 65 reads, "To further the desirable future development of the local unit of government under the master plan, a planning commission, after adoption of a master plan, shall annually prepare a capital improvements program of public structures and improvements, unless the planning commission is exempted from this requirement by charter or otherwise."

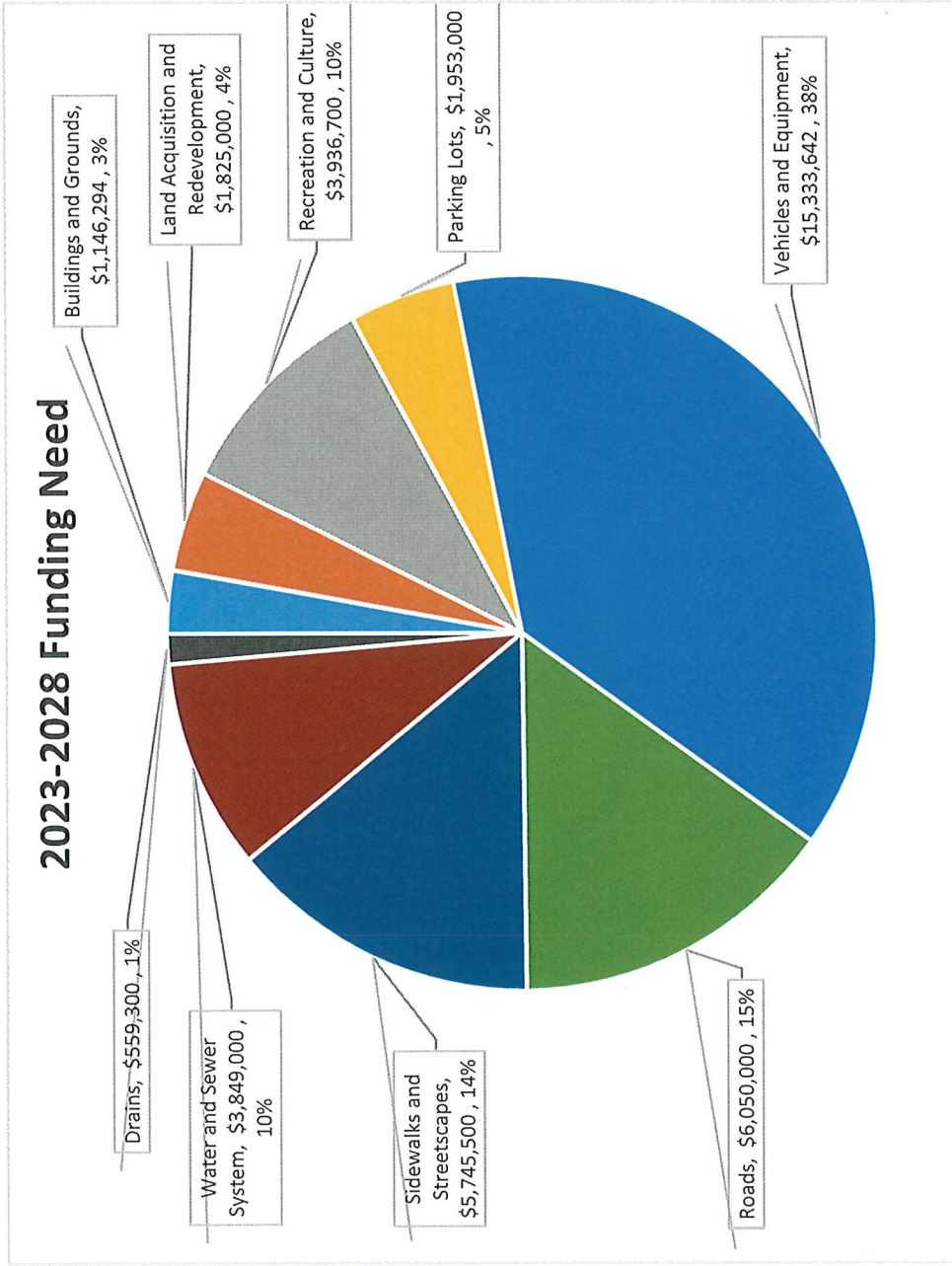
Additionally, Farmington City Code requires a Capital Improvement Plan. [Section 23-39](#) of the Farmington City code states, "The planning commission shall annually prepare a capital improvements program of public structures and improvements, showing those structures and improvements in general order of their priority, for the following six-year period, in accordance with the Michigan Planning Enabling Act, Public Act 33 of 2008, MCL 125.3801 et seq."

Benefits of the CIP

There are many benefits to creating a CIP. Because a CIP is a list of all projects the City has identified, it enables proper planning in a logical manner. A well-executed CIP program has many benefits, including:

- Calling attention to community deficiencies, and providing a means to correct them
- Identifying long-term and short-term expenditures, which greatly improves the budgeting process and efficiency
- Enhancing the ability to secure grants, reducing the taxpayer burden
- Increasing the likelihood of departmental inter-governmental cooperation, improving continuity and reducing costs
- Encouraging efficient governance

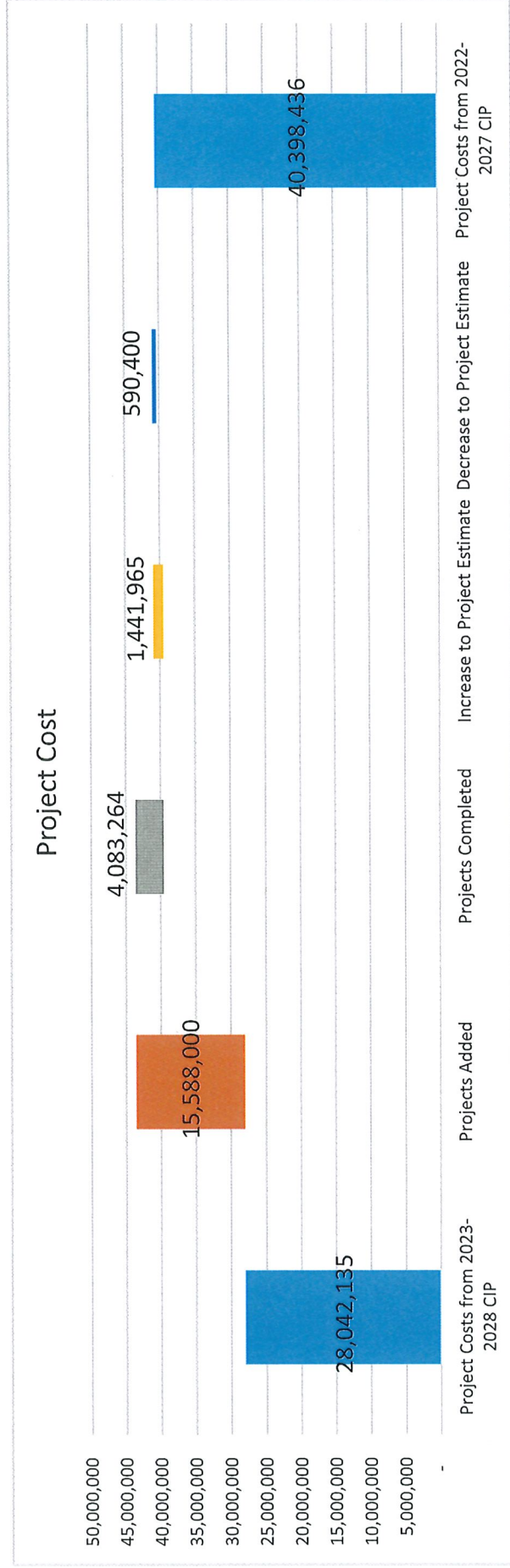
Executive Summary



Quick View

Total Projects:	108
Total Value:	\$40.3 Million
Projects \$ by Year:	
2023	\$13,111,662
2024	\$10,593,753
2025	\$6,932,486
2026	\$2,439,634
2027	\$4,440,800
2028	\$2,880,100

Executive Summary



Significant Projects Added Include:

- Fiber Network - \$13,000,000
- SMART Cities Initiatives - \$100,000
- Old Farmington Road Removal/Renovation - \$275,000
- Neighborhood Roads - \$1,000,000

Significant Projects Completed Include:

- Oakland Street - \$1,040,000, Smithfield - \$140,000, Farmington - \$135,000
- Sidewalks - \$150,000
- Drake Park Parking Lot - \$250,000
- DPW Equipment - \$112,000
- Oakland Water Main - \$818,000

* - Estimated completion through June 30, 2022

Program Summary

The CIP identified 108 projects across 9 different categories. Some will generate revenue for the City and others will not, but they will all benefit the City. The CIP is guided by the plans and policies that the City has in place, as well as studies, reports and public input. The following plans were used as a basis for this CIP:

- [City of Farmington Master Plan \(2020\)](#)
- [Grand River Corridor Vision Plan \(2013\)](#)
- [Recreation Master Plan \(2016\)](#)
- [Orchard Lake & 10 Mile Roads Intersection Redesign Analysis \(2015\)](#)
- [Farmington Vision Plan \(2013\)](#)
- [Rouge River Trail Project \(2016\)](#)
- [Downtown Area Plan \(2015\)](#)
- [Downtown Master Plan \(2017\)](#)

These plans can be found on the City's website www.farmgov.com.

Funding Sources

Various funding sources are needed to accomplish CIP projects, and not all will be completed. As is often the case, project totals exceed available funding. A large portion of the funding for the projects in the CIP comes from the City's General Fund. Additional major sources of funding include a voter-approved 3 mill levy; water and sewer rates for any water and sewer infrastructure projects; and, [Act 51](#) and a voter-approved 1.5 mill levy for roads. There are also grants, federal programs, public/private partnerships, and other sources that will help decrease the City's share of the costs.

Currently, the following resources are available on a yearly basis:

- \$750,000 for Capital Projects
- \$800,000 for Roads
- \$400,000 for Water and Sewer
- \$200,000 for Department of Public Works Equipment
- \$50,000 for DDA Eligible Projects

Project Prioritization

Projects are prioritized. Their prioritization is a result of several factors including: need, funding status, citizen safety and well-being, and time restraints. As would be expected, the projects with the higher priority are likely to be accomplished earlier than those with lower priority. Items in the CIP are categorized in terms of priority. Ranked from low to high they are: Under Consideration → Desired, Not Necessary → Necessary, Long Term → Necessary, Short Term → Urgent.

Capital Improvement Program

The Capital Improvement Program is broken down into nine categories:

- Buildings and Grounds
- Drain System
- Land Acquisition and Redevelopment
- Parking Lots
- Recreation and Culture
- Roads
- Sidewalks and Streetscapes
- Vehicles and Equipment
- Water and Sewer System

These categories each have the most notable projects listed, as well as project values by year. To keep this document succinct, not all projects are listed. The full list of projects is in Appendix A. In addition, the appendix spreadsheet includes a total of 10 (ten) years of projects. This document will be updated annually to include new project ideas and remove those that have been completed or are deemed no longer to be necessary. This document is not a directive to spend money, only a tool to guide possible projects by showing their importance level, judged by the community. Not all projects will be completed. Some may never happen, others will.

Buildings and Grounds

Significant Building and Grounds projects include:

Repair of City Hall and DPW Building - City Hall and the DPW Building were constructed in the 1950's and 1960's. These buildings were last renovated in the 1990's and 1970's respectively. Both structures are in need of significant repairs including: new roofs, windows, HVAC systems, boilers, and ADA accessible entryways. In order to determine the costs associated with repair, the CIP includes a Study of City Hall Conditions - \$30,000



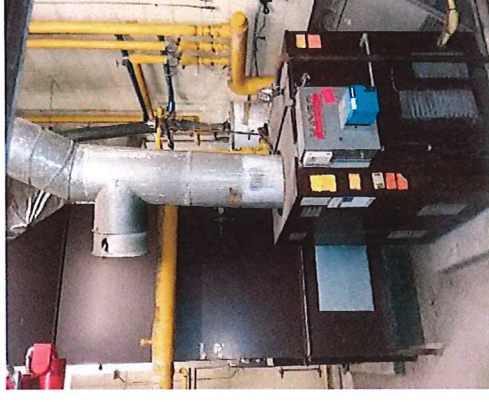
Quick View

Total City owned Buildings:	13
Total Projects:	12
Total CIP:	\$1,146,294
Projected cost by year:	
2023	\$123,294
2024	\$83,000
2025	\$135,000
2026	\$170,000
2027	\$30,000
2028	\$605,000

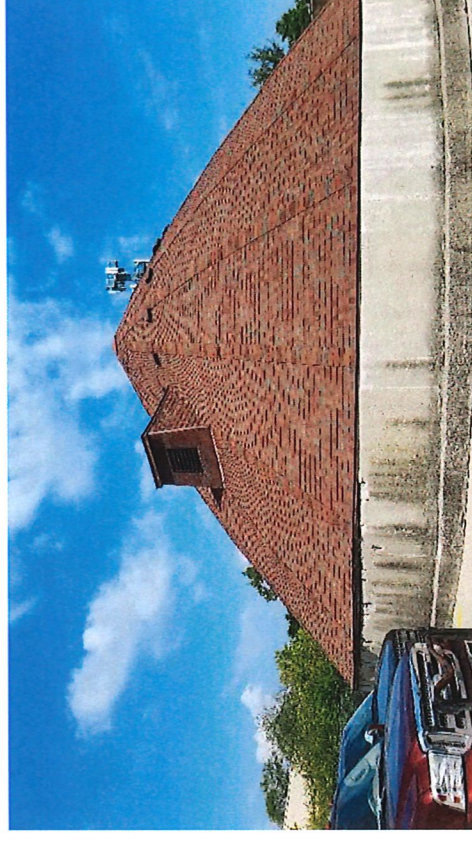
Buildings and Grounds - Continued

Significant Building and Grounds projects include:

HVAC Replacements – HVAC systems at the Public Works Building and City Hall are 43 and 23 years old respectively. Parts of the HVAC systems have been replaced over the last several years. The remaining upgrades/replacements will cost \$73,294.



Salt Dome – The current salt dome is 45 years old. Budgeting for a major reconstruction should be scheduled by 2027. This will likely include demolishing the current wooden framing, and above grade concrete. The footings could remain. Estimated cost is \$450,000



Drain System

Significant Drain System projects include:

The City has been notified by the Oakland County Water Resource Commissioner of various repairs that are required for the Caddell Drain system. The most expensive repair is to the Caddell Drain located at 9 Mile and Drake. Although not in the City of Farmington, it is part of the network that drains the City and surrounding communities, and each community is required to pay a share. The City's portion of the cost of the projects is estimated at \$380,800. In addition to this project, minor repairs will be performed throughout the Caddell Drain totaling \$178,500.



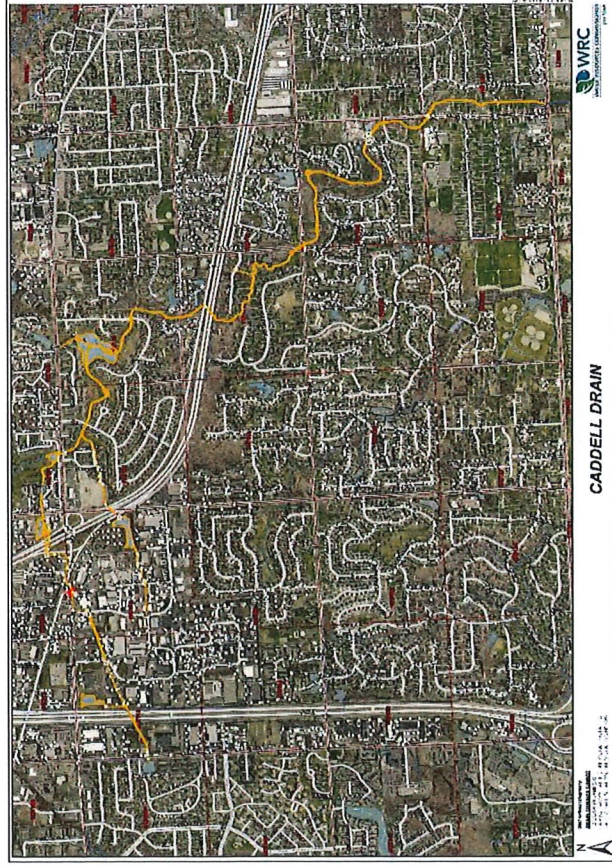
Quick View

Total Projects:	2
Total CIP:	\$559,300
Projected cost by Year:	
2023	\$559,300
2024	\$-
2025	\$-
2026	\$-
2027	\$-
2028	\$

Drain System-Continued

Significant Drain projects include:

There are 2 County Drains that run through the City of Farmington – Caddell Drain and US-16 Drain. In addition, the City maintains multiple stormwater outfall to the Rouge River or tributaries to the Rouge, and many points of connection to Road Commission of Oakland County storm sewers on Farmington Road and Orchard Lake Road.



Land Acquisition and Redevelopment

Significant Land Acquisition and Redevelopment projects include:

Maxfield Training Center and Part of Shiawassee Park – The City purchased the Maxfield Training Center and a part of Shiawassee Park from Farmington Public Schools in 2020. The plans for the Maxfield Training Center include demolishing the current building, cleaning up any potential contamination on the site, and selling the property to a developer for residential/commercial redevelopment. The City will collaborate with developers to pay for demolishing and site clean-up, likely pledging future property tax revenue to offset the costs of the developer. The Shiawassee Park property will be retained as part of the park. The City purchased the Shiawassee Park property from Farmington Public Schools because many of the grants available to improve and revitalize parks require ownership of the land.



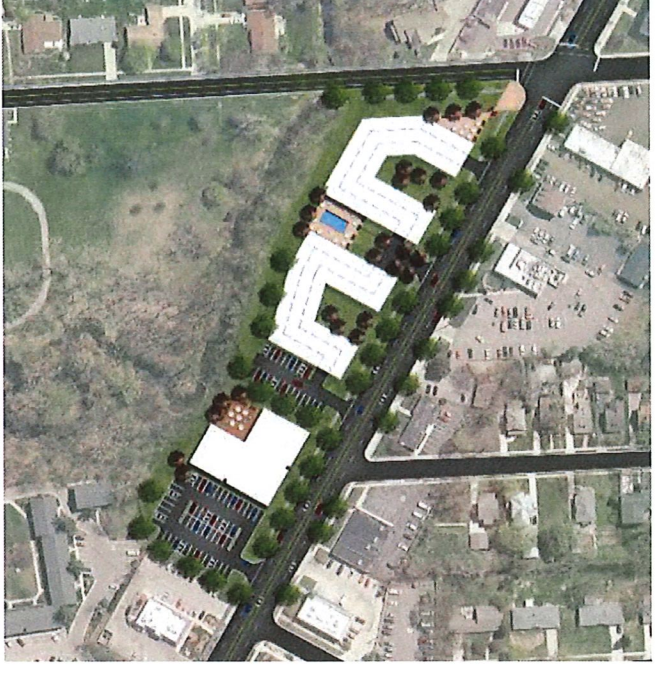
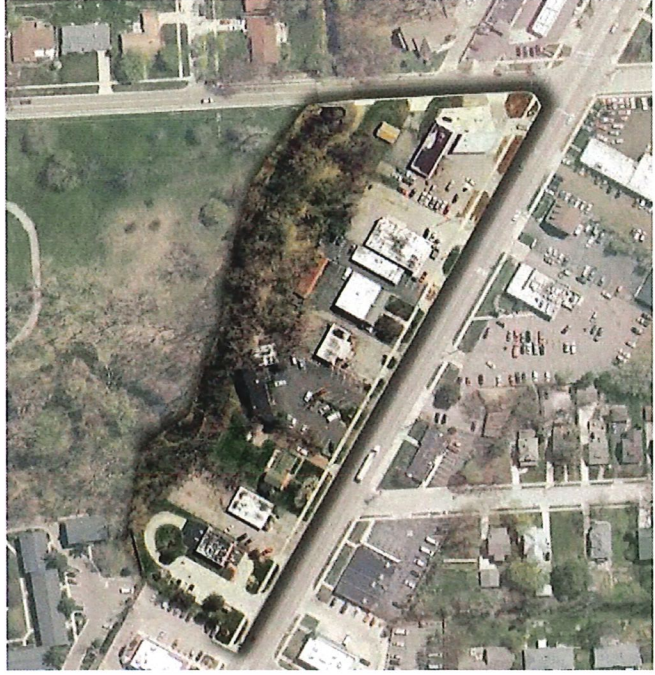
Quick View

Total Projects:	2
Total CIP:	\$1,825,000
Projected cost by Year:	
2023	\$1,775,000
2024	\$50,000
2025	\$-
2026	\$-
2027	\$-
2028	\$

Land Acquisition and Redevelopment - Continued

Significant Land Acquisition and Redevelopment projects include:

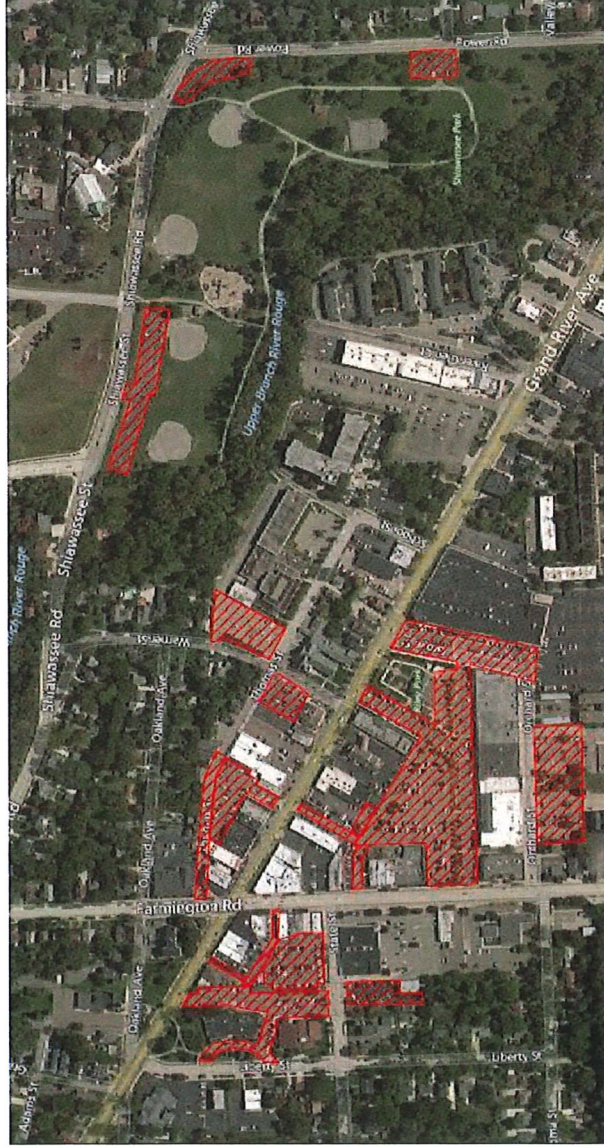
Land Acquisition and Redevelopment – Several studies have been completed in the last several years that have recommended an increase in the density of various commercial areas throughout the City. In order to increase densification, the City may have to purchase parcels in order to facilitate consolidation. These concepts are shown in detail in the Farmington Vision Plan, Downtown Area Plan, Downtown Master Plan, and Grand River Corridor Improvement Vision Plan. There are currently no specific land acquisition and redevelopment projects planned in the next 6 years. However, these types of projects are based on opportunities that may present themselves at any time. An example of the concept is shown below.



Parking Lots

Significant Parking Lot projects include:

The City owns or maintains 23 parking lots, driveways, and alley ways. Routine maintenance of these items is anticipated to cost approximately \$10,000 on an annual basis. Maintenance includes crack sealing, sealcoating, and striping. Occasional resurfacing is also required. Below is a map of City owned parking lots. The lots at Drake Park and the DPW Building are not shown.



Quick View

Total City owned Parking Lots:	7
Total Spaces:	779
Total Projects:	10
Total CIP:	\$1,953,000
Projected cost by year:	
2023	\$240,000
2024	\$1,310,000
2025	\$80,000
2026	\$63,000
2027	\$197,500
2028	\$62,500

Parking Lots - Continued

Significant Parking Lot projects include:

The Downtown Farmington Parking Study Update determined that an additional 429 parking spaces would be required in 5-10 years to support land use densification from retail to restaurant. In order to begin creating additional parking spaces, the City and DDA are considering various properties throughout the DDA to purchase or reconfigure for surface parking. The CIP includes the purchase or reconfiguration of properties in the amount of \$500,000 (50 spaces x \$10,000 per space)

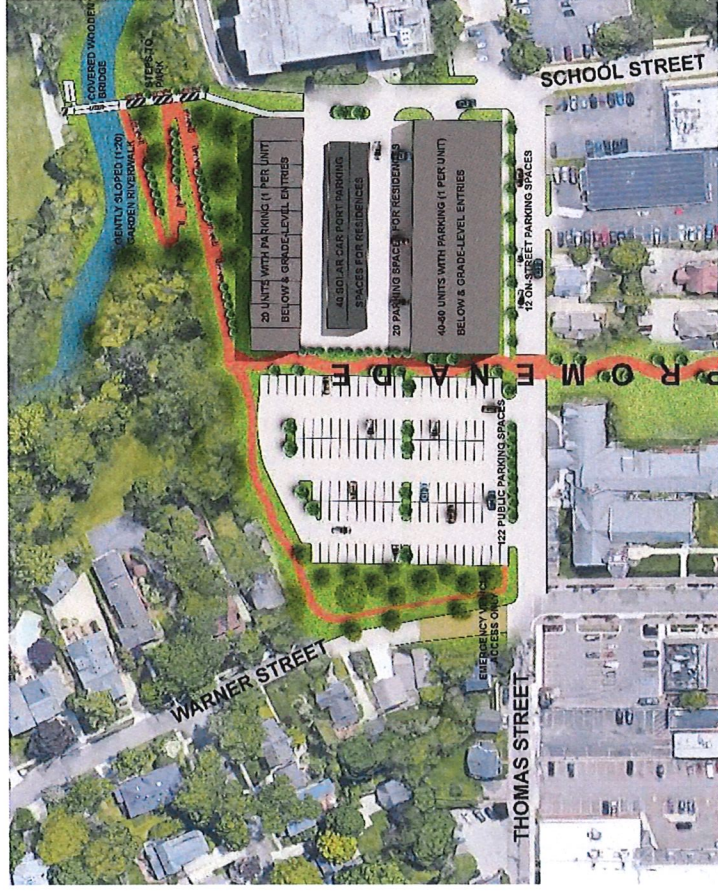
In order to create 429 parking spaces, a parking structure would need to be constructed. Below are the locations suggested for a new parking structure. A new structure is included in the CIP for construction in the next 7-10 years.



Recreation and Culture

Significant Recreation and Culture projects include:

Shiawasse Park/Downtown Connection – This plan includes \$2,000,000 to create a pathway from Riley Park to Shiawasse Park through the Maxfield Training Center property. The pathway will likely be paid for through City funds, Grants, and Developer Contributions



Quick View

City Parks:	6
Total Area:	37.2
Total Projects:	30
Total CIP:	\$3,936,700
Projected cost by year:	
2023	\$590,000
2024	\$2,740,000
2025	\$90,000
2026	\$10,000
2027	\$486,700
2028	\$20,000

Roads

The City levies property taxes of 1.5 mills for roads. This levy, together with Act 51 gas and weight taxes, provide funding to resurface all of the roads in the City of Farmington. Unlike many communities, the City does not special assess for road projects.

Each year, the City reviews and ranks all of their roads. These "Paser Ratings" are used by City Administration to select which roads to work on. In addition to the paser ratings, the City takes into account the water and sewer infrastructure under the roads and attempts to combine road and water and sewer projects in the most efficient manner possible.

Quick View

Miles of Major Street roads in Farmington:	7.36
Miles of Local Street roads in Farmington:	26.35
Total Projects:	3
Total CIP:	\$6,050,000
Projected cost by Year:	
2023	\$1,000,000
2024	\$1,050,000
2025	\$1,000,000
2026	\$1,000,000
2027	\$1,000,000
2028	\$1,000,000

Roads - Continued

Significant Road projects include:

Glenview, James Ct, Hamlin Ct, Conroy Ct, Cass Ct, Moore, Fleming, Alta Loma, Yoder – The CIP includes the HMA resurfacing of various streets in the 2022/23 fiscal year. The City selected these streets for reconstruction because the roads could be resurfaced inexpensively. The roads do not require water or sewer work and have good bases.



Vehicles and Equipment

Significant Vehicle and Equipment projects include:

Municipal Broadband Infrastructure – The CIP contains \$13,000,000 to construct a city-wide fiber optic cable network. The network will be installed by Si-Fi and will be privately owned and operated. It will connect all locations in both the City of Farmington and Farmington Hills.



Quick View

Total CIP:	\$15,333,642
Total Projects:	30
Projected cost by Year:	
2023	\$5,003,268
2024	\$4,818,453
2025	\$5,168,886
2026	\$145,034
2027	\$116,000
2028	\$82,000

Water and Sewer System

Significant Water and Sewer projects include:

Water and Sewer Lines – The City has approximately 50 miles of water lines and 50 miles of sewer lines. Typically, the City replaces or lines these pipes as road projects are completed. For the 22/23 fiscal year, the City is considering completing a comprehensive study of these lines and their conditions in order to seek grants for necessary upgrades.



Quick View

Total Projects:	9
Total CIP:	\$3,849,000
Projected cost by year:	
2023	\$335,300
2024	\$242,300
2025	\$118,600
2026	\$811,600
2027	\$1,920,600
2028	\$420,600

City of Farmington
 Capital Improvement Plan
 Appendix A
 Overview

Project Category	Project Name	Priority Rank	Funding Source			Total	Fiscal Year Ended June 30										
			City	Fund	Outside Source		Prior Years City Cost	Future Cost	2023	2024	2025	2026	2027	2028	2029-2032		
																Outfide	Source
Sidewalks and Streetscapes	Grand River Streetscape - Power to Brookdale	Desired, Not Necessary	100% CIA	0% N/A	1,470,500	-	1,470,500	-	-	-	-	-	-	-	-	-	1,470,500
Sidewalks and Streetscapes	Grand River Streetscape - Brookdale to Orchard Lake	Desired, Not Necessary	100% CIA	0% N/A	1,102,500	-	1,102,500	-	-	-	-	-	-	-	-	-	1,102,500
Buildings and Grounds	Buildings and Grounds Routine Capital Improvements	Various	Various	Various	1,829,479	(133,115)	1,676,294	123,294	83,200	135,000	170,000	30,000	605,000	930,000			
Water	Drainage Routine Capital Improvements	Various	Various	Various	500,000	-	500,000	410,000	-	-	-	-	-	-	-	-	500,000
Parking Lots	Parking Lot Routine Capital Improvements	Various	Various	Various	1,605,500	-	1,605,500	240,000	810,000	80,000	63,000	197,500	1,000,000	1,000,000	4,000,000		
Recreation and Culture	Recreation Routine Capital Improvements	Various	Various	Various	800,000	-	800,000	260,000	12,000	90,000	12,000	200,000	1,000,000	1,000,000	4,000,000		
Roads	Major and Local Roads Routine Capital Improvements	Various	STREET	Various	10,000,000	-	10,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000
Streets and Streetscapes	Sidewalks and Streetscape Routine Capital Improvements	Various	Various	Various	1,910,000	-	1,910,000	150,000	200,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	750,000
Vehicles and Equipment	Public Safety Routine Capital Improvements	Various	Various	Various	1,824,050	-	1,824,050	296,000	84,000	516,000	72,000	106,000	72,000	72,000	678,050		
Vehicles and Equipment	DPW Equipment Routine Capital Improvements	Various	Various	Various	1,766,051	-	1,766,051	143,935	351,120	309,553	28,034	-	-	-	933,409		
Vehicles and Equipment	General Government Equipment Routine Capital Improvements	Various	Various	Various	375,000	-	375,000	130,000	10,000	10,000	65,000	10,000	10,000	10,000	1,100,000		
Water and Sewer System	Water and Sewer System Routine Capital Improvements	Various	WS	Various	7,914,300	-	7,914,300	335,300	242,300	118,600	811,600	1,920,600	420,600	4,065,300			
TOTAL					\$ 53,529,110	(133,115)	\$ 53,395,995	\$ 13,111,662	\$ 10,593,753	\$ 6,892,486	\$ 2,438,634	\$ 4,440,800	\$ 2,880,100	\$ 33,996,759			
																	\$ 40,398,436

Note: The colored lines above represent totals from the detail pages that follow. In other words, the overview pages show unique, one-time projects and the summary of the routine projects of the detail pages. This is done so that a total of projects can be shown in summary format.

City of Farmington
 Capital Improvement Plan
 Appendix A
 Buildings and Grounds

Project Category	Project Name	Prioritization Rank	Funding Source			Fiscal Year Ended June 30										
			City	Fund	Outside Source	Total	Prior Years		Future City Cost	2023	2024	2025	2026	2027	2028	2019-2032
							City Cost	Cost								
1 Buildings and Grounds	Study of City Hall Conditions	Necessary, Short Term	100% GF		0% N/A	\$ 30,000	\$ -	\$ 30,000	\$ 30,000							
2 Buildings and Grounds	HVAC Systems City Hall/DPW	Necessary, Short Term	100% GF		0% N/A	186,409	(113,115)	73,294	73,294							
3 Buildings and Grounds	City Hall Landscaping	Necessary, Short Term	100% GF		0% N/A	20,000	-	20,000	20,000							
4 Buildings and Grounds	Salt Dome Reconstruction (2027-2030)	Necessary, Short Term	55% GF		45% N/A	470,000	(20,000)	450,000						450,000		
5 Buildings and Grounds	Drake Park Storage	Necessary, Short Term	100% GF		0% N/A	50,000	-	50,000						50,000		
6 Buildings and Grounds	City Hall & DPW Flooring Replacement and Paint	Necessary, Short Term	100% GF		0% N/A	33,000	-	33,000		33,000						
7 Buildings and Grounds	Public Safety Front Desk Ballistic Glass	Necessary, Short Term	100% GF		0% N/A	30,000	-	30,000			30,000					
8 Buildings and Grounds	South Truck Bay Door Replacement	Necessary, Short Term	100% GF		0% N/A	20,000	-	20,000			20,000					
9 Buildings and Grounds	City Hall Furniture	Necessary, Short Term	100% GF		0% N/A	30,000	-	30,000				30,000				
10 Buildings and Grounds	DPW Roof Replacement	Necessary, Short Term	100% GF/WS		0% N/A	210,000	-	210,000			105,000			105,000		
11 Buildings and Grounds	Floor Drains/Epoxy Truck Bay Floor	Necessary, Short Term	100% GF		0% N/A	50,000	-	50,000		50,000						
12 Buildings and Grounds	City Hall Roof Replacement	Necessary, Long Term	100% GF		0% N/A	150,000	-	150,000			150,000					
13 Buildings and Grounds	Renovation of Firearms Range	Necessary, Long Term	100% GF		0% N/A	500,000	-	500,000							500,000	
14 Buildings and Grounds	9 Mile Retention Boiler Replacement	Necessary, Long Term	100% WS		0% N/A	30,000	-	30,000							30,000	
TOTAL						\$ 1,809,409	\$(133,115)	\$ 1,676,294	\$ 123,294	\$ 83,000	\$ 135,000	\$ 170,000	\$ 30,000	\$ 605,000	\$ 530,000	

City of Farmington
 Capital Improvement Plan
 Appendix A
 Recreation and Culture

Project Category	Project Name	Prioritization	Funding Source		Prior Years		Fiscal Year Ended June 30									
			City	Outside	City Cost	Total	2023	2024	2025	2026	2027	2028	2029-2032			
			Bank	Source	Cost	Cost										
1 Recreation and Culture	Theater Basement Waterproofing	Urgent	100% CF	0% N/A	\$ -	\$ 15,000	\$ -	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2 Recreation and Culture	Shiawassee Park Play Structure and Wooden Fence Replacement	Necessary, Short Term	50% GF	50% Grant	50,000	50,000	-	50,000	50,000	-	-	-	-	-	-	-
3 Recreation and Culture	Shiawassee and Drake Team Bench Area Improvements	Necessary, Short Term	50% GF	50% SFBI	28,000	28,000	-	28,000	28,000	-	-	-	-	-	-	-
4 Recreation and Culture	Shiawassee and Drake Ball Diamond Surface Improvements	Necessary, Short Term	50% GF	50% SFBI	10,000	10,000	-	10,000	10,000	-	-	-	-	-	-	-
5 Recreation and Culture	Theater Stage lighting upstairs	Necessary, Short Term	100% Theater	0% N/A	10,000	10,000	-	10,000	10,000	-	-	-	-	-	-	-
6 Recreation and Culture	Theater cinema servers (2)	Necessary, Short Term	100% Theater	0% N/A	17,000	17,000	-	17,000	17,000	-	-	-	-	-	-	-
7 Recreation and Culture	Theater stage lighting downstairs	Necessary, Short Term	100% Theater	0% N/A	18,000	18,000	-	18,000	18,000	-	-	-	-	-	-	-
8 Recreation and Culture	Theater Roof Repair	Necessary, Short Term	100% Theater	0% N/A	10,000	10,000	-	10,000	10,000	-	-	-	-	-	-	-
9 Recreation and Culture	Theater Overhead Lighting	Necessary, Short Term	100% Theater	0% N/A	20,000	20,000	-	20,000	20,000	-	-	-	-	-	-	-
10 Recreation and Culture	Theater Exhaust/AC Downstairs Project	Necessary, Short Term	100% Theater	0% N/A	15,000	15,000	-	15,000	15,000	-	-	-	-	-	-	-
11 Recreation and Culture	Shiawassee Tennis Court Renovation and Pickle Court Modification	Necessary, Short Term	50% GF	50% Grant	20,000	20,000	-	20,000	20,000	-	-	-	-	-	-	-
12 Recreation and Culture	Public Art - trailheads, murals, and other	Necessary, Long Term	100% DDA	0% N/A	100,000	100,000	-	100,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	40,000
13 Recreation and Culture	Theater digital projectors (2)	Necessary, Long Term	100% Theater	0% N/A	95,000	95,000	-	95,000	95,000	-	-	-	-	-	-	95,000
14 Recreation and Culture	Theater Concessions update	Necessary, Long Term	100% Theater	0% N/A	12,000	12,000	-	12,000	12,000	-	-	-	-	-	-	12,000
15 Recreation and Culture	Riley/Sundquist Pavilion Floor Resurfacing	Necessary, Long Term	100% GF	0% N/A	10,000	10,000	-	10,000	10,000	-	-	-	-	-	-	10,000
16 Recreation and Culture	Riley/Sundquist Pavilion Painting	Necessary, Long Term	100% GF	0% N/A	10,000	10,000	-	10,000	10,000	-	-	-	-	-	-	10,000
17 Recreation and Culture	Riley/Sundquist Ice Rink Chiller Screen	Desired, Not Necessary	100% DDA	0% N/A	15,000	15,000	-	15,000	15,000	-	-	-	-	-	-	-
18 Recreation and Culture	Riley/Sundquist Park Paver and Approaches	Desired, Not Necessary	50% GF	50% Grant	90,000	90,000	-	90,000	90,000	-	-	-	-	-	-	-
19 Recreation and Culture	Riley/Sundquist Pavilion Lighting	Desired, Not Necessary	100% GF	0% N/A	20,000	20,000	-	20,000	20,000	-	-	-	-	-	-	-
20 Recreation and Culture	Riley/Sundquist Pavilion East Entryway Arch	Desired, Not Necessary	50% GF	50% DDA	20,000	20,000	-	20,000	20,000	-	-	20,000	-	-	-	-
21 Recreation and Culture	Enterprise Park	Desired, Not Necessary	50% DDA	50% Grant	100,000	100,000	-	100,000	50,000	50,000	-	-	-	-	-	-
22 Recreation and Culture	Flanders Park Shelter	Desired, Not Necessary	0% GF	100% Private	25,000	25,000	-	25,000	25,000	-	-	-	-	-	-	-
23 Recreation and Culture	Grand River at Shiawassee Bridge Property Acquisition	Desired, Not Necessary	50% CIA	50% Grant	10,000	10,000	-	10,000	10,000	-	-	10,000	-	-	-	-
24 Recreation and Culture	Memorial Park Improvements (Masonic Temple)	Desired, Not Necessary	50% GF	50% Grant	50,000	50,000	-	50,000	50,000	-	-	50,000	-	-	-	-
25 Recreation and Culture	Theater Seating	Under Consideration	100% Theater	0% N/A	105,000	105,000	-	105,000	105,000	-	-	105,000	-	-	-	-
26 Recreation and Culture	Drake Park Large Field Outfield Fence	Under Consideration	0% N/A	100% SFBI	30,000	30,000	-	30,000	30,000	-	-	-	-	-	-	-
TOTAL					\$ 890,000	\$ 890,000	\$ -	\$ 890,000	\$ 253,000	\$ 260,000	\$ 90,000	\$ 10,000	\$ 10,000	\$ 115,000	\$ 20,000	\$ 157,000

City of Farmington
 Capital Improvement Plan
 Appendix A
 General Government Equipment

Project Category	Project Name	Prioritization Rank	Funding Source		City	Fund	Outside	Source	Total	Prior Years		Fiscal Year Ended June 30						
			City	Cost						City Cost	Future City Cost	2023	2024	2025	2026	2027	2028	2029-2032
1 Vehicles and Equipment	Poll Booth Replacement	Necessary, Short Term	100% GF	0% N/A	\$ 10,000	\$ -	\$ 10,000	\$ -	\$ 10,000	\$ 10,000								
2 Vehicles and Equipment	Phone System	Necessary, Short Term	100% GF	0% N/A	45,000	-	45,000	-	45,000	45,000								
3 Vehicles and Equipment	Storage	Necessary, Short Term	100% GF	0% N/A	65,000	-	65,000	-	65,000	65,000								
4 Vehicles and Equipment	New Computers Due to Upgrade to Windows 11	Necessary, Short Term	100% GF	0% N/A	35,000	-	35,000	-	35,000	35,000								
5 Vehicles and Equipment	Election Equipment Replacement	Necessary, Long Term	100% GF	0% N/A	50,000	-	50,000	-	50,000	50,000								50,000
6 Vehicles and Equipment	IT Equipment	Necessary, Long Term	100% GF	0% N/A	120,000	-	120,000	-	120,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	60,000
TOTAL					\$ 325,000	\$ -	\$ 325,000	\$ -	\$ 325,000	\$ 130,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 45,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 110,000

City of Farmington
 Capital Improvement Plan
 Appendix A
 Public Safety Equipment

Project Category	Project Name	Prioritization Rank	City	Fund	Funding Source		Total	Prior Years City Cost	Future City Cost	Fiscal Year Ended June 30						
					City	Outside				2023	2024	2025	2026	2027	2028	2029-2032
1 Vehicles and Equipment	Patrol Vehicles	Urgent	50%	GF	50%	Drug Forf	\$ 726,000	\$ -	\$ 726,000	\$ 70,000	\$ 72,000	\$ 72,000	\$ 72,000	\$ 72,000	\$ 72,000	\$ 296,000
2 Vehicles and Equipment	Pumper Truck	Necessary, Long Term	100%	GF	0%	N/A	400,000	-	400,000			400,000				
3 Vehicles and Equipment	Firearms	Necessary, Short Term	80%	GF	20%	Resale	30,000	-	30,000	30,000						
4 Vehicles and Equipment	Emergency Siren Controls	Necessary, Short Term	100%	GF	0%	N/A	40,000	-	40,000	16,000	12,000					
5 Vehicles and Equipment	Combined Body Worn Cameras & In-Car Cameras	Necessary, Short Term	60%	GF	40%	Grant	380,000	-	380,000	180,000						200,000
6 Vehicles and Equipment	Administration Vehicles	Necessary, Short Term	100%	GF	0%	N/A	99,000	-	99,000			32,000		34,000		33,000
7 Technology	In-Car Computers	Necessary, Long Term	100%	GF	0%	N/A	27,000	-	27,000							27,000
8 Vehicles and Equipment	Fire Turnout Gear	Necessary, Long Term	10%	GF	90%	Grant	94,050	-	94,050							94,050
9 Vehicles and Equipment	Thermal Imaging Camera	Necessary, Long Term	60%	GF	40%	RAP Gran	10,000	-	10,000							10,000
10 Technology	Phone Recording System	Necessary, Long Term	50%	GF	50%	Drug Forf	18,000	-	18,000							18,000
TOTAL							\$ 1,824,050	\$ -	\$ 1,824,050	\$ 296,000	\$ 84,000	\$ 516,000	\$ 72,000	\$ 106,000	\$ 72,000	\$ 678,050

City of Farmington
 Capital Improvement Plan
 Appendix A
 DPW Equipment

Project Category	Project Name	Priority	Bank	City	Fund	Outside	Source	Total	Prior Years City Cost	Fiscal Year Ended June 30												
										2023	2024	2025	2026	2027	2028	2029-2032						
1 Vehicles and Equipment	2018 GMC	Necessary, Short Term	100% ISF	0%	N/A	\$	127,369	\$	45,000													
2 Vehicles and Equipment	Exmark 60" Laser Mower	Necessary, Short Term	100% ISF	0%	N/A		33,329		15,295				18,034									
3 Vehicles and Equipment	2014 Ford F-250 4x4 Utility Body	Necessary, Short Term	100% ISF	0%	N/A		37,440		37,440													
4 Vehicles and Equipment	Calotte Pedestal Calcium Pre-Wetter	Necessary, Short Term	100% ISF	0%	N/A		10,400		10,400													
5 Vehicles and Equipment	1998 GMC Dump Truck, Plow, Scaper and Spreader	Necessary, Short Term	100% ISF	0%	N/A		242,080		242,080													
6 Vehicles and Equipment	2007 GMC Pickup w/Plow	Necessary, Short Term	100% ISF	0%	N/A		44,200		44,200													
7 Vehicles and Equipment	Fayette Trailer 10 Ton	Necessary, Short Term	100% ISF	0%	N/A		20,400		20,400													
8 Vehicles and Equipment	Stopp SPH 1.2LP Pre-Mix Heater	Necessary, Short Term	100% ISF	0%	N/A		27,200		27,200													
9 Vehicles and Equipment	Sewer Televising Camera	Necessary, Short Term	100% ISF	0%	N/A		40,800		40,800													
10 Vehicles and Equipment	1989 Liberty Landscape Trailer	Necessary, Short Term	100% ISF	0%	N/A		12,240		12,240													
11 Vehicles and Equipment	Leaf Loader	Necessary, Short Term	100% ISF	0%	N/A		61,160		61,160													
12 Vehicles and Equipment	2015 Chevy Express	Necessary, Short Term	100% ISF	0%	N/A		39,893		39,893													
13 Vehicles and Equipment	Caterpillar 3115 Hydraulic Broom Sweeper	Necessary, Short Term	100% ISF	0%	N/A		141,780		141,780													
14 Vehicles and Equipment	Steel ROPS Cab/Hydraulic Broom Sweeper	Necessary, Short Term	100% ISF	0%	N/A		20,850		20,850													
15 Vehicles and Equipment	1984 Ford Tractor	Necessary, Short Term	100% ISF	0%	N/A		45,870		45,870													
16 Vehicles and Equipment	SCADA Field Equipment	Necessary, Short Term	100% GF/MS	0%	N/A		10,000		10,000				10,000									
17 Vehicles and Equipment	Ford F350 4X4 Pickup, GMC Pickup w/Plow	Necessary, Short Term	100% ISF	0%	N/A		75,000		75,000								75,000					
18 Vehicles and Equipment	GMC Extended Cab 4x4 Pickup w/Plow	Necessary, Short Term	100% ISF	0%	N/A		55,000		55,000								55,000					
19 Vehicles and Equipment	2005 Savanna Van	Necessary, Long Term	100% ISF	0%	N/A		48,100		48,100								48,100					
20 Vehicles and Equipment	1994 Bandit Brush Chipper	Necessary, Long Term	100% ISF	0%	N/A		29,000		29,000								29,000					
21 Vehicles and Equipment	2000 GMC Dump Truck, Scraper, Plow & Spreader	Necessary, Long Term	100% ISF	0%	N/A		263,440		263,440								263,440					
22 Vehicles and Equipment	2014 Freightliner Dump Truck, Scraper, Plow & Spreader	Necessary, Long Term	100% ISF	0%	N/A		284,800		284,800								284,800					
23 Vehicles and Equipment	Leaf Loader	Necessary, Long Term	100% ISF	0%	N/A		63,800		63,800								63,800					
24 Vehicles and Equipment	2001 Mid185Q6ID Compressor w/Access	Necessary, Long Term	100% ISF	0%	N/A		20,300		20,300								20,300					
25 Vehicles and Equipment	Beurthing Mid B-60 Tandem Asphalt Roller	Necessary, Long Term	100% ISF	0%	N/A		11,600		11,600								11,600					
Total									\$	1,766,051	\$	143,935	\$	351,120	\$	309,553	\$	28,034	\$	-	\$	933,409

City of Farmington
 Capital Improvement Plan
 Appendix A
 Parking Lots

Project Category	Project Name	Prioritization Rank	Funding Source		City	Fund	Outside Source	Total	Prior Years City Cost	Future City Cost	Fiscal Year Ended June 30						
			City	Outside Source							2023	2024	2025	2026	2027	2028	2029-2032
1 Parking Lots	Downtown Parking Lot	Necessary, Short Term	0% N/A	100% Private			\$ 1,000,000	\$ -	\$ 1,000,000	\$ 200,000	\$ 800,000						
2 Parking Lots	Mailbox	Necessary, Short Term	100% GF/DDA	0% N/A			53,000	-	53,000			53,000					
3 Parking Lots	Parking Solutions	Desired, Not Necessary	100% DBA	0% N/A			100,000	-	100,000	30,000	70,000						
4 Parking Lots	City Hall East Lot	Necessary, Short Term	100% GF	0% N/A			52,500	-	52,500						52,500		
5 Parking Lots	DPW Lot	Necessary, Short Term	100% GF	0% N/A			187,500	-	187,500			187,500					
6 Parking Lots	State Street Lot	Necessary, Long Term	100% GF/DDA	0% N/A			50,000	-	50,000								50,000
7 Parking Lots	West Lot	Necessary, Long Term	100% GF/DDA	0% N/A			62,500	-	62,500								62,500
8 Parking Lots	Routine Parking Lot Maintenance	Necessary, Short Term	100% GF/DDA	0% N/A			100,000	-	100,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	40,000
TOTAL		8					\$ 1,605,500	\$ -	\$ 1,605,500	\$ 240,000	\$ 810,000	\$ 80,000	\$ 63,000	\$ 197,500	\$ 62,500	\$ 152,500	

City of Farmington
 Capital Improvement Plan
 Appendix A
 Roads

Project Category	Project Name	Prioritization Rank	City	Fund	Funding Source		Total	Prior Years City Cost	Future City Cost	Fiscal Year Ended June 30						
					City	Outside				2023	2024	2025	2026	2027	2028	2029-2032
1 Roads	Glenview, James Ct, Hamlin Ct, Conroy Ct, Cass Ct, Moore, Fleming, Alta Loma, Yoder	Necessary, Short Term	100%	Street	0% N/A	\$ 1,000,000	\$ -	\$ 1,000,000	\$ 1,000,000							
2 Roads	Road Program	Necessary, Long Term	100%	Street	0% N/A	9,000,000	-	9,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000
TOTAL						\$ 10,000,000	\$ -	\$ 10,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 4,000,000

City of Farmington
 Capital Improvement Plan
 Appendix A
 Water and Sewer

Project Category	Project Name	Prioritization Rank	City	Fund	Funding Source		Total	Prior Years City Cost	Future City Cost	Fiscal Year Ended June 30						
					City	Outside				2023	2024	2025	2026	2027	2028	2029-2032
					100%	0%				\$	\$	\$	\$	\$	\$	\$
1 Sewer System	Evergreen Farmington Sewer District	Urgent	100%	WS	0%	N/A	\$ 146,000	\$ -	\$ 146,000	\$ 14,600	\$ 14,600	\$ 14,600	\$ 14,600	\$ 14,600	\$ 58,400	
2 Sewer System	9 Mile Retention Storage Basin Repairs	Necessary, Short Term	100%	WS	0%	N/A	333,000	-	333,000	45,000	32,000	32,000	32,000	32,000	128,000	
3 Water System	Water Booster	Necessary, Short Term	100%	WS	0%	N/A	320,000	-	320,000	32,000	32,000	32,000	32,000	32,000	128,000	
4 Water System	Water line at Enterprise Park	Necessary, Short Term	100%	WS	0%	N/A	80,000	-	80,000	80,000					40,000	
5 Sewer System	Pump Stations Repairs	Necessary, Short Term	100%	WS	0%	N/A	135,000	-	135,000	10,000	10,000	15,000	20,000	20,000	40,000	
6 Water System	Auto Read Meters	Necessary, Short Term	100%	WS	0%	N/A	507,400	-	507,400	153,700	153,700	25,000	25,000	25,000	100,000	
7 Water System	Portable Electronic Devices	Necessary, Short Term	100%	WS	0%	N/A	21,000	-	21,000			10,500	10,500		10,500	
8 Water System	Frederick Water Main	Necessary, Short Term	100%	WS	0%	N/A	677,500	-	677,500			677,500				
9 Water System	Watermain Replacement .2 Miles per Year	Necessary, Short Term	100%	WS	0%	N/A	1,544,400	-	1,544,400				297,000	297,000	950,400	
10 Sewer System	Belaire Sewer Lining	Necessary, Long Term	100%	WS	0%	N/A	2,700,000		2,700,000				1,500,000		1,200,000	
11 Sewer System	Chesley Lift Station	Necessary, Long Term	100%	WS	0%	N/A	500,000	-	500,000						500,000	
12 Water System	Water Meter Pit Installation	Necessary, Long Term	100%	WS	0%	N/A	950,000	-	950,000						950,000	
TOTAL							\$ 7,914,300	\$ -	\$ 7,914,300	\$ 335,300	\$ 242,300	\$ 118,600	\$ 811,600	\$ 1,920,600	\$ 4,065,300	

**2023 GRAND RIVER CORRIDOR IMPROVEMENT AUTHORITY
MEETING SCHEDULE
2nd THURSDAY**

Thursday, January 12, 2023	8:00 a.m.
Thursday, February 9, 2023	8:00 a.m.
Thursday, March 9, 2023	8:00 a.m.
Thursday, April 13, 2023	8:00 a.m.
Thursday, May 11, 2023	8:00 a.m.
Thursday, June 8, 2023	8:00 a.m.
Thursday, July 13, 2023	8:00 a.m.
Thursday, August 10, 2023	8:00 a.m.
Thursday, September 14, 2023	8:00 a.m.
Thursday, October 12, 2023	8:00 a.m.
Thursday, November 9, 2023	8:00 a.m.
Thursday, December 14, 2023	8:00 a.m.