

Development Plan and Tax Increment Financing Plan for the White Lake Township Corridor Improvement Authority

White Lake Township
Corridor Improvement Authority

_____ 2023

Recommended by the Corridor Improvement Authority
Board on: _____

Adopted by White Lake Township Board on: _____

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Section 1

Introduction

The Charter Township of White Lake, located in Oakland County, is bordered on the east by Waterford Charter Township, on the north by Springfield Charter Township, on the west by Highland Charter Township, and on the south by Commerce Charter Township. The current population is 30,950 (2020 Census). The White Lake Township Corridor Improvement Authority (CIA) was created by the Township Board in October 2006. The CIA is governed by a Board of Directors whose primary purpose is to correct and prevent deterioration and promote economic growth within White Lake Township's principal business district. Other purposes of a CIA include reversing declining property values, improving the overall business climate, and increasing employment opportunities.

A primary benefit of forming the CIA is the ability to capture the incremental increase in the property taxes that result from improvements in the district. Local school taxes are not captured by the Authority. The captured revenues are used to finance public improvement projects within the district, as a means for jump-starting economic growth.

A Corridor Improvement Plan is one tool the CIA relies on for achieving its purposes. The goals, objectives and recommended actions presented in this document are intended to plan and prioritize projects, such that the development, redevelopment and other improvements within the corridor occur in an orderly manner. Recommendations also ensure improvements match the available revenues and can enable the CIA to become eligible for other funding sources. The Plan was prepared in accordance with the Recodified Tax Increment Financing Act of 2018, Part 6 Corridor Improvement Authorities, which is the successor act to PA 280 of 2005.

PURPOSE OF CIA ACT

Both Part 6 of PA57 of 2018 (the "Act" or "Act 57") and successor PA 280 of 2005 were enacted to provide a new community development tool designed specifically for the commercial corridors of Michigan. The Act allows communities to create "Corridor Improvement Authorities" with special powers, conditions, and criteria unique to commercial corridors. One of the chief features of a CIA is the ability to fund infrastructure improvements using tax increment financing, discussed more in depth later in this report.

The Act is intended to combat the deterioration of existing business districts and promote economic development efforts within these districts. Communities are permitted to create as many CIA districts as they wish, provided no single parcel is located within more than one CIA district.

Another distinction of CIA districts is the ability for municipalities to develop a single CIA district for a corridor that is located in more than one community. Such benefits as continuity of appearance, uniformity of improvements and land use regulations, and cooperative traffic management are all potential benefits of multi-jurisdictional CIA districts.

The CIA is granted specific powers and duties to empower it to accomplish its mission. These include, but are not limited to, the following:

PURPOSE OF THE CIA ACT (CONT)

- Acquire and construct public facilities, and improve public facilities to comply with barrier-free design requirements;
- Conduct analysis of economic changes in the development area along with impacts of metropolitan growth on the development area; and develop long range plans (in coordination with planning/building department) to halt deterioration of property values and promote economic growth;
- Implement any plans of development which achieve the purposes of the Act;
- Make and enter into contracts and acquire, own, convey, dispose of or lease all or part of land, real or personal property, or interests in property, grant or acquire licenses, easements, and options;
- Improve land, construct, re-construct, rehabilitate, restore, and preserve, equip, improve, maintain, repair, and operate any building, including multiple-family dwellings, of any public or private person or combination thereof;
- Accept grants and donations of property, labor, or other things of value and fix, charge, and collect fees, rents, and charges for the use of any facility, building or property under its control; and,
- Conduct market research and public relations campaigns, develop, coordinate and conduct retail and institutional promotions, and sponsor special events and related activities.

ACTIONS OF THE TOWNSHIP TO DATE

The White Lake Township Corridor Improvement Authority was originally established on October 17, 2006, when the Township Board adopted a Corridor Improvement Authority Ordinance. Although a Corridor Improvement Plan was prepared, the Township Board took no further action to formalize the Authority. The CIA remained inactive until the latter part of 2022 when the Township Board moved to resurrect the CIA and hired a consultant to begin the process of updating the Development and Tax Increment Financing Plan for the Corridor. On January 17, 2023, the Township Board approved the Township Supervisor's recommendations and appointed a five-person Corridor Improvement Authority Board. Minor amendments to the Corridor Improvement Authority Ordinance were adopted by the Township Board on May 16, 2023. With more than one hundred residents in the Development District, the Township Board also established a Citizens Advisory Council (CAC).

The boundaries of the CIA District area are identified in Figure 1 found on Page 11 which follows, and the legal description is located in Appendix 1.

CONTENT OF THE PLAN

The CIA Plan consists of two (2) components required by Part 6 of Act 57, as amended: the Development Plan and the Tax Increment Financing Plan. The Development Plan includes specific programs, projects, and strategies the CIA intends to pursue for the revitalization of underutilized properties, improve visual appearance, and encourage new investment in the district. The Tax Increment Financing (TIF) Plan provides the legal foundation for funding these improvements within the district.

Section 2

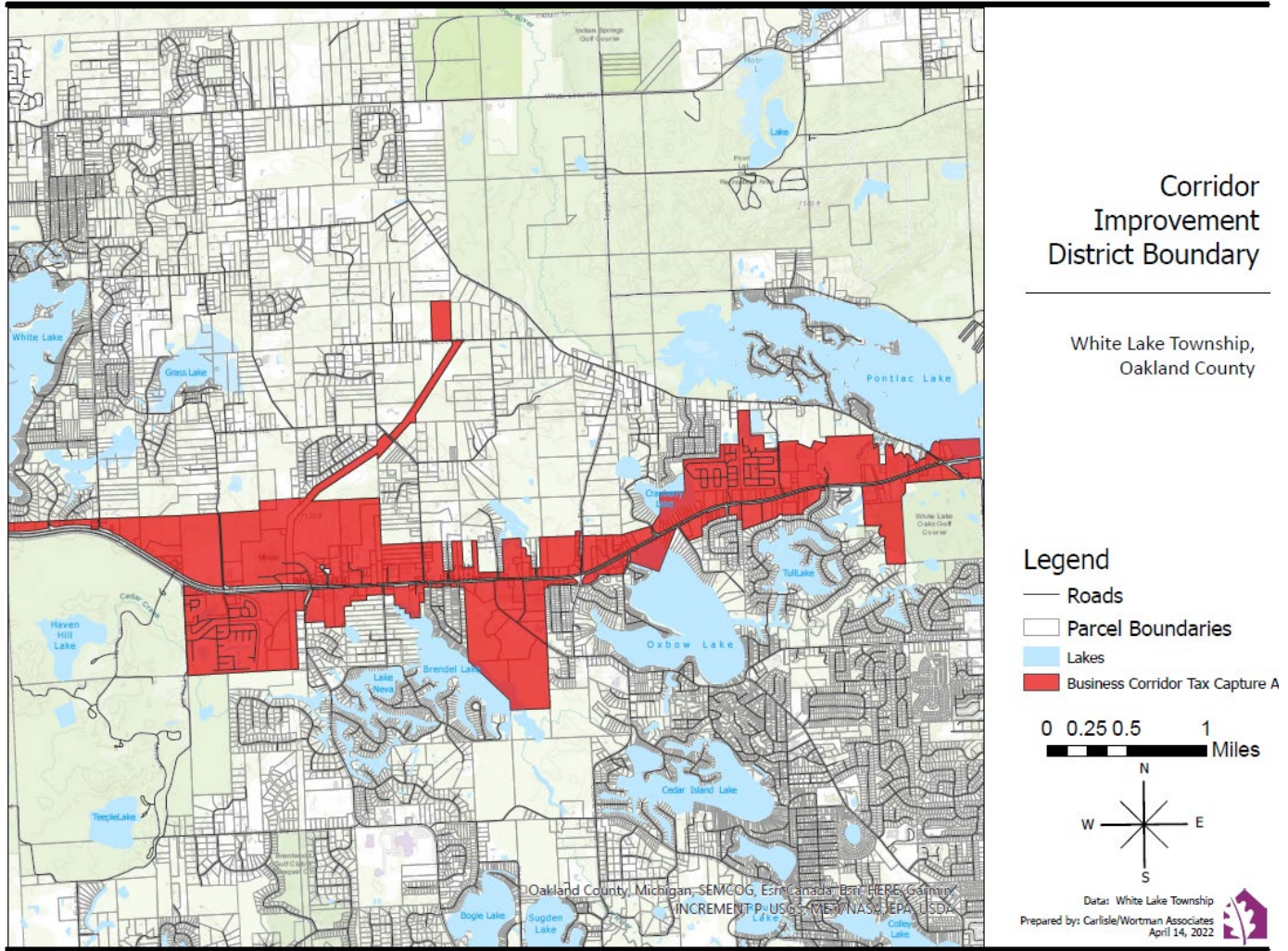
Development Plan

DESCRIPTION OF DEVELOPMENT AREA

Designation of Boundaries of the Development Area in Relation to Highways, Streets, Streams, or Otherwise

The White Lake Township CIA has been given the authority by the Township Board to operate within the boundaries identified in Figure 1. In general, the Corridor District includes all properties with frontage along M-59 (Highland Road) from the boundary of Highland Charter Township to the west and Waterford Charter Township to the east. The Development District abuts several land use designations and is located within the areas identified in the Township Master Plan as the Highland West, Lakes Village and Highland East Planning Areas. These areas are connected via the M-59 Corridor and shown on Figure 3.

FIGURE 1. CIA Development District and CIA Authority Boundary



This map is for reference only. Data layers that appear on this map may not be accurate. The information is provided with the understanding that the conditions drawn from such information are solely the responsibility of the user. Any assumption of legal status of this data is hereby disclaimed.

Existing Streets and Public Facilities

The predominant roadway within the Development District is M-59 (Highland Road) with prominent intersections at Teggerdine Road, Ormond Road, and Elizabeth Lake Road. M-59 is a state trunkline under the administration of the Michigan Department of Transportation (MDOT). Teggerdine Road, Elizabeth Lake Road and Ormond Road all serve as primarily north/south ancillary thoroughfares. Interstate and Highway access is supported by US-23 to the west and I-75 to the north.

Public Facilities include the White Lake Township Hall and Police Department, Library, three Fire Stations, the Dublin Community Senior Center, six Township parks, Town Center and several urgent care centers. The nearest major hospital is Detroit Medical Center Huron Valley-Sinai Hospital which is approximately two miles south of the Township's southern border.

TABLE 1: Major Road Data

Road	Segment	Traffic Volumes / Average Daily Trips (ADT)
M-59 / Highland Road	Teggerdine Rd. intersection	32,800 (2019)
	Elizabeth Lake Rd. intersection	31,300 (2015)
	Ormond Rd. intersection	17,300 (2021)

Source: SEMCOG AADT Traffic Tool

Existing and Proposed Land Uses

M-59 is a major entry point to White Lake Township from areas to the east and west. Historically, uses along the corridor have been commercial/office, institutional, industrial, agricultural, mobile home parks, multi-family and various densities of single family residential. Undeveloped land still exists along portions of the corridor as shown in Figure 2.

Commercial use varies from big box and retail mall establishments to local business services. Portions of the corridor are utilized by public facilities and religious institutions. Residential uses range in the form of single and multiple-family residential as well as mobile home parks. Industrial uses are sparse and of lighter intensities. In general, the condition of all uses along the corridor look to be either newer development in good condition or older/original development showing signs of age.

The Township Master Plan places greater emphasis on planned uses along M-59 as well as sustainable development practices, natural feature conservation, infrastructure, and open space throughout the Township. The Master Plan also segments the community into several Planning Areas as shown on Figure 3. Within these Planning Areas are specific Area Plans which are created to highlight certain locals within the greater community that provide unique opportunities to spur economic development, correct blight or fill specific communal needs. These Area Plans, titled Four Towns, Lakes Town Center, Pontiac Lake Gateway, and Elizabeth Lake Road/Union Lake Road. The Master Plan outlines where there are areas for development and redevelopment opportunities, provides specific recommendations and encourages new investment that will gradually shape the appearance and character of the Township.

Regarding the Development District, the current Master Plan recognizes the need for more uses to accommodate the higher demand for investment along the M-59 corridor. Figure 4 presents the future land use concepts within this geography as shown in the Township Master Plan.

FIGURE 2. Existing Land Uses

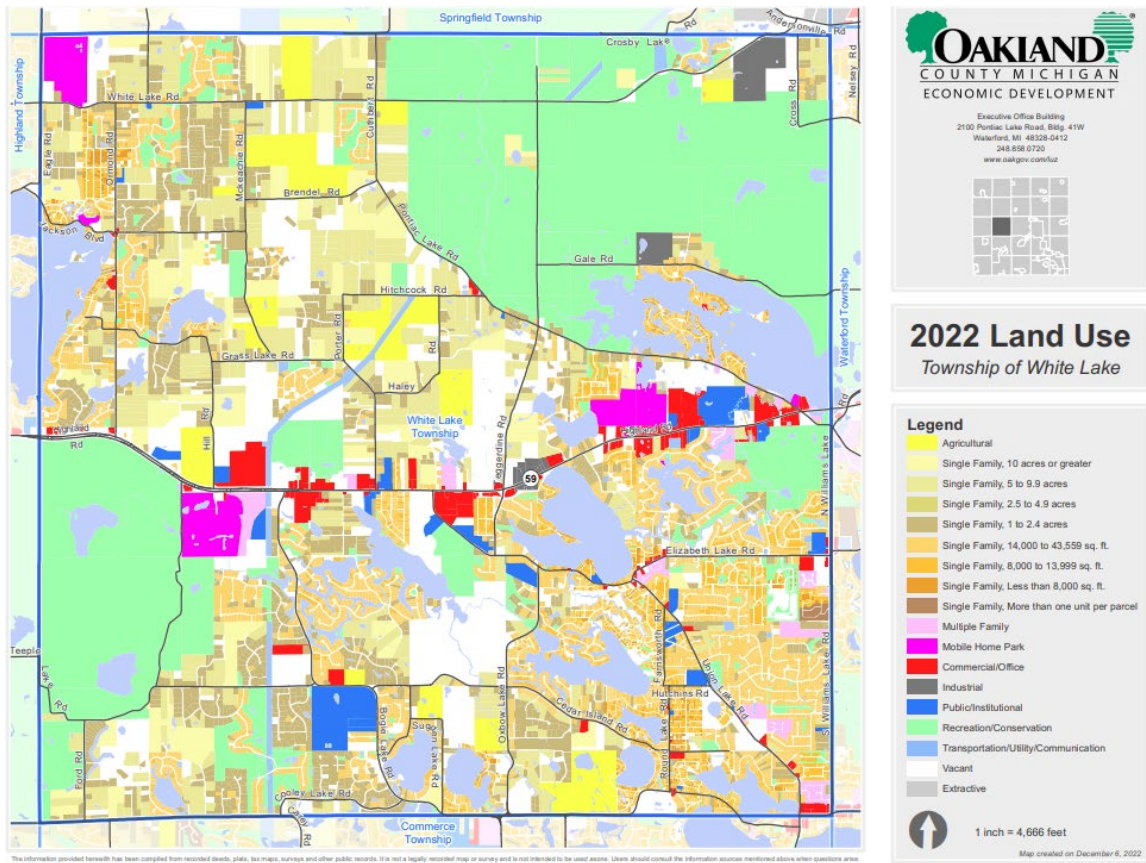
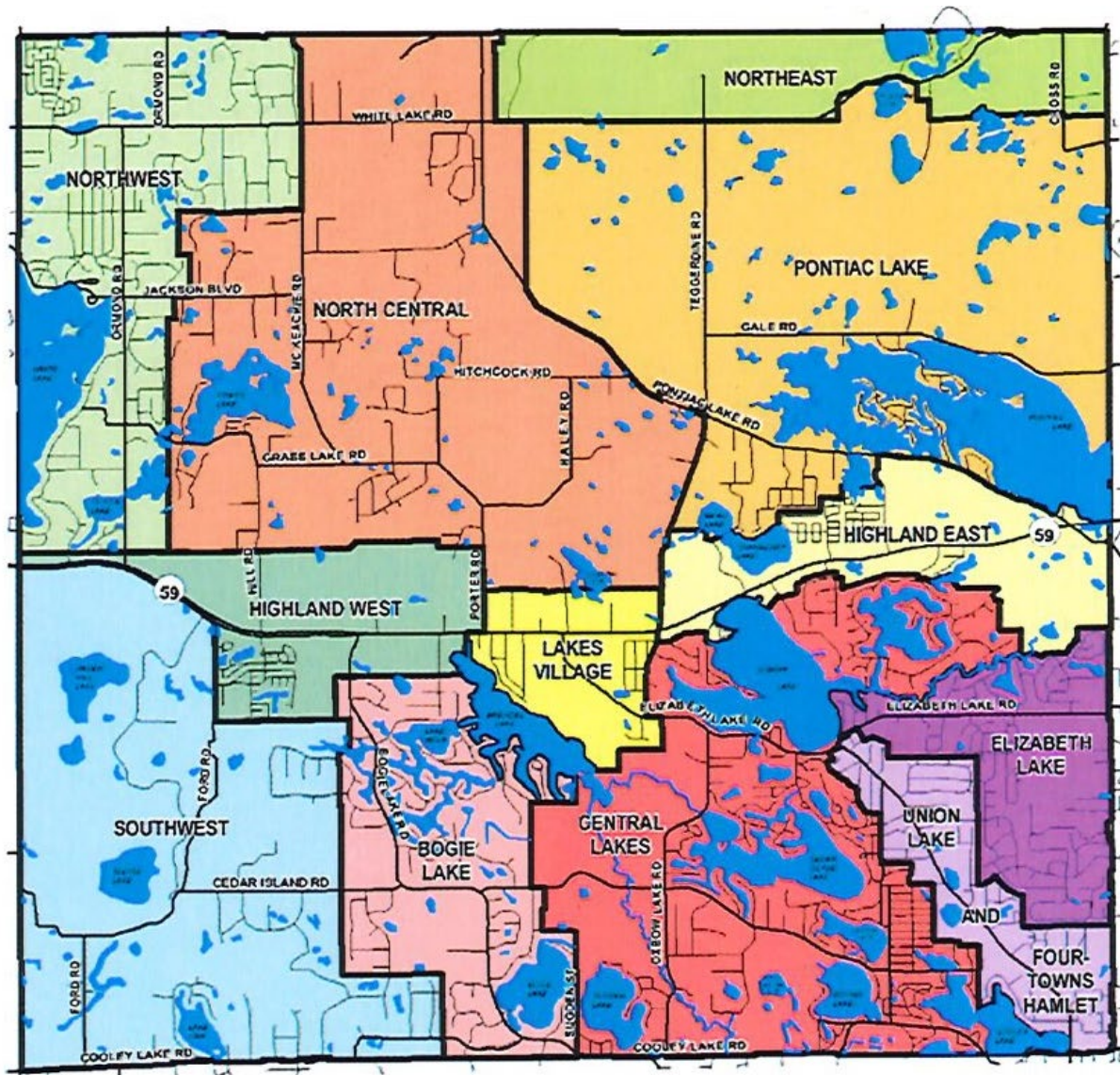


FIGURE 3. Planning Areas



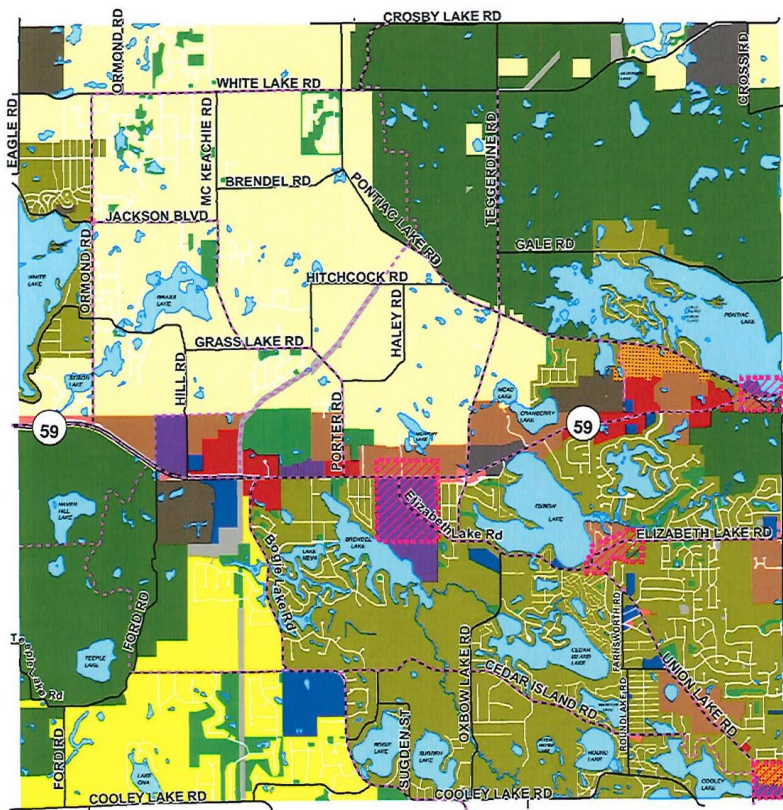
- | | |
|--------------------|---|
| NORTH CENTRAL | HIGHLAND ROAD EAST |
| NORTHWEST | SOUTHWEST |
| NORTHEAST | BOGIE LAKE CORRIDOR |
| PONTIAC LAKE | CENTRAL LAKES AREA |
| HIGHLAND ROAD WEST | UNION LAKE CORRIDOR AND FOUR-TOWNS HAMLET |
| TOWNSHIP CENTER | ELIZABETH LAKE NEIGHBORHOOD |

PLANNING AREAS
WHITE LAKE TOWNSHIP
OAKLAND COUNTY, MI

0 0.5 1 2 Miles



FIGURE 4. White Lake Future Land Use



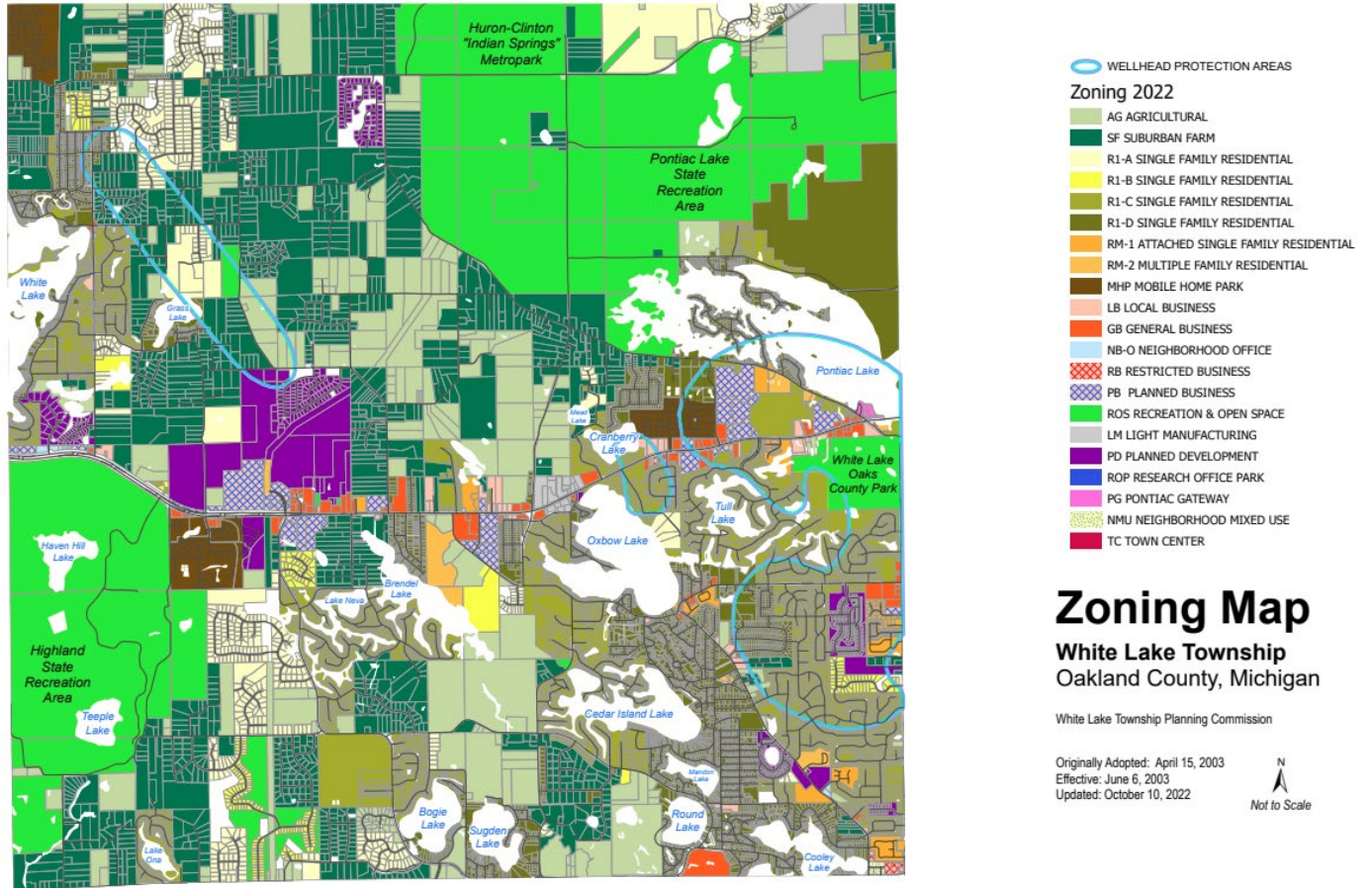
LAND USE PLAN
 WHITE LAKE TOWNSHIP
 OAKLAND COUNTY, MI

- RURAL ESTATES
- OPEN SPACE ESTATES
- RESIDENTIAL RESORT
- MOBILE HOME
- PLANNED NEIGHBORHOOD
- MULTIPLE FAMILY
- PLANNED COMMUNITY
- SATELLITE BUSINESS
- PLANNED BUSINESS
- PLANNED COMMERCE
- FOCUS AREA
- PUBLIC AND QUASI-PUBLIC
- REGIONAL PARKS AND OPEN SPACE
- LOCAL PARKS AND OPEN SPACE
- UTILITIES
- WATER
- PLANNED PATHWAYS



Sources: Oakland County Planning and Birchler Arroyo
 May 25, 2011

FIGURE 5. Corridor Improvement District Existing Zoning



Zoning

There are numerous existing zoning districts represented in the Development District, as illustrated in Figure 5. The following describes the purpose and intent of each designation represented in the Development District.

- AG / Agricultural – The Agricultural District is established as a district in which the principal use of land is for farming, dairying, forestry operations and other agricultural activities. The intent of this article is to protect land needed for agricultural pursuits from encroachment by untimely and unplanned residential, commercial, or industrial development.
- SF / Suburban Farms - The Suburban Farms District was created to establish areas of the Township for single family residences in a rural environment characterized by low densities and significant open spaces.
- R1-B,C&D / Single Family - The Single-Family Residential Districts are established as districts in which the principal use of land is for single family dwellings, located in neighborhoods that include open space and that preserve sensitive natural environmental features.
- MHP / Mobile Home Park - The Mobile Home Park District is for areas of the Township suitable for mobile home parks. For the Mobile Home Park District, in promoting the general purpose of this ordinance, the specific intent of this Article is: A. To require adequate space and facilities for healthy living conditions for occupants of such mobile home parks so as to maintain the residential character of the area. B. To require all such districts to have access to a major thoroughfare for easy accessibility. C. To ensure suitable water and sewer facilities would be provided in accordance with state, county and township health regulations and statutes. D. To provide for the development of mobile home parks for long-term residential use.
- RM-1 / Attached Single Family - The Attached Single-Family Residential District is designed to permit various attached single-family dwellings including row or townhouse dwellings and two-family or duplex dwellings. These areas should be located near shopping, community services and facilities, and major roads for good accessibility.
- RM-2 / Multiple Family Residential - The Multiple-Family Residential District is designed to permit a more intensive residential use of land with various types and sizes of multiple-family dwellings, two-family dwellings, apartments and convalescent or nursing homes. These areas should be located near shopping, community services and facilities, and major roads for good accessibility.
- PD / Planned Development – The Planned Development District is intended to provide for the location and various types of planned land use on large parcels held in common ownership and includes such alternate terms as cluster zoning, planned development, community unit plan, planned residential development and other similar terminology. Uses planned may include single-family detached housing, single-family attached housing, multiple-family housing, local commercial business, office uses, and similar activities. The PD District is intended to result in a unique, planned development that includes such techniques as open space preservation. A public hearing shall be held prior to formal consideration of the PD.

-
- NB-O / Neighborhood Office - The Neighborhood Office District, permits those office and service uses which are compatible in intensity and character with nearby residential areas. The intent of this article is to encourage well-designed office buildings, employing high quality architecture, in a professionally landscaped setting, as well as uses which will not cause large volumes of traffic, traffic congestion, or parking problems. These uses will be designed and constructed to fully complement and enhance the adjoining or nearby residential areas.
 - LB / Local Business - The Local Business District is intended to be that district permitting retail business and service uses which are needed to provide for the day-to-day needs of the nearby residential areas. The specific intent of the Local Business District is: A. To encourage the concentration of local business uses in certain strategic locations to the mutual advantage of both the consumers and merchants and to avoid the continuance of marginal strip business development along major streets. B. To prohibit uses that would create hazards, offensive and loud noises, dust, dirt, smoke, odor, glare, vibrations or excessive truck traffic.
 - GB / General Business - The General Business District, as established in this article, is intended to permit a wider range of business activities than those permitted in the Local Business and Restricted Business districts. The specific intent of this article is to allow those uses which would not only serve nearby residential areas, but also the entire community's comparison business, offices, services and automotive service needs, including open-air sales and uses requiring location on a major highway or street. These uses would generate larger volumes of vehicular traffic, would need more off-street parking and loading, and would require more detailed planning to provide an appropriate transition between such districts and adjacent residential areas.
 - PB / Planned Business - The PB Planned Business District is primarily a commercial district intended to permit, with Township approval, private and/or public development in a coordinated and cohesive arrangement which may be more difficult to achieve under more conventional, piecemeal development designed to conform with standard zoning requirements. To that end it becomes possible to permit greater flexibility in the types of land uses, land use arrangements and development requirements than would otherwise apply. It is further intended that the PB District be located along major thoroughfares, such as M-59, as opposed to locations in residential neighborhood areas where conflicts of land uses may arise more easily.

Development standards, as approved in a development plan, in this district shall result in a project that is superior to one constructed under standard zoning requirements and shall be mutually acceptable to the applicant(s) and the Township. Therefore, any PB Plan shall be substantially consistent with the Township Master Plan, desirable principals of land use planning, zoning ordinance standards and other applicable development requirements. To achieve these objectives, approval of a PB development requires approval of both a Site Plan and PB Agreement which sets forth specific physical, functional, amenity and design features and other related requirements considered essential to the development.

- PG / Pontiac Lake Gateway - The Pontiac Lake Gateway sub-district is intended to create a unique gateway into White Lake Township, enhancing the views of Pontiac Lake and White Lake Oaks Golf Course and reinforcing the appeal of the Township as a "four seasons playground." Properties located in this area, adjacent to the state trunkline, may accommodate greater height and more intense land activity than elsewhere in this otherwise low-density community. This district will allow flexibility in the redevelopment of property along Highland Road (M-59), encourage pedestrian-oriented design, provide a unique identity to this region of the Township, and be compatible with existing residential, institutional, and recreational uses.

-
- ROS / Recreation and Open Space - The Recreation and Open Space District is intended to provide areas for the development of public and private outdoor recreation facilities and open space preservation uses. The intent of the Recreation and Open Space District is: to encourage recreational uses of an outdoor nature that will take full advantage of the land in its natural state; and to encourage those large outdoor recreation uses that could not easily be provided in the already urbanized portions of White Lake Township and the metropolitan area.

 - LM / Light Manufacturing - The LM, Light Manufacturing District is established as a district in which the principal uses allowed are light manufacturing, fabrication, processing, wholesale activities or warehousing activities. The intent of this article is to control nuisance effects of warehousing, wholesale activities, open storage, and light industry such as smoke, noise, odor, dust, dirt, glare, vibrations, and other adverse effects so that such uses could be compatible with other nearby land uses such as commercial or residential. The light manufacturing district encourages uses to locate on major highways so that traffic generated by these uses would not utilize local residential streets.

VISION STATEMENT

Public investment brought about by the Corridor Improvement Authority will attract private development and redevelopment that promotes the White Lake Township “Four Season’s Playground” concept. The M-59 / Highland Road Corridor will become a destination for world-class recreational opportunities. The uses along the corridor act as a lifeline to the community’s many lakes, natural areas, and parks. Residents and visitors know when they’ve arrived in White Lake, because of the consistent use of high-quality, unique materials and environmentally friendly landscaping that reflects a hardy resort atmosphere. An interconnected network of pathways and equestrian trails draw people to the out-of-doors. Distinct nodes of activity will feature retail, dining, entertainment or lodging experiences, while providing employment and an increased tax base. Enhanced transit stops and transit-oriented development will support the long-term development and sustainability of the corridor.

GOALS AND PRIORITIES

The overall goal of the White Lake Township Corridor Improvement Authority is to improve and encourage the long-term economic viability of the Development District. The projects and improvements outlined in this Development Plan are designed to nurture the necessary physical, economic, and social environment which will enable White Lake Township to protect existing investment, attract new development, and stimulate the revitalization of properties within the district. Furthermore, the goal is to foster a mix of uses that both serve the surrounding neighborhood and attract regional visitors to the Township.

Physical Environment

- Support infrastructure improvements necessary to ensure that existing businesses can expand, and new businesses develop in the Development District.
- Promote environmental awareness in the design and implementation of improvements.
- Encourage good design, architectural compatibility, color coordination, high-quality materials, consistent building orientation, and façade articulation that contribute to a cohesive and inviting corridor.
- Promote streetscape improvements, outdoor seating areas, pathways, bike racks and other measures that will make the Development District a comfortable place to visit and will encourage the neighborhood residents to walk or bike to commercial offerings.
- Create new opportunities for transportation options linking residential communities with public and recreational facilities.
- Incorporate enhanced facilities that will serve transit and identify nodes for transit-oriented development.

Economic Environment

- Undertake projects and programs which are designed to create a corridor with a competitive advantage that is attractive to owners and investors and offers quality customer environment and healthy business mix.
- Support financing of projects by leveraging TIF dollars with Federal and State grants, State tax incentives, Township funds and private investment.
- Retain the economically viable businesses which presently exist and encourage their expansion.
- Provide economic development support to businesses and potential developers.

Social Environment

- Promote a positive and welcoming image of the corridor that fosters cooperation between the public and private sector.
- Distribute promotional materials and maintain online resources and tools for living, working, and doing business in the district.

DESCRIPTION OF IMPROVEMENTS

The Development Plan for the White Lake Township Corridor Improvement Authority includes projects and programs which will fulfill the priorities and objectives of this Plan. The Plan has been divided into two (2) major improvement components – projects and programs. The following projects directly impact the physical environment as a means to increase investment in the Development District, improve the visual image of the District, and enhance the overall economic and social environment. The programs are intended to create a stable economic and social environment for sustained investment in the Development District.

Projects

- District gateways, entry signage and wayfinding.
- Streetscape improvements including landscaping, trees, flower planters, plazas, trash receptacles, and other amenities.
- Redevelopment of substandard or underutilized commercial sites.
- Pathways and pedestrian improvements including sidewalks, bike racks, pedestrian lighting, and seating.
- Extension of sewer and water utilities to unserved areas including tap fee assistance.

Programs

- Branding.
- Economic development assistance including façade improvement programs and utility tap fee assistance.
- Transit-oriented development.

The duration of this program will be for twenty (20) years and will conclude with a final capture of tax increment revenues on December 31, 2043, and expenditure of those revenues by December 31, 2044. Projects and programs will be undertaken based on the ability of the CIA to finance such. It is recognized by the CIA that the projects listed may be beyond the scope of the CIA to complete with its own limited resources. Public-private partnerships as well as State and Federal grant assistance may be necessary to implement all of the above-mentioned items.

LOCATION, EXTENT, CHARACTER, ESTIMATED COST, AND TIMELINE OF IMPROVEMENTS

The CIA is positioned to fund small scale improvements as well as projects related to marketing, planning, and operations. There are no plans for large scale construction projects; however, the CIA may provide economic development services and support to private redevelopment, particularly where other funding can be leveraged. The following projects on Table 2 represent the scope of potential projects that will accomplish the objectives of the CIA and the Development Plan and Tax Increment Financing Plan. A description of each project is provided below as well as the estimated cost and year of completion.

TABLE 2: Proposed CIA Projects

Branding	2024 – 2025	\$75,000
A branding process creates a distinct identity to be established for the District as the Township and CIA promotes the area as a community center and an area of regional appeal and business attraction. Branding of the District will also set the themes of other visual improvements, gateway signage, marketing, and wayfinding so that a consistent message is conveyed. While branding the District should be distinct, it should also tie into Township identification as a “Four Season Playground.” This effort will be undertaken in conjunction with several other Township boards.		

Entryway and Wayfinding Signage	2027-2029	\$250,000
<p>The project would include wayfinding that would direct visitors within the district to the Town Center, Gateway district, parks, community buildings, and other points of interest. Wayfinding signage will reflect the theme created through the branding process. To reinforce the identity of the Township and District, identification signage will be erected at key entry points in the Township.</p>		

Streetscape Improvements	2030-2032	\$2,000,000
<p>This project involves enhancements to the streetscaping, including gateway improvements in the Development District. Proposed improvements may include unifying elements via a streetscape plan which would include landscaping of street frontages, public spaces and art, seasonal displays, design elements and sound buffers. A key objective of streetscape improvements is to provide a visual connection between M-59 and other significant roadway corridors such as Elizabeth Lake, Teggerdine and Ormond Roads.</p>		

Pathway Extensions and Improvements	2028 - 2032	\$3,000,000
<p>An important objective of the CIA is to improve pathway options throughout the District. Pathways will be improved and extended along the length of M-59 within the District connecting residential areas with commercial and recreational resources. The Township Triangle trail will be completed to connect the Town Center and Library to M-59 and Teggerdine Road.</p>		

Traffic Safety Improvements	2025 - 2035	\$2,000,000
<p>Intersection capacity and safety improvements are needed at Elizabeth Lake and M-59, at White Banks Boulevard and M-59, at Teggerdine Road and M-59 and at Fisk Road and M-59. Access management is also needed along the more congested commercial areas of M-59. In conjunction with non-motorized improvements, safe pedestrian crossings of M-59 are also needed.</p>		

Enhanced Transit Stops and Transit-Oriented Development	2028-2034	\$1,500,000
<p>White Lake Township is part of the Western Oakland Transportation Authority (WOTA) system, which is expected to be expanding service along M-59 and the Town Center area. Enhanced transit stops with cover and seating will be strategically located to improve ridership. In conjunction with improved transit, the Township will also promote transit-oriented development in conjunction with enhanced transit stops.</p>		

Sewer Extensions	2028 - 2035	\$1,500,000
<p>There are areas within the district that lack adequate sanitary sewer-service. This project would include extension and / or upgrading of sewers into underserved and unserved areas.</p>		

Water Extension / System Improvement	2028 - 2034	\$1,500,000
<p>As with sanitary sewers, there are areas within the district which lack adequate drinking water. This project would include extension and / or upgrading of the water service into underserved and unserved areas. System improvements are also needed to upgrade fire flows and capacity with additional pumping and booster stations. Improvements to the Twin Lakes Wellhouse including filtration and maintenance facilities will be considered for this fund.</p>		

Property / Easement Acquisition	2025 - 2035	\$3,000,000
<p>To implement the specific projects set forth in this plan, it may be necessary to acquire property in either fee simple or by easement. This will be coordinated via the necessary agencies such as the Department of Environmental, Great Lakes and Energy (EGLE), Michigan Department of Transportation (MDOT) and any other necessary organizations. Permits and/or entitlements will be acquired where needed.</p>		

Administrative, auditing, operating & consultation	2024 - 2043	\$500,000
<p>The CIA will incur annual administrative, auditing, and operating costs which may also include planning, legal, engineering, and promotion consultation. These expenses are not anticipated to exceed \$25,000 per year and will be reflected in the annual budget of the Authority, as approved by the Township Board.</p>		

STATEMENT OF CONSTRUCTION

Construction of the projects proposed above will be accomplished during construction seasons.

OPEN SPACE

It is anticipated open space features may be incorporated as part of the entryway and streetscape improvements and at strategic locations within the development district.

DEVELOPMENT AREA OWNERSHIP AND TENURE

It may be necessary for property to be acquired either through fee simple purchase or easement acquisition to implement the overall purpose or specific projects within the plan. If the CIA acquires land for roads or improvements, the necessary rights-of-way will be dedicated to either the Township or the appropriate County or State entity.

ZONING CHANGES AND CHANGES IN STREETS, STREET LEVELS, INTERSECTIONS, AND UTILITIES

Most of the land within the CIA Development District is zoned for commercial use. The Township Master Plan contemplates allowing Mixed-Use within the Development District. As a result, there is the potential for additional residential development within the CIA district.

It is anticipated that public utilities will be extended, and improved in the Development District, as needed. It may also be necessary to loop water lines as developments are made. As the specific areas are redeveloped, it may also be necessary to re-route or construct new utilities to service the new buildings.

PROPOSED METHOD OF FINANCING THE DEVELOPMENT

Projected improvements and their anticipated costs are shown in Table 3. These projects are set to occur over a period of approx. twenty years. This program will shift as developments are finalized and financing is secured. The estimated cost of the specific projects anticipated in this Development Plan is approximately \$15,325,000, as summarized in Table 3.

Pursuant to Part 6 of Act 57, as amended, the costs of development may be financed by private contributions or donations received by the CIA, Federal and State grants, tax increment financing revenues, revenue bonds issued pursuant to Act 94 of 1933, as amended, general obligation bonds issued by the Township payable from the anticipated tax increment revenues available for payment of debt service on such bond, tax increment bonds issued by the CIA pledging solely the tax increments, other revenues of the CIA, and other dedicated Township funds.

Tables 4 and 5 in the Tax Increment Financing Plan indicate the sources of income available to the CIA to pay the costs of the development and the estimated amounts of each source, based on captured assessed value of property within the District.

It is unlikely that all projects can be financed from revenues received by the CIA. Therefore, the TIF and millage funds should be used to leverage funding from other sources. The various available methods of financing the CIA may seek to use are described in the following text.

TABLE 3: Summary of Proposed Development Activities

Proposed Project	Cost	CIA Share	Year	Anticipated Method of Financing
Branding	\$75,000	\$75,000	2024 - 2025	1
Entryways / Wayfinding	\$250,000	\$250,000	2027 - 2029	1, 4, 5
Streetscape Improvements	\$2,000,000	\$1,000,000	2030 - 2032	1, 4
Pathway Extension / Improvements	\$3,000,000	\$1,000,000	2028 - 2032	1, 2, 4
Traffic Safety Improvements	\$2,000,000	\$500,000	2025 - 2035	1,2, 4
Sewer Extension	\$1,500,000	\$1,500,000	2028 - 2035	1, 3, 4
Water Extension / System Improvements	\$1,500,000	\$1,500,000	2028 - 2034	1, 3, 4
Enhanced Transit Stops / TOD	\$1,500,000	\$500,000	2028 – 2034	1, 2, 4, 5
Property / Easement Acquisition	\$3,000,000	\$3,000,000	2025 - 2035	1
Administrative, auditing, operating & consultation	\$500,000 (\$25,000 per year)	\$500,000	2024 - Ongoing	1
Estimated Totals	\$15,325,000	\$9,825,000		
1 = Annual Tax Increment 2 = Tax Increment Bonds 3 = Township Funds (either General or Dedicated) 4 = State and Federal Grants 5 = Private donation				

White Lake Township Limited Tax General Obligation Bonds Issued Pursuant to Section 216 of Act 57, as amended.

Section 216(1) of Act 57 permits the Township to issue general obligation bonds, which pledge CIA revenues as additional security. Section 216(2) permits the CIA to issue bonds payable solely from tax increment revenues. Currently, neither the Township nor the CIA have outstanding bonds issued under Section 216 of Act 57. It is anticipated the CIA or Township will incur no more than \$9,000,000 in bonded indebtedness under this Plan.

Special Assessment/General Obligation Bonds

The Township may also issue special assessment bonds along or in combination with general obligation bonds to finance all or part of the projects identified in this plan. The size of such bond issues would depend on the project included and the portion of each such project to be financed from special assessments and the portion, if any, to be financed from general funds. Payment of such special assessment bonds would be from the proceeds of the special assessment rolls consisting of the lands specially benefitted by the project. Payment of the general obligation bonds would be from the general fund of the Township derived from the proceeds of taxes levied upon all property within the Township.

State and Federal Grant Programs

The Township will also assist the CIA in pursuing relevant State and Federal transportation, environmental, economic development, and community enhancement grants that either are or may become available. Supplemental sources of funding will be necessary to fully complete all the projects outlined in this plan.

Private Contributions

The CIA may also accept private contributions from individuals, corporations, and foundations.

LEASE, SALE, OR CONVEYANCE OF DEVELOPMENT

All public improvement projects undertaken as part of this Plan will remain in public ownership for the public benefit.

It is anticipated certain lands may be acquired and later sold to commercial developers who are willing to build a project acceptable to the Authority. There are no known direct beneficiaries at this time. To the extent that certain projects, such as the provision of public parking facilities, will benefit a set of businesses, efforts will be made to capture such benefit through special assessments and development agreements.

RESIDENTIAL POPULATION AND THE DISPLACEMENT OF PERSONS

There is no anticipated displacement or relocation required for this Plan. However, if there is the need for relocation of any individuals, the CIA, when required, will provide for the cost of relocation and reimbursement of expenses in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

The relocation of any families, individuals, or businesses shall also be carried out in accordance with the statutory requirements and provisions of State of Michigan Act No. 227 of the Public Acts of 1972, being sections 213.321 to 213.332 of the Michigan Compiled Laws.

DEVELOPMENT AREA CITIZENS ADVISORY COUNCIL

If a Development Area has one hundred (100) or more residents residing within it, a Development Area Citizens Advisory Council (CAC) must be appointed at least ninety (90) days before the public hearing on the Plan. The Citizen Advisory Council was appointed by the Township Board ninety (90) days prior to the adoption of the Plan. In a joint meeting with the CIA Board on August 3rd, 2023, the CAC recommended approval of the Plan.

Section 3

Tax Increment Financing Plan

INTRODUCTION

This Tax Increment Financing Plan is established to make possible the financing of the public improvements necessary or desirable for the Corridor Improvement Authority Development Area in accordance with the Development Plan for that area.

EXPLANATION OF THE TAX INCREMENT PROCEDURES

The Corridor Improvement Authority enabling legislation, Act. No. 57 of the Public Acts of 2018 enables Corridor Improvement Authorities (CIA) to undertake a broad range of district improvement activities which will contribute to the economic growth and the halting of deterioration of property values in a designated development district. These improvement activities include, but are not limited to, the following: plan and propose the construction, renovation, repair, remodeling, rehabilitation, restoration or reconstruction of public facilities or buildings; development of long-range plans; and otherwise implement any plan for development in the development district necessary to achieve the purpose of the enabling statute.

To provide the Authority with the means of financing the planning and implementation of development proposals, the statute affords the opportunity to undertake tax increment financing or development programs. These programs must be identified in a Tax Increment Financing Plan which has been approved by the governing body of a municipality.

Simply stated, tax increment financing permits the Authority to capture tax revenues attributable to the increase in value of real and personal property located within an approved development area. The increases in property value may be attributable to new construction, rehabilitation, remodeling, alterations, additions, or to such other factors the assessor may deem appropriate.

At the time the CIA Ordinance establishing the Tax Increment Financing Plan is approved, the sum of the most recently assessed values, i.e., the values as finally equalized by the State Board of Equalization, of those taxable properties located within the development area, is established as the "Initial Assessed Value." Property exempt from taxation at the time of determination of the Initial Assessed Value shall be included as zero on the date of adoption of this Plan. The local taxing jurisdictions consist of the White Lake Township Operating & Parks, Township Police, Township Fire, Library (minus debt) Oakland County Operating, Oakland County Parks & Rec, Oakland County Transportation, Oakland Community College, and the Huron-Clinton Metropolitan Authority. As a result of Proposal A passed in March 1994, local school districts, intermediate school districts, and the State of Michigan are no longer included as part of the capture.

In each subsequent year, the total assessed value of real and personal property within the district is termed the "Current Assessed Value."

The difference between any one (1) year period between the Current Assessed Value and the Initial Assessed Value is the “Captured Assessed Value.” During that period which the TIF Plan is in place, local taxing jurisdictions continue to receive ad valorem taxes based on the Initial Assessed Value. Taxes paid on the Captured Assessed Value in allotted years after the establishment of the TIF Plan, however, are payable to the CIA for the purposes established in the Tax Increment Financing Plan.

For the White Lake Township Corridor Improvements Authority Tax Increment Financing Plan, the initial assessed value will be the assessed value of all real and personal property in the Development District as of December 31, 2023, and equalized by the State in May of 2024. The initial taxable value of Development District is estimated to be \$114,177,410.

The tax levy of all taxing jurisdiction in 2023 is 16.7946 mills. Under the Tax Increment Financing Plan, the tax levy on the entire capture assessed valuation is to be utilized by the CIA in the manner as hereinafter set forth.

PROJECTION OF CAPTURED ASSESSED VALUES AND REVENUES

The Tax Increment Financing Plan is based on the redevelopment or revitalization of desired properties within Development District.

As noted in the Development Plan, there are areas available for commercial expansion and the CIA may support these large redevelopment projects by providing economic development services or applying for State and Federal grants. However, most projects will focus on supporting existing businesses via branding, gateways, signage improvements, utility extensions, safety path extensions and improvements, traffic improvements, and streetscape improvements. CIA projects will also enhance the overall physical and economic environment of the corridor to promote revitalization and investment.

The taxing jurisdictions and their respective millages subject to capture are presented in Table 4.

TABLE 4: Millage Capture

Millage Name	Ad Val Rate
White Lake Township Operating	1.1884
Township Police	4.6871
Township Fire	2.9032
Library (minus debt)	1.0581
Oakland County Operating	3.9686
Oakland County Parks & Rec.	.3431
Oakland County Transport	.95
Huron Clinton Metro Auth.	.2070
Oakland Community College	1.4891
Total	16.7946

Based on the projected growth outlined in the Development Plan and the existing tax rate of 16.7946 to be captured, the anticipated revenues are summarized in Table 5. Detailed estimates of the impact on tax capture for each taxing jurisdiction are provided in Appendix 2.

This projection is based on current tax rates. Possible factors leading to the deviation from current values are below:

1. If other taxing districts that are subject to capture in the Development District raise their millage, more revenues will be raised for the Corridor Improvement Plan.
2. Annual inflation growth rates have been projected for each year and are also reflected in Table 5.

Proposal A, adopted in March 1994, limits the annual assessment increase for each property parcel in the State of Michigan to 5% or the inflation rate, whichever is less. When property is sold or transferred, the tax assessment is adjusted to current values.

TABLE 5: Estimated TIF Capture 2024 - 2043

Year	Capture
2024	\$29,017
2025	\$132,381
2026	\$230,029
2027	\$330,606
2028	\$434,201
2029	\$467,427
2030	\$501,650
2031	\$536,899
2032	\$573,206
2033	\$610,602
2034	\$649,120
2035	\$688,794
2036	\$729,658
2037	\$771,747
2038	\$815,100
2039	\$859,753
2040	\$905,745
2041	\$953,118
2042	\$1,001,911
2043	\$1,052,169
Total Est.	\$12,273,133

USE OF TAX INCREMENT REVENUES

The tax increment revenues generated within the Development District, pursuant to the Development Plan as it now exists or is hereafter amended, shall be used according to the budget of the Authority as approved by Township Board in accordance with the following:

- First, to pay the administrative, auditing, and operating expenses of the CIA and the Township for the Development District, including planning, legal, engineering and promotion to the extent provided in the annual budget of the Authority, as approved by the Township Board.
- Second, to pay for projects and ongoing programs identified in the Development Plan.
- Third, any tax increment receipts more than those needed under the preceding paragraphs would be used for future development activities within the Development District, as defined in the Development Plan. Expansion or contraction of the Development District is possible pursuant to an amendment or modification of the Development Plan and Tax Increment Financing Plan via applicable provisions of Act 57 and other laws.

STATEMENT OF THE ESTIMATED IMPACT OF TAX INCREMENT FINANCING ON TAXING JURISDICTIONS

The primary overall impact of the Plan is anticipated increased economic activity within the Development District. This increase in activity will, in turn, generate additional tax revenue to local taxing jurisdictions through increases in assessed valuation of real and personal property, improved residential neighborhoods, and from increased personal income from new employment within the Development District.

To the extent the current assessed value equals the initial assessed value, the taxing jurisdictions would always receive the tax revenues they would have received prior to the adoption of this Plan. The local taxing jurisdictions shall, therefore, suffer no loss of current tax revenues.

The debt retirement millages for any local taxing jurisdiction within the Development District will also remain with those taxing jurisdictions.

It is anticipated the development activities of the Corridor Improvement Authority, financed in whole or in part by tax increment revenues, will produce a positive, material effect on the assessed values of property within, and in, the proximity of the Development District and will ultimately result in the eventual collection of greater real and personal property tax revenues than would otherwise have been available.

The CIA proposed all the eligible taxes, minus those presently collected for debt service retirement, subject to any agreements with the various taxing units, levied on the captured assessed value within the district, be used by the Authority to the extent needed from year-to-year to accomplish the purpose of this Plan.

JUSTIFICATION OF THE TAX INCREMENT FINANCING PLAN

This Tax Increment Financing Plan is based upon the premise that the anticipated increase in development would not occur without the public improvements projected in the Development Plan. Since 2020 private investment within the development district has stagnated. P o r t i o n s o f commercial properties remain vacant or underutilized with higher than desired rates of business turnover. Without the benefits that would result from implementation of the Development Plan, the loss of value and taxes is projected to continue.

The basic premise of this Plan is that private development would not take place without public investment. Therefore, the short-term investment made by the taxing units in foregoing initial growth in tax revenues is repaid by the long-term benefit of substantially greater taxes, improved neighborhoods, and increased employment realized from a significantly stronger commercial tax base.

Appendices

Appendix 1 Legal Description of CIA Development District

Appendix 2 Estimates of TIF Capture

Appendix 1: Legal Description of CIA Development District

Appendix 2: White Lake Township Estimated Tax Capture of Corridor Improvement Authority

				35%	35%	35%	35%	35%	35%	35%	35%	35%			
Assumed Percent of Growth:	3.00%	Taxable Value of Real Property	Taxable Value of Personal Property	Captured TV Over Base Year	Capture of Township Operating & Parks (1.1884)	Capture of Township Police (4.6871)	Capture of Township Fire (2.9032)	Capture of Library minus debt (1.0581)	Capture of County Operating (3.9686)	Capture of County Parks & Rec (.3431)	Capture of County Transport (.95)	Capture of Huron Clinton Metroparks (.2070)	Capture of Oakland CC (1.4891)	Estimated Annual TIF Revenue	
2023	114,549,250	9,135,170	0	0	0	0	0	0	0	0	0	0	0		2023
2024	119,485,728	9,135,170	4,936,478	2,053	8,098	5,016	1,828	6,857	593	1,641	358	2,573	29,017		2024
2025	137,070,299	9,135,170	22,521,049	9,367	36,945	22,884	8,340	31,282	2,704	7,488	1,632	11,738	132,381		2025
2026	153,682,408	9,135,170	39,133,158	16,277	64,197	39,764	14,492	54,356	4,699	13,012	2,835	20,396	230,029		2026
2027	170,792,881	9,135,170	56,243,631	23,394	92,267	57,150	20,829	78,123	6,754	18,701	4,075	29,313	330,606		2027
2028	188,416,667	9,135,170	73,867,417	30,724	121,178	75,058	27,356	102,603	8,870	24,561	5,352	38,499	434,201		2028
2029	194,069,167	9,135,170	79,519,917	33,076	130,451	80,802	29,449	110,454	9,549	26,440	5,761	41,445	467,427		2029
2030	199,891,242	9,135,170	85,341,992	35,497	140,002	86,718	31,605	118,541	10,248	28,376	6,183	44,479	501,650		2030
2031	205,887,979	9,135,170	91,338,729	37,991	149,840	92,811	33,826	126,870	10,968	30,370	6,617	47,604	536,899		2031
2032	212,064,619	9,135,170	97,515,369	40,561	159,972	99,087	36,113	135,450	11,710	32,424	7,065	50,824	573,206		2032
2033	218,426,557	9,135,170	103,877,307	43,207	170,409	105,552	38,469	144,287	12,474	34,539	7,526	54,139	610,602		2033
2034	224,979,354	9,135,170	110,430,104	45,932	181,159	112,210	40,896	153,389	13,261	36,718	8,001	57,555	649,120		2034
2035	231,728,735	9,135,170	117,179,485	48,740	192,231	119,068	43,396	162,763	14,071	38,962	8,490	61,072	688,794		2035
2036	238,680,597	9,135,170	124,131,347	51,631	203,636	126,132	45,970	172,420	14,906	41,274	8,993	64,695	729,658		2036
2037	245,841,014	9,135,170	131,291,764	54,609	215,382	133,408	48,622	182,366	15,766	43,655	9,512	68,427	771,747		2037
2038	253,216,245	9,135,170	138,666,995	57,677	227,481	140,902	51,353	192,610	16,652	46,107	10,046	72,271	815,100		2038
2039	260,812,732	9,135,170	146,263,482	60,837	239,943	148,621	54,166	203,161	17,564	48,633	10,597	76,230	859,753		2039
2040	268,637,114	9,135,170	154,087,864	64,091	252,779	156,572	57,064	214,030	18,504	51,234	11,164	80,308	905,745		2040
2041	276,696,228	9,135,170	162,146,978	67,443	266,000	164,761	60,049	225,224	19,471	53,914	11,748	84,509	953,118		2041
2042	284,997,114	9,135,170	170,447,864	70,896	279,617	173,195	63,123	236,754	20,468	56,674	12,349	88,835	1,001,911		2042
2043	293,547,028	9,135,170	178,997,778	74,452	293,643	181,883	66,289	248,630	21,495	59,517	12,968	93,291	1,052,169		2043
													TOTAL		
				868,457	3,425,232	2,121,596	773,237	2,900,168	250,730	694,240	151,271	1,088,202	12,273,133		