



**GRAND RIVER CORRIDOR IMPROVEMENT
AUTHORITY MEETING**
Thursday, December 29, 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. **December 8, 2022 Minutes**

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

5. **PUBLIC COMMENT**

6. **BOARD COMMENT**

7. **ADJOURNMENT**

**CITY OF FARMINGTON
GRAND RIVER CORRIDOR IMPROVEMENT AUTHORITY
MINUTES
December 8, 2022**

CALL TO ORDER

The Farmington Grand River Corridor Improvement Authority meeting was called to order at 8:07 a.m. by Chairman King.

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

APPROVAL OF AGENDA

Motion by O'Dell, supported by Graham to approve the agenda. Motion approved unanimously.

APPROVAL OF MINUTES

Motion by Carron, supported by Bowman to approve the November 10, 2022 minutes. Motion approved unanimously.

2022-2023 GRAND RIVER CORRIDOR IMPROVEMENT AUTHORITY BUDGET AND WORK PLAN PRESENTATION

Director Christiansen presented and reviewed the current 2022-2023 Grand River Corridor Improvement Budget and the 2021-2022 Work Plan with the CIA Board. The Board discussed and commented on the budgets and the work plan.

DISCUSSION OF 2024-2029 CAPITAL IMPROVEMENT PROGRAM

Director Christiansen reviewed the 2023-2028 City of Farmington Capital Improvement Program with the CIA Board and discussed the 2024-2029 Capital Improvement Program. The Board reviewed the Calendar for Fiscal Year 2024-2029 Capital Improvement Program Process prepared by City Administration with the Board.

Motion by O,Dell supported by Graham to approve Patrick Thomas as the Grand River Corridor Improvement Authority representative on the City of Farmington 2024-2029 Capital Improvement Program Steering Committee and to forward to the City of Farmington 2024-2029 Capital Improvement Program Steering Committee the suggestions/recommendations from the Grand River Corridor Improvement Authority for the 2024-2029 Capital Improvement Program. Motion approved unanimously.

2023 SCHEDULE OF CIA REGULAR BOARD MEETINGS

Motion by Carron supported by O'Dell to approve the 2023 Schedule of CIA Regular Board Meetings. Motion approved unanimously.

PUBLIC COMMENT

None.

BOARD COMMENT

The Board asked questions and made comments about the Farmington Road Streetscape Project and redevelopment currently taking place in the Grand River Corridor and throughout the City.

ADJOURNMENT AT 8:57 am

www.farmgov.com



Public Services Department

33720 West Nine Mile Road
Farmington, Michigan 48335

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

December 14, 2022

Notice of 2nd 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 29, 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".

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

Latest News

Notice of 2nd Informational Meeting for Grand River Corridor Improvement Authority

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

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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:

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.

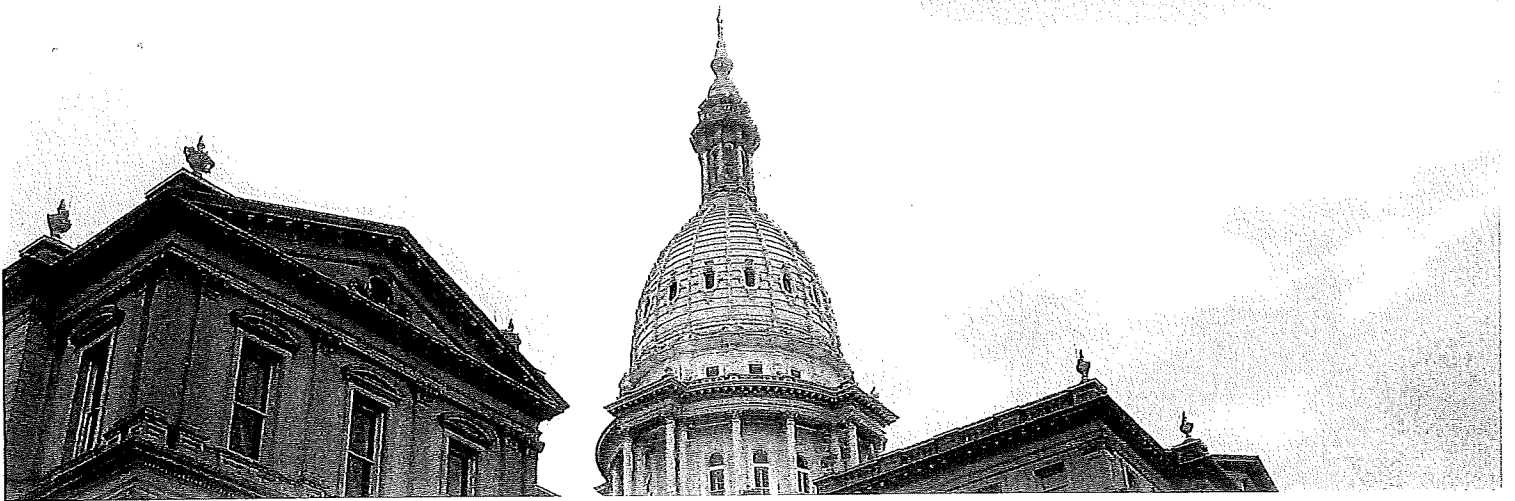
(2) The report described in subsection (1) shall be filed with the department of treasury at the same time as the annual financial report is filed with the department of treasury under section 4 of the uniform budgeting and accounting act, 1968 PA 2, MCL 141.424.

(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

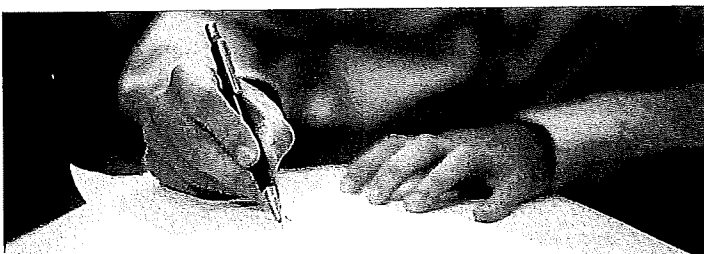
How: Authority must send a copy or an electronic mail link of its currently adopted development plan or its currently adopted tax increment finance plan, if separate from the development plan, to the Department of Treasury.

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.

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 | | | | | |
| 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 |

PERIOD ENDING 09/30/2022

DRAFT

| GL NUMBER | DESCRIPTION | 2022-23 AMENDED BUDGET | BEG. BALANCE 07/01/2022 | ACTIVITY FOR MONTH 09/30/22 | YEAR-TO-DATE THRU 09/30/22 | END BALANCE 09/30/2022 | AVAILABLE BALANCE | % BDTG USED |
|---|--------------------------------|---------------------------|----------------------------|-----------------------------------|-------------------------------|---------------------------|----------------------|----------------|
| Fund 244 - CORRIDOR IMPROVEMENT AUTHORITY FUND | | | | | | | | |
| Assets | | | | | | | | |
| Dept 000.00 | | | | | | | | |
| 244-000.00-001.000 | CASH-GENERAL RECEIVING | | 90,403.25 | 12,093.87 | 46,275.44 | 136,678.69 | | |
| 244-000.00-025.221 | TAXES REC, DELINQUENT PERSONAL | | 792.31 | (1.61) | (1.72) | 790.59 | | |
| 244-000.00-026.000 | ALLOWANCE FOR UNCOLLECTIBLE TA | | (2,123.28) | 0.00 | 0.00 | (2,123.28) | | |
| 244-000.00-027.000 | TAXES REFUNDABLE | | (12,752.90) | 0.00 | 0.00 | (12,752.90) | | |
| 244-000.00-071.001 | DUE FROM FARMINGTON HILLS | | 15,133.47 | 0.00 | 0.00 | 15,133.47 | | |
| 244-000.00-072.000 | DUE FROM OAKLAND COUNTY | | 0.00 | (3,371.81) | (3,371.81) | (3,371.81) | | |
| Total Dept 000.00 | | | 91,452.85 | 8,720.45 | 42,901.91 | 134,354.76 | | |
| TOTAL ASSETS | | | | | | | | |
| Fund Equity | | | | | | | | |
| Dept 000.00 | | | | | | | | |
| 244-000.00-390.000 | FUND BALANCE | | 63,037.56 | 0.00 | 0.00 | 63,037.56 | | |
| Total Dept 000.00 | | | 63,037.56 | 0.00 | 0.00 | 63,037.56 | | |
| TOTAL FUND EQUITY | | | | | | | | |
| Revenues | | | | | | | | |
| Dept 000.00 | | | | | | | | |
| 244-000.00-403.001 | PROPERTY TAXES, TIFA, REV | 0.00 | | (3,373.42) | (3,373.42) | (3,373.42) | 3,373.42 | 100.00 |
| 244-000.00-403.007 | PROPERTY TAXES, TIFA | 52,000.00 | | 12,093.87 | 44,645.02 | 44,645.02 | 7,354.98 | 85.86 |
| 244-000.00-664.000 | INVESTMENT INCOME | 300.00 | | 0.00 | 1,630.31 | 1,630.31 | (1,330.31) | 543.44 |
| Total Dept 000.00 | | 52,300.00 | | 8,720.45 | 42,901.91 | 42,901.91 | 9,398.09 | 82.03 |
| TOTAL REVENUES | | | | | | | | |
| Expenditures | | | | | | | | |
| Dept 000.00 | | | | | | | | |
| 244-000.00-818.000 | CONTRACTUAL SERVICES | 60,000.00 | | 0.00 | 0.00 | 0.00 | 60,000.00 | 0.00 |
| Total Dept 000.00 | | 60,000.00 | | 0.00 | 0.00 | 0.00 | 60,000.00 | 0.00 |
| TOTAL EXPENDITURES | | | | | | | | |
| Total Fund 244 - CORRIDOR IMPROVEMENT AUTHORITY | | | | | | | | |
| TOTAL ASSETS | | | 91,452.85 | 8,720.45 | 42,901.91 | 134,354.76 | | |
| BEG. FUND BALANCE - 2021-22 | | | 63,037.56 | | | 63,037.56 | | |
| + NET OF REVENUES/EXPENDITURES - 2021-22 | | | | | 28,415.29 | 28,415.29 | | |

PERIOD ENDING 09/30/2022

DRAFT

| GL NUMBER | DESCRIPTION | 2022-23 AMENDED BUDGET | BEG. BALANCE 07/01/2022 | ACTIVITY FOR MONTH 09/30/22 | YEAR-TO-DATE THRU 09/30/22 | END BALANCE 09/30/2022 | AVAILABLE BALANCE | % BDTG USED |
|------------|--------------------------------------|------------------------|-------------------------|-----------------------------|----------------------------|------------------------|-------------------|-------------|
| Fund 244 - | CORRIDOR IMPROVEMENT AUTHORITY FUND | | | | | | | |
| | + NET OF REVENUES & EXPENDITURES | (7,700.00) | 111,139.34 | 8,720.45 | 42,901.91 | 42,901.91 | (50,601.91) | 557.17 |
| | = ENDING FUND BALANCE | | 111,139.34 | 37,135.74 | 71,317.20 | 134,354.76 | | |
| | + LIABILITIES | | 0.00 | 0.00 | 0.00 | 0.00 | | |
| | = TOTAL LIABILITIES AND FUND BALANCE | | 111,139.34 | 37,135.74 | 71,317.20 | 134,354.76 | | |

**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

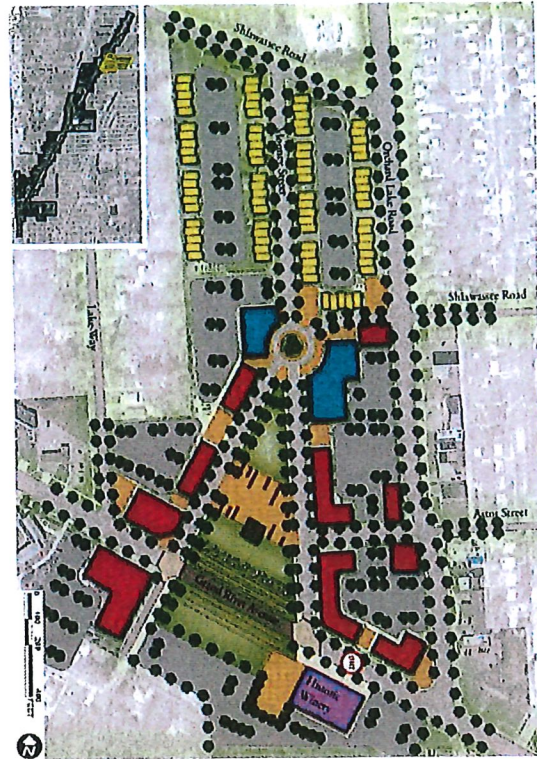
1. **COMMUNITY IMAGE AND CHARACTER** High-quality architecture and urban design elements/treatments will create a signature environment along the corridor
2. **MOBILITY** The corridor will allow for a safe and enjoyable environment for walking and biking, public transit, and automobiles for people of 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: (commercial, office, residential) | +/- 86,500 sq. ft. |
|  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 |

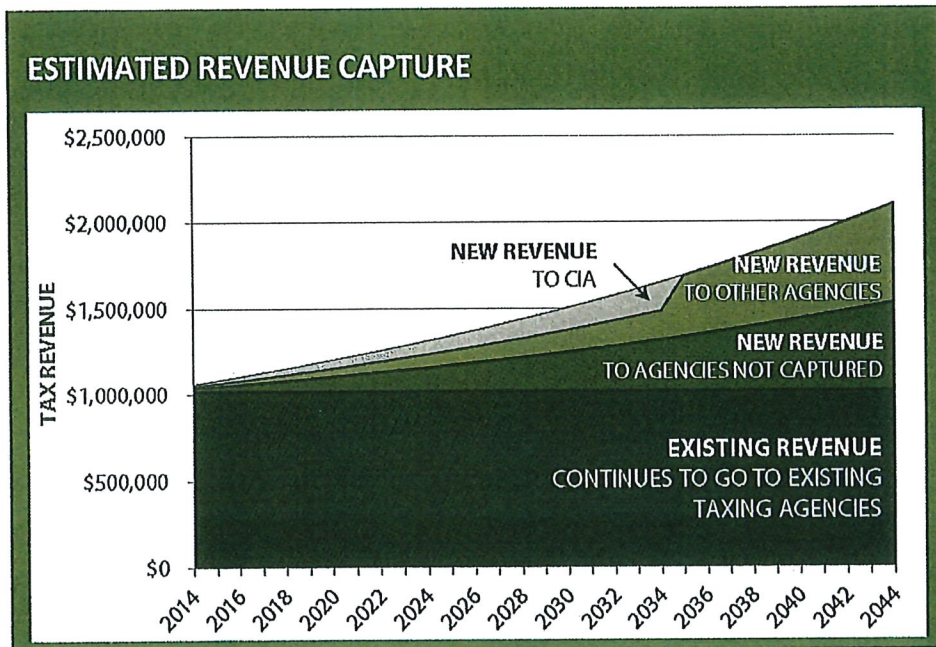
TIF PLAN REVIEW

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.

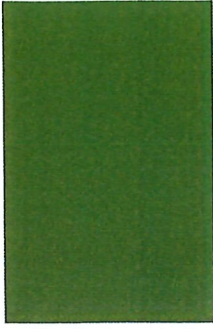
- Special assessment districts
- Grants
- Commercial rehabilitation districts
- City staff assistance
- Redevelopment readiness
- Expedited review

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

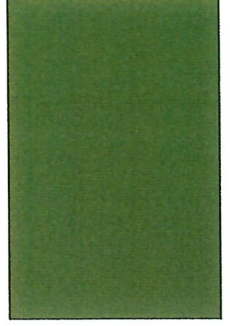
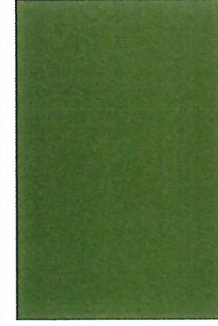
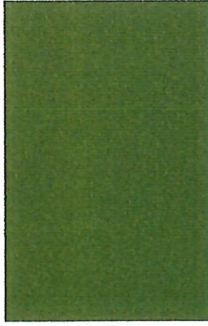
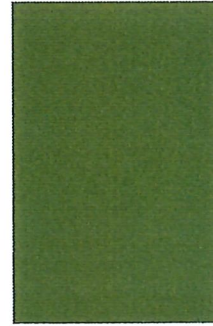
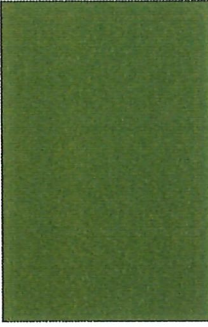
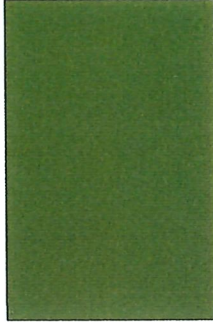
In addition, recognizing that most taxing agencies are budget-conscious today, the City plans to capture only 50% of potential tax increment revenue. This will allow taxing agencies to reap some increased tax revenue as property values increase, but still provide for meaningful capture that will allow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



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> |
|---|--|

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> |
|--|---|

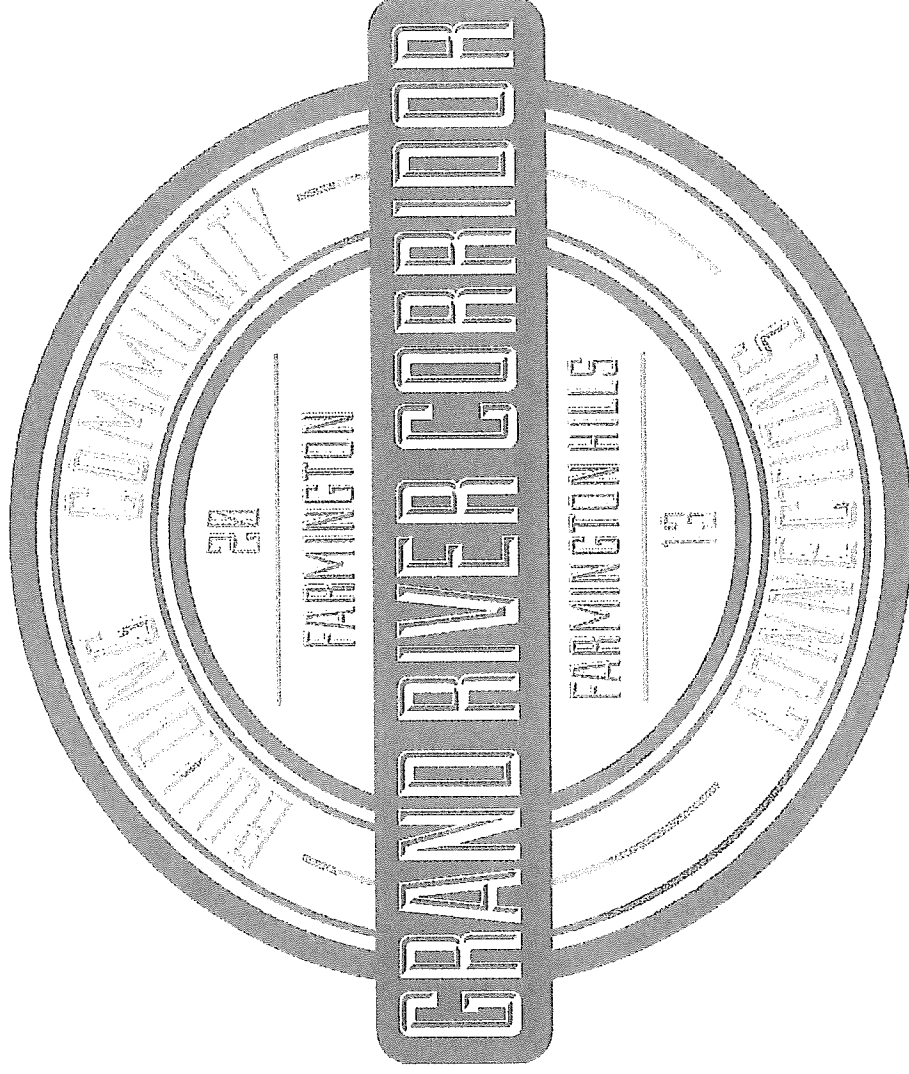
ADOPTED BY CORRIDOR IMPROVEMENT AUTHORITY BOARD: _____
 ADOPTED BY FARMINGTON CITY COUNCIL: _____

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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,

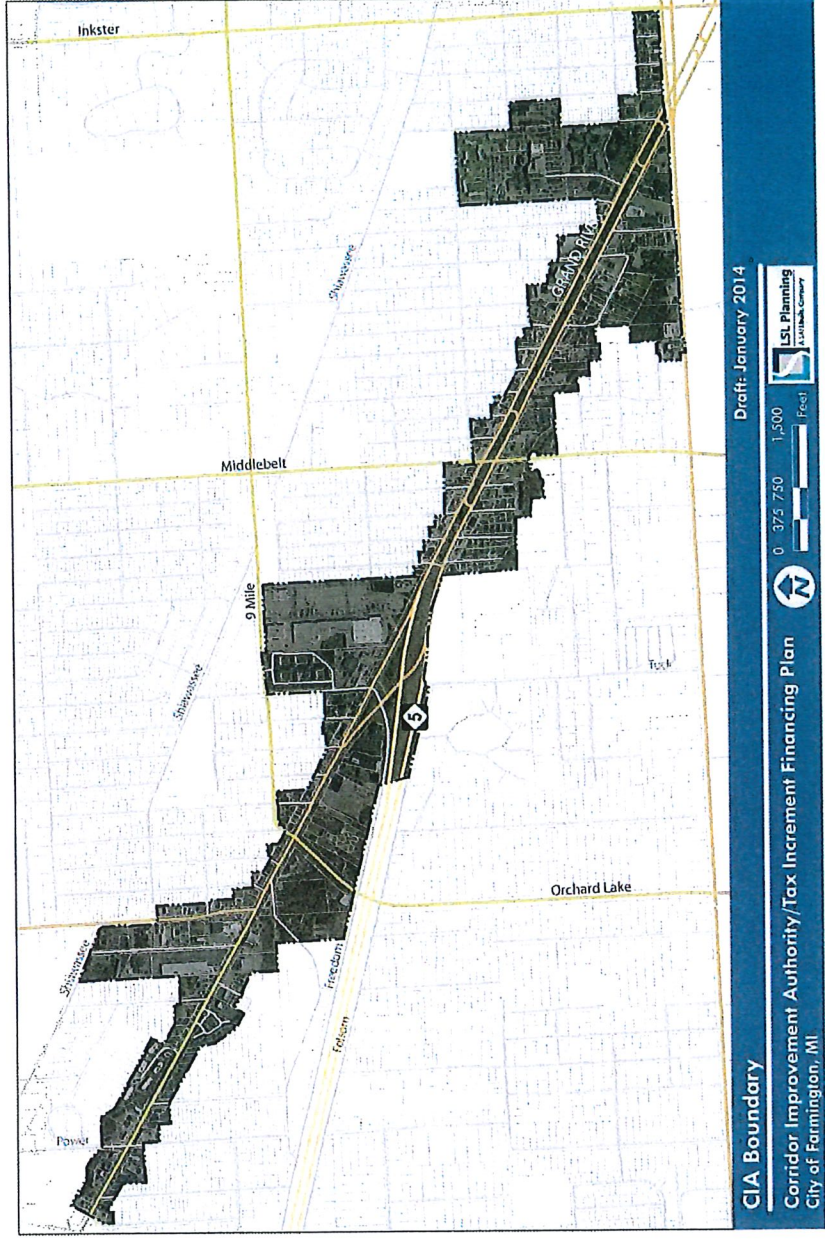
City officials understand that increased density, alternative development concepts or unique, creative alternatives to the status quo may be necessary to implement the vision for the district. To that end, the City has streamlined its development review process, often working with applicants to ensure 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 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

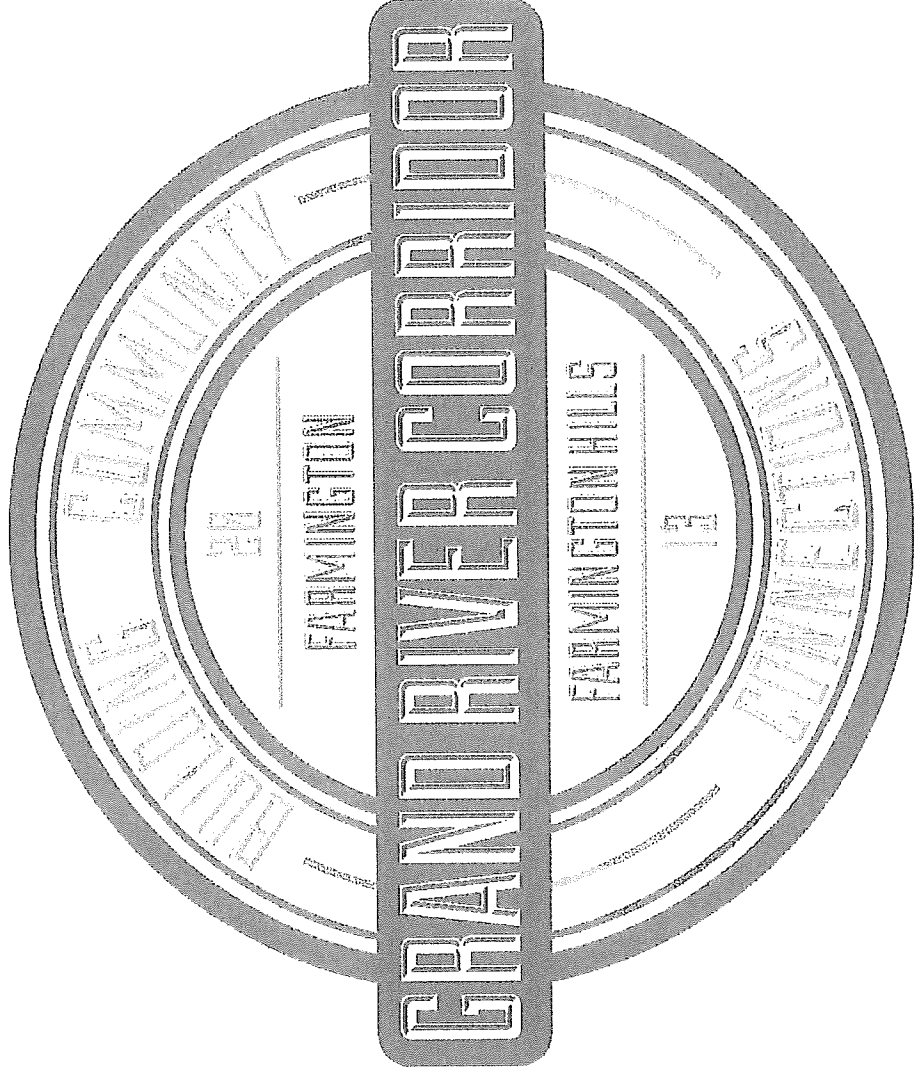
POWERS OF THE AUTHORITY

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

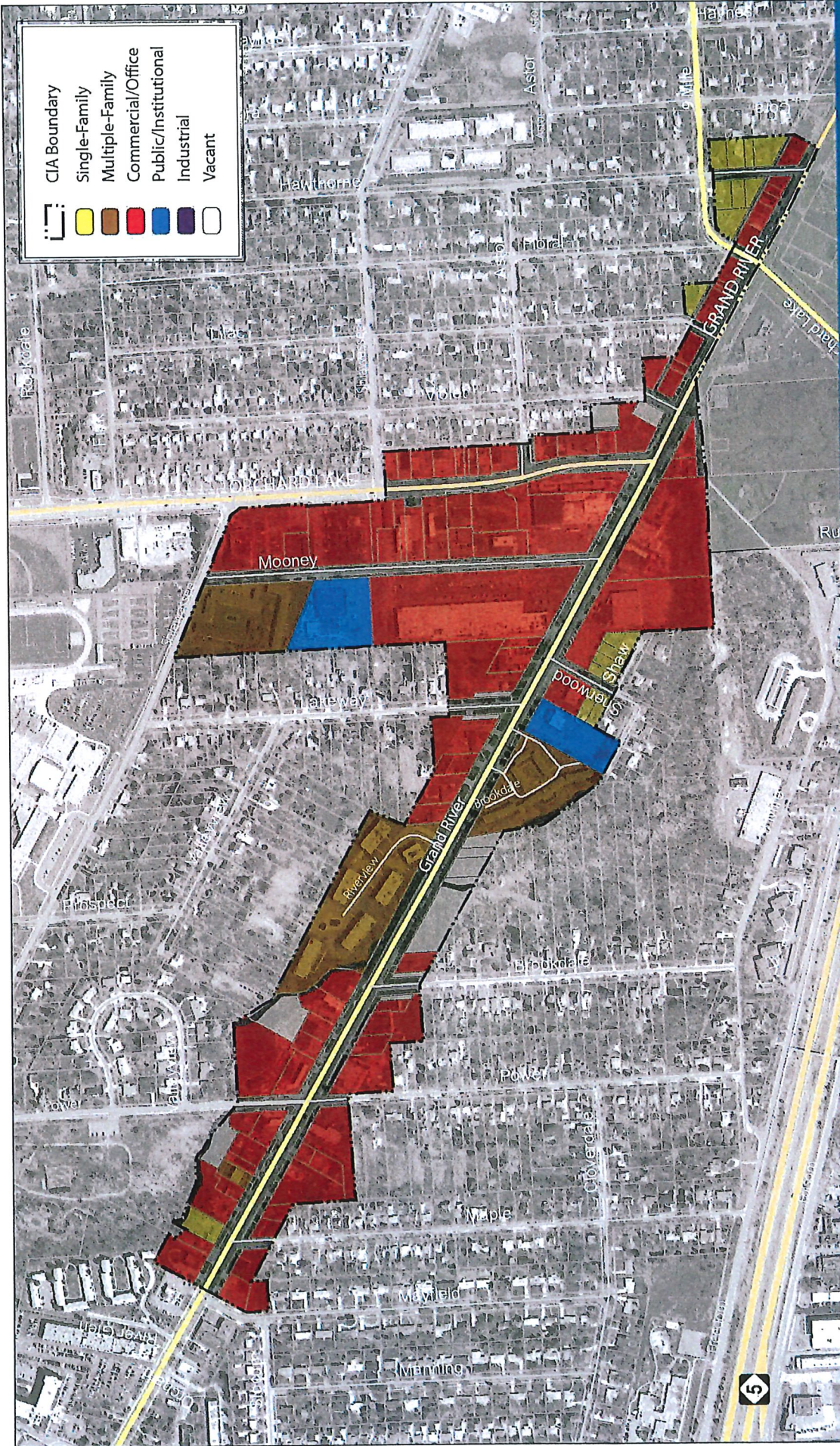
- ▶ Large areas of the Corridor are retail or vacant land creating opportunities for redevelopment and integration of a variety of land uses.
- ▶ There is a large volume of commercial/ retail related uses in the Corridor and the region that limits the competition for commercial space and in turn drives 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
- ▶ OS, 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 |

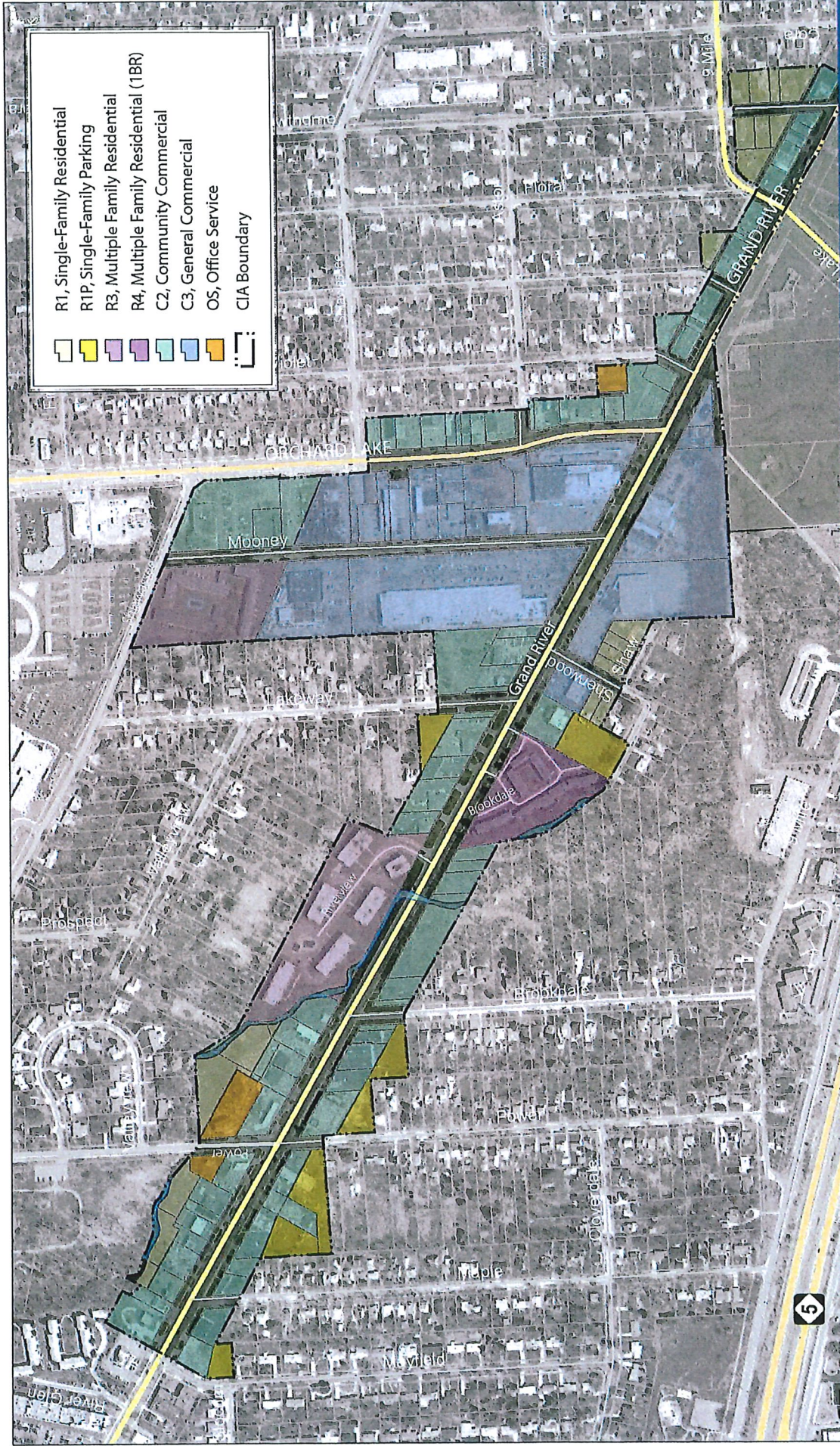
Draft: January 2014



Existing Land Use

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 (1BR) |
| | C2, Community Commercial |
| | C3, General Commercial |
| | OS, Office Service |
| | CIA Boundary |

Future Land Use

Draft: January 2014

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.

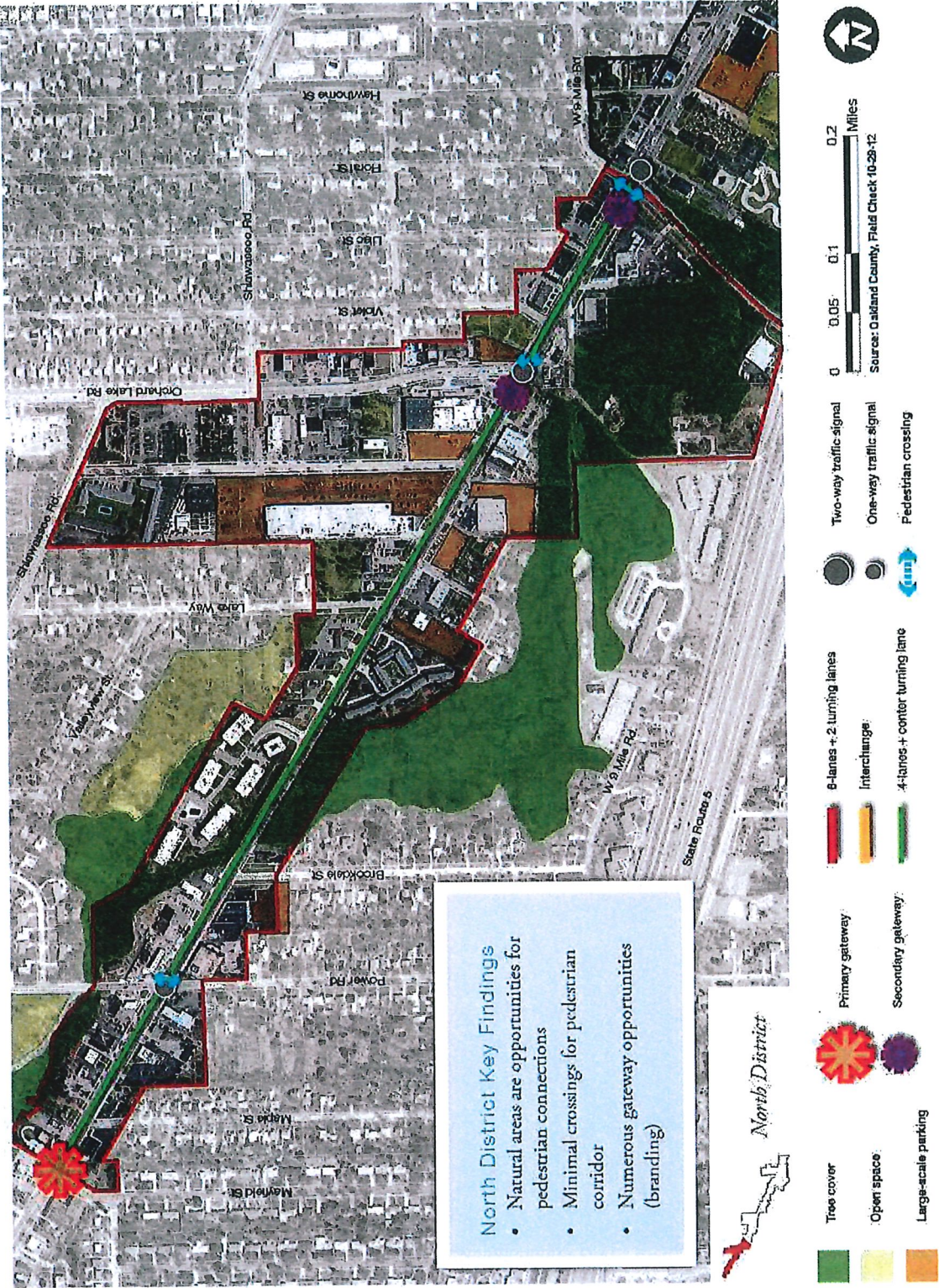
The road diet analysis conducted for Grand River showed that, aside from one location, traffic along the corridor would continue to operate at acceptable Levels of Service (LOS). The LOS between the two traffic signals at the Orchard Lake Road split dropped to a LOS D and LOS E, which are considered 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.

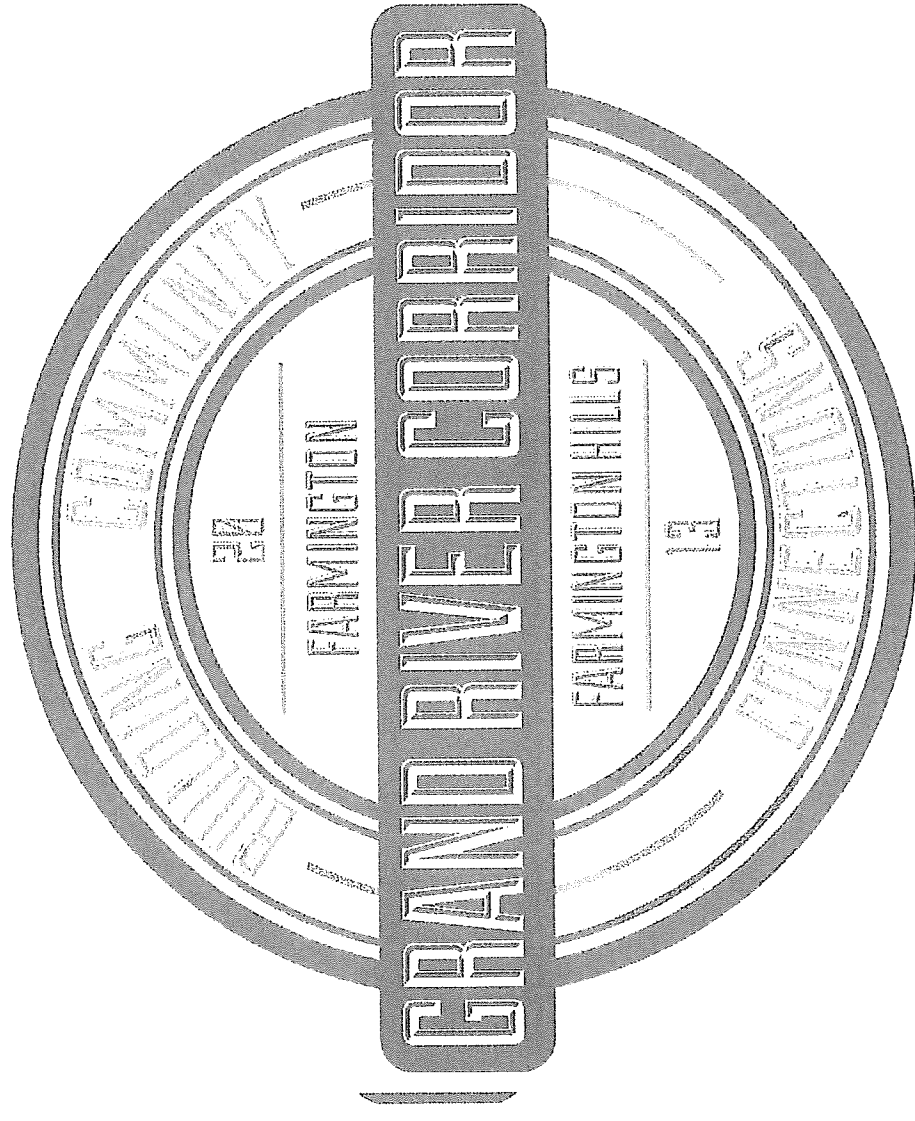
ONLINE SURVEY

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.

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 + |

- ▶ 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

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.

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

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.

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”

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

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

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

FUTURE LAND USE

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

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

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:

| 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 10-20 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 | +/- 940 spaces, 120 on-street |
| Landscaping | |
| Parking: | |



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.

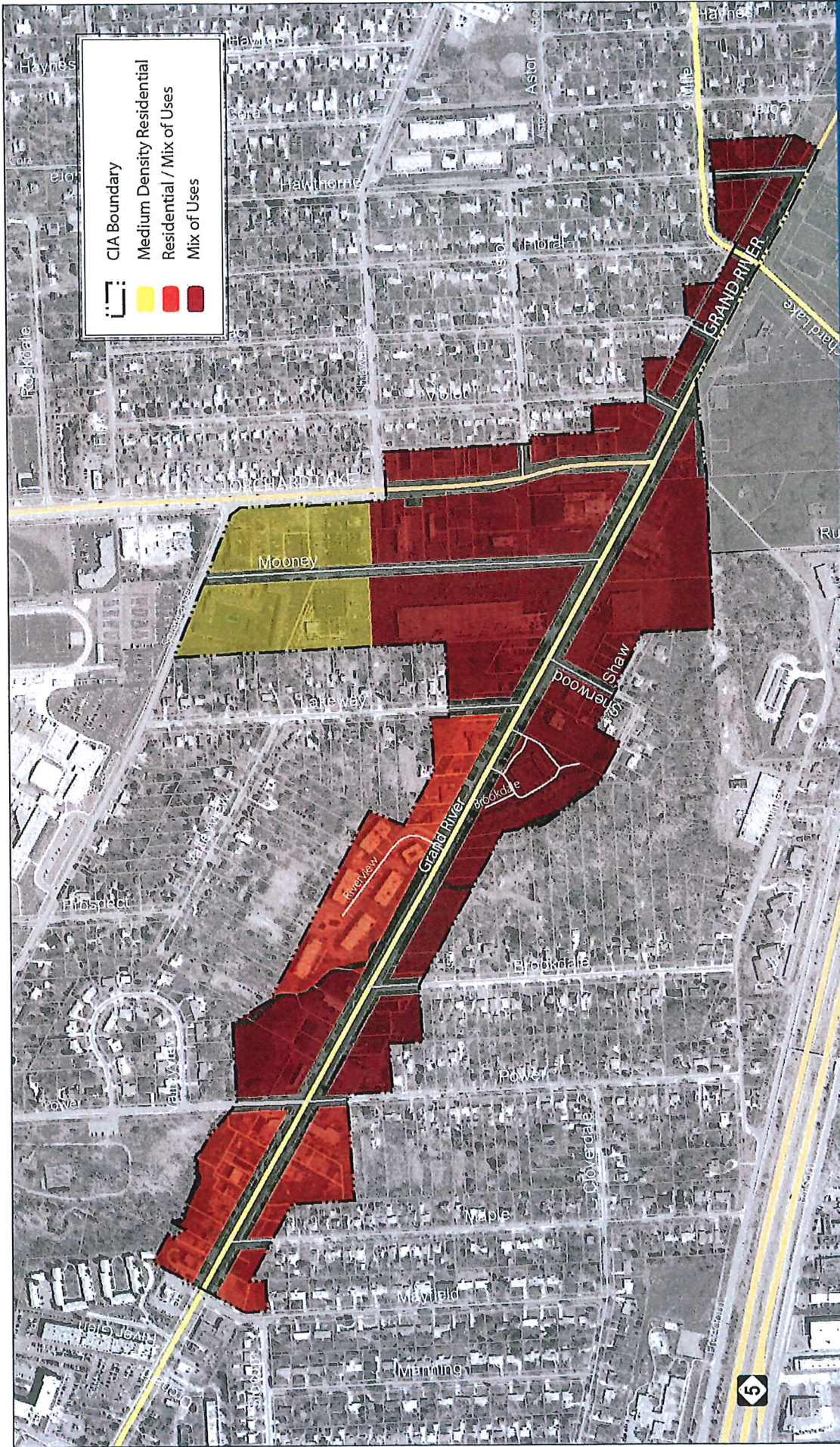
- **Incentives.** Streamlined approvals can help attract redevelopment, but there are more ways to encourage activity. A more aggressive approach to attracting developers is to establish an incentive program. The following table shows the type of incentives (listed along the top) that could potentially 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:

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

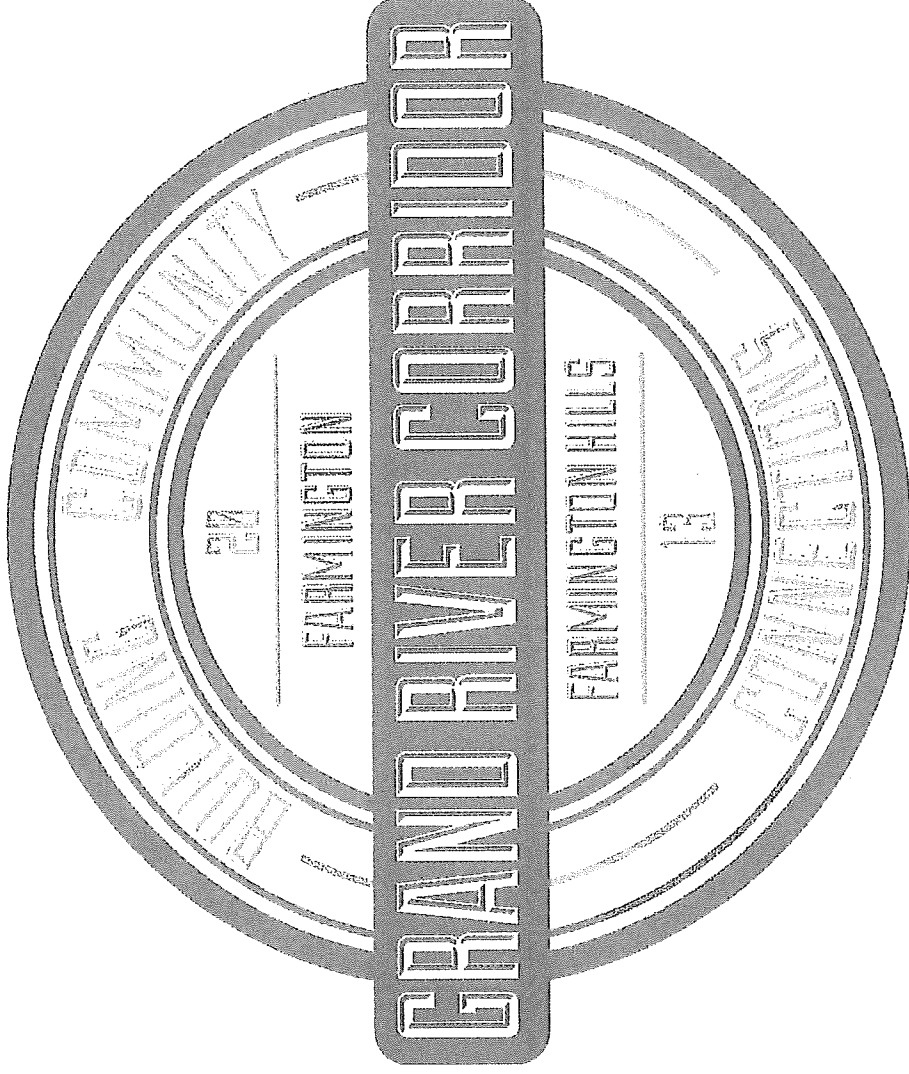


Future Land Use

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

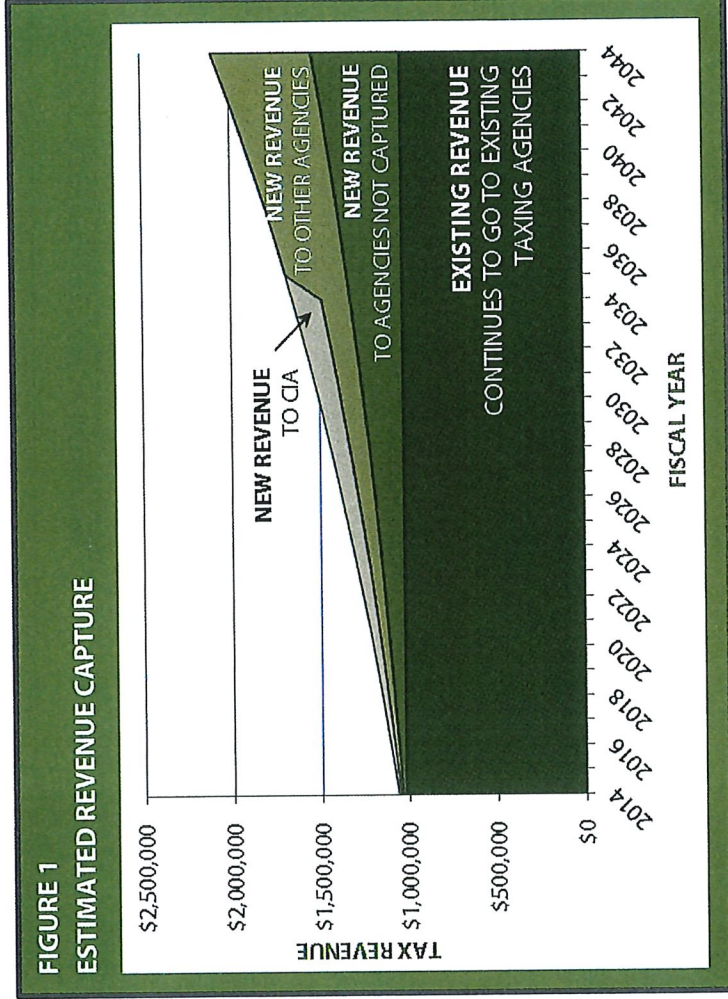
Improvement Authority for reinvestment within the district.

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

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 |

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.

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

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

| <i>Millage Rates</i> Fiscal Year | 4.1900 | 14.0000 | 1.0000 | 0.2415 | 0.2416 | 1.5856 | 1.5844 | 0.5900 |
|-------------------------------------|--------------------------|----------------|--------------|--------------|----------|-----------|-----------|----------|
| | Oakland County Operating | City Operating | City Streets | County Parks | HICMA | Library | College | SMART |
| 2014 | \$485,265 | \$6,794 | \$485 | \$117 | \$117 | \$769 | \$769 | \$286 |
| 2015 | \$738,870 | \$10,344 | \$739 | \$178 | \$179 | \$1,172 | \$1,171 | \$436 |
| 2016 | \$1,000,082 | \$14,001 | \$1,000 | \$242 | \$242 | \$1,586 | \$1,585 | \$590 |
| 2017 | \$1,269,132 | \$17,768 | \$1,269 | \$306 | \$307 | \$2,012 | \$2,011 | \$749 |
| 2018 | \$1,546,252 | \$21,648 | \$1,546 | \$373 | \$374 | \$2,452 | \$2,450 | \$912 |
| 2019 | \$1,831,687 | \$25,644 | \$1,832 | \$442 | \$443 | \$2,904 | \$2,902 | \$1,081 |
| 2020 | \$2,125,684 | \$29,760 | \$2,126 | \$513 | \$514 | \$3,370 | \$3,368 | \$1,254 |
| 2021 | \$2,428,501 | \$33,999 | \$2,429 | \$586 | \$587 | \$3,851 | \$3,848 | \$1,433 |
| 2022 | \$2,740,403 | \$38,366 | \$2,740 | \$662 | \$662 | \$4,345 | \$4,342 | \$1,617 |
| 2023 | \$3,061,662 | \$42,863 | \$3,062 | \$739 | \$740 | \$4,855 | \$4,851 | \$1,806 |
| 2024 | \$3,392,559 | \$47,496 | \$3,393 | \$819 | \$820 | \$5,379 | \$5,375 | \$2,002 |
| 2025 | \$3,733,382 | \$52,267 | \$3,733 | \$902 | \$902 | \$5,920 | \$5,915 | \$2,203 |
| 2026 | \$4,084,430 | \$57,182 | \$4,084 | \$986 | \$987 | \$6,476 | \$6,471 | \$2,410 |
| 2027 | \$4,446,010 | \$62,244 | \$4,446 | \$1,074 | \$1,074 | \$7,050 | \$7,044 | \$2,623 |
| 2028 | \$4,818,437 | \$67,458 | \$4,818 | \$1,164 | \$1,164 | \$7,640 | \$7,634 | \$2,843 |
| 2029 | \$5,202,037 | \$72,829 | \$5,202 | \$1,256 | \$1,257 | \$8,248 | \$8,242 | \$3,069 |
| 2030 | \$5,597,145 | \$78,360 | \$5,597 | \$1,352 | \$1,352 | \$8,875 | \$8,868 | \$3,302 |
| 2031 | \$6,004,106 | \$84,057 | \$6,004 | \$1,450 | \$1,451 | \$9,520 | \$9,513 | \$3,542 |
| 2032 | \$6,423,276 | \$89,926 | \$6,423 | \$1,551 | \$1,552 | \$10,185 | \$10,177 | \$3,790 |
| 2033 | \$6,855,021 | \$95,970 | \$6,855 | \$1,655 | \$1,656 | \$10,869 | \$10,861 | \$4,044 |
| 2034 | \$7,299,718 | \$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 |

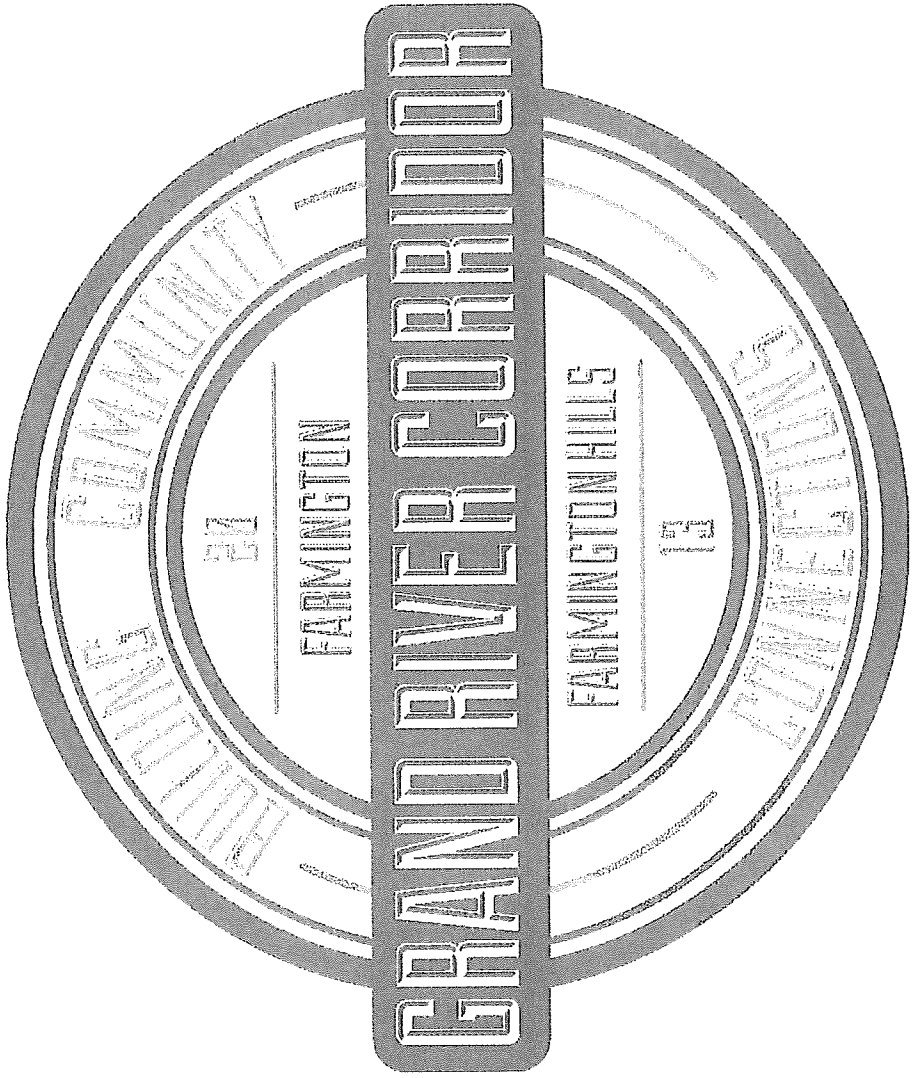
MAXIMUM AMOUNT OF BONDED INDEBTEDNESS TO BE INCURRED

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> | |
| <i>Description of planned improvements.</i> | No such improvements are planned at this time |
| <i>Location, extent, character, estimated cost and timeframe of the improvements contemplated.</i> | While no construction projects are planned, a focus area plan was developed for the orchard lake area <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 PROJECT LIST</u> |
| <i>Designation parties to whom areas are planned to be conveyed in any manner and who will benefit (if available).</i> | <u>FARMINGTON'S APPROACH</u> |
| <i>Procedures for conveying in any manner of all or a portion areas that will be conveyed.</i> | No land conveyances are currently expected as part of this plan. |
| <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. |
| <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 | LULGUJURAJ, MARKO | 22784 ORCHARD LAKE RD | 51,880 |
| 20-23-26-351-007 | LULGUJURAJ, 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 | TRIF 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 |

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| 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 | 22843 ORCHARD LAKE RD | 70,150 |
| 20-99-00-002-126 | BP | 32410 GRAND RIVER AVE | 25,090 |
| 20-99-00-002-310 | LEONOR,LOUIS E DDS | 23020 POWER RD | 91,140 |
| 20-99-00-003-014 | GRAND CELEBRATIONS | 32305 GRAND RIVER AVE | 14,780 |

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| 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 |

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| 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 |

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| 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 | SHLAFER, 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 |

