

PROJECT DESCRIPTIONS

Project 1: Relocation of Adams Road

Adams Road is proposed for reconstruction and widening from the intersection at Auburn Road northerly and thence along a new alignment along the north side of the Grand Trunk Western Railroad right-of-way and connecting to the new interchange at M-59. The realignment will be initially constructed as a two-lane roadway with provisions to expand the roadway to a four-lane boulevard in the future. Along with the road relocation, watermains, sanitary sewers, and drainage will be extended along the road corridor. Construction is forecasted to begin in the year 2005, pending the availability of funding.

Land acquisition will be needed from many properties that are affected by the relocation. It is anticipated that all lands for road right-of-way will be purchased at appraised value.

Funding for the Adams relocation is expected to be from Federal or State grants (80%), with the balance from tax increment finance funds. The extension of water mains and sanitary sewers can be funded thru the City of Rochester Hills water-sewer enterprise funds.

The assumptions made for the Adams Road relocation project to materialize are as follows:

- The Michigan Department of Transportation begins the construction of the new Adams at M-59 Interchange by the year 2006.
- The Michigan Department of Transportation issues a grant for 80% of the cost of constructing the Adams Road relocation in 2003.

Project 2: Upgrade the Private Industrial Drive to a Public Road and Connect the Private Industrial Drive to the relocated Adams Road.

This project involves upgrading the existing private Industrial Drive to a public road standard and connecting the upgraded roadway to the relocated Adams Road. This project involves acquisition of rights-of-way and extension of storm drainage to serve the new roadway. The acquisition of road rights-of-way will impact many parcels of land along the drive by creating insufficient setbacks to the proposed public right-of-way. This issue must be addressed before this project can move forward.

This project is forecast for construction in 2012. This time frame will likely change based on development of other circumstances, land acquisitions, and funding. Funding for this project is LDFA captures from tax increment and other funds pledged by the

City, County, and/or Community College based on their incremental collections. No other sources of funding are identified. It is assumed that the benefiting property owners will donate all needed road rights-of-way to the project.

Project 3: Extend Public utilities to the Private Industrial Drive.

This project involves extending watermains, sanitary sewers, and storm sewers/drainage to the private Industrial Drive area from relocated Adams Road. Easements will be needed for the extension of these utilities.

This project is forecast for construction in 2012. This time frame will likely change based on development of other circumstances, land acquisitions, and funding. Funding for the storm drainage portion of this project is LDFA captures from tax increment and other funds pledged by the City, County, and/or Community College based on their incremental collections. Funding for watermain and sanitary sewer extensions is identified to be from the City of Rochester Hills Water-Sewer Enterprise funds.

Project 4: Extend Technology Drive to the Relocated Adams Road

This project involves the construction of a new crossing of the Clinton River Walking Trail by extending Technology Drive to the north. It is expected that road right-of-way for Technology Drive north of the trail will be obtained by others at no cost to the project. The project is slated to begin in 2009, with construction occurring in 2010.

Funding for this project is LDFA captures from tax increment and other funds pledged by the City, County, and/or Community College based on their incremental collections.

Project 5: Interchange Technology Park

The Interchange Technology Park consists of two parcels owned by the City of Rochester Hills totaling 15.6 acres. The property is sloped moderately from Hamlin Road to the north. The LDFA funded the demolition of the former Letica Corp. manufacturing building on the northern parcel and placed site fill to level the site at rough grade in the spring of 2006.

The next phase of this project is to construct a public road that will end in a cul-de-sac or will connect to the private road that services the Rochester Community School's Facilities Maintenance building to the east. Utilities will be located under the roadway, including water, sewer and fiberoptics. In addition, site preparation may include preparing building pads for future development, including trenching, installation of underground utilities and leveling pads to grade.

The land could sustain up to 200,000 square feet of office or flexible technology space.

The funding for this project is LDFA captures from tax increment and other funds, pledged by the City, County, and/or Community College based on their incremental collections. A funding alternative may be for a private developer to fund the

infrastructure and be reimbursed through a payback agreement over a negotiated time period. A third alternative is for the LDFA to bond for a portion of the project, with tax increment capture being used to pay the debt service and interest on the bonds. The project is slated to begin in 2010.

Project 6: Extension of Austin Drive

The extension of Austin Drive west from Crooks Road will provide access to 53.18 acres bordering M-59 that currently is developed for light industrial use, including 15.32 acres that remain undeveloped. These underutilized and undeveloped properties are accessed from Devondale Road, a gravel residential road. Austin Drive currently provides access to an industrial park and the road stubs just short of the subject area. The proposal calls for the extension of the road west to connect with Devondale, thus providing commercial and industrial access to the subject properties, and improvement of sections of Devondale north of the residential properties. Further, a cul-du-sac will be constructed on Devondale where the residentially zoned properties border the park, thus eliminating the potential of commercial traffic on the residential road. The project also includes the extension of 8" watermain, 16" storm sewer, installation of a 4-foot storm basin and box culvert.

The funding for this project is LDFA captures from tax increment and other funds, pledged by the City, County, and/or Community College based on their incremental collections. A funding alternative may be for a private developer to fund the infrastructure and be reimbursed through a payback agreement over a negotiated time period. The project is slated to be completed in 2009.

Project 7: Intelligent Infrastructure Upgrade

This project will provide upgrades or installation of intelligent infrastructure on a case-by-case basis as business needs change. Intelligent infrastructure may include: upgrades or installation of advanced fiberoptics; pods, nodes or other technology related to the development of wireless area networks; telephone or other communication infrastructure, including electric capacity. To fund these projects, the RHLDFFA will use reserve or "fund balance" that is derived from tax increment financing and supplemented by future grants.

The goal of this project is to provide for capacity of improved communications in areas where it does not exist or is insufficient to meet the needs of business.

Project 8: Annual Road Maintenance

Maintaining viable commercial thoroughfares within the LDFA District is an important goal, particularly as existing infrastructure ages.

This project utilizes tax increment financing capture to reimburse City expenses related to road maintenance within the RHLDFFA District. Road expenses may include patching,

sectional replacement of concrete slabs and other unanticipated repairs. Generally, road maintenance work is conducted by the City's Department of Public Services. Only maintenance of City Major and Local roads that provide primary access to eligible uses will be funded.

A fund will be established in the RHL DFA's annual budget to offset Board approved maintenance expenses. The Board has discretion to approve projects on a case-by-case basis. No funds will be expended without the expressed approval of the Board. At the end of each budget year, unexpended funds within the Road Maintenance Fund will be transferred to Fund Balance within the RHL DFA budget.

Project 9: Research Dr. Reconstruction

Research Dr. is located in the Rochester Hills Executive Park. All of the roads in this park are showing degradation and are in need of replacement. Research Dr., however, is in the poorest condition.

The project includes removal of the existing roadway, geotechnical investigation, construction engineering, replacement of sub-base, repairs and possible replacement of sewer structures and repavement with concrete or asphalt.

The project is proposed for completion in 2012 and will be funded by RHL DFA captures of tax increment.

Project 10: Master Infrastructure Plan Update:

The Master Infrastructure Plan was originally written and adopted in 1997. Many of the projects in the Plan have been completed and others have been approved by the RHL DFA and constructed that weren't originally conceived.

In 2009, the City and consultants will be conducting the M-59 Corridor Study. This is a strategy considered in the 2006 Master Plan, which would evaluate how the revisions to the Master Plan would affect land uses, road systems, pathways and other infrastructure within the RHL DFA District. The 2006 Master Plan anticipates some redevelopment in this area. The M-59 Corridor Study will identify what changes may occur and infrastructure that may be needed to support these changes. The updated Master Infrastructure Plan will focus on incorporating the needed changes into a 10-year plan. In this manner, funding sources can be determined, projects prioritized, and incorporated into the City's Capital Improvement Plan.

The estimated cost to complete the update of the Master Infrastructure Plan is \$50,000. It is anticipated that consultants and City staff will complete the update. Funding for the project will be derived from RHL DFA captures of tax increment.

Project 11: Leach Street Paving from Auburn to South of G.T.W.R.R.

This project involves the paving of Leach Street from Auburn Road north to the trail. This project is scheduled for construction jointly with the extension of Waterview Drive (Project 5). Construction is anticipated to begin in 2012. Funding for this project is expected to come from State Economic Development funds, which will cover 80% of the construction costs or 60% of the project costs. The rest of the funding for this project is LDFA tax increment capture and other funds pledged by the City, County, and/or Community College based on their incremental collections.

Project 12: Entranceway Beautification Program

Maintaining and improving the marketability of the parks within the District is an important endeavor. Beautiful and professional entranceways create a lasting positive impression about the parks within the District and help to maintain and improve property values.

This project provides for a matching program to help the industrial and office condominium associations and land owners with multiple properties that are designed in a park-like setting to upgrade signage, landscaping and maintenance. The signs may or may not be located in public rights-of-way. The LDFA will allocate \$10,000 per year in its budget to fund such projects, with a cap of \$5,000 per entranceway or project. The funds will be dispersed as a matching grant at the conclusion of the project after submittal and review of all required documentation, including invoices. Only multi-tenant properties or associations are eligible to apply.

IMPLEMENTATION PRIORITY

<u>Project Number</u>		<u>Priority Number</u>
1	Adams Relocation	Completed
6	Austin Dr. Extension/Devondale Paving	Completed
4	Technology Dr. Extension	1
9	Research Dr. Reconstruction	2
10	Master Infrastructure Plan Update	3
8	Annual Road Maintenance	4
5	Interchange Technology Park	5
7	Intelligent Infrastructure Upgrade	6
3	Extend Utilities to Industrial Drive	7
2	Upgrade Industrial Drive	8
11	Leach Road Paving	9
12	Entranceway Beautification Program	10

Conveyance of Property

Section 15 (2) (g) A DESCRIPTION OF ANY PORTIONS OF THE PROPERTY TO WHICH THE PLAN APPLIES, WHICH THE AUTHORITY DESIRES TO SELL, DONATE, EXCHANGE, OR LEASE TO OR FROM THE MUNICIPALITY AND THE PROPOSED TERMS;

The LDFA owns no property at this time. The Authority has no plans to acquire real property in its name. Therefore, at the present time, there are no plans to sell, donate, exchange or lease to or from the City of Rochester Hills any improvements or land in the Development Area. LDFA funds may be used for acquisition of road rights-of-way, in which case acquisition will occur through the auspices of the City; the responsibilities of ownership and final disposition will rest with the City.

Zoning Changes

Section 15 (2) (h) A DESCRIPTION OF DESIRED ZONING CHANGES AND CHANGES IN STREETS, STREET LEVELS, INTERSECTIONS AND UTILITIES;

The existing zoning of the area is shown in Map 3. A zoning change of I-2, O-1 and RM-1 to either I-1 or ORT is contemplated. An overlay of ORT zoning over the properties zoned for I-1 also is contemplated. Changes in streets, street levels and intersections are an integral part of the plan and are discussed earlier. Final design of streets, street levels, and intersections is subject to preliminary and final engineering changes. Changes in utilities are also subject to development of engineering plans. It is contemplated that the new Adams Road will become the utility corridor to bring water, sewer, and storm drainage to Industrial Drive and any new development that may occur in the area.