



**GRAND RIVER CORRIDOR IMPROVEMENT
AUTHORITY MEETING**

**Thursday, August 10, 2023 – 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. July 13, 2023 Minutes**
- 4. HOME CARE SERVICES – 31806 GRAND RIVER AVENUE**
- 5. D&A PROPERTIES (THE WINERY) – 31505 GRAND RIVER AVENUE**
- 6. GRAND RIVER CORRIDOR IMPROVEMENT AUTHORITY DEVELOPMENT AND TIF PLAN REVIEW**
- 7. PUBLIC COMMENT**
- 8. BOARD COMMENT**
- 9. ADJOURNMENT**

**CITY OF FARMINGTON
GRAND RIVER CORRIDOR IMPROVEMENT AUTHORITY
MINUTES
July 13, 2023**

CALL TO ORDER

The Farmington Grand River Corridor Improvement Authority meeting was called to order at 8:05 a.m. by Secretary Thomas.

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

APPROVAL OF AGENDA

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

APPROVAL OF MINUTES

Motion by Thomas, supported by O'Dell to approve the May 11, 2023 minutes. Motion approved unanimously.

ADOPTION OF 2023/2024 BUDGET

Director Christiansen reviewed the current and proposed Grand River Corridor Improvement Authority budgets with the Board. Motion by Thomas, supported by Graham to approve the 2023/2024 Grand River Corridor Improvement Authority Budget. Motion approved unanimously.

PUBLIC COMMENT

None.

BOARD COMMENT

The Board made comments regarding status/potential redevelopment of The Winery.

ADJOURNMENT AT 9:07 am



CITY OF FARMINGTON
Department of Economic & Community Development
Commercial Zoning

Compliance or Occupancy Application

(Application Fee \$50.00)

Date: 08 / 14 / 2023

Sidwell # 20-23-403 141

Property Address: 31806 GRANDRIVER AVE

Suite/ Unit _____

Property Owners Name: Daniel Vetrano

Phone # (248) 231-7893

Property Owners Email: frmdaniel8 @ sbcglobal.net

Property Owners Cell # () _____

Proposed Tenant Business Name COMFORCARE HOMECARE

Proprietor Name: NIKHIL MEHROTRA

Phone # (248) 987-6865

Proprietor Email: NMEHROTRA

@ COMFORCARE.COM Proprietor Cell # (248) 640 9305

Square footage of building / space being occupied 1167

Number of Parking spaces Provided 10

Is a Loading - Delivery Zone Provided? YES ☒ NO

If Yes, Where _____

If No, How will deliveries be accomplished NO DELIVERIES, REGULAR MAIL/PACKAGES ONLY

Is a Trash Dumpster on the Property? YES ☒ NO

If Yes, Where _____

Is There a Dumpster Enclosure YES ☒ NO

How many refuse pick-ups are expected per week 0 per month _____

Description of Business Activities: (including types of products or services provided or sold)

OFFICE SPACE FOR HOMECARE SERVICES

Proposed Hours of Operation 9:00 AM - 5:00 PM Number of Days open MON - FRI 5 DAYS PER WK

Number of Employees per Shift 2-3 Number of Shifts per 24 hour period ONE

☒ I have attached a true executed copy of the lease / contract with the property owner

Signature of applicant _____ Date _____

Printed Name of applicant _____

Zoning Officials Approval: _____ Date _____

Stipulations: _____

I, DANIEL FEENSTRA, PS 46661 HEREBY CERTIFY THAT THE ATTACHED SURVEY HAS BEEN COMPLETED IN ACCORDANCE WITH PUBLIC ACT 132 OF 1970, AS AMENDED, AND THAT THE RELATIVE POSITIONAL PRECISION OF EACH CORNER OF THE SURVEYED PARCEL OR PARCELS SURVEYED HEREIN IS NOT GREATER THAN 0.10 FEET, UNLESS OTHERWISE NOTED HEREIN.



JOB NO.: 22F0044

GENERAL NOTES

INTENT OF THESE CONSTRUCTION DOCUMENTS
A. PROVIDE AND INSTALL ALL REQUIRED EXCAVATING, CONCRETE, FOUNDATIONS, MASONRY, CARPENTRY, PLUMBING, ELECTRICAL AND HVAC WORK AS INDICATED ON THE DRAWINGS. TO DO ALL NECESSARY DEMOLITION WORK. TO PROVIDE AND INSTALL REQUIRED WINDOWS, DOORS AND FINISHES AS INDICATED.

SECTION 01000 CODES, PERMITS AND SAFETY
A. ALL PORTIONS OF THE WORK INCLUDING PLUMBING AND ELECTRICAL WORK SHALL BE PERFORMED IN FULL COMPLIANCE WITH ALL APPLICABLE CITY, COUNTY, STATE AND NATIONAL CODES. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY BUILDING PERMITS AND CERTIFICATES REQUIRED FROM THE LOCAL BUILDING INSPECTOR. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFETY OF ALL PEOPLE ON OR NEAR THE CONSTRUCTION SITE DURING THE CONSTRUCTION PERIOD. IMPLEMENTATION OF ALL NECESSARY AND PRUDENT SAFETY PRECAUTIONS SHALL BE THE FULL RESPONSIBILITY OF THE GENERAL CONTRACTOR. METHODS OF CONSTRUCTION AND ERECTION OF MATERIALS AND ASSEMBLIES SHALL BE THE CONTRACTOR'S RESPONSIBILITY.

SECTION 01001 PLANS AND SPECIFICATIONS
A. THESE SPECIFICATIONS AND THE ACCOMPANYING DRAWINGS ARE INTENDED TO DESCRIBE AND PROVIDE FOR A FINISHED PLACE OF WORK. THEY ARE INTENDED TO BE COOPERATIVE AND WHAT IS CALLED FOR BY EITHER SHALL BE AS BINDING AS IF CALLED FOR BY BOTH. THE CONTRACTOR SHALL UNDERSTAND THAT THE WORK HEREIN DESCRIBED SHALL BE COMPLETE IN EVERY DETAIL, NOT WITHSTANDING EVERY ITEM NECESSARILY INVOLVED IS NOT SPECIFICALLY MENTIONED, AND THE CONTRACTOR WILL BE HELD TO PROVIDE ALL LABOR AND MATERIALS NECESSARY FOR THE ENTIRE COMPLETION OF THE WORK INTENDED TO BE DESIRED, AND SHALL NOT AVAL HIMSELF OF ANY MANIFESTLY UNINTENTIONAL ERROR OR OMISSION SHOULD SUCH EXIST. SHOULD ANY ERROR OR INCONSISTENCY APPEAR IN THE DRAWINGS OR SPECIFICATIONS, THE CONTRACTOR, BEFORE PROCEEDING WITH THE WORK, SHALL MAKE MENTION OF THE SAME TO THE OWNER'S PROJECT MANAGER IN WRITING FOR PROPER ADJUSTMENT, AND IN NO CASE SHALL HE PROCEED WITH THE WORK IN UNCERTAINTY.

B. TITLES TO CHAPTERS AND PARAGRAPHS IN THESE SPECIFICATIONS ARE INDICATED MERELY FOR CONVENIENCE AND SHALL NOT BE CONSTRUED AS A CORRECT OR COMPLETE SEGREGATION OF THE SEVERAL UNITS OF MATERIALS AND LABOR. NO RESPONSIBILITY, EITHER DIRECT OF IMPLIED, IS ASSUMED BY THE OWNER FOR OMISSIONS OR DUPLICATIONS BY THE CONTRACTOR OR HIS SUBCONTRACTORS, DUE TO REAL OR ALLEGED ERROR IN ARRANGEMENT OF MATER IN THESE SPECIFICATIONS.

C. IT SHALL BE THE DUTY OF THE CONTRACTOR TO VERIFY ALL DIMENSIONS GIVEN ON THE DRAWINGS AND TO REPORT ANY ERRORS OR INCONSISTENCIES TO THE OWNER'S PROJECT MANAGER BEFORE COMMENCING THE WORK. IN SUBMITTING A PROPOSAL, IT WILL BE CONSTRUED BY THE OWNER THAT THE BIDDER HAS EXAMINED AND FAMILIARIZED HIMSELF WITH THE SITE AND HAS CAREFULLY CHECKED ALL THE DETAILS AND ASSURED HIMSELF THAT THEY CONFORM IN EVERY RESPECT WITH BOTH LOCAL AND STATE REQUIREMENTS. IGNORANCE OR FAILURE ON THE PART OF THE CONTRACTOR OR SUBCONTRACTOR TO EXAMINE OR FAMILIARIZE THEMSELVES WITH THE SITE WILL NOT BE ACCEPTED AS AN EXCUSE FOR CLAIMS TO EXTRA OR ADDITIONAL PAYMENT ABOVE CONTRACT PRICE.

D. THE OWNER'S PROJECT MANAGER SHALL WITHIN A REASONABLE TIME MAKE DECISIONS ON ALL POINTS BROUGHT UP BY THE CONTRACTOR ON MATTERS RELATING TO THE INTERPRETATION OF THE PLANS, THE SPECIFICATIONS AND THE EXECUTION, AND THE PROGRESS OF THE WORK.
E. SHOULD ANY DISPUTE ARISE AS TO THE QUALITY OR FITNESS OF MATERIALS OR WORKMANSHIP OR INTERPRETATION OF THE PLANS, SPECIFICATIONS, THE DECISION SHALL REST WITH THE OWNER'S PROJECT MANAGER AND SHALL BE BASED ON THE REQUIREMENTS THAT ALL WORK DONE AND ALL MATERIALS FURNISHED SHALL BE IN STRICT ACCORDANCE WITH THE PLANS AND SPECIFICATIONS AND WHAT IS USUAL, CUSTOMARY, AND STANDARD PRACTICE IN RESPECTING BUILDINGS OF SIMILAR TYPE.

F. WHERE NECESSARY FOR FIELD WORK, OR PROPER INTERPRETATION OF THE GENERAL PLANS AND SPECIFICATIONS, THE CONTRACTOR SHALL SUBMIT WITH SUCH PROMPTNESS AS TO CAUSE NO DELAY IN HIS OR ANY OTHER CONTRACTOR'S WORK, THREE COPIES OF AMPLIFIED DETAILS AND SCHEDULES FOR THE APPROVAL OF THE OWNER'S PROJECT MANAGER AND SHALL FURNISH THE PROJECT MANAGER THREE COPIES OF THE FINAL DETAILS, ONE TO BE RETURNED TO THE CONTRACTOR APPROVED AND TWO TO REMAIN IN THE PROJECT MANAGER'S FILES.

G. FIGURED DIMENSIONS AND DETAILED DRAWINGS SHALL BE FOLLOWED IN PREFERENCE TO SCALED MEASUREMENTS. IN CASE OF ANY DOUBT ON THE PART OF THE CONTRACTOR AS TO THE EXACT MEANING OF THE DRAWINGS AND THESE SPECIFICATIONS, HE SHALL APPLY TO THE OWNER'S PROJECT MANAGER FOR AN INTERPRETATION BEFORE PROCEEDING WITH HIS WORK.

H. SHOULD DISCREPANCIES APPEAR AMONG THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL REQUEST AN INTERPRETATION FROM THE OWNER'S PROJECT MANAGER BEFORE PROCEEDING WITH THE WORK. IF THE CONTRACTOR FAILS TO MAKE SUCH REQUEST, NO EXCUSE WILL THEREAFTER BE ENTERTAINED FOR FAILURE TO CARRY OUT WORK IN THE REQUIRED MANNER OR PROVIDE REQUIRED GUARANTEE, WARRANTIES, OR BONDS. SHOULD CONFLICT OCCUR IN OR BETWEEN DRAWINGS AND SPECIFICATIONS, CONTRACTOR IS DEEMED TO HAVE ESTIMATED ON BETTER QUALITY AND LARGER QUANTITY OF WORK, UNLESS HE SHALL HAVE REQUESTED AND OBTAINED WRITTEN DECISION FROM THE OWNER'S PROJECT MANAGER BEFORE SUBMISSION OF HIS PROPOSAL. WHERE DISCREPANCIES OR INCONSISTENCIES ARE GOVERNED BY EXISTING CONDITIONS OR BY CONDITIONS ALREADY ESTABLISHED, CONTRACTOR SHALL TAKE ACTUAL MEASUREMENTS HIMSELF AND SHALL REPORT IN WRITING TO THE OWNER'S PROJECT MANAGER. FOR EXPLANATION OR CLARIFICATION OF THE DRAWINGS, SPECIFICATIONS AND INSTRUCTIONS, THE CONTRACTOR SHALL REQUEST AN INTERPRETATION FROM THE OWNER'S PROJECT MANAGER.

I. THE CONTRACTOR SHALL CAREFULLY STUDY AND COMPARE ALL DRAWINGS, SPECIFICATIONS, AND OTHER INSTRUCTIONS. WHERE DIMENSIONS ARE GOVERNED BY EXISTING CONDITIONS OR FIGURED DIMENSIONS OF THE DRAWINGS WHICH MAY EXIST OR APPEAR TO EXIST, BEFORE PROCEEDING TO EXECUTE THAT PART OF THE WORK AFFECTED, THEREBY, THIS FIELD VERIFICATION SHALL BE DONE WITHIN TEN DAYS OF THE RECEIPT OF THE DRAWINGS, SPECIFICATIONS AND INSTRUCTIONS. FAILURE TO DO SO SHALL CONSTITUTE A WAIVER OF ALL RIGHT TO OR CLAIM FOR EXTRA WORK ON SUCH ACCOUNT.

J. NO DEVIATION FROM SPECIFICATIONS, DRAWINGS OR INSTRUCTIONS SHALL BE MADE WITHOUT WRITTEN AUTHORIZATION BY THE OWNER'S PROJECT MANAGER.

SECTION 01002 MATERIAL, LABOR, APPLIANCES

A. UNLESS OTHERWISE STIPULATED, THE CONTRACTOR SHALL PROVIDE AND PAY FOR ALL MATERIALS, LABOR, WATER, TOOLS, EQUIPMENT, LIGHT AND POWER, TRANSPORTATION AND OTHER FACILITIES NECESSARY FOR THE EXECUTION OF THE WORK.

B. UNLESS OTHERWISE SPECIFIED, ALL MATERIALS SHALL BE NEW AND BOTH WORKMANSHIP AND MATERIALS SHALL BE THE BEST OF THESE RESPECTIVE KINDS. THE CONTRACTOR SHALL IF REQUIRED, FURNISHED SATISFACTORY EVIDENCE AS TO THE KIND AND QUALITY OF MATERIALS.

C. ONLY SKILLED, THOROUGHLY TRAINED AND EXPERIENCED FOREMAN AND WORKMEN SHALL BE EMPLOYED ON THE WORK, AND WHEN REQUIRED BY THE OWNER, THE CONTRACTOR SHALL DISCHARGE AND SHALL NOT RE-EMPLOY ON THE WORK, ANY PERSON WHO COMMITS TRESPASS, OR WHO IS IN THE OPINION OF THE OWNER, DISORDERLY, DANGEROUS, INSUBORDINATE, INCOMPETENT, OR OTHERWISE DISQUALIFIED. NOR SHALL HE EMPLOY ANY PERSON WHO HAS BEEN DISCHARGED BY ANOTHER CONTRACTOR UPON THE ORDER OF THE OWNER'S PROJECT MANAGER. D. UNLESS OTHERWISE STIPULATED, NO ALLOWANCE OR COMPENSATION WHATSOEVER SHALL BE DUE OR PAID TO THE CONTRACTOR FOR ANY TEMPORARY ROADS, EXCAVATIONS, EMBANKMENTS, OR OTHER WORK OR STRUCTURES THAT HE MAY MAKE TO FACILITATE HIS WORK, NOR FOR ANY CONSTRUCTION PLANT, TOOLS OR EQUIPMENT WHICH MAY BE REQUIRED IN THE PERFORMANCE OF THE WORK.

E. ALL WORK AND MATERIALS DELIVERED ON THE PREMISES SHALL BE INTENDED TO FORM PART OF THE WORK AND SHALL NOT BE REMOVED WITHOUT CONSENT OF THE OWNER. THE CONTRACTOR SHALL HAVE THE RIGHT TO REMOVE ALL SURPLUS MATERIALS AFTER THE COMPLETION OF ALL WORK INCLUDED IN HIS CONTRACT.

F. IT SHALL BE THE DUTY OF THE GENERAL CONTRACTOR TO SEE THAT ALL SUBCONTRACTORS ARE FULLY INFORMED IN REGARD TO THE GENERAL CONDITIONS AND PRELIMINARY SPECIFICATIONS.

SECTION 01003 PROTECTION OF WORK AND PROPERTY

A. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL VIOLATIONS OF CITY ORDINANCES AND STATE LAWS INVOLVED IN THE PERFORMANCE OF HIS WORK; FOR OBSTRUCTION OF STREETS, SIDEWALKS, ALLEYS AND PAVEMENTS AND SHALL IN ALL CASES MAKE GOOD ANY DAMAGE TO ANY STREETS, SIDEWALKS, ALLEYS AND PAVEMENTS.

B. CONTRACTOR SHALL USE EVERY PRECAUTION TO BRACE AND OTHERWISE SUPPORT AND SECURE THE STRUCTURAL FRAME, WALLS, FLOORS AND ROOF DURING THE CONSTRUCTION OF THE WORK; AND SHALL PROVIDE DURING THE PROGRESS OF HIS WORK EVERY AND ALL SAFEGUARDS AND PROTECTION AGAINST ACCIDENTS, JURY AND DAMAGE TO PERSONS AND PROPERTY INCLUDING ADJOINING PROPERTY.

C. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HIS WORK AND EVERY PART THEREOF, AND FOR ALL MATERIALS, TOOLS APPLIANCES AND PROPERTY OF EVERY DESCRIPTION USED IN CONNECTION THEREWITH.

SECTION 01005 SUPERVISOR

A. THE CONTRACTOR SHALL OBTAIN PERSONAL SUPERVISION TO THE WORK, USING HIS BEST SKILL AND ATTENTION, AND SHALL KEEP A COMPETENT FOREMAN AND NECESSARY ASSISTANTS CONSTANTLY ON THE JOBSITE. THE FOREMAN SHALL BE THE PERSONAL REPRESENTATIVE OF THE CONTRACTOR AND ALL DIRECTIONS GIVEN BY HIM SHALL BE AS BINDING AS IF GIVEN BY THE CONTRACTOR. COMMUNICATIONS DELIVERED TO THE FOREMAN BY OWNER'S PROJECT MANAGER SHALL BE AS BINDING AS IF DELIVERED TO THE CONTRACTOR.

B. THE CONTRACTOR SHALL UNLOAD ALL WORK AND SHALL BE RESPONSIBLE FOR ALL MEASUREMENTS AND DIMENSIONS.

SECTION 01007- CUTTING & PATCHING

A. EACH CONTRACTOR SHALL LEAVE ALL CHASES, HOLES OR OPENINGS IN WALLS AND PARTITIONS STRAIGHT, TRUE AND OF PROPER SIZE. IN HIS OWN WORK OR CUT SAME IN EXISTING WORK AS MAY BE NECESSARY FOR THE PROPER INSTALLATION OF HIS OWN OR ANOTHER CONTRACTOR'S WORK. EACH CONTRACTOR SHALL COORDINATE WITH THE GENERAL CONTRACTOR REGARDING PROPER LOCATION AND SIZE OF SAME. IN CASE OF HIS FAILURE TO LEAVE OR CUT SAME IN THE PROPER PLACE, HE SHALL CUT THEM AFTERWARDS AT HIS OWN EXPENSE. NO EXCESSIVE CUTTING WILL BE PERMITTED, NOR SHALL ANY STRUCTURAL MEMBERS BE CUT.

B. AFTER ALL WORK HAS BEEN INSTALLED IN CHASES, HOLES OR OPENINGS, EACH CONTRACTOR SHALL CAREFULLY FIT AROUND, CLOSE UP, REPAIR, PATCH AND POINT UP SAME AS DIRECTED, TO THE COMPLETE SATISFACTION OF THE OWNER'S PROJECT MANAGER. ALL WORK SHALL BE DONE WITH PROPER TOOLS AND BY THE SKILLED WORKMEN WHO ARE THOROUGHLY TRAINED AND EXPERIENCED IN THE PARTICULAR TRADE TO WHICH SUCH WORK BELONGS, AND SHALL BE DONE WITHOUT EXTRA CHARGE TO THE OWNER.

SECTION 01008 CLEANING

A. THE CONTRACTOR SHALL AT ALL TIMES KEEP THE PREMISES FREE FROM ACCUMULATIONS OF WASTE AND FLAMMABLE MATERIAL OR RUBBISH CAUSED BY HIS EMPLOYEES OR OTHERS DURING THE PROGRESS OF THE WORK. AT THE COMPLETION OF THE WORK AND BEFORE FINAL ACCEPTANCE, THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, CLEAR AWAY AND REMOVE FROM THE PREMISES AND FROM PUBLIC AND PRIVATE ROADS ALL PLANT DEBRIS, RUBBISH, TOOLS, SCAFFOLDING, SURPLUS MATERIALS, AND EXCESS EXCAVATED MATERIALS DUE TO HIS OPERATIONS, AND SHALL LEAVE THE PREMISES AND THE WORK IN PERFECT ORDER AND REPAIR, AND THE BUILDING BROOM CLEAN AND READY TO USE.

WARRANTY LIMITATION OF ARCHITECT'S WORK PRODUCT:

THE ARCHITECT AND THEIR CONSULTANTS DO NOT GUARANTEE THE ACCURACY AND COMPLETENESS OF THE WORK PRODUCT HEREIN BEYOND REASONABLE DILIGENCE. THE ARCHITECT SHALL BE NOTIFIED OF ANY ERRORS AND OMISSIONS FOUND WITHIN THE WORK PRODUCT IN ORDER TO TAKE THE NECESSARY ACTIONS OF RESOLUTION. FAILURE TO PROMPTLY NOTIFY THE ARCHITECT OF SUCH ERRORS AND OMISSIONS SHALL ABSOLVE THE ARCHITECT OF ANY RESPONSIBILITY FOR THE CONSEQUENCE OF SUCH FAILURE. ACTIONS TAKEN WITHOUT THE CONSENT OF THE ARCHITECT, OR IN CONTRADICTION TO THE ARCHITECT'S WORK OR RECOMMENDATIONS, SHALL BECOME THE RESPONSIBILITY OF THE PARTIES RESPONSIBLE FOR SUCH ACTIONS.

OFFICIAL SEAL

CLIENT:
NAME : NIKHIL MEHROTRA
PH : (949)4000205
EMAIL : nmehrotra@gmail.com



608 RAND RD.,
SUITE 220
DES PLAINES, IL
60018
(708) 800-7266

CONSULTANT

CONSULTANT

HOME
CARE
SERVICE

31806 GRAND RIVER AVE
FARMINGTON, MI 48106.

REV	REV DESCRIPTION	DATE
1	ISSUED FOR PERMIT	8/21/23

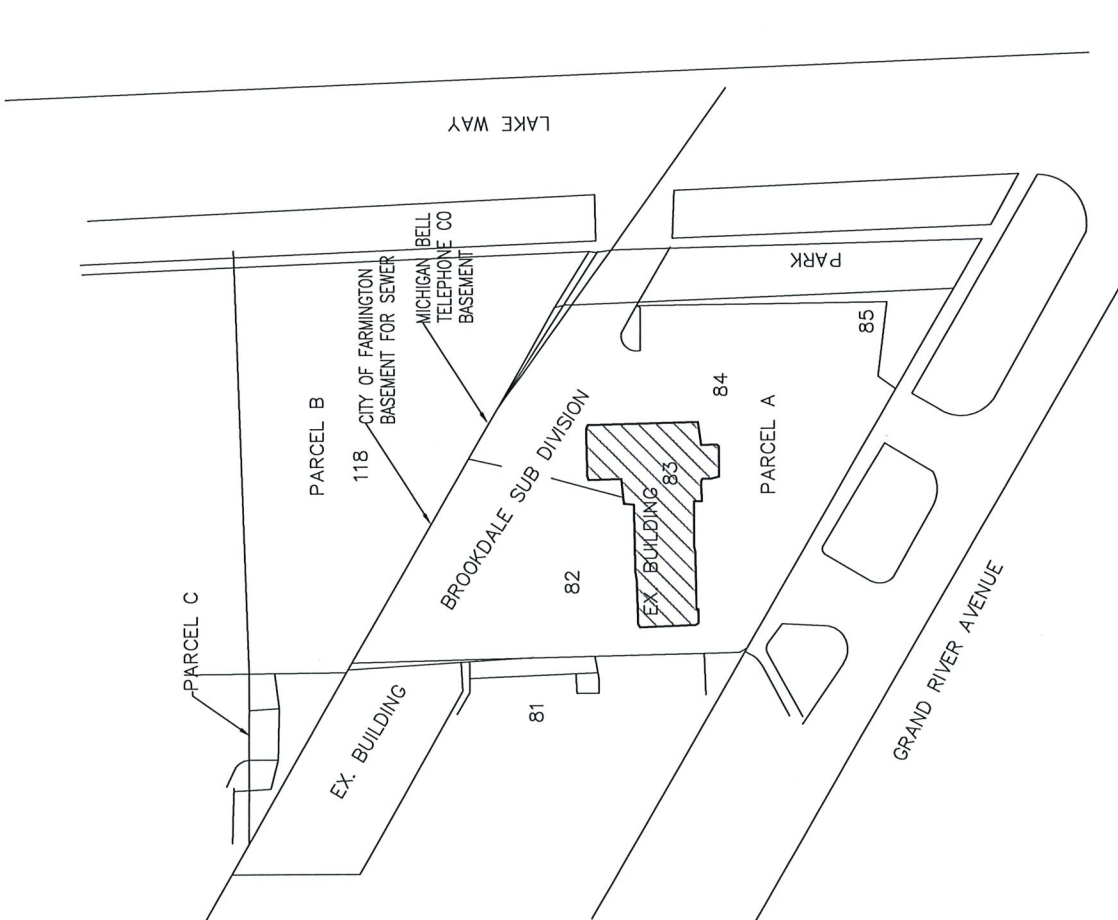
DESIGN PROFESSIONAL SEAL

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K&P ARCHITECTS & ENGINEERS.

Drawn / Designed By
Project Number: KP-23-0131

GENERAL
NOTES

SHEET NUMBER:
G101



1 SITE PLAN
SCALE: 1/2" = 1'-0"

OFFICIAL SEAL
CLIENT:
NAME: NIKHIL MEHROTRA
PROJECT:
EMAIL: rnmh@mehtaraj.com



CONSULTANT

CONSULTANT

HOME
CARE
SERVICE

31806 GRAND RIVER AVE
FARMINGTON, MI 48106

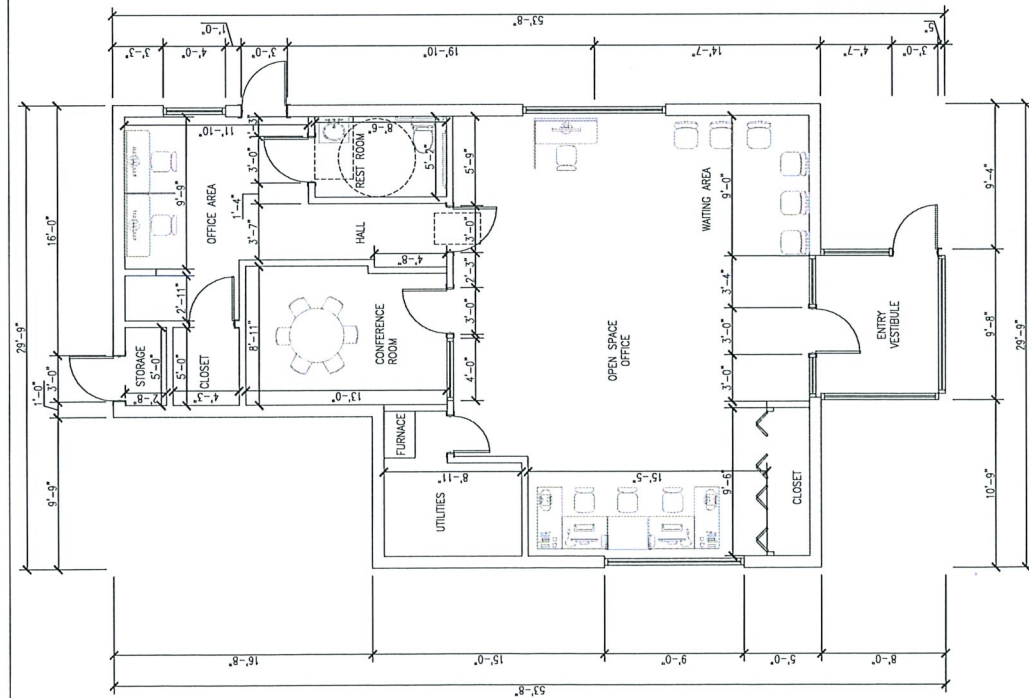
REV	REV DESCRIPTION	DATE
1	ISSUED FOR PERMIT	07/01/23

DESIGN PROFESSIONAL SEAL
THIS DRAWING IS AN
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PROPERTY OF KPS ARCHITECTS &
ENGINEERS, LLC AND SHALL
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KPS ARCHITECTS & ENGINEERS.

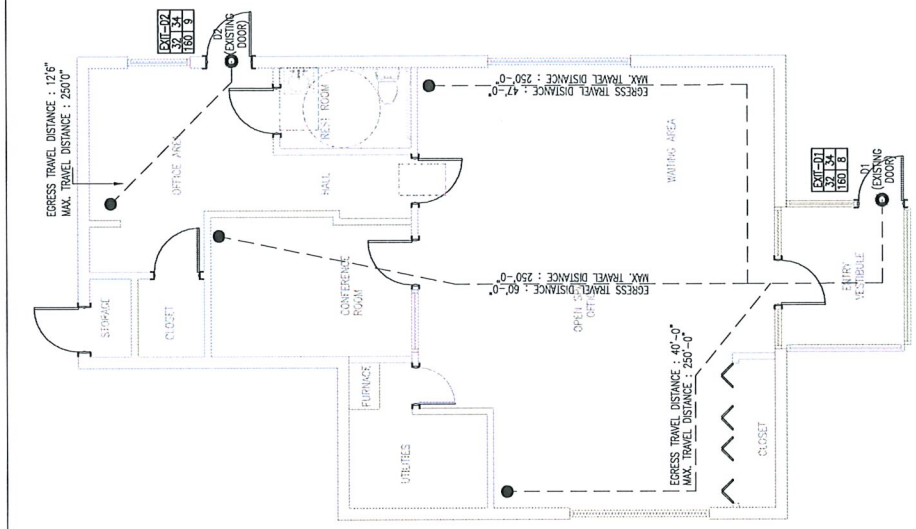
Drawn: Designed: RJC
Project Number: KPS-23-031
SHEET NAME:

SITE PLAN

SHEET NUMBER:
A101



2 FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"



1 LIFE SAFETY PLAN
SCALE: 1/8" = 1'-0"

DOOR CAPACITY				
DOOR	DOOR WIDTH	ALLOWED CAPACITY	ACTUAL CAPACITY	
DOOR 1	34"	170 OCCUPANTS	8 OCCUPANTS	
DOOR 2	34"	170 OCCUPANTS	9 OCCUPANTS	

NOTE: THE EGRESS CAPACITY VALUE USED TO DETERMINE THE DOOR CAPACITY IS 0.2 INCHES PER OCCUPANT, AS INDICATED BY 2015 MICHIGAN BUILDING CODE.

OCCUPANCY LOAD (2015 MBC)						
OCCUPANCY	ROOM NAME	AREA (SQ.FT.)	UNIT	OCCUPANCY LOAD FACTOR UNIT	NO. OF OCCUPANTS	WIN. NUMBER OF EXITS
ASSEMBLY WITH FIXED SEATS	OPEN OFFICE SPACE AREA	535	/GSF	-	4	
	CONFERENCE AREA	135	/GSF	-	6	
	OFFICE AREA	133	/GSF	-	2	2
ASSEMBLY WITHOUT FIXED SEATS (UN. CONCENTRATED)	WAITING AREA	83	/NSF	15	NSF	5
	TOTAL OCCUPANCY				17	2

OFFICIAL SEAL
CLIENT:
NAME: NIKHIL MEHROTRA
PH: (248) 644-0305
Email: nmeht@mehtajoy.com
400 RAND RD.,
SUITE 220
DES PLAINES, IL
(708) 820-7206
MEHTA JOY
CONSULTANTS & ENGINEERS
CONSULTANT

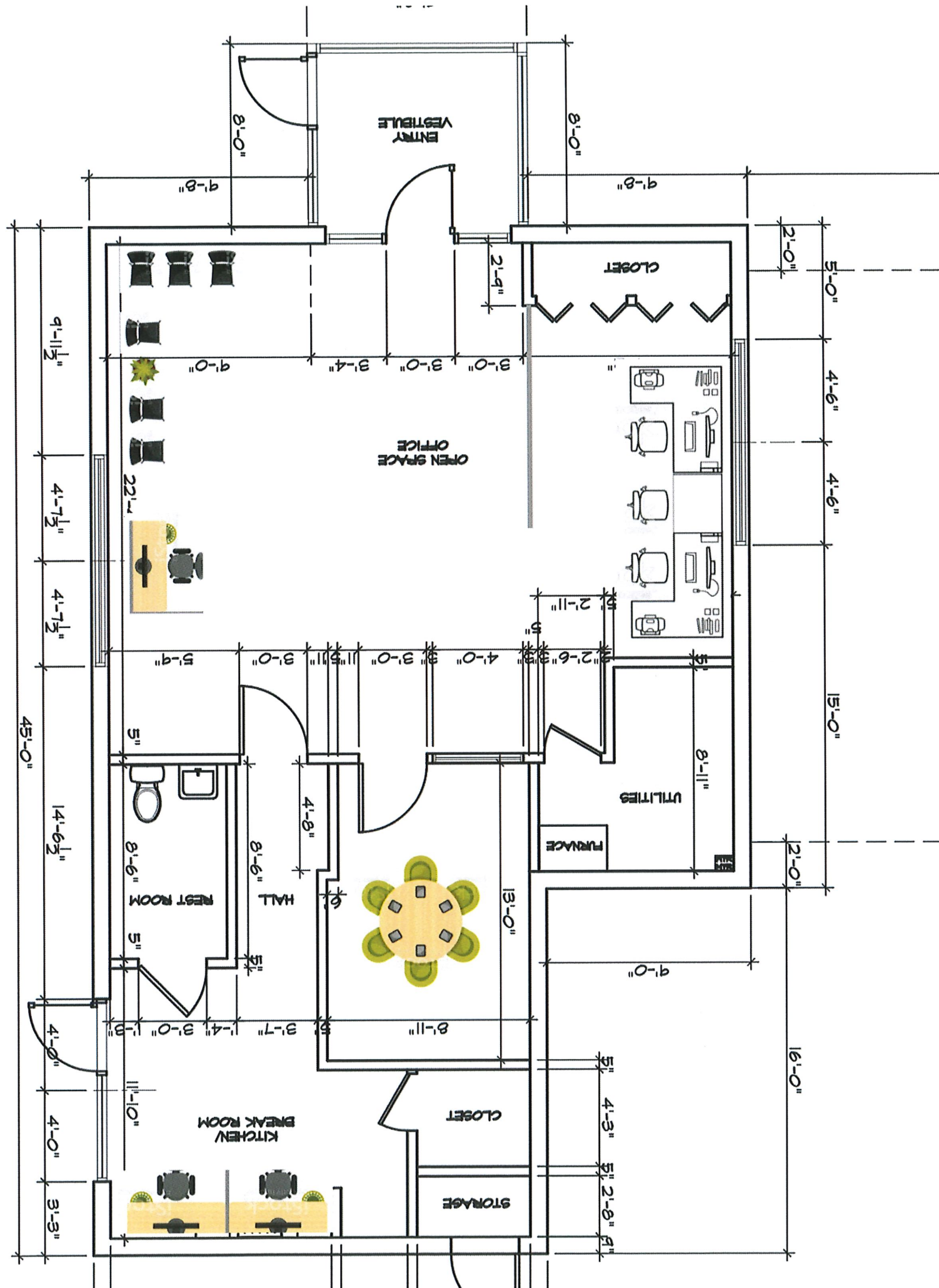
HOME
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SERVICE
31805 GRAND RIVER AVE
FARMINGTON, MI 48106

REV. NO. DESCRIPTION DATE
1 ISSUED FOR PERMIT 02/12/23



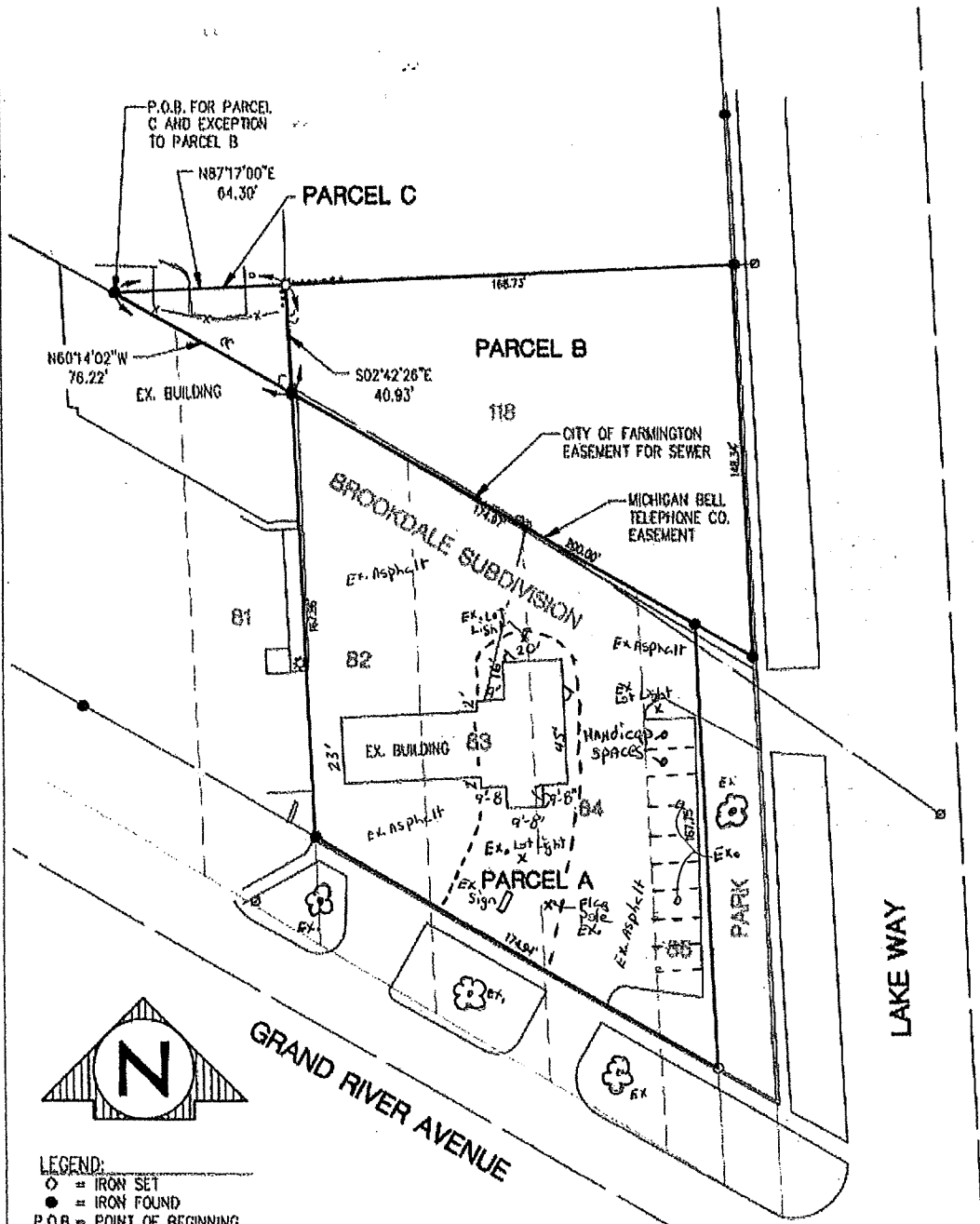
DESIGN PROFESSIONAL SEAL
THIS DRAWING IS AN ORIGINAL AND SHALL REMAIN THE PROPERTY OF MEHTA JOY CONSULTANTS & ENGINEERS. IT SHALL NOT BE REPRODUCED, COPIED, OR USED IN ANY MANNER WITHOUT THE PERMISSION OF MEHTA JOY CONSULTANTS & ENGINEERS.

Drawn/Designed: ME
Project Number: KP-23-0121
SHEET NAME:
FIRST FLOOR
PLAN & LIFE
SAFETY PLAN
SHEET NUMBER:
A-201



CERTIFIED SURVEY

I, DANIEL FEENSTRA, PS 46601 HEREBY CERTIFY THAT THE ATTACHED SURVEY HAS BEEN COMPLETED IN ACCORDANCE WITH PUBLIC ACT 132 OF 1970, AS AMENDED, AND THAT THE RELATIVE POSITIONAL PRECISION OF EACH CORNER OF THE SURVEYED PARCEL OR PARCELS SURVEYED HEREIN IS NOT GREATER THAN 0.10 FEET, UNLESS OTHERWISE NOTED HEREIN.



LEGEND:
 ○ = IRON SET
 ● = IRON FOUND
 P.O.B. = POINT OF BEGINNING

BEARINGS ARE REFERENCED TO MICHIGAN STATE PLAN COORDINATE SYSTEM, ZONE SOUTH NAD83 (2011)

DANIEL VETTRAINO SECTION 27 TOWN - ROBE CITY OF FARMINGTON OAKLAND COUNTY, MICHIGAN			FIELD: CMC	
			DRAWN: DJB	
CHECKED: DGF				
DATE: 10-11-22				
REVISED:				
ROWE PROFESSIONAL SERVICES COMPANY 27280 Haggerty Road, Suite C-2 Farmington Hills, MI 48331 O: (248) 675-1098 F: (800) 874-1704 www.rowepsc.com			SHEET: 2 OF 3	
			SCALE: 1" = 50'	
0 25 50 FEET			JOB NO.: 22F0044	

OCLBA Executive Director Report

31505 Grand River Avenue, Farmington, MI

This building, known as the Farmington Winery Building and Farmington Junction was built in 1917 and was originally a powerhouse that generated electricity to power the Detroit and Northwestern Railway streetcars on Grand River and Orchard Lake Road. The building footprint was enlarged in 1941 and 1956 to its current size of 50,646 square feet. The land area is 3.32 acres in size.

The building is currently divided into multiple spaces which were leased to myriad of businesses throughout the years. Unfortunately, this building has suffered a significant amount of deferred maintenance and is now unoccupied and has often been open to trespass. There have been multiple attempts over the years to revive this historic building, but the financial gaps have proven impossible.

Utilizing the tools of the Oakland County Land Bank Authority would allow this property to qualify as a brownfield, and thus be able to bridge the financial gaps that have hindered the redevelopment of this building for years. There may be additional properties assembled for the project that will need to be land banked.

The Oakland County Land Bank makes decisions based on community priorities and goals as well as land use and master planning documents. The Cities of Farmington and Farmington Hills entered into an inter-local agreement creating the Grand River Corridor Improvement Authority (CIA) to collaboratively encourage property owners and developers to invest in the revitalization of properties along Grand River from Mayfield in Farmington to 8 Mile in Farmington Hills. The plan can be viewed here <http://grandriver.fhgov.com/>

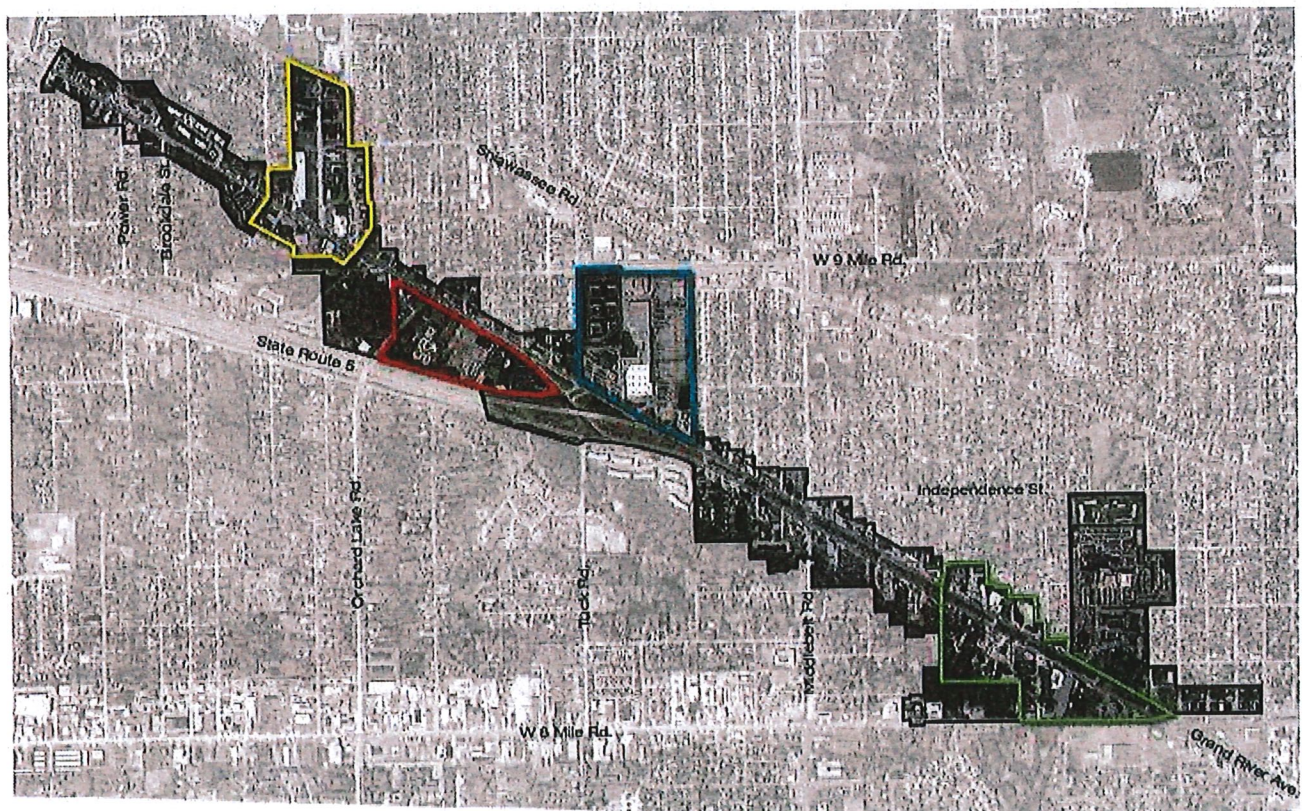
The OCLBA, D&A Development Partners and the City of Farmington have met multiple times regarding this project. The City of Farmington is fully supportive of the rehabilitation of this building.

Recommendation: Board approval to negotiate a land banking agreement with developer





STUDY AREA & FOCUS AREA MAP



 Botsford Focus Area

 Orchard Lake Focus Area

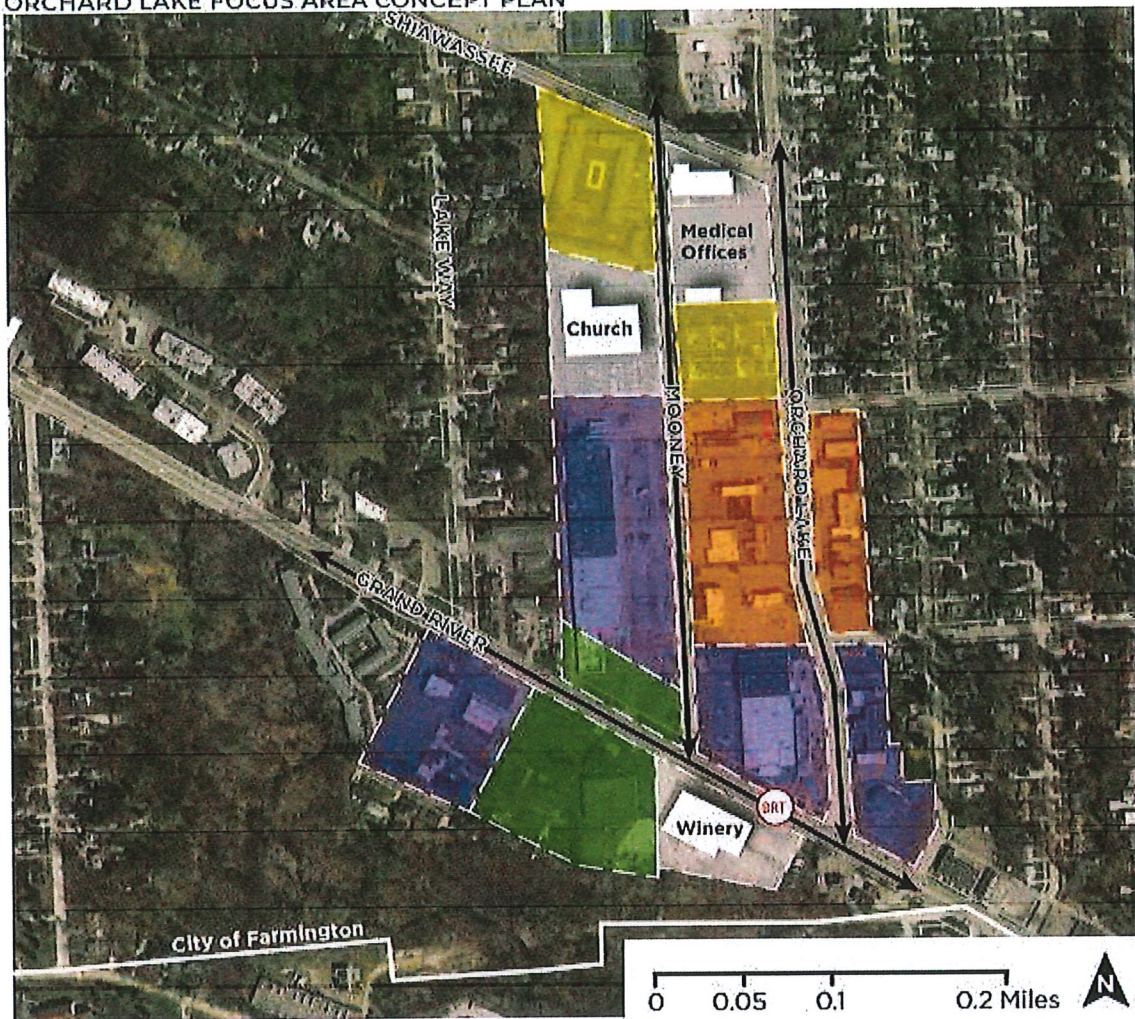
 Grand River North Focus Area

 Grand River South Focus Area

0 0.125 0.25 0.5
Miles



ORCHARD LAKE FOCUS AREA CONCEPT PLAN



Grand River Corridor Vision Plan Update 2022

Environmental Information provided by ECT, Inc, Consultant

Narrative: The site, totaling 3.32 acres in size, is improved by a 50,646 sq ft building containing approximately 30 retail and commercial tenant spaces. The site is currently vacant; however, former tenant spaces were occupied by various businesses related to advertising, fitness, signs, electrical, artists, re-sale, and construction. Historically, the site was utilized as an electrical substation/powerhouse for a former street railway from 1899 until 1930. By 1933, the building was occupied by a winery for wine production and sales. The building was originally constructed in 1899, and additions were constructed to the original structure in the 1940s and 1950s while the site operated as a winery. The current commercial and retail use of the site began in the 1970s. The site is proposed to be redeveloped into a mixed-use complex.

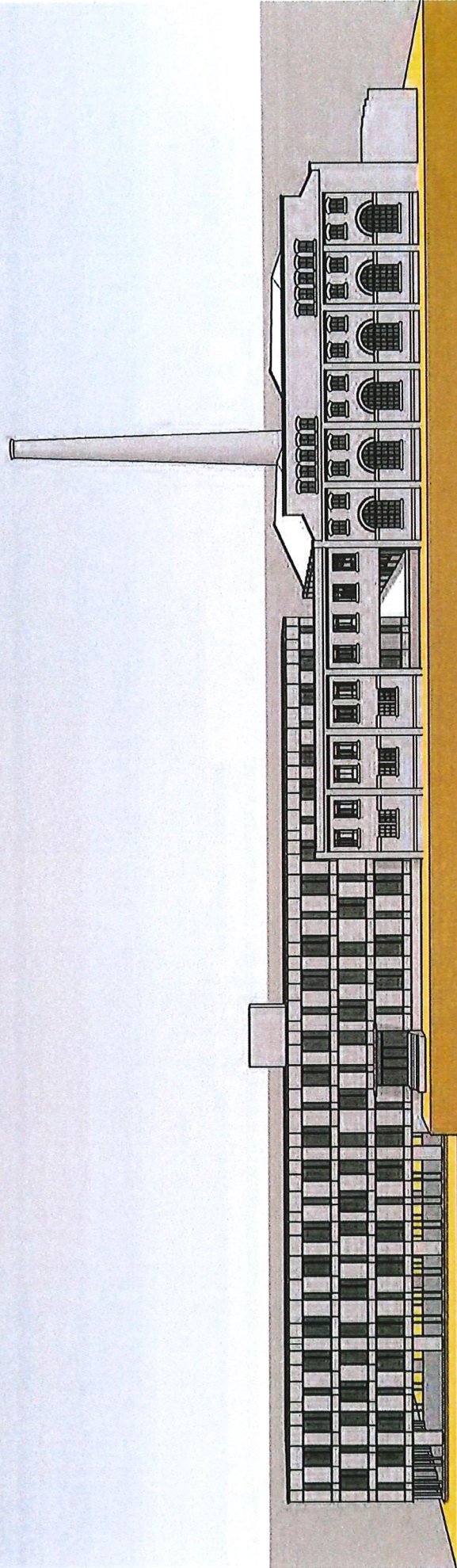
ECT is currently preparing a Phase I Environmental Site Assessment (ESA), Hazardous Materials Survey, and a Phase II ESA through Oakland County's Brownfield EPA Assessment Grant. The Phase I ESA identified the following RECs (Recognized Environmental Condition):

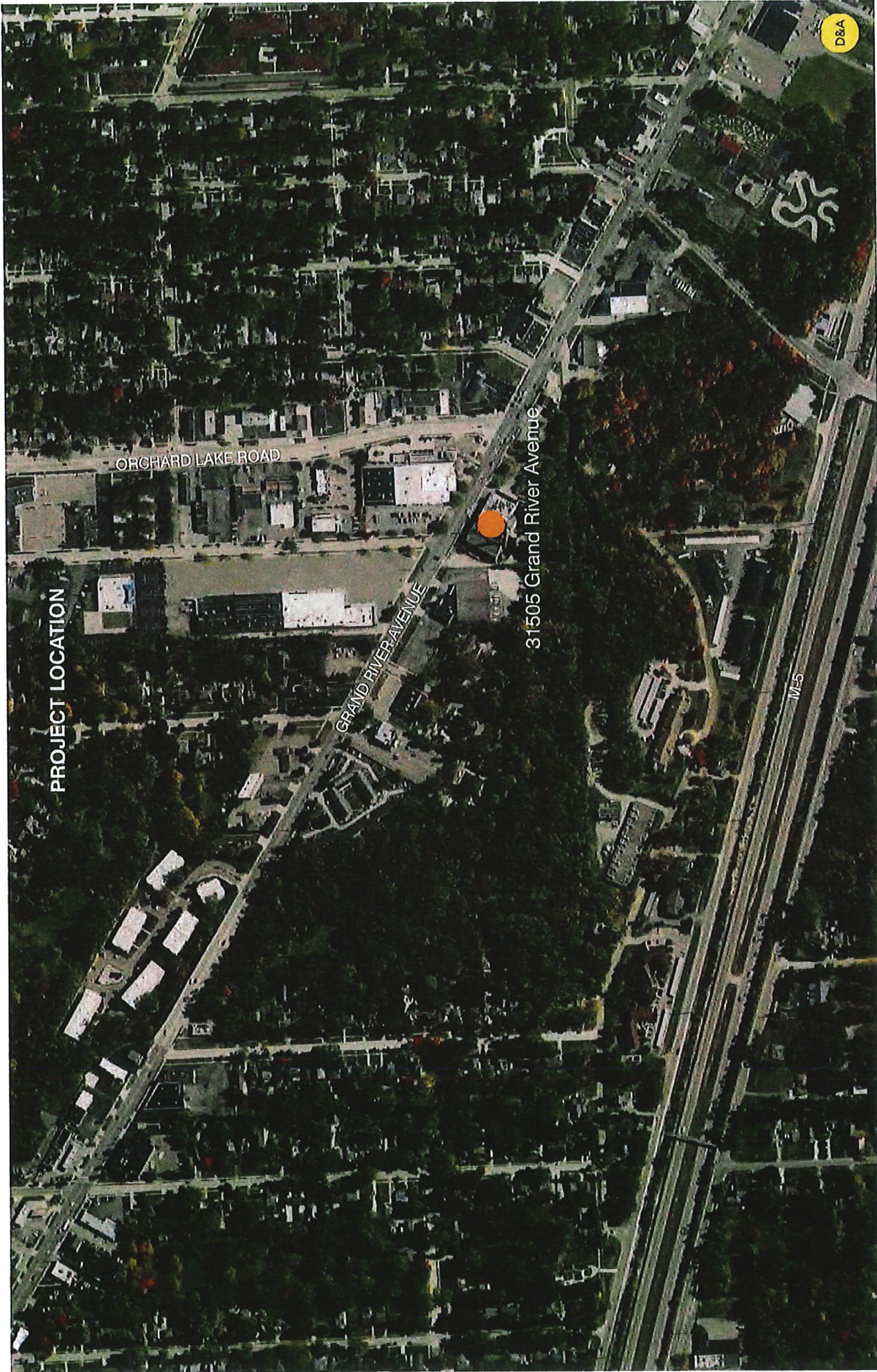
- Historical use as a coal burning powerhouse for a railway between 1899 and the 1930s
- Long duration of various historical commercial and industrial occupants between the 1940s and 2000s
- Fill material of unknown origin on southern portion
- Potential migration of impacted materials from the east, west, and north adjoining properties.

Field activities for the Hazardous Material Survey and the Phase II ESA were conducted June 19th – June 22nd. ECT is currently waiting on receiving the analytical data for the Phase II ESA, and should be receiving the data sometime in July.

31505 GRAND RIVER AVENUE
FARMINGTON, MICHIGAN 48336

D&A







PROJECT GOALS

ADAPTIVE REUSE

1

Adaptively reuse a historic building to serve as iconic gateway for Farmington along the Grand River Avenue corridor.

ECONOMIC ENHANCEMENT

2

Generate economic value and create gathering spaces through restoration and conversion of winery to retail and restaurant programs with outdoor spaces.

MIXED USE CHARACTER

3

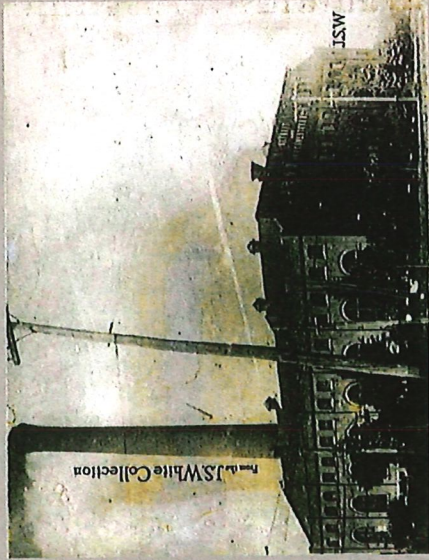
Add residential multifamily units with amenities to enhance the mixed-use character of the Orchard Lake and Grand River Avenue area.

ACCESS TO NATURE

4

Provide valuable pedestrian access to Rouge River and trail connections in line with Rouge River Nature Trail Project (2016)

SITE CONTEXT & HISTORY



Detroit United Railway
Powerhouse

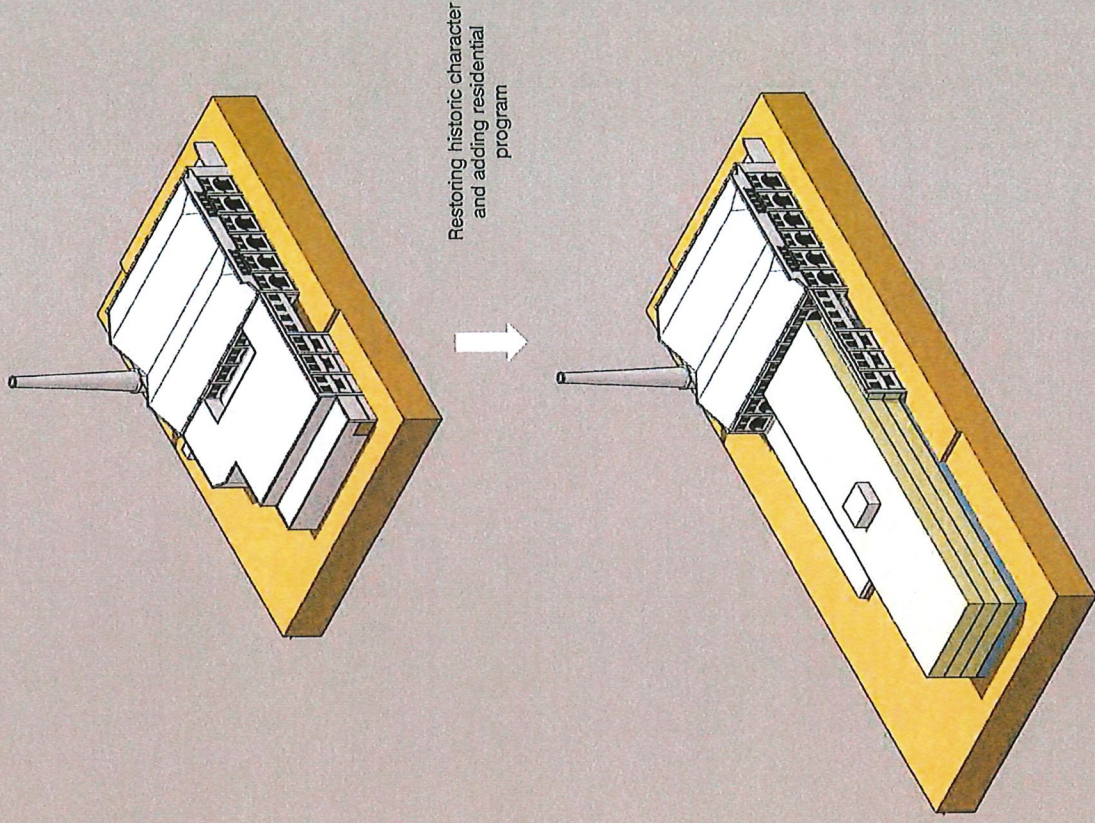


La Salle Winery



Currently Vacant Building

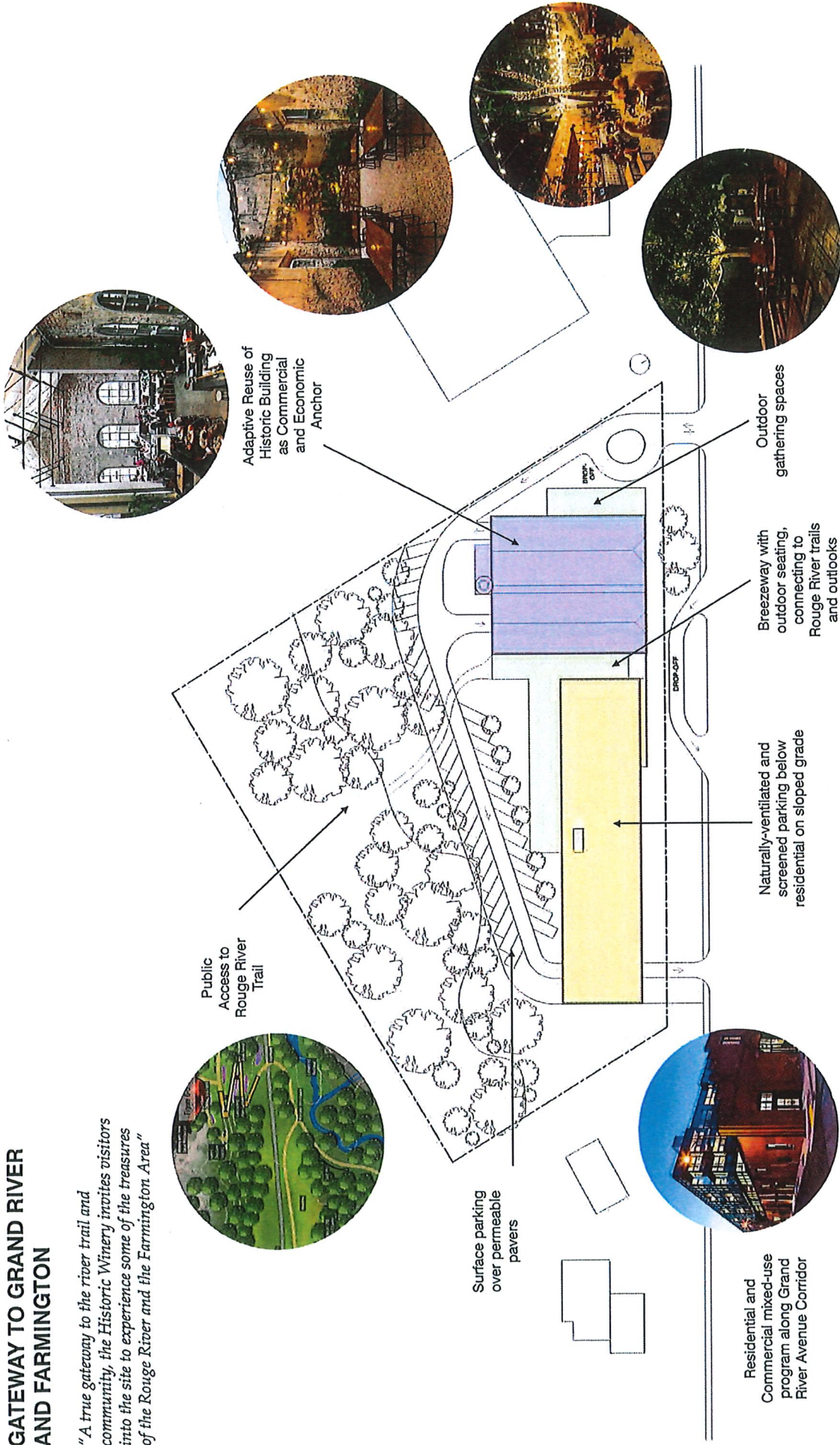
DESIGN CONCEPT



Restoring historic character
and adding residential
program

GATEWAY TO GRAND RIVER AND FARMINGTON

"A true gateway to the river trail and community, the Historic Winery invites visitors into the site to experience some of the treasures of the Rouge River and the Farmington Area."



PROGRAM

19,000 SF COMMERCIAL PROGRAM

- Retail or up to 2 restaurant(s) uniquely located in spacious historic building
- Outdoor seating connected to Rouge River outlooks and trails

50,000 SF RESIDENTIAL PROGRAM

- 3 floors of residential over one level of parking, taking advantage of sloped site and connecting to existing basement
- 40-60 residential units

BASEMENT & SURFACE PARKING

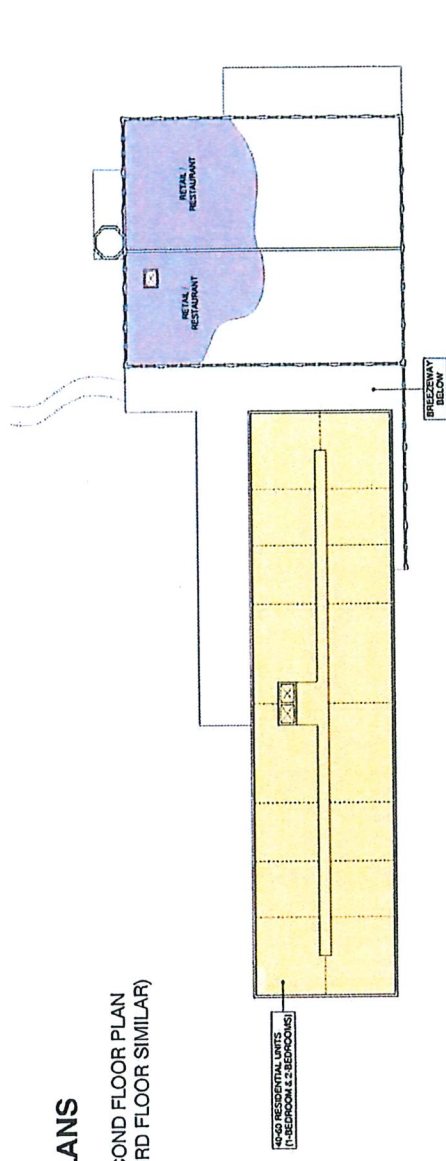
- 15,000 SF existing basement converted to parking
- 16,000 SF new basement parking
- Surface parking over permeable pavers

Highlights:

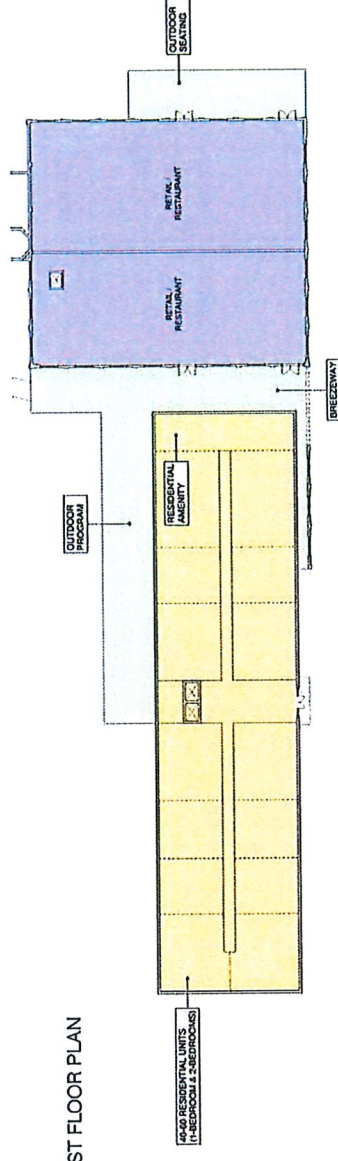
- Adaptive reuse of winery and powerhouse for commercial elements
- Addition of modern residential units at a complementary scale
- Enhancing the site with outdoor patios, connections to the river, treescape to soften the street-facing side, a breezeway connecting old and new to attract users
- Potential to protect smokestack for swift population

PLANS

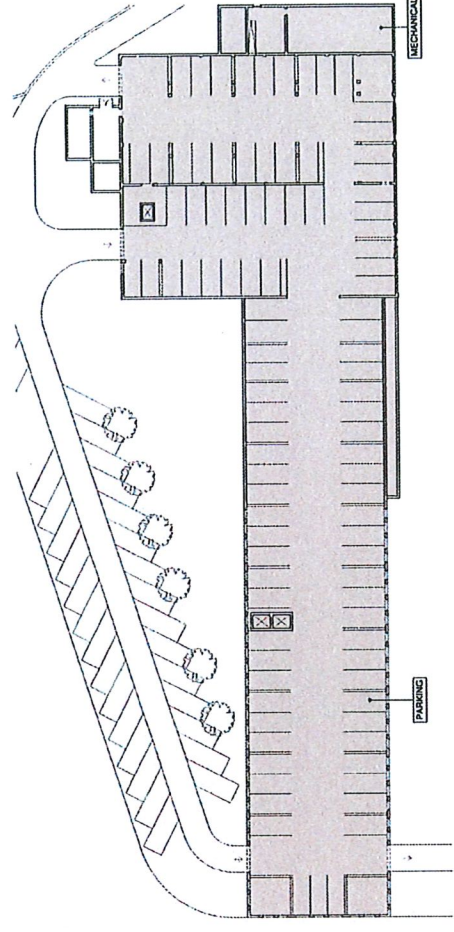
SECOND FLOOR PLAN
(THIRD FLOOR SIMILAR)



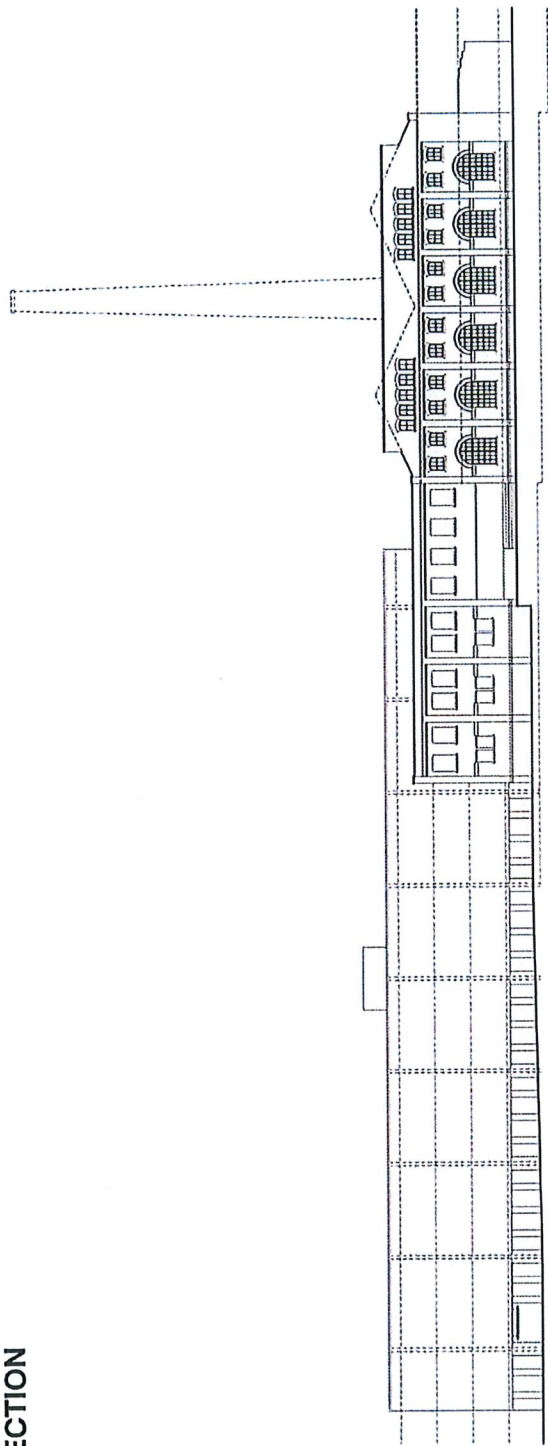
FIRST FLOOR PLAN



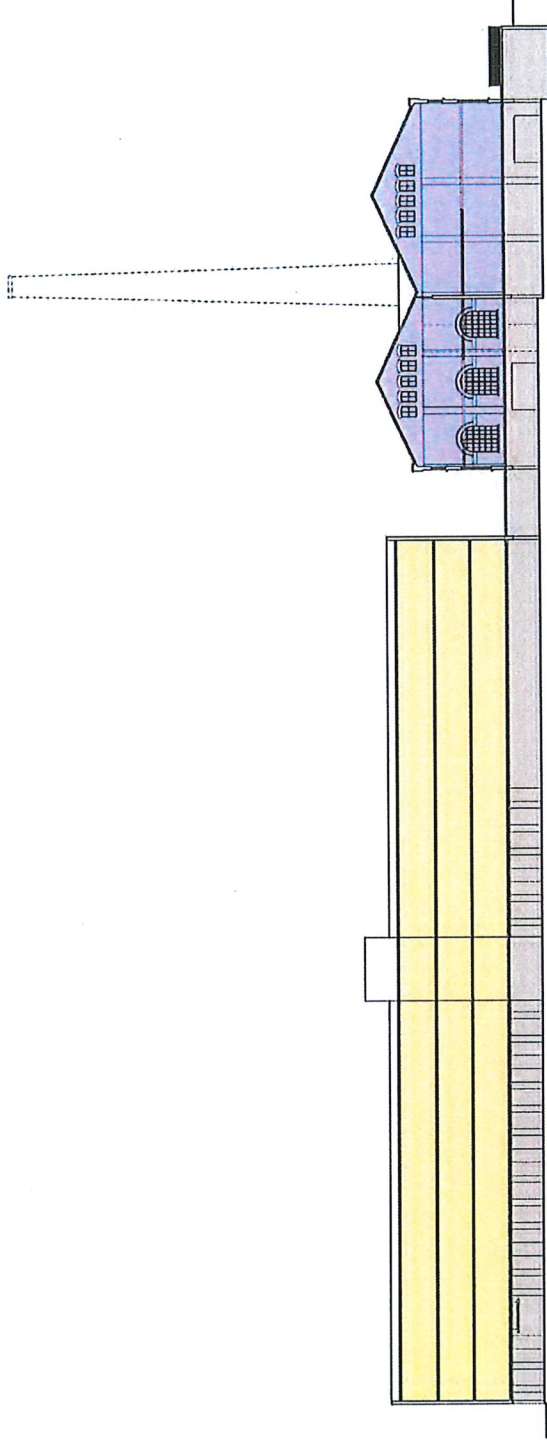
BASEMENT PLAN



ELEVATION & SECTION

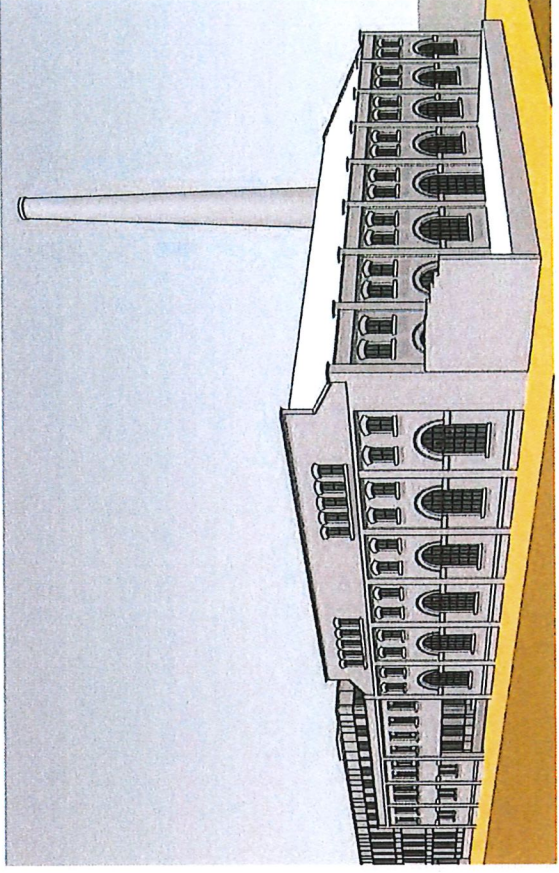
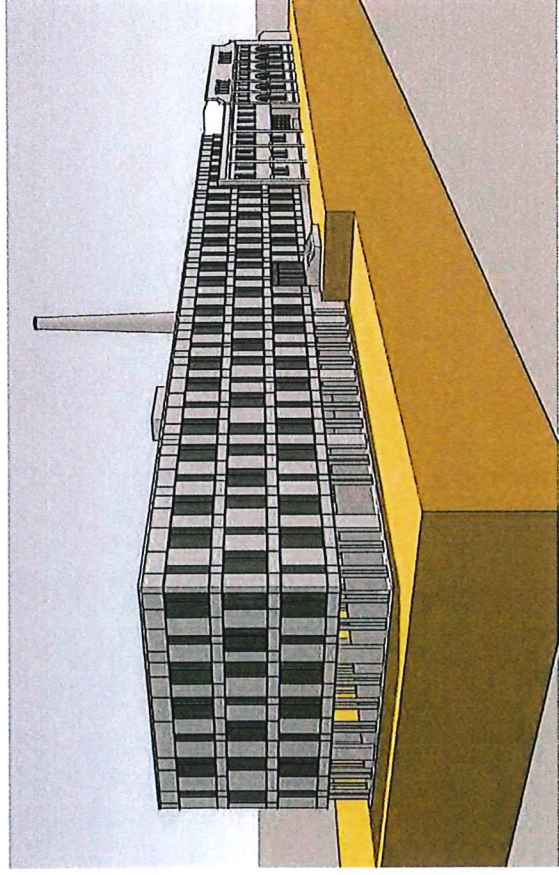
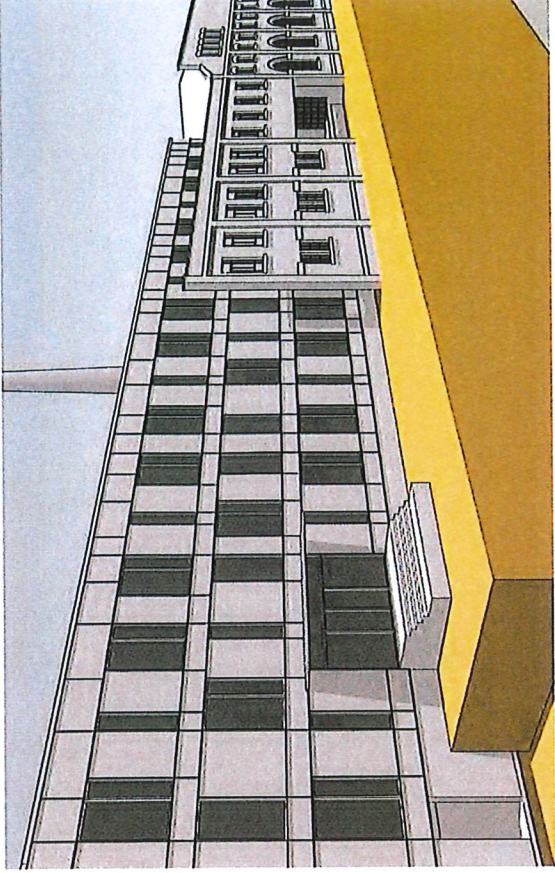
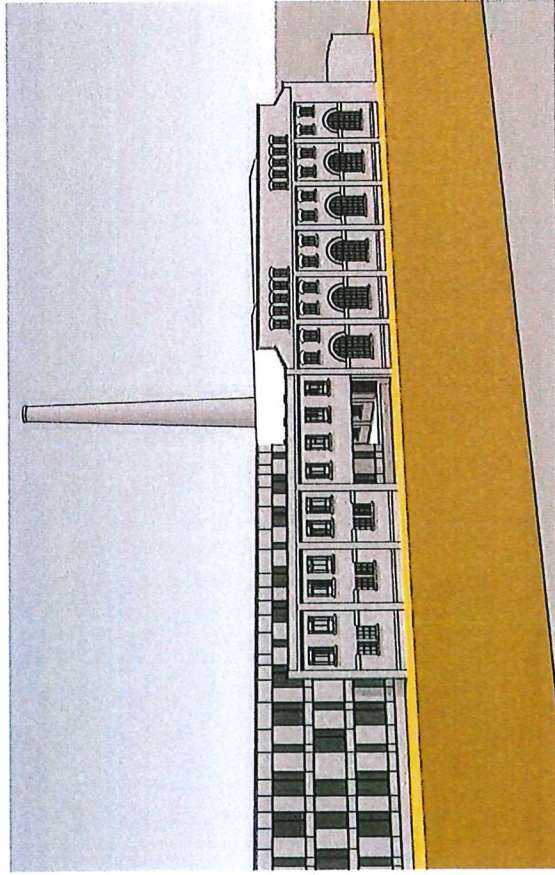


GRAND RIVER AVENUE ELEVATION



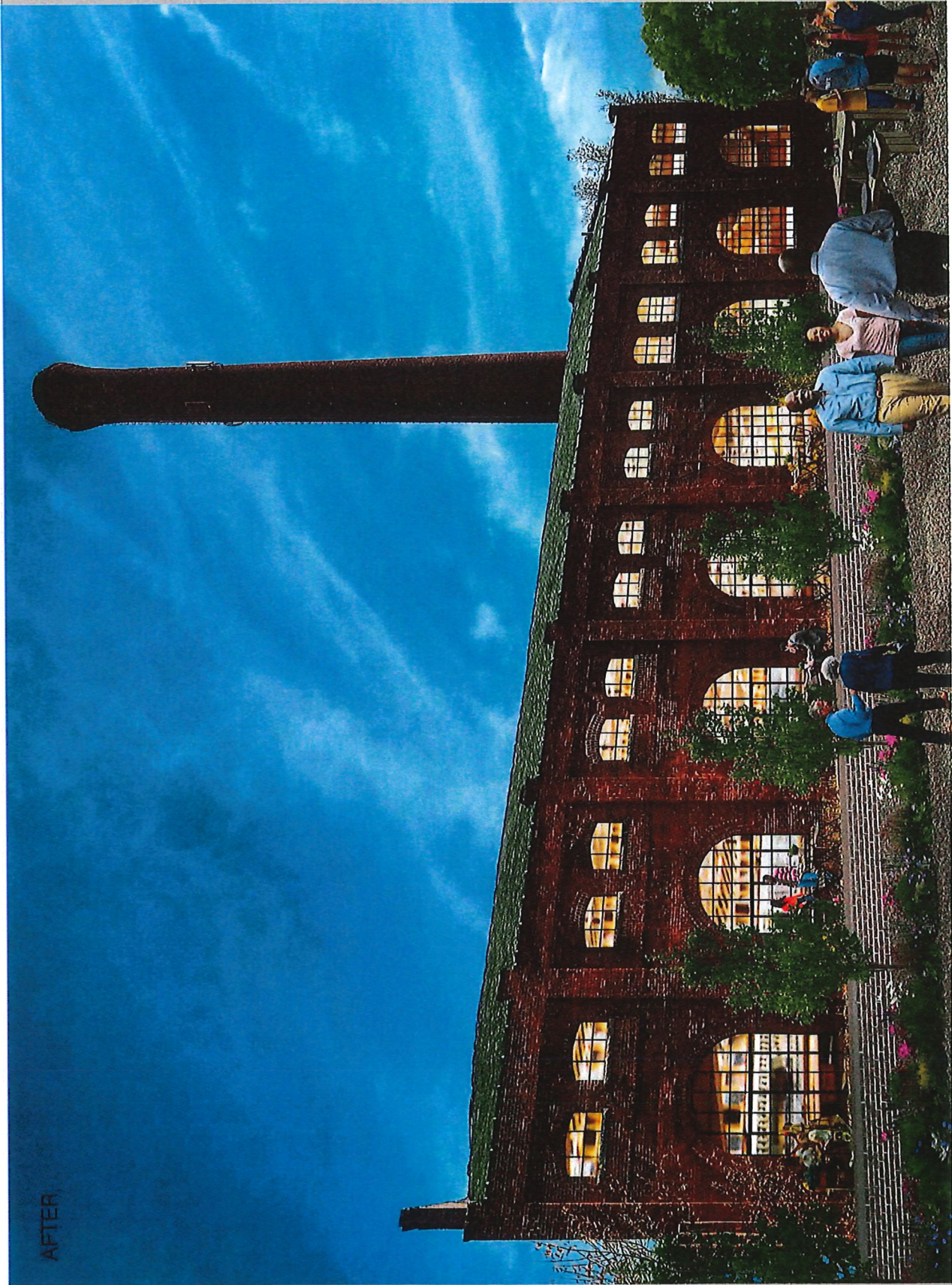
BUILDING SECTION

PROJECT IMAGES



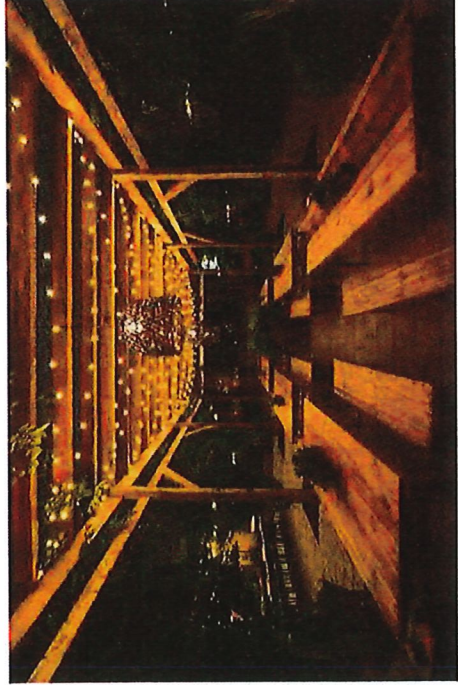
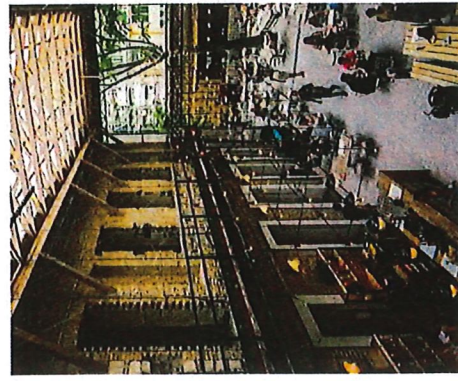
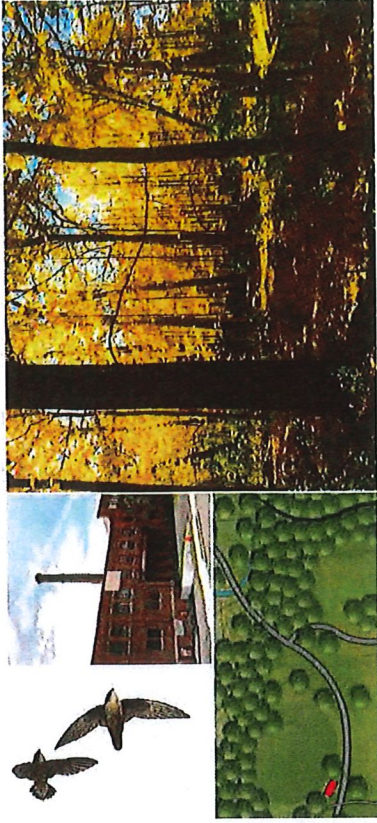
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AFTER

PRECEDENT IMAGES



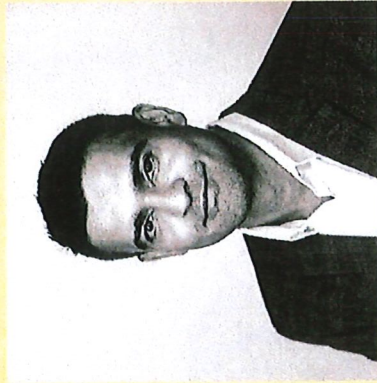


PROJECT TIMELINE

May 3, 2023:	Purchase Agreement signed
June 23, 2023:	Phase II Investigation and Hazmat survey completed
September 30, 2023:	Closing
October 2023:	Secure building and seal roof leaks
Q1 2024:	Interior abatement and demolition
Q2 2024:	Exterior restoration and partial demolition
Q3 2024:	Begin new construction
Q4 2025:	Construction complete
Q1 2026:	Residential tenant occupancy
Q2 2026:	Commercial tenant occupancy

D&A TEAM

The D&A team is perfectly positioned to take on complex project of rich history and enhancing the value for the community.

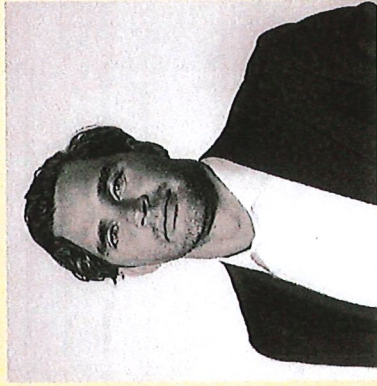


KARTIK DESAI
PARTNER & FOUNDER

Kartik founded D&A Companies in 2018 to leverage the talent, skills, and cohesion of his longtime team of colleagues and friends.

Prior to founding D&A, Kartik was a Partner at Tamarkin Co., which he had joined in 2006 as a recent graduate of Columbia University's Architecture and Real Estate Development programs.

Kartik was born in India, grew up in Michigan, spent his early career in California, and eventually settled in NYC. He received a BS in Architecture from the University of Michigan in 1999 before attending Columbia University, where he received a Master of Architecture in 2006 and a Master of Science in Real Estate Development in 2008.



EVAN WATTS
PARTNER & CO-FOUNDER

Evan is a founding partner of D&A Companies after its formation in 2018. Along with Kartik and James, Evan is actively involved in deal origination, acquisitions and overall project development.

Evan joined the development team at Tamarkin Co. in 2011. In late 2016 he became Director of Development overseeing development, marketing and sales.

Evan is a native of Atlanta, GA with deep family ties to both Atlanta and Birmingham, AL. He is a graduate of the Georgia Institute of Technology and Columbia University, earning both a Master of Science in Real Estate Development and a Master of Architecture. He is a licensed architect and real estate salesperson.



JAMES MCCORMICK
PARTNER & DIRECTOR OF CONSTRUCTION

James joins D&A Companies after 13 years with Hunter Roberts Construction Group in New York City. He has led the construction teams for 50 West Street, the Graduate Hotel at Cornell Tech, and the Viceroy Hotel.

Prior to his career, James graduated from Cornell University Civil Engineering School with a master's in engineering management and a concentration in architecture.

James brings his construction experience from elite projects and a passion for great design to D&A Companies.



JAN-TUONG NGUYEN
ASSOCIATE & PROJECT MANAGER

Van joined D&A Companies in 2018 as an analyst and was subsequently made an associate and project manager.

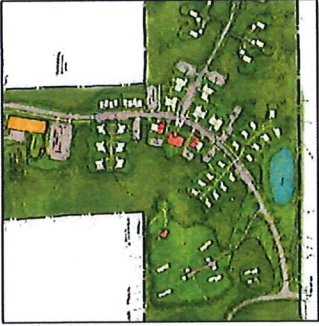
Van is a licensed architect with experience in design-build residential and commercial projects in Houston and holds a Bachelor of Architecture from Rice University and a Master in Design Studies with a concentration in Real Estate and the Built Environment from the Harvard Graduate School of Design. She was awarded the Plimpton-Poorvu Design Prize in 2017 and was executive editor of the Harvard Real Estate Review.

D&A PORTFOLIO

CURRENT & RECENT PROJECTS



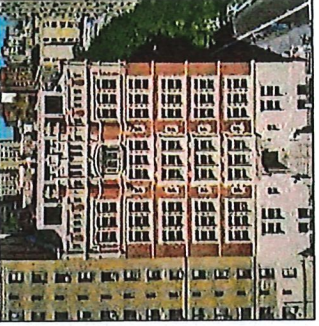
2222 ARLINGTON AVENUE
BIRMINGHAM, AL



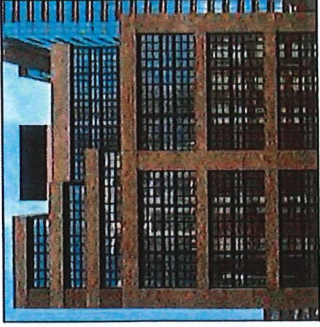
FALL PARK
GARDINER, NY



SOUNDVIEW RESIDENCE
SOUTHOLD, NY

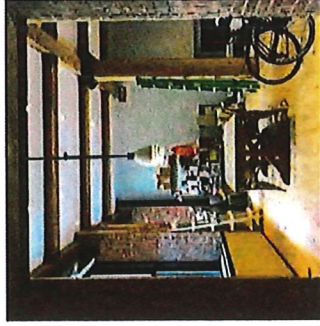


555 WEST END AVENUE
NEW YORK, NY

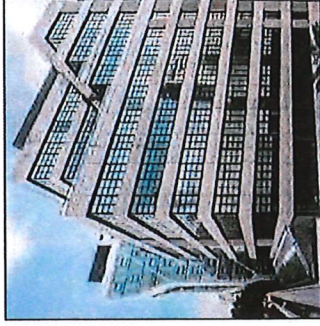


550 WEST 29TH STREET
NEW YORK, NY

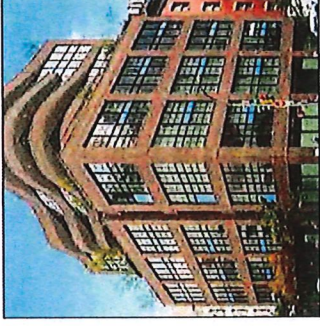
PREVIOUS EXPERIENCE



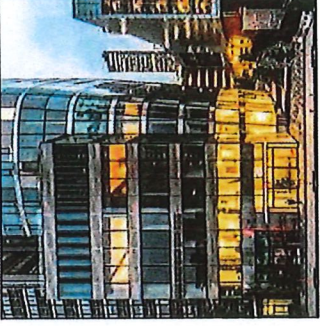
22ND STREET LOFT
NEW YORK, NY



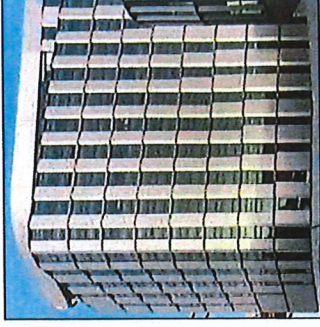
508 WEST 24TH
STREET NEW YORK, NY



456 WEST 19TH STREET
NEW YORK, NY



50 WEST STREET
NEW YORK, NY



GRADUATE HOTEL
NEW YORK, NY

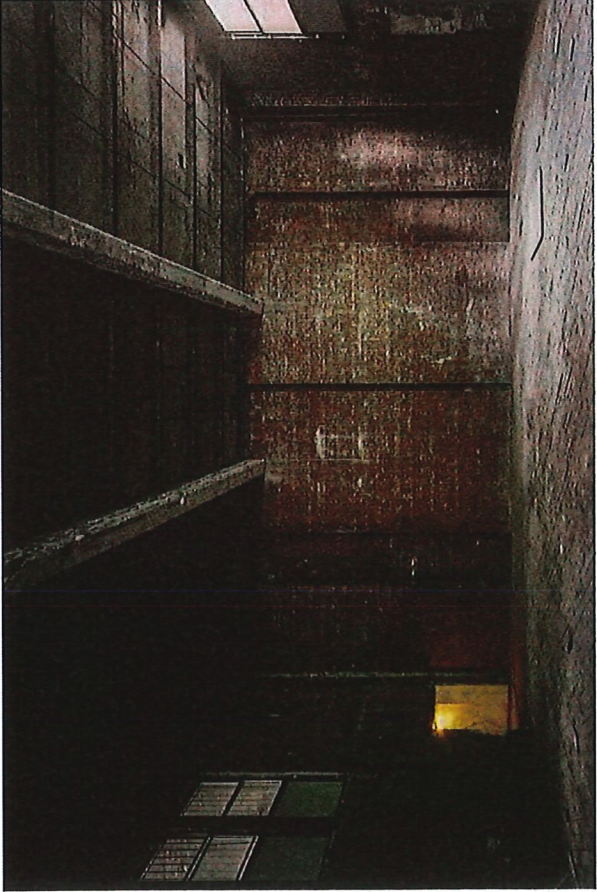
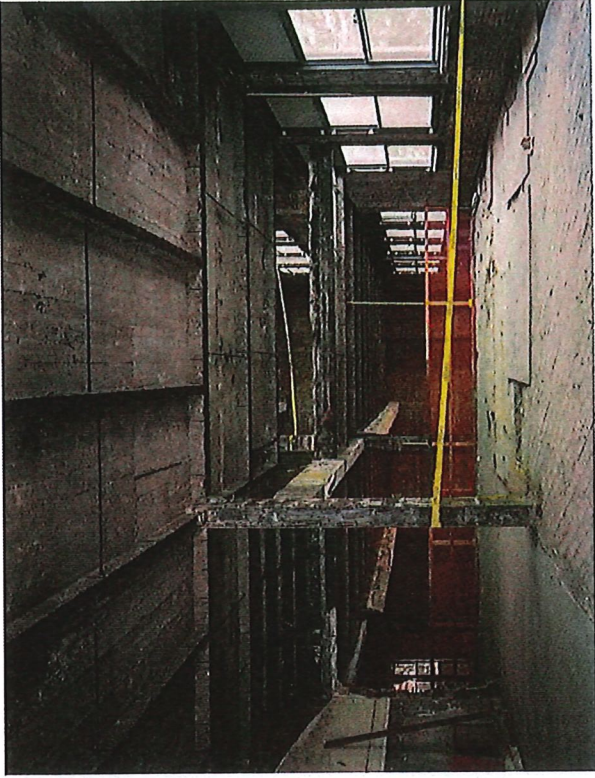
SELECTED PROJECTS



555 WEST END AVENUE - NYC
NEW YORK, NY

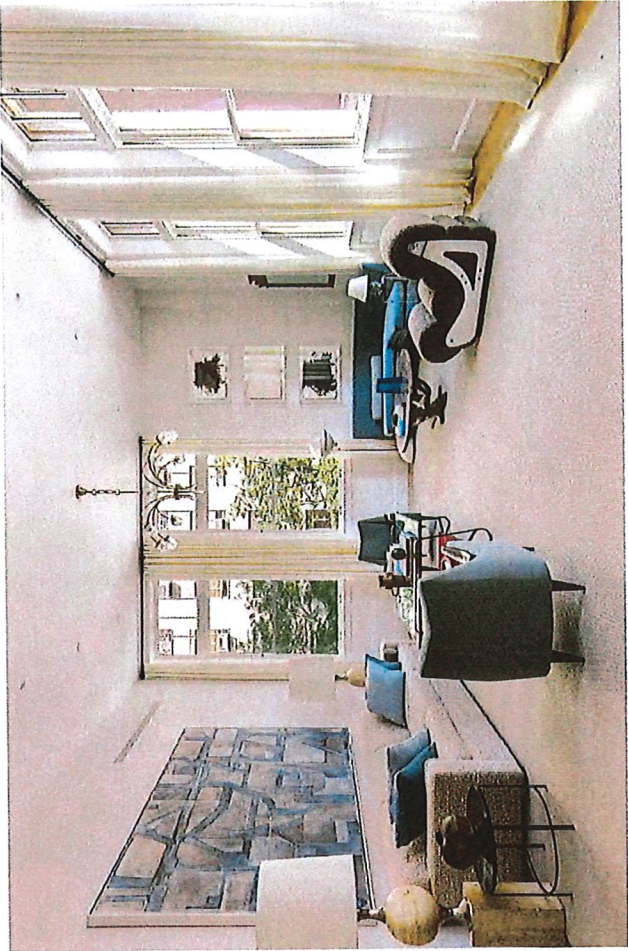
The \$118 million project, at approximately 66,000 square feet and eight stories, is composed of 13 unique residential condominium units with sales averaging nearly \$3,000 per square foot. Construction was completed in fall 2019.

BEFORE





AFTER



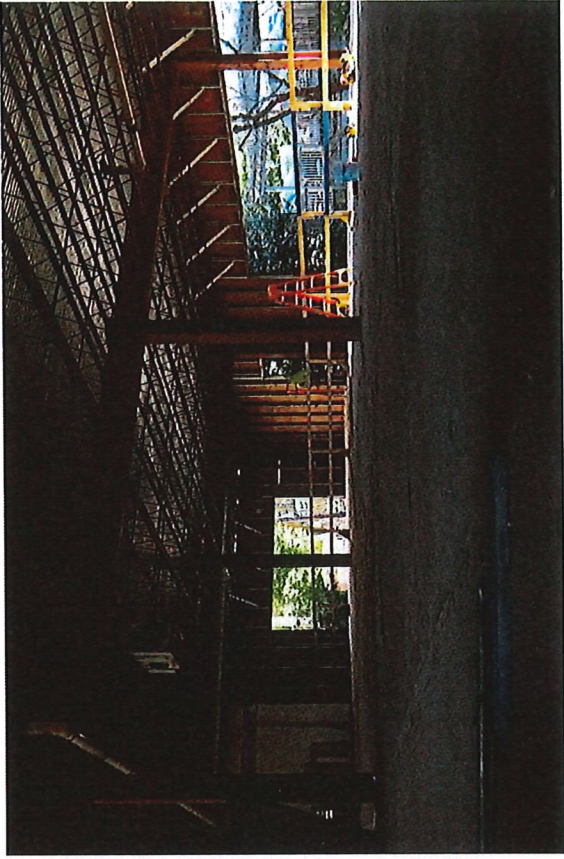
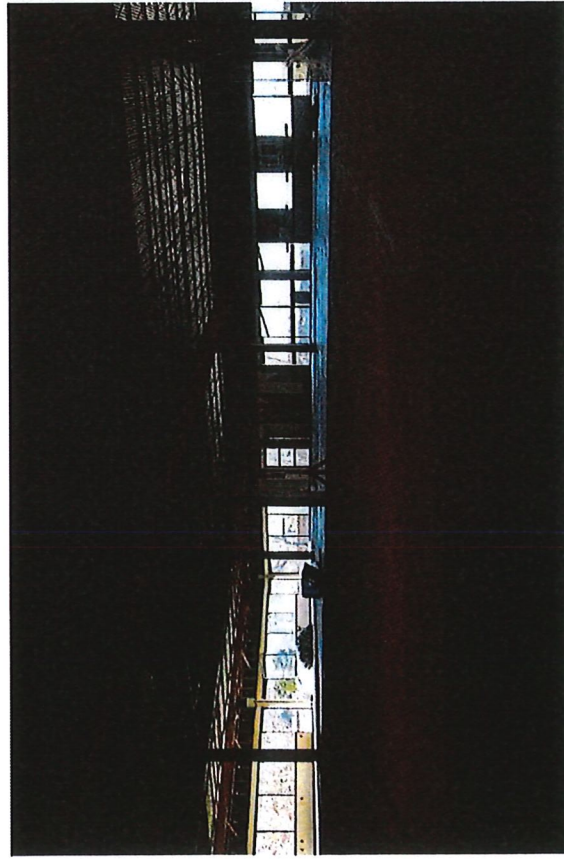
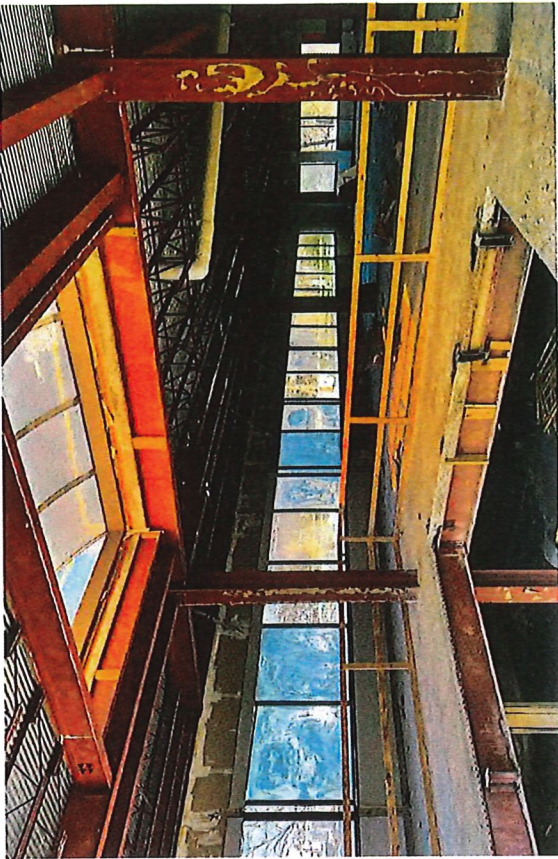


2222 ARLINGTON AVENUE BIRMINGHAM, AL

D&A restored this modern landmark to its place as the vanguard of Class A office in Birmingham. Completed in at the end of 2022, 2222 Arlington re-emerged with the efficiency and refined elegance befitting of the building's premier location, bringing together some of the most forward-thinking and established tenants across Alabama and the southern United States.



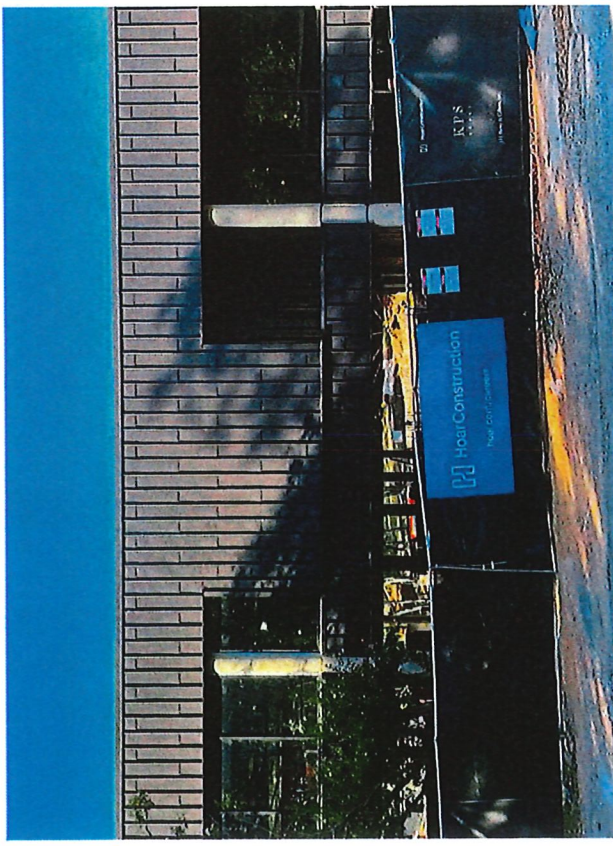
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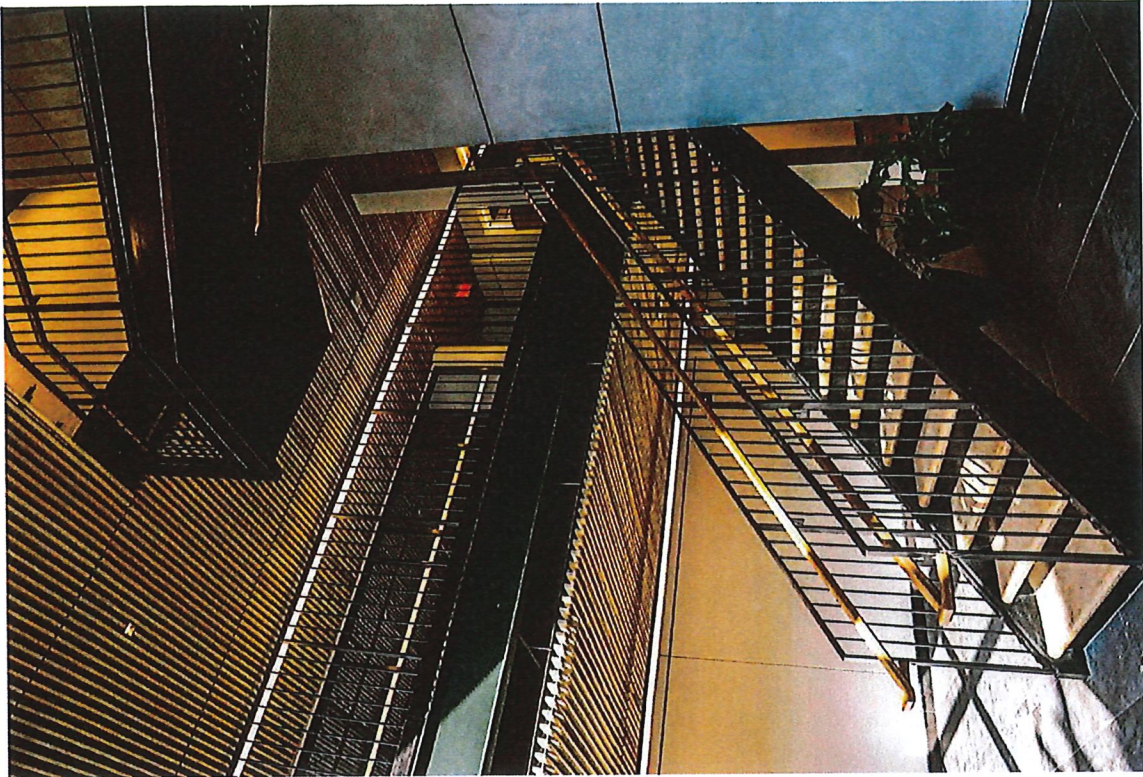


AFTER



D&A





AFTER

D&A

NEW YORK

135 West 26th Street, Suite 11C New York, NY 10001 917.970.0760

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

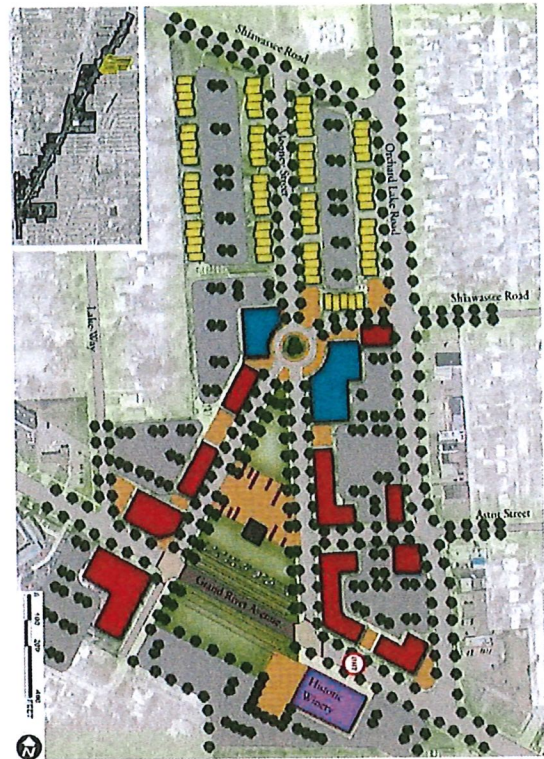
1. **COMMUNITY IMAGE AND CHARACTER** High-quality architecture and urban design elements/treatments will create a signature environment along the corridor
2. **MOBILITY** The corridor will allow for a safe and enjoyable environment for walking and biking, public transit, and automobiles for people of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

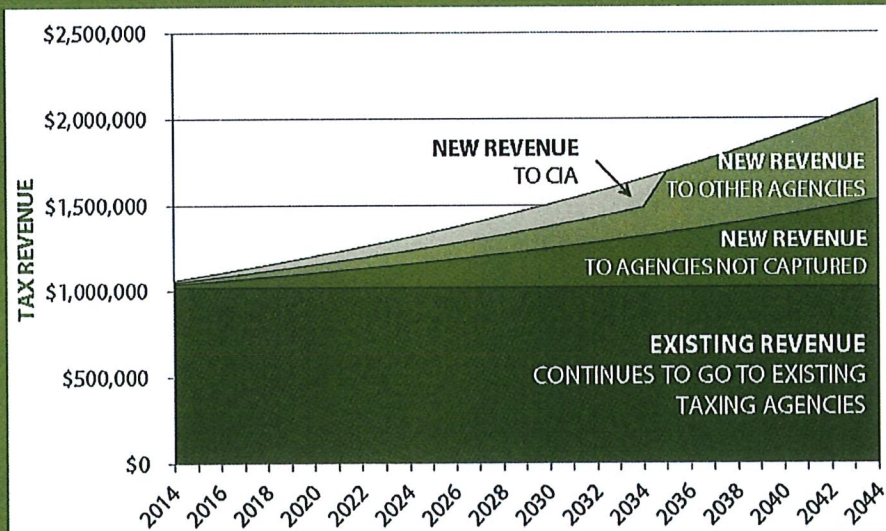
- Special assessment districts
- Grants
- Commercial rehabilitation districts
- City staff assistance
- Redevelopment readiness
- Expedited review

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.

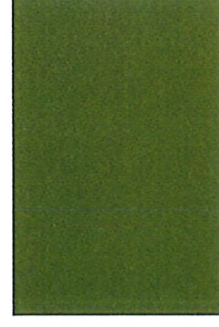
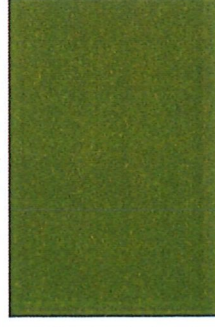
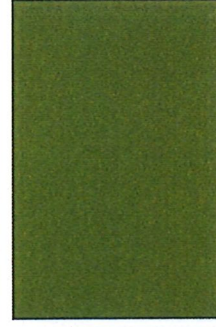
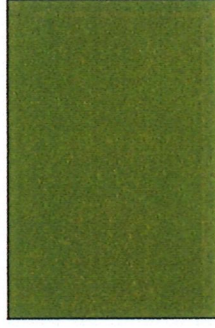
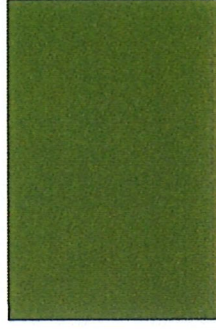
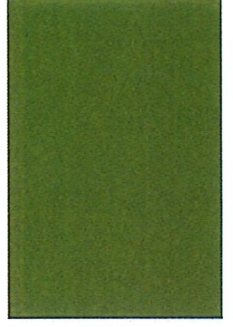
ESTIMATED REVENUE CAPTURE



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:

City of Farmington CIA Board: Tony Anthony Tom Buck Dr. David Carron Paul King, Chair Jeff Scott Patrick Thomas Jim Smith	City of Farmington Staff: Vincent Pastue, City Manager Kevin Christiansen, Community and Economic Development Director
--	--

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:

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

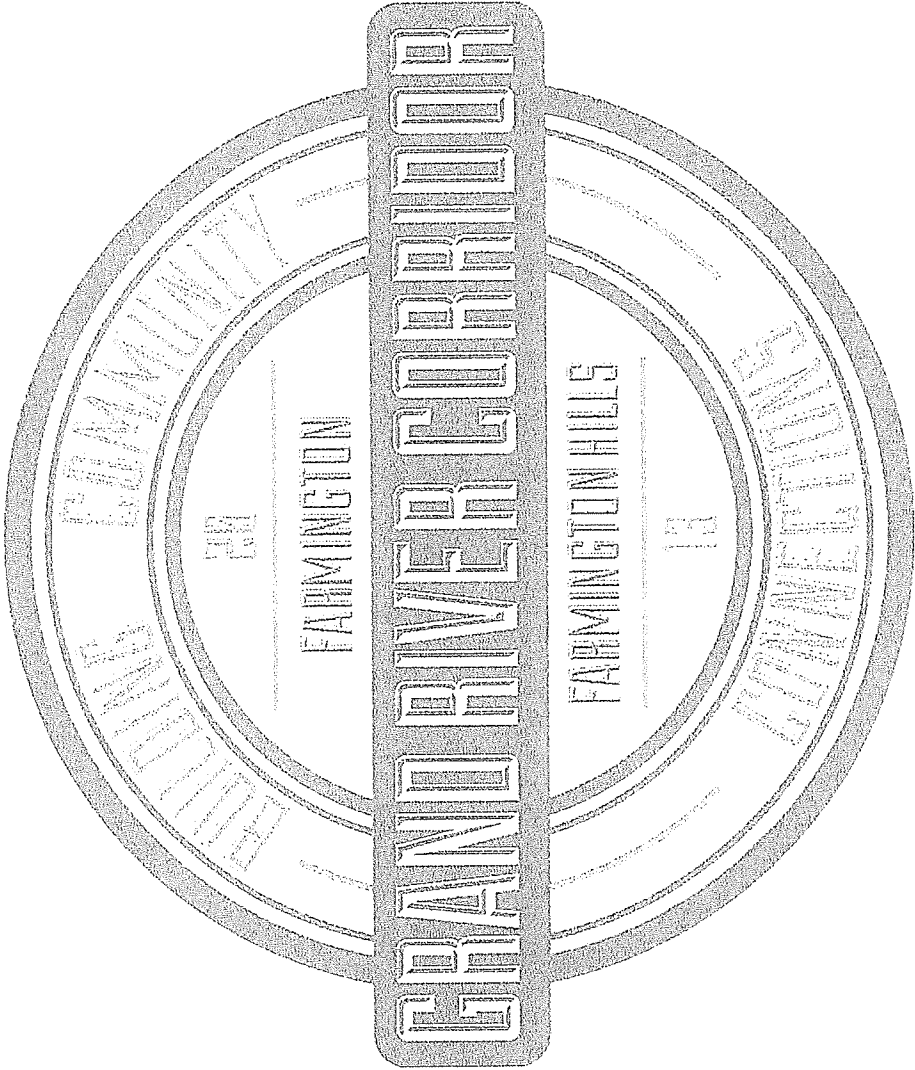
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INTRODUCTION



INTRODUCTION TO THE GRAND RIVER CORRIDOR

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

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

PURPOSE OF THIS PLAN

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

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

FARMINGTON'S APPROACH

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

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

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

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

SPECIAL ASSESSMENT DISTRICTS

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

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

GRANTS

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

COMMERCIAL REHABILITATION DISTRICTS

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

CITY STAFF ASSISTANCE

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

REDEVELOPMENT READINESS

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

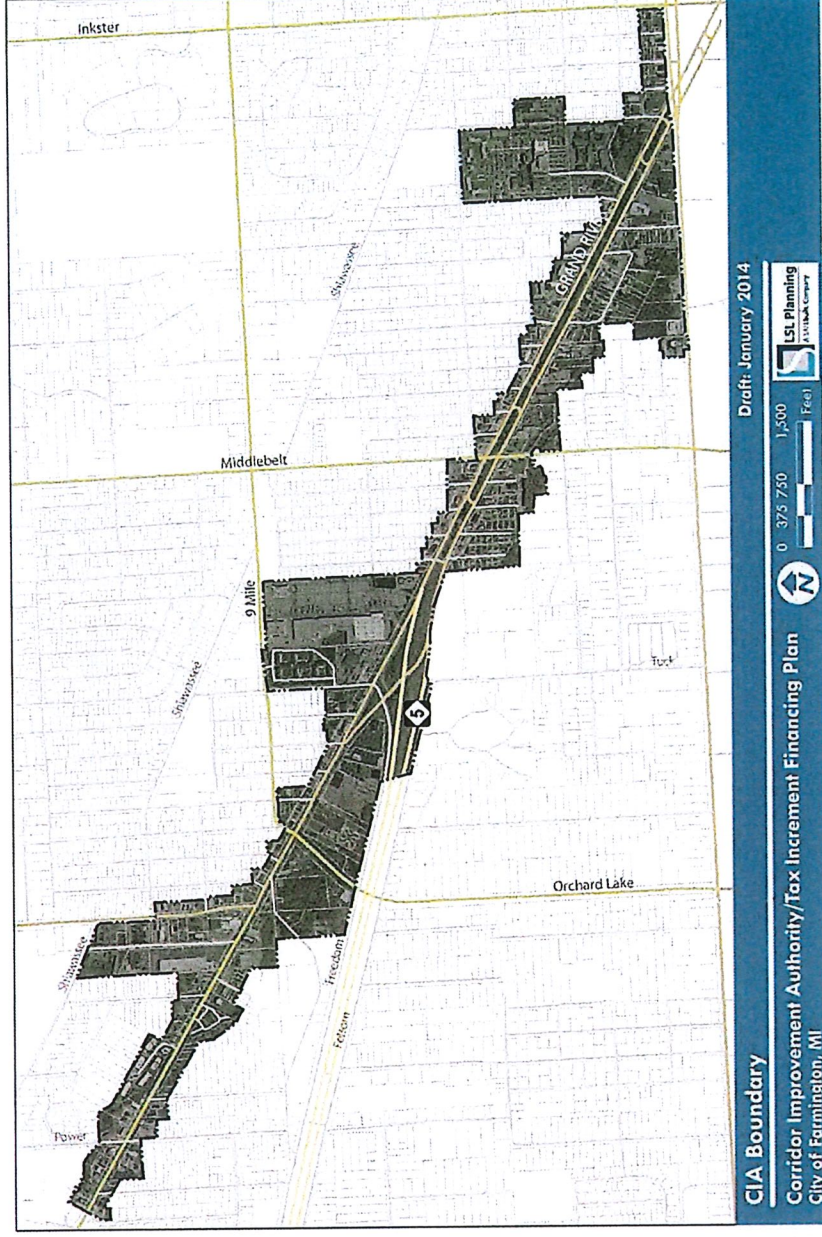
City officials understand that increased density, alternative development concepts or unique, creative alternatives to the status quo may be necessary to implement the vision for the district. To that end, the City has streamlined its development review process, often working with applicants to ensure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

EXPEDITED REVIEW

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

DESIGNATION OF BOUNDARIES

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



NEED FOR A CORRIDOR IMPROVEMENT AUTHORITY

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

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

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

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

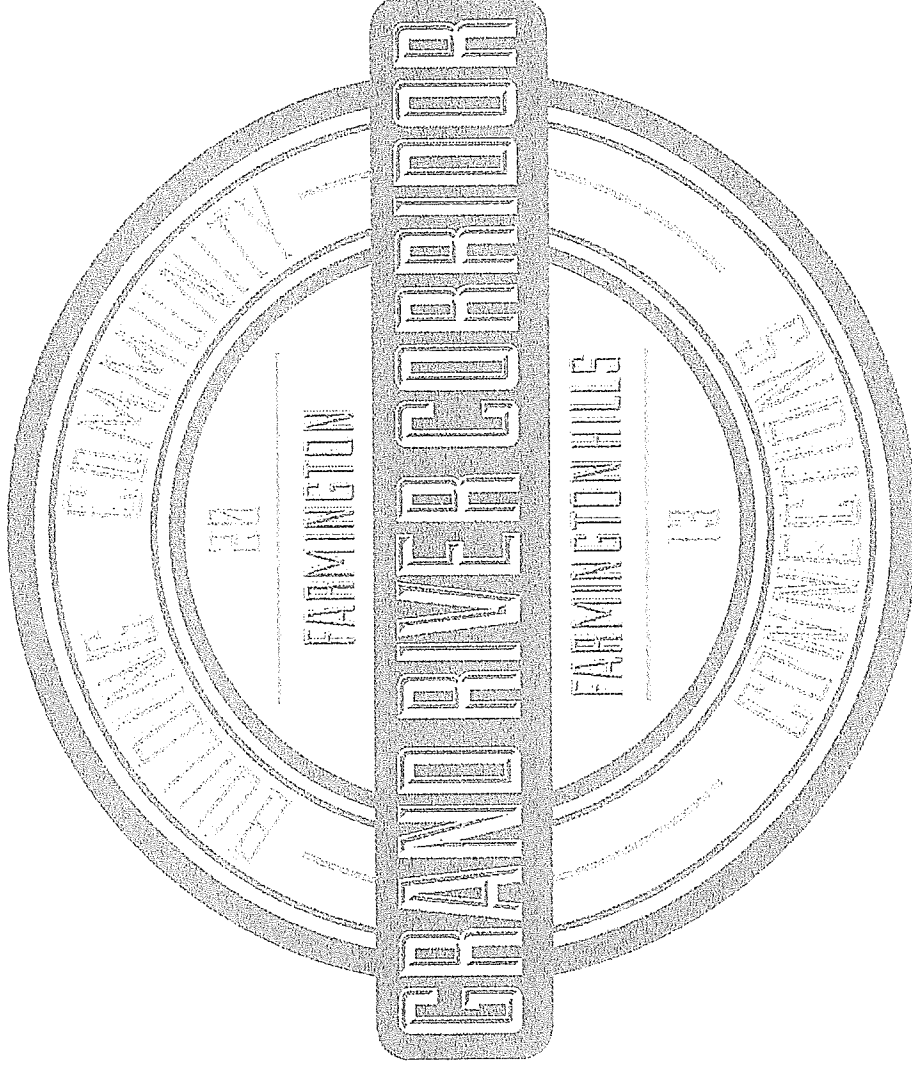
POWERS OF THE AUTHORITY

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

- ▶ Economic analyses.
- ▶ Growth impact studies and analysis.
- ▶ Plan for and construct, renovate, repair, remodel, rehabilitate, restore, preserve, or reconstruct a public facility, an existing building, or a multiple-family dwelling unit.
- ▶ Improve public facilities within the development area to comply with barrier free design requirements.
- ▶ Develop long-range plans, in cooperation with the agency that is chiefly responsible for planning in the municipality.
- ▶ Develop or redevelop property.
- ▶ Make and enter into contracts.
- ▶ Acquire, own, convey, or otherwise dispose of, or lease as lessor or lessee, land and other property, real or

- personal, or rights or interests in the property.
- ▶ Improve land and construct, reconstruct, rehabilitate, restore and preserve, equip, improve, maintain, repair, and operate any building, including multiple-family dwellings.
- ▶ Fix, charge, and collect fees, rents, and charges for the use of any facility, building, or property under its control.
- ▶ Lease, in whole or in part, any facility, building, or property under its control.
- ▶ Accept grants and donations of property, labor, or other things of value from a public or private source.
- ▶ Conduct public relations campaigns, develop, coordinate, and conduct retail and institutional promotions, and sponsor special events and related activities.
- ▶ Contract for broadband service and wireless technology service.
- ▶ Perform site improvements.
- ▶ Incur expenses and expend funds to pay or reimburse a public or private person for costs associated with any of the improvements.
- ▶ Make and enter into financing arrangements with a public or private person.

PHYSICAL CORRIDOR CONDITIONS



EXISTING LAND USE

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

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

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

LAND USE

KEY FINDINGS

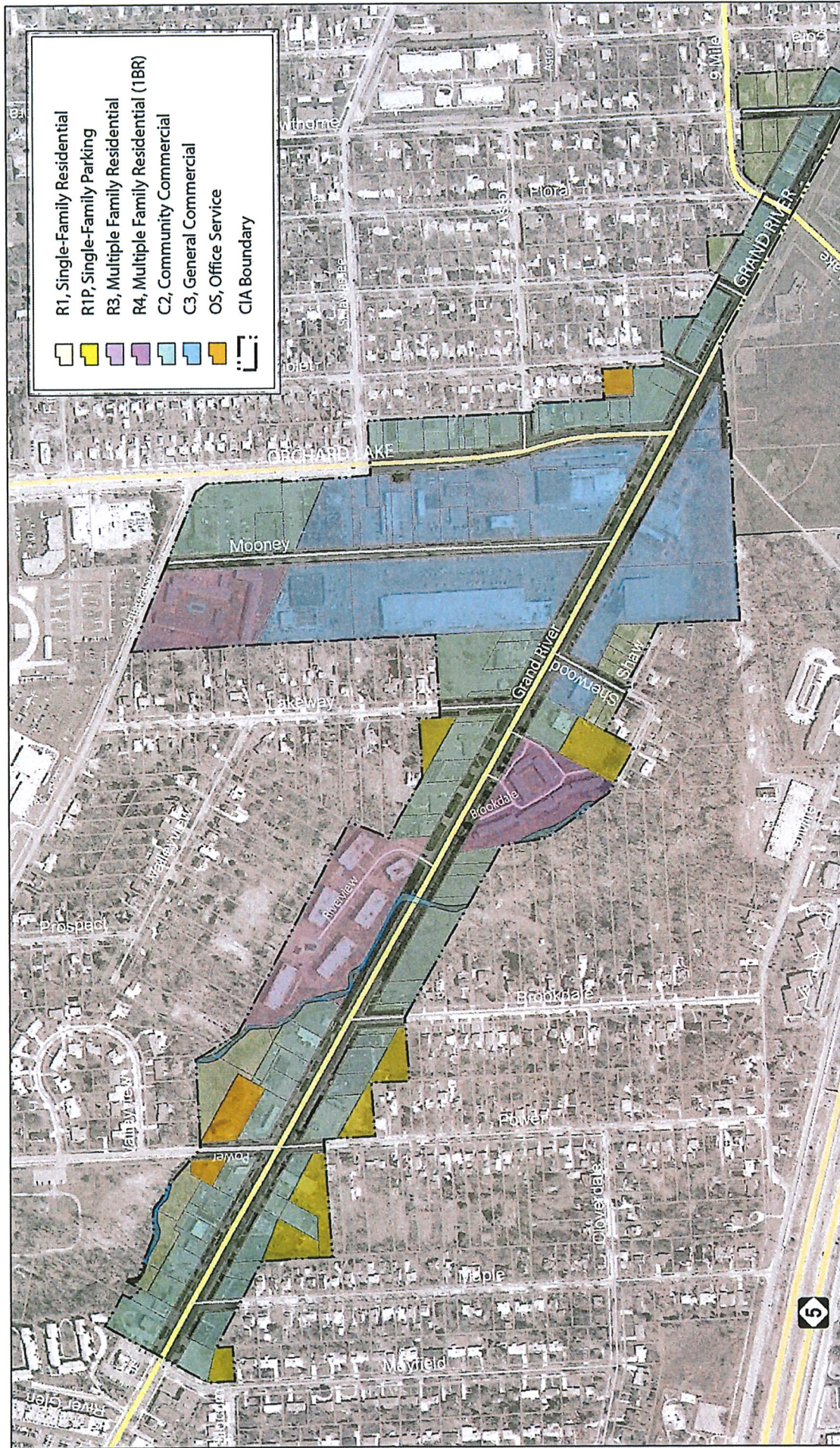
- ▶ Large areas of the Corridor are retail or vacant land creating opportunities for redevelopment and integration of a variety of land uses.
- ▶ There is a large volume of commercial/ retail related uses in the Corridor and the region that limits the competition for commercial space and in turn drives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

EXISTING ZONING

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

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



Draft: January 2014

Future Land Use

Corridor Improvement Authority/Tax Increment Financing Plan

City of Farmington, MI



LSL Planning
A Swissaffili Company

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.

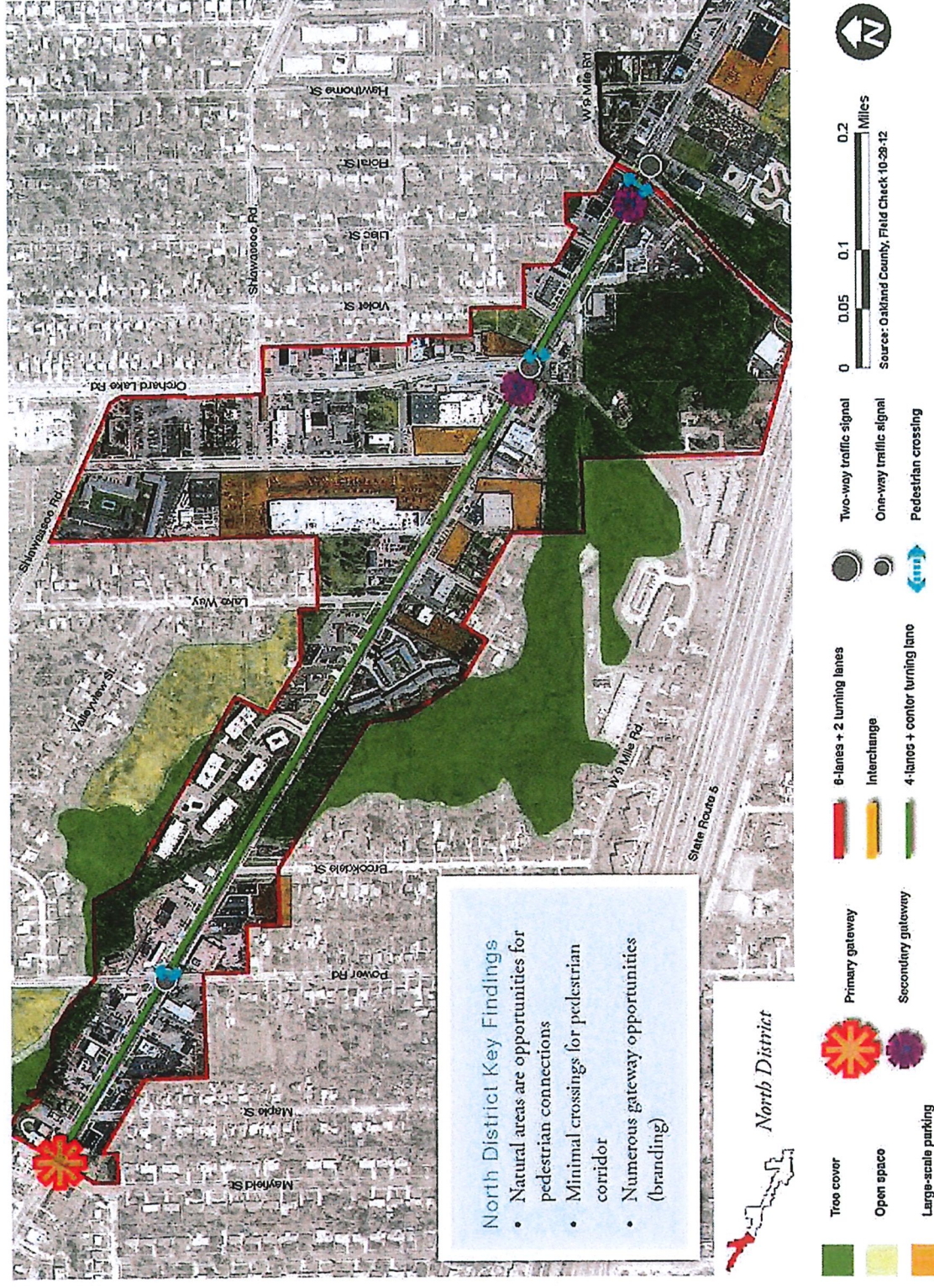
The road diet analysis conducted for Grand River showed that, aside from one location, traffic along the corridor would continue to operate at acceptable Levels of Service (LOS). The LOS between the two traffic signals at the Orchard Lake Road split dropped to a LOS D and LOS E, which are considered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

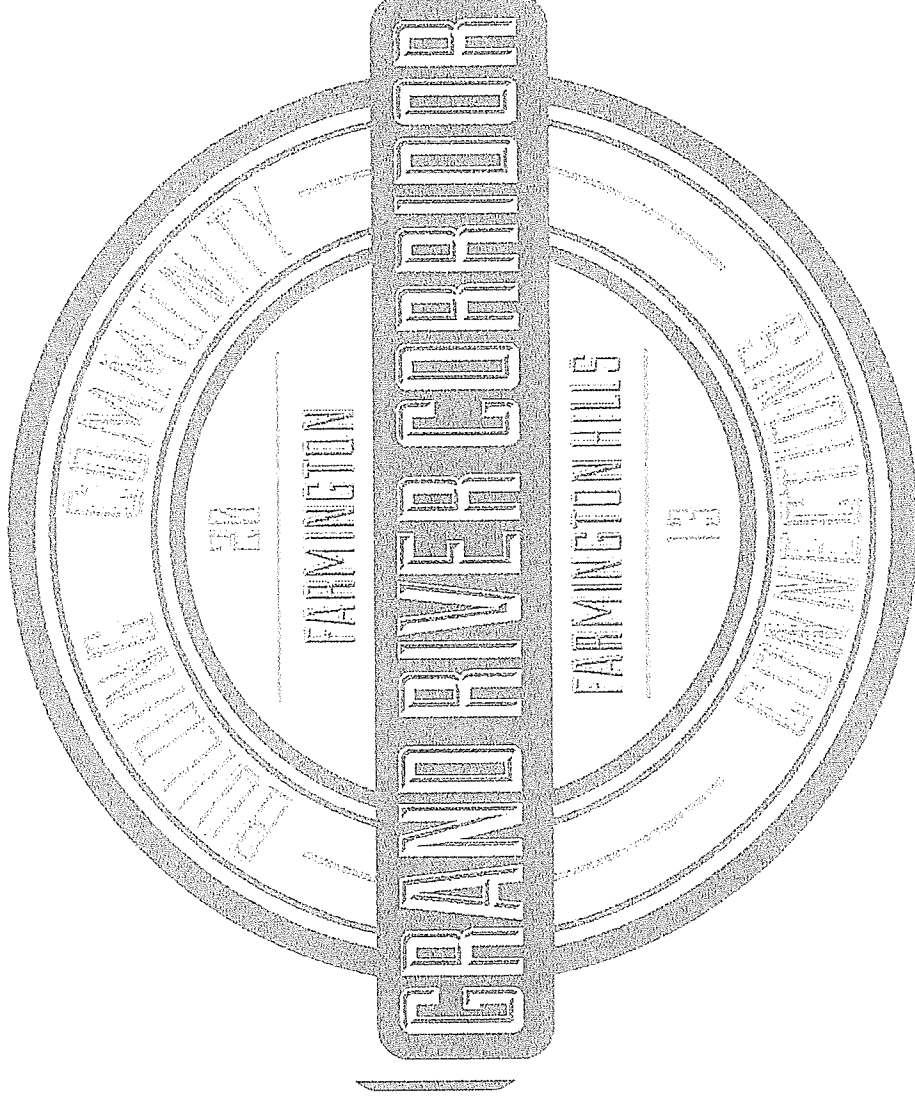
ONLINE SURVEY

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:

- 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

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 +

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 0-20 u/a. Uses may be vertically or horizontally integrated. The overall mix of commercial to residential should have a residential focus with approximately 60 percent of the area being used for residential. Development in this area should be supported by public and green spaces within or adjacent to the development.	3-5	P	P	O	P	O
Mixed Use	This area is planned for a mix of small to medium sized retail, office, and residential uses both vertically and horizontally. Within pedestrian areas, office uses should be encouraged on the second floor while retail uses should be reserved for the first floor and have a strong street presence. These areas should be carefully planned to complement the streetscape and help to create and define the public realm. Development should be connected via a pedestrian network and include carefully integrated public spaces.	3-5	P	P	P	P	P
Notes:	Uses (P=Preferred, O=Optional) The information presented in this table is a recommendation. Design flexibility should be granted as deemed appropriate by the City. The building blocks and preferred uses may vary slightly depending on market and site conditions.						

ORCHARD LAKE ROAD FOCUS AREA

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

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

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

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

Site Data

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



ZONING CHANGES

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

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

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

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

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

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

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

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

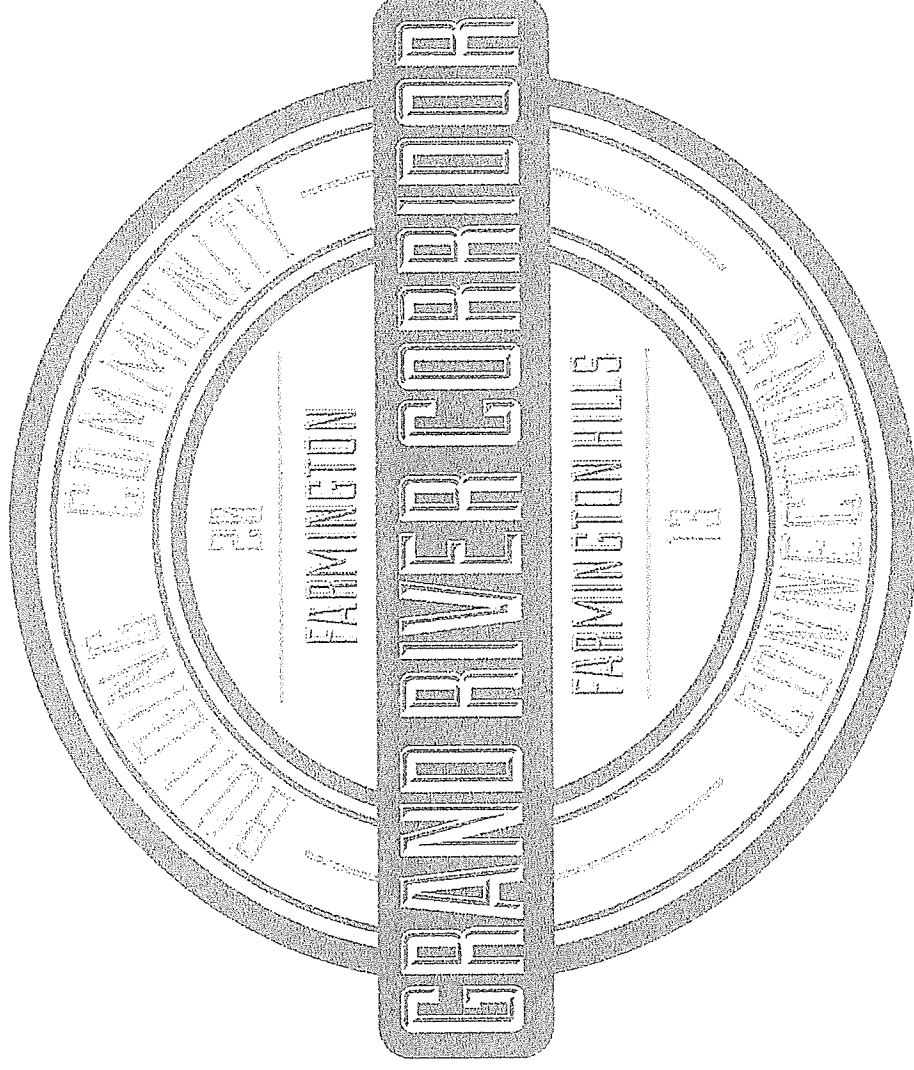
Incentives →		Lot Coverage		Setback	Relief	Bldg. Height	Reduced Parking	Storm-water/Utility	TIF Funding	Use of Municipal Parking
Recognized Benefit ↓										
Open Space		x			x			x		x
LID		x			x			x	x	
Mixed-Use						x	x			x
Higher Quality Architecture									x	
LEED/Green Building		x				x		x	x	
Additional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

CORRIDOR DESIGN GUIDELINES

The following should be incorporated into development along the corridor:

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

TAX INCREMENT FINANCING PLAN



EXPLANATION OF THE TAX INCREMENT PROCEDURE

EXPLANATION OF TAX INCREMENT FINANCING

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

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

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

TIF REVENUE

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

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

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

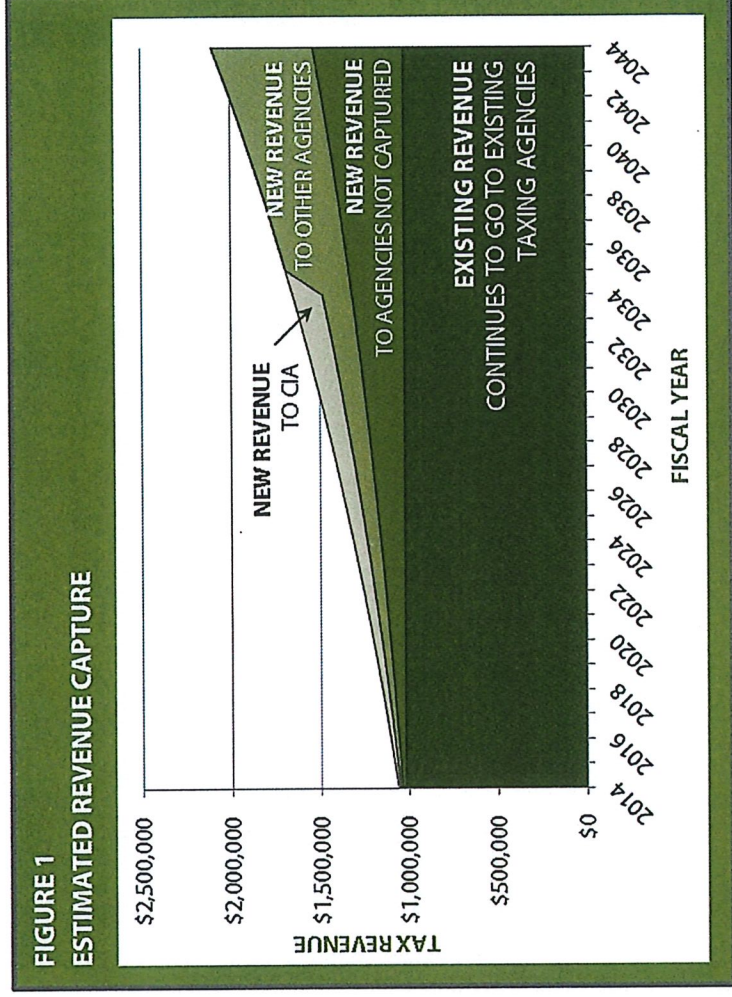
TIF TERMS

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

Improvement Authority for reinvestment within the district.

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

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



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

PROPOSED 50% CAPTURE

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

BENEFIT OF TIF FOR ALL TAXING AGENCIES

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

TIF REVENUE ASSUMPTIONS

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

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

1. A limit to the amount of TIF capture was included. The CIA plans to capture only 50% of the Captured Value
2. A modest increase in property values was assumed. A conservative growth rate of 3.0% was used in the projections for future TIF revenue. In reality, values should increase more rapidly as redevelopment occurs within the district.

3. Various millage levies have been excluded from capture, as discussed below. Table 1 shows the expected millage levies for this TIF Plan.

**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

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.

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

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,

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

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

Millage Rates																	
Fiscal Year																	
4.1900																	
Oakland																	
County																	
Operating																	
City																	
Operating																	
City Streets																	
County																	
Parks																	
HCMA																	
Library																	
College																	
SMART																	
2014	\$485,265	\$2,033	\$6,794	\$485	\$117	\$117	\$179	\$179	\$117	\$117	\$117	\$179	\$179	\$117	\$117	\$117	\$117
2015	\$738,870	\$3,096	\$10,344	\$739	\$178	\$178	\$242	\$242	\$178	\$178	\$178	\$242	\$242	\$178	\$178	\$178	\$178
2016	\$1,000,082	\$4,190	\$14,001	\$1,000	\$242	\$242	\$307	\$307	\$242	\$242	\$242	\$307	\$307	\$242	\$242	\$242	\$242
2017	\$1,269,132	\$5,318	\$17,768	\$1,269	\$306	\$306	\$374	\$374	\$306	\$306	\$306	\$374	\$374	\$306	\$306	\$306	\$306
2018	\$1,546,252	\$6,479	\$21,648	\$1,546	\$373	\$373	\$443	\$443	\$373	\$373	\$373	\$443	\$443	\$373	\$373	\$373	\$373
2019	\$1,831,687	\$7,675	\$25,644	\$1,832	\$513	\$513	\$587	\$587	\$513	\$513	\$513	\$587	\$587	\$513	\$513	\$513	\$513
2020	\$2,125,684	\$8,907	\$29,760	\$2,126	\$586	\$586	\$662	\$662	\$586	\$586	\$586	\$662	\$662	\$586	\$586	\$586	\$586
2021	\$2,428,501	\$10,175	\$33,999	\$2,429	\$662	\$662	\$740	\$740	\$662	\$662	\$662	\$740	\$740	\$662	\$662	\$662	\$662
2022	\$2,740,403	\$11,482	\$38,366	\$2,740	\$739	\$739	\$820	\$820	\$739	\$739	\$739	\$820	\$820	\$739	\$739	\$739	\$739
2023	\$3,061,662	\$12,828	\$42,863	\$3,062	\$902	\$902	\$987	\$987	\$902	\$902	\$902	\$987	\$987	\$902	\$902	\$902	\$902
2024	\$3,392,559	\$14,215	\$47,496	\$3,393	\$986	\$986	\$1,074	\$1,074	\$986	\$986	\$986	\$1,074	\$1,074	\$986	\$986	\$986	\$986
2025	\$3,733,382	\$15,643	\$52,267	\$3,733	\$1,074	\$1,074	\$1,164	\$1,164	\$1,074	\$1,074	\$1,074	\$1,164	\$1,164	\$1,074	\$1,074	\$1,074	\$1,074
2026	\$4,084,430	\$17,114	\$57,182	\$4,084	\$1,164	\$1,164	\$1,257	\$1,257	\$1,164	\$1,164	\$1,164	\$1,257	\$1,257	\$1,164	\$1,164	\$1,164	\$1,164
2027	\$4,446,010	\$18,629	\$62,244	\$4,446	\$1,256	\$1,256	\$1,352	\$1,352	\$1,256	\$1,256	\$1,256	\$1,352	\$1,352	\$1,256	\$1,256	\$1,256	\$1,256
2028	\$4,818,437	\$20,189	\$67,458	\$4,818	\$1,352	\$1,352	\$1,451	\$1,451	\$1,352	\$1,352	\$1,352	\$1,451	\$1,451	\$1,352	\$1,352	\$1,352	\$1,352
2029	\$5,202,037	\$21,797	\$72,829	\$5,202	\$1,450	\$1,450	\$1,552	\$1,552	\$1,450	\$1,450	\$1,450	\$1,552	\$1,552	\$1,450	\$1,450	\$1,450	\$1,450
2030	\$5,597,145	\$23,452	\$78,360	\$5,597	\$1,551	\$1,551	\$1,656	\$1,656	\$1,551	\$1,551	\$1,551	\$1,656	\$1,656	\$1,551	\$1,551	\$1,551	\$1,551
2031	\$6,004,106	\$25,157	\$84,057	\$6,004	\$1,655	\$1,655	\$1,764	\$1,764	\$1,655	\$1,655	\$1,655	\$1,764	\$1,764	\$1,655	\$1,655	\$1,655	\$1,655
2032	\$6,423,276	\$26,914	\$89,926	\$6,423	\$1,763	\$1,763	\$1,871	\$1,871	\$1,763	\$1,763	\$1,763	\$1,871	\$1,871	\$1,763	\$1,763	\$1,763	\$1,763
2033	\$6,855,021	\$28,723	\$95,970	\$6,855	\$1,870	\$1,870	\$1,984	\$1,984	\$1,870	\$1,870	\$1,870	\$1,984	\$1,984	\$1,870	\$1,870	\$1,870	\$1,870
2034	\$7,299,718	\$30,586	\$102,196	\$7,300	\$1,983	\$1,983	\$2,104	\$2,104	\$1,983	\$1,983	\$1,983	\$2,104	\$2,104	\$1,983	\$1,983	\$1,983	\$1,983
		\$284,015	\$948,975	\$67,784	\$16,370	\$16,370	\$16,377	\$16,377	\$16,370	\$16,370	\$16,370	\$16,377	\$16,377	\$16,370	\$16,370	\$16,370	\$16,370
		</															

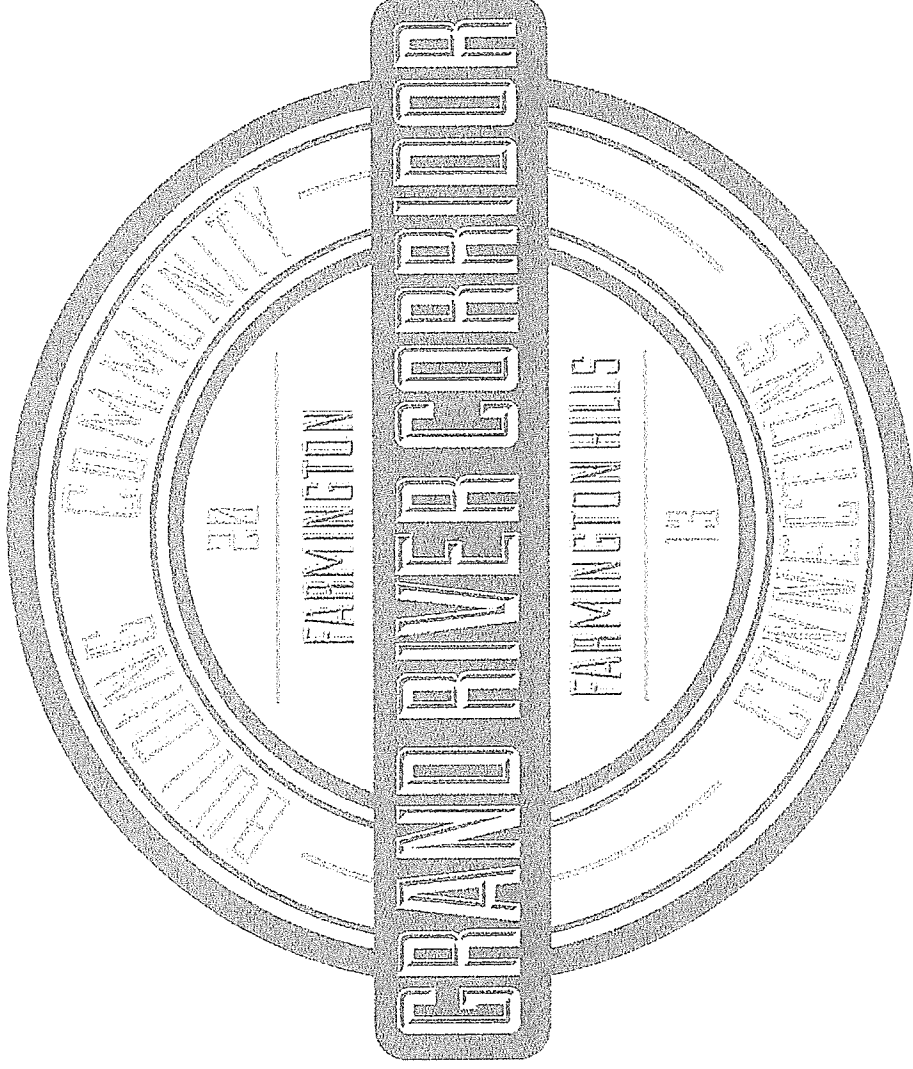
**MAXIMUM AMOUNT OF
BONDED INDEBTEDNESS TO BE
INCURRED**

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

<i>Designation of development area boundaries.</i>	<u>DESIGNATION OF BOUNDARIES</u>
<i>Legal description, location and extent of existing streets, public facilities, land uses, character.</i>	<u>PHYSICAL CORRIDOR CONDITIONS</u>
<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</u>
<i>Designation parties to whom areas are planned to be conveyed in any manner and who will benefit (if available).</i>	<u>PROJECT LIST</u>
<i>Procedures for conveying in any manner of all or a portion areas that will be conveyed.</i>	<u>FARMINGTON'S APPROACH</u>
<i>Estimated number of persons residing in the development area and the number of families and individuals to be displaced.</i>	No land conveyances are currently expected as part of this plan.
<i>Plan for establishing priority for expected displaced persons.</i>	No land conveyances are currently expected as part of this plan.
<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>	No relocation of families or individuals is expected.
<i>A schedule to periodically evaluate the effectiveness of the development plan.</i>	Any amendments to the plan will be approved by the Farmington City Council per the Corridor Improvement Act.
	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	LULGIJURAJ, MARKO	22784 ORCHARD LAKE RD	51,880
20-23-26-351-007	LULGIJURAJ, 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	LEKO DEVELOPMENT LLC	23010 POWER RD	13,930
20-23-27-404-014	LEONOR, LOUIS E	32326 GRAND RIVER AVE	74,240
20-23-27-404-015	JSA PROPERTIES, L.L.C.	32316 GRAND RIVER AVE	260,160
20-23-27-427-022	CITY OF FARMINGTON	31731 GRAND RIVER AVE	-
20-23-27-427-025	SOUL INVESTMENTS LLC	31632 GRAND RIVER AVE	52,760

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

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

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

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

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

