AGENDA
Committee on Development and Planning
Monday, September 23, 2019 @ 4:00 P.M.
Council Conference Room, 10th Floor

Councilmember Adam Hussain, Chair
Councilmember Jeremy Garza, Vice Chair
Councilmember Jody Washington, Member

1. Call to Order

2. Public Comment on Agenda Items

3. Minutes
   • September 9, 2019

4. Discussion/Action:
   
   A. RESOLUTION - Set Public Hearing; OPRA District; ANC Holdings; 1611 East Kalamazoo

   B. RESOLUTION – Set Public Hearing; OPRA Certificate; Blackboard District LLC; 1030 South Holmes Street

   C. RESOLUTION – Set Public Hearing; Saginaw Street Corridor Improvement Authority Development and Finance Plan

   D. RESOLUTION – Set Public Hearing; Michigan Avenue Corridor Improvement Authority Development and Finance Plan

5. Other

6. Adjourn
<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>Purpose for Attending</th>
<th>Email Address</th>
<th>PHONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jonathan Luke</td>
<td>527 W. Capital Hwy.</td>
<td>SSCTA</td>
<td>JLuke@OE1egvisl</td>
<td>517-763-0641</td>
</tr>
<tr>
<td>Scott Gillespie</td>
<td>319 S.E. 10th St.</td>
<td>MAPFA</td>
<td></td>
<td>517-327-8887</td>
</tr>
<tr>
<td>Matt Neil</td>
<td>323 Mall of MI 18313</td>
<td>OPRA</td>
<td></td>
<td>410-335-0724</td>
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<tr>
<td>Joe N.</td>
<td>Hall E. Haskell</td>
<td>OPRA</td>
<td></td>
<td>817-692-3712</td>
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<tr>
<td>Kris Khan</td>
<td></td>
<td>OPRA Lead</td>
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<td>517-474-8192</td>
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CALL TO ORDER
Council Member Hussain called the meeting to order at 4:00 p.m.

PRESENT
Council Member Hussain, Chair
Council Member Garza, Vice-Chair
Council Member Washington, Member

OTHERS PRESENT
Sherrie Boak, Council Staff
Greg Venker, Assistant City Attorney
Karl Dorshimer, LEAP
Jessica DeBare, Farnum
Terri Fitzpatrick, Farnum/Boji Group
John Hundo, Farnum/Boji Group

PUBLIC COMMENT
No public comment.

MINUTES
MOTION BY COUNCIL MEMBER WASHINGTON TO APPROVE THE MINUTES FROM AUGUST 26, 2019 AS PRESENTED. MOTION CARRIED 3-0.

DISCUSSION/ACTION
Brownfield Plan #76; Farnum Building Redevelopment Project; 123 West Allegan Street
Council Member Hussain recapped the application and property, being purchased in 2018, determined functionally obsolete, ad a $2.8 million Brownfield over 21 years. There is a developer agreement that addresses the standard language to local labor and the applicants will be advertising bids on the Builders Exchange. Mr. Dorshimer had no comments, and Ms. Fitzpatrick had no additional information. Council Member Garza asked if the applicant had made contact with the local building trade organizations, and Ms. Fitzpatrick confirmed they have spoken to Price Dobernick and Mike Jackson. Council Member Washington spoke briefly on the benefits of a Brownfield. Mr. Dorshimer did explain how the Assessor determined the “functionally obsolete”, which is a review of the electrical, if the structure meets the needs of a modern office and if it can function for the intended use. Council Member Garza asked if the mechanicals would be demolished. Ms. Fitzpatrick confirmed they will be doing a complete
interior demolition and installing high efficiency heating and cooling, LED lights, solar blinds and an automated energy system.

MOTION BY COUNCIL MEMBER GARZA TO APPROVE THE BROWNFIELD PLAN #76 FOR FARNUM BUILDING REDEVELOPMENT PROJECT, 123 WEST ALLEGAN STREET. MOTION CARRIED 3-0.

Other
No other topics of discussion.

Adjourn
Adjourned at 4:07 p.m.
Submitted by, Sherrie Boak,
Recording Secretary,
Lansing City Council
Approved by the Committee
Wednesday, August 28, 2019

Lansing City Clerk’s Office
124 W Michigan Avenue, 9th Floor
Lansing, MI 48933

Re: Requesting an OPRA District for 1611 East Kalamazoo St., Lansing

Dear Clerk Swope,

Per the Obsolete Property Rehabilitation Act - Act 146 of 2000 (OPRA), ANC Holdings, LLC, a wholly owned, non-profit subsidiary of Allen Neighborhood Center and 100% owner of the property commonly known as 1611 East Kalamazoo St., Lansing 48912 (Property), legal description attached, is requesting an OPRA District be established by the City of Lansing on the Property. The Property has recently been determined to be obsolete by the City of Lansing Assessor (determination of obsolescence attached).

ANC Holdings, LLC is seeking to redevelop the Property. The building was constructed in stages, with the first section built in 1932. The complex has served as home to many small businesses over the years including the Allen Neighborhood Center and the Allen Farmers Market. In the past several years, several of the commercial tenants have moved out, leaving only Allen Neighborhood Center and Happendance Studio in the complex. The unoccupied portions, including the entire second floor and much of the first floor, have been vacant for up to 15 years. The project proposes rehabilitating the two-story complex, adding a third floor to the 2-story building along E. Kalamazoo and constructing three-story additions on the east and west ends of the building. The new construction and rehabilitation of existing space will result in approximately 30,000 square feet of residential and roughly 20,000 square feet of commercial space, totaling 49,164 square feet.

Commencement of the project is scheduled for Fall 2019 and the establishment of an OPRA District will allow us to proceed with demolition and other work on the property without jeopardizing a future OPRA Certificate application. We are currently preparing an OPRA Certificate application, but several items such as taxable value, are still being calculated and may not be complete for some time. Once the current taxable value is established and any other items completed, we plan to submit an OPRA Certificate application for consideration by City Council. We understand that this is being done at our own risk as the establishment of an OPRA District does not ensure the approval of an OPRA
Certificate. However, given the substantial investment required to make this project happen, we do not believe it is economically viable without the OPRA program.

We appreciate the consideration of our request to establish an OPRA District by City Council and look forward to working with the City of Lansing to redevelop this important property.

If you have any questions, please don’t hesitate to contact me.

Sincerely,

Joan Nelson
ANC Holdings, LLC
(517) 999-3912

Attachments: Legal Description of Property and Letter of Obsolescence
LEGAL DESCRIPTION

The District will be for the property commonly known as 1611 East Kalamazoo St. and legally described as follows:

LOT 6, 7, 8, 9, 10 BLOCK 4 ASSESSORS PLAT NO 16

PARCEL NUMBER: 33-01-01-15-427-302
August 19, 2019

Functional Obsolescence Determination
1611 E Kalamazoo St.
33-01-01-15-427-302

This building is comprised of various additions from 1932 to 1970. There are varying ceiling heights, the floor plan is convoluted.

The heating and cooling systems are currently obsolete. There is no working system for parts of the building.

Tri Terra Environmental performed a Phase I Environmental Assessment in May 2019. Review of historic uses reveals that there have been gas station uses, dry cleaner uses, lawnmower repair, auto repair and glass/paint shops on this site. All of these uses indicate property contamination.

For these reasons, I have determined that the building at 1611 E Kalamazoo St. suffers from functional obsolescence.

[Signature]
Sharon Frischman, MMAO
City Assessor
<table>
<thead>
<tr>
<th>DATE</th>
<th>BOARD/ COMMITTEE</th>
<th>ACTION</th>
<th>ATTENDANCE BY APPLICANT</th>
</tr>
</thead>
<tbody>
<tr>
<td>By September 3, 2019</td>
<td>LEAP/LEDC</td>
<td>Ready for submission to Lansing City Council:</td>
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<tr>
<td></td>
<td></td>
<td>1) OPRA District Resolution to Set Public Hearing</td>
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<td>2) OPRA District Public Hearing Notice</td>
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<td>3) OPRA District Resolution of Approval</td>
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<tr>
<td>September 9, 2019</td>
<td>Lansing City Council</td>
<td>Council Receives Resolution to Establish District and refers it to the Committee on Development and Planning</td>
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<td>7:00PM</td>
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<tr>
<td>September 23, 2019</td>
<td>Committee on Development and Planning</td>
<td>Applicant Presents Project to the D&amp;P Committee to review OPRA District. Committee approves Resolution to set Public Hearing</td>
<td>YES</td>
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<td>4:00PM</td>
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<tr>
<td>September 23, 2019</td>
<td>Lansing City Council</td>
<td>Council passes resolution setting the Public Hearing for 7:00PM on October 14, 2019.</td>
<td>YES</td>
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<tr>
<td>7:00PM</td>
<td></td>
<td>Public Hearing Notice-10 Days (Mail/Paper)</td>
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<tr>
<td>October 14, 2019</td>
<td>Lansing City Council</td>
<td>Public hearing held at Council for OPRA District. Resolution to approve District referred back to the Committee on Development and Planning</td>
<td>YES</td>
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<td>7:00PM</td>
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<tr>
<td>October 28, 2019</td>
<td>Committee on Development and Planning</td>
<td>D&amp;P Committee approves resolution to approve the OPRA District</td>
<td>(if necessary)</td>
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<td>4:00PM</td>
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<tr>
<td>October 28, 2019</td>
<td>City Council Meeting</td>
<td>City Council Approves OPRA District</td>
<td>YES</td>
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<td>7:00PM</td>
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Resolution to Set a Public Hearing Regarding the Establishment of an Obsolete Property Rehabilitation Act District at 1611 East Kalamazoo St., Lansing

WHEREAS, ANC Holdings, LLC owner of the property located at 1611 East Kalamazoo St. in the City of Lansing, Michigan (the “Property”) has requested, in writing to the City Clerk, that the City of Lansing establish an Obsolete Property Rehabilitation Act District (the “OPRA District”), pursuant to the Michigan Obsolete Property Rehabilitation Act, being Public Act 146 of 2000 (the “Act”); and

WHEREAS, the Property in question of the OPRA District is legally described as:

LOT 6, 7, 8, 9, 10 BLOCK 4 ASSESSORS PLAT NO 16; PARCEL NUMBER: 33-01-01-15-427-302; and

WHEREAS, the Act requires that before granting a District the Lansing City Council hold a public hearing in order to provide an opportunity for the applicant, owners of real property within the proposed OPRA District, the City Assessor, a representative of the affected taxing units, the residents, and other taxpayers of the City of Lansing general public appear and be heard regarding the approval of the OPRA District.

NOW THEREFORE BE IT RESOLVED that a public hearing be held in the City Council Chambers of the City of Lansing, 10th Floor, Lansing City Hall, Lansing, Michigan, on Monday, October 14, 2019 at 7:00 p.m. for the purpose of receiving public comment on the approval of an OPRA District under the provisions of Public Act 146 of 2000 and that the Clerk shall publish once in a publication of general circulation within the community a notice of the scheduled public hearing and that the notice appear not less than 10 or more than 30 days prior to the date of the hearing.
The Lansing City Council will hold a public hearing on Monday, October 14, 2019 at 7:00 p.m. in the Tony Benavides Lansing City Council Chambers, 10th Floor, Lansing City Hall, Lansing, MI, for the purpose stated below:

To afford an opportunity for all residents, taxpayers of the City of Lansing, City Assessor, other interested persons and ad valorem taxing units to appear and be heard on the approval of an Obsolete Property Rehabilitation District (the “District”), pursuant to and in accordance with the provisions of the Obsolete Property Rehabilitation Act, Public Act 146 of 2000, for property located at 1611 East Kalamazoo St., Lansing, Michigan, but more particularly described as follows:

LOT 6, 7, 8, 9, 10 BLOCK 4 ASSESSORS PLAT NO 16

PARCEL NUMBER: 33-01-01-15-427-302

Approval of this District will allow the owners of real property within the District to apply for an abatement of certain property taxes for the improvements to their property located within the District. Further information regarding this issue may be obtained from Karl Dorshimer, Lansing Economic Area Partnership (LEAP), 1000 S. Washington Ave., Suite 201, Lansing, MI 48910, 517-702-3387.

Chris Swope

City Clerk
August 23, 2019

Lansing City Clerk
Lansing City Hall
124 West Michigan Ave.
Lansing, MI 48933

Re: Obsolete Property Rehabilitation Act Application for 1030 S. Holmes St., Lansing, MI 48912

To Whom it May Concern,

GENERAL DESCRIPTION
1030 Holmes St. located in Lansing, MI was built in 1923 and was previously used as a school. It is a 3 story brick building which was recently under construction, but not completed. It has a large lot that is currently being used for community soccer games. The square footage of the building is roughly 31,000 feet and sits on 2.2 acres.

PROPOSED USE
Blackboard District, LLC is the owner of 1030 S. Holmes St. and intends to convert the building into 41 apartments. Property will be landscaped to promote use outside. Units will be studio/1 bedroom and have high end finishes.

DESCRIPTION OF REHABILITATION AND FIXED BUILDING EQUIPMENT

- Electrical
- Plumbing
- HVAC
- Kitchen Cabinets/Countertops
- Drywall
- Doors
- Flooring
- Light/Plumbing Fixtures
- Appliances
- Exterior Lighting
- Suppression
- Landscaping
- Asphalt
- Windows
- Roof Repairs
- Masonry Repair
- Paint

Total investment in the rehabilitation of real property is estimated to be $2,469,620.

TIME SCHEDULE FOR REHABILITATION
We anticipate the rehabilitation to start November 2019 and wrap up by June 2021.

EXPECTED ECONOMIC ADVANTAGES
We will create jobs including permanent positions to oversee the building. By being exempt we will be able to greatly increase the walkability of the neighborhood and create a space that can be enjoyed by the entire community. Our goal is to offer Lansing a unique space live and enjoy.

**BASIS OF ELIGIBILITY**

The property must be an "Obsolete property" which means commercial property or commercial housing property that is 1 or more of the following:

(i) Blighted, as that term is defined in section 2 of the brownfield redevelopment financing act, 1996 PA 381, MCL 125.2652.

(ii) A facility as that term is defined under section 20101 of the natural resources and environmental protection act, 1994 PA 451, MCL 324.20101.

(iii) Functionally obsolete as that term is defined in section 2 of the brownfield redevelopment financing act, 1996 PA 381, MCL 125.2652.

The project property is determined to be functionally obsolete per the determination by the City of Lansing Assessor. The Determination of Functional Obsolescence letter signed by the City of Lansing Assessor is provided as an attachment to the application.

**PROPERTY TAXABLE VALUE AND LEGAL DESCRIPTION**

The property is 1030 South Holmes Street, Lansing, MI 48912, Parcel # 33-01-01-22-133-102. Specifics on this property are as follows:

- **Owner's Name:** Blackboard District, LLC
- **Tax ID Number:** 83-4686493
- **Square Feet of Building:** Approximately 30,421
- **Tax Value Land:** $55,200 (2019)
- **Tax Value Building:** $152,900 (2019)
- **SEV Value Total:** $208,100 (2019)
- **Legal Description:**
  LOTS 1 THRU 13 INCL & LOTS 21 THRU 34 INCL BLOCK 11 MANUFACTURERS ADD NO 2

Thank you in advance for your assistance and consideration in this matter.

Thank you,

Andi Bourgeois
Dymaxion Development
810.335.0924 | Lansing, MI

Jeff Deehan
Blackboard District, LLC
Dymaxion Development
517.712.9793 | Lansing, MI
<table>
<thead>
<tr>
<th>Holmes Projections</th>
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<tr>
<td><strong>Income</strong></td>
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<td>Gross Potential Rents</td>
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<td>Utilities Income</td>
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<td>Late Fees</td>
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<td>Other Income (Pet Fees)</td>
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<td><strong>Total Annual Gross Income</strong></td>
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<td><strong>Less 5% Vacancy &amp; Collection Loss</strong></td>
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<td><strong>Effective Gross Income</strong></td>
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<td><strong>Expenses</strong></td>
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<td>Property Taxes</td>
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<td>Insurance</td>
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<td>Repairs &amp; Maintenance</td>
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<td>Legal/Professional Fees</td>
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<td>Replacement Reserves</td>
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<td>Trash, Lawn, Snow</td>
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<td>Utilities - House Electric</td>
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<td>Utilities - Gas</td>
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<td>Utilities - Water &amp; Sewer</td>
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<td><strong>Total Expenses</strong></td>
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<td>Value @ 9% Cap Rate</td>
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<td>Operating Expense Ratio</td>
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<td>Debt Service 2nd</td>
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<td><strong>Total Debt Service</strong></td>
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<td><strong>Net Cash Flow</strong></td>
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<td><strong>Debt Service Coverage Ratio</strong></td>
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<td><strong>Net</strong></td>
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Application for Obsolete Property Rehabilitation Exemption Certificate

This form is issued as provided by Public Act 146 of 2000, as amended. This application should be filed after the district is established. This project will not receive tax benefits until approved by the State Tax Commission. Applications received after October 31 may not be acted upon in the current year. This application is subject to audit by the State Tax Commission.

INSTRUCTIONS: File the original and two copies of this form and the required attachments with the clerk of the local government unit. (The State Tax Commission requires two copies of the Application and attachments. The original is retained by the clerk.) Please see State Tax Commission Bulletin 9 of 2000 for more information about the Obsolete Property Rehabilitation Exemption. The following must be provided to the local government unit as attachments to this application: (a) General description of the obsolete facility (year built, original use, most recent use, number of stories, square footage); (b) General description of the proposed use of the rehabilitated facility. (c) Description of the general nature and extent of the rehabilitation to be undertaken, (d) A descriptive list of the fixed building equipment that will be a part of the rehabilitated facility, (e) A time schedule for undertaking and completing the rehabilitation of the facility, (f) A statement of the economic advantages expected from the exemption. A statement from the assessor of the local unit of government, describing the required obsolescence has been met for this building, is required with each application. Rehabilitation may commence after establishment of district.

Applicant (Company Name) must be the OWNER of the facility
Blackboard District LLC

Company Mailing address (No. and street, P.O. Box, City, State, ZIP Code)
503 Mall St. Ste. 312 Lansing, MI 48912

Location of obsolete facility (No. and street, City, State, ZIP Code)
1030 S Holmes Lansing, MI 48912

City, Township, Village (indicate which)                      County                Ingham
City

Date of Commencement of Rehabilitation (mm/dd/yyyy)   Planned date of Completion of Rehabilitation (mm/dd/yyyy)   School District where facility is located (include school code) 33020
11/01/2019                                           6/30/2021

Estimated Cost of Rehabilitation 3mm
12

Number of years exemption requested

Attach Legal description of Obsolete Property on separate sheet

Expected project likelihood (check all that apply):
☐ Increase Commercial activity
☐ Retain employment
☐ Create employment
☐ Prevent a loss of employment
☐ Revitalize urban areas
☐ Increase number of residents in the community in which the facility is situated

Indicate the number of jobs to be retained or created as a result of rehabilitating the facility, including expected construction employment 20

Each year, the State Treasurer may approve 25 additional reductions of half the school operating and state education taxes for a period not to exceed six years. Check the following box if you wish to be considered for this exclusion.

APPLICANT’S CERTIFICATION

The undersigned, authorized officer of the company making this application certifies that, to the best of his/her knowledge, no information contained herein or in the attachments hereto is false in any way and that all of the information is truly descriptive of the property for which this application is being submitted. Further, the undersigned is aware that, if any statement or information provided is untrue, the exemption provided by Public Act 146 of 2000 may be in jeopardy.

The applicant certifies that this application relates to a rehabilitation program that, when completed, constitutes a rehabilitated facility, as defined by Public Act 146 of 2000, as amended, and that the rehabilitation of the facility would not be undertaken without the applicant’s receipt of the exemption certificate.

It is further certified that the undersigned is familiar with the provisions of Public Act 146 of 2000, as amended, of the Michigan Compiled Laws; and to the best of his/her knowledge and belief, (s)he has complied or will be able to comply with all of the requirements thereof which are prerequisite to the approval of the application by the local unit of government and the issuance of an Obsolete Property Rehabilitation Exemption Certificate by the State Tax Commission.

Name of Company Officer (no authorized agents) Jeff Deehan
Telephone Number 810.335.0924
Fax Number

Mailing Address 503 Mall Ct Ste 312 Lansing, MI 48912
Email Address jeff@dymaxiondevelopment.com

Signature of Company Officer (no authorized agents)

LOCAL GOVERNMENT UNIT CLERK CERTIFICATION

The Clerk must also complete Parts 1, 2 and 4 on Page 2. Part 3 is to be completed by the Assessor.

Signature

Date application received

FOR STATE TAX COMMISSION USE

Application Number

Date Received

LUCI Code
LOCAL GOVERNMENT ACTION

This section is to be completed by the clerk of the local governing unit before submitting the application to the State Tax Commission. Include a copy of the resolution which approves the application and instruction items (a) through (f) on page 1, and a separate statement of obsolescence from the assessor of record with the State Assessor’s Board. All sections must be completed in order to process.

PART 1: ACTION TAKEN

Action Date: ________________

☐ Exemption Approved for ________ Years, ending December 30, ________ (not to exceed 12 years)

☐ Denied

Date District Established

LUCI Code

School Code

PART 2: RESOLUTIONS (the following statements must be included in resolutions approving)

A statement that the local unit is a Qualified Local Governmental Unit.

A statement that the Obsolete Property Rehabilitation District was legally established including the date established and the date of hearing as provided by section 3 of Public Act 146 of 2000.

A statement indicating whether the taxable value of the property approved to be exempt plus the aggregate taxable value of property already exempt under Public Act 146 of 2000 and under Public Act 198 of 1974 (IFT’s) exceeds 5% of the total taxable value of the unit.

A statement of the factors, criteria and objectives, if any, necessary for extending the exemption, when the certificate is for less than 12 years.

A statement that public hearing was held on the application as provided by section 4(2) of Public Act 146 of 2000 including the date of the hearing.

A statement that the applicant is not delinquent in any taxes related to the facility.

If it exceeds 5% (see above), a statement that exceeding 5% will not have the effect of substantially impeding the operation of the Qualified Local Governmental Unit or of impairing the financial soundness of an affected taxing unit.

A statement that all of the items described under "Instructions" (a) through (f) of the Application for Obsolete Property Rehabilitation Exemption Certificate have been provided to the Qualified Local Governmental Unit by the applicant.

A statement that the application is for obsolete property as defined in section 2(h) of Public Act 146 of 2000.

A statement that the commencement of the rehabilitation of the facility did not occur before the establishment of the Obsolete Property Rehabilitation District.

A statement that the application relates to a rehabilitation program that when completed constitutes a rehabilitated facility within the meaning of Public Act 146 of 2000 and that is situated within an Obsolete Property Rehabilitation District established in a qualified Local Governmental Unit eligible under Public Act 146 of 2000 to establish such a district.

A statement that completion of the rehabilitated facility is calculated to, and will at the time of issuance of the certificate, have the reasonable likelihood to, increase commercial activity, create employment, retain employment, prevent a loss of employment, revitalize urban areas, or increase the number of residents in the community in which the facility is situated. The statement should indicate which of these the rehabilitation is likely to result in.

A statement that the rehabilitation includes improvements aggregating 10% or more of the true cash value of the property at commencement of the rehabilitation as provided by section 2(l) of Public Act 146 of 2000.

A statement of the period of time authorized by the Qualified Local Governmental Unit for completion of the rehabilitation.

PART 3: ASSESSOR RECOMMENDATIONS

Provide the Taxable Value and State Equalized Value of the Obsolete Property, as provided in Public Act 146 of 2000, as amended, for the tax year immediately preceding the effective date of the certificate (December 31st of the year approved by the STC).

<table>
<thead>
<tr>
<th>Building(s)</th>
<th>Taxable Value</th>
<th>State Equalized Value (SEV)</th>
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<tbody>
<tr>
<td>Name of Governmental Unit</td>
<td>Date of Action on application</td>
<td>Date of Statement of Obsolescence</td>
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PART 4: CLERK CERTIFICATION

The undersigned clerk certifies that, to the best of his/her knowledge, no information contained herein or in the attachments hereto is false in any way. Further, the undersigned is aware that if any information provided is untrue, the exemption provided by Public Act 146 of 2000 may be in jeopardy.

<table>
<thead>
<tr>
<th>Name of Clerk</th>
<th>Clerk Signature</th>
<th>Date</th>
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<table>
<thead>
<tr>
<th>Clerk’s Mailing Address</th>
<th>City</th>
<th>State</th>
<th>ZIP Code</th>
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</thead>
<tbody>
<tr>
<td>Telephone Number</td>
<td>Fax Number</td>
<td>Email Address</td>
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</table>

Mail completed application and attachments to: Michigan Department of Treasury
State Tax Commission
P.O. Box 30471
Lansing, Michigan 48909-7971

If you have any questions, call 517-335-7491.

For guaranteed receipt by the State Tax Commission, it is recommended that applications and attachments are sent by certified mail.
<table>
<thead>
<tr>
<th>DATE</th>
<th>BOARD/ COMMITTEE</th>
<th>ACTION</th>
<th>ATTENDANCE BY APPLICANT</th>
</tr>
</thead>
<tbody>
<tr>
<td>September 9, 2019</td>
<td>Lansing City Council</td>
<td>Council Receives Resolution to Approve Certificate and refers it to the Committee on Development and Planning</td>
<td>YES</td>
</tr>
<tr>
<td>September 23, 2019</td>
<td>Committee on Development and Planning</td>
<td>Applicant Presents Project to the D&amp;P Committee to review OPRA Certificate Application. Committee approves Resolution to set Public Hearings</td>
<td>YES</td>
</tr>
<tr>
<td>September 23, 2019</td>
<td>Lansing City Council</td>
<td>Council passes resolution setting the Public Hearing for 7:00PM on October 14, 2019. Public Hearing Notice-10 Days (Mail/Paper) Public Hearing held at Council for OPRA Certificate. Resolution to approve Certificate referred back to the Committee on Development and Planning</td>
<td>YES</td>
</tr>
<tr>
<td>October 14, 2019</td>
<td>Lansing City Council</td>
<td>D&amp;P Committee approves resolution to approve the OPRA Certificate (if necessary)</td>
<td>YES</td>
</tr>
<tr>
<td>October 28, 2019</td>
<td>Committee on Development and Planning</td>
<td>City Council Approves OPRA Certificate</td>
<td>YES</td>
</tr>
<tr>
<td>By October 31, 2019</td>
<td>LEAP/LEDC</td>
<td>LEDC/LEAP Submits Application Package to the State Tax Commission for Review and Approval by December 31, 2019</td>
<td>YES</td>
</tr>
</tbody>
</table>
Resolution to Set a Public Hearing Regarding the Granting of an Obsolete Property Rehabilitation Act Certificate
1030 South Holmes Street

WHEREAS, Blackboard District, LLC, owner of the property located at 1030 S. Holmes St. in the City of Lansing, Michigan (the “Property”) has applied to the City of Lansing for the City to approve the issuance of an Obsolete Property Rehabilitation Exemption Certificate (the “OPRA Certificate”), pursuant to the Michigan Obsolete Property Rehabilitation Act, being Public Act 146 of 2000 (the “Act”); and

WHEREAS, the Property in question of the Certificate is legally described as:

LOTS 1 THRU 13 INCL & LOTS 21 THRU 34 INCL BLOCK 11 MANUFACTURERS ADD NO 2, Parcel Number: 33-01-01-22-133-102, and

WHEREAS, the Act requires that before granting a Certificate the Lansing City Council hold a public hearing in order to provide an opportunity for the applicant, the City Assessor, a representative of the affected taxing units, the residents, and other taxpayers of the City of Lansing general public appear and be heard regarding the approval of the OPRA Certificate.

NOW THEREFORE BE IT RESOLVED that a public hearing be held in the Tony Benavides Lansing City Council Chambers of the City of Lansing, 10th Floor, Lansing City Hall, Lansing, Michigan, on Monday, October 14, 2019 at 7:00 p.m. for the purpose of receiving public comment on the approval of an OPRA Certificate under the provisions of Public Act 146 of 2000 and that the Clerk shall publish once in a publication of general circulation within the community a notice of the scheduled public hearing and that the notice appear not less than 10 or more than 30 days prior to the date of the hearing.
The Lansing City Council will hold a public hearing on Monday, October 14, 2019 at 7:00 p.m. in the Tony Benavides Lansing City Council Chambers, 10th Floor, Lansing City Hall, Lansing, MI, for the purpose stated below:

To afford an opportunity for all residents, taxpayers of the City of Lansing, City Assessor, other interested persons and ad valorem taxing units to appear and be heard on the approval of an Obsolete Property Rehabilitation Certificate (the “Certificate”), pursuant to and in accordance with the provisions of the Obsolete Property Rehabilitation Act, Public Act 146 of 2000, for property located at 1030 S. Holmes St., Lansing, Michigan, but more particularly described as follows:

LOTS 1 THRU 13 INCL & LOTS 21 THRU 34 INCL BLOCK 11 MANUFACTURERS ADD NO 2, Parcel Number: 33-01-01-22-133-102, and

Approval of this Certificate will provide the owner or potentially the developer of property an abatement of certain property taxes for the improvements to the property noted above.

Further information regarding this issue may be obtained from Kris Klein, Lansing Economic Area Partnership (LEAP), 1000 S. Washington Ave., Suite 201, Lansing, MI 48910, 517-702-3387.

For more information, please call 517-483-4177. If you are interested in this matter, please attend the public hearing or send a representative. Written comments will be accepted between 8 a.m. and 5 p.m. on City business days if received before 5 p.m., on the day of the Public Hearing at the City Clerk’s Office, Ninth Floor, City Hall, 124 West Michigan Ave., Lansing, MI 48933 or email city.clerk@lansingmi.gov.

Chris Swope, Lansing City Clerk, MMC/CMMC
www.lansingmi.gov/Clerk
www.facebook.com/LansingClerkSwope
The following is for informational purposes and can include historical information on the application/site
RESOLUTION #2019-048
BY THE COMMITTEE ON DEVELOPMENT AND PLANNING
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, on March 24, 2008, the Lansing City Council adopted Resolution #2008-111 to approve an application filed by Spartan Internet Properties, LLC requesting an Obsolete Property Rehabilitation Exemption Certificate (OPRA Certificate) for a period of 12 years on property legally described as LOTS 1 THRU 13 INCL & LOTS 21 THRU 34 INCL BLOCK 11 MANUFACTURERS ADD NO 2, commonly known as 1030 South Holmes Street, Lansing, Michigan (Property) pursuant to Public Act 146 of 2000, as amended (the OPRA Act); and

WHEREAS, on May 12, 2008, the State Tax Commission approved the OPRA Certificate #3-08-0005 for Spartan Internet Properties, LLC for the Property, beginning December 31, 2008, and ending December 30, 2020; and

WHEREAS, Section 12 of the OPRA Act states that the legislative body of the qualified local governmental unit may, by resolution, revoke the OPRA Certificate of a facility if it finds that the completion of rehabilitation of the facility has not occurred within the time authorized by the legislative body; and

WHEREAS, Spartan Internet Properties, LLC has failed to proceed in good faith with the rehabilitation of the facility within the construction period allowed; and

WHEREAS, the Lansing Economic Development Corporation and the City of Lansing Administration both recommend and request that OPRA Certificate #3-08-0005 be revoked.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council hereby revokes OPRA Certificate #3-08-0005 previously granted to Spartan Internet Properties, LLC for property located at 1030 South Holmes Street, Lansing, Michigan.

BE IT FINALLY RESOLVED that the City Clerk shall immediately cause a certified copy of this resolution to be filed with the Michigan State Tax Commission.
RESOLUTION #111

BY THE COMMITTEE ON DEVELOPMENT AND PLANNING
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

Obsolete Property Rehabilitation Tax Exemption Certificate Approval, 1030 S. Holmes St.

WHEREAS, pursuant to the Michigan Obsolete Property Rehabilitation Act, being Public Act 146 of 2000 (PA 146 of 2000), Spartan Internet Properties LLC has filed an application for an Obsolete Property Rehabilitation Exemption Certificate (OPT Certificate) with the Lansing City Clerk, for a proposed obsolete facility at 1030 S. Holmes Street, Lansing, Michigan (Obsolete Property); and

WHEREAS, Spartan Internet Properties LLC (the Developer) owns the proposed Obsolete Property; and

WHEREAS, the proposed Obsolete Property is located within an Obsolete Property Rehabilitation District legally established by resolution adopted December 10, 2007, after a public hearing was held, as provided by section 3 of PA 146 of 2000; and

WHEREAS, a public hearing was held on March 10, 2008 on the Developer's application for an OPT Certificate, after proper notice was made, pursuant to section 4(2) of PA 146 of 2000; and

WHEREAS, the Developer has represented and committed to the City to undertake, and complete not later than December 31, 2010, the rehabilitation, renovation, and reconstruction of the Obsolete Property into office and training center use throughout the structure;

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council hereby approves of the issuance of an Obsolete Property Rehabilitation Exemption Certificate to Spartan Internet Properties LLC, for the Obsolete Property located at 1030 S. Holmes Street, Lansing, Michigan, legally described as:

LOTS 1 THRU 13 INCL & LOTS 21 THRU 34 INCL BLOCK 11
MANUFACTURERS ADD NO 2

for the period of twelve (12) consecutive years.

BE IT FURTHER RESOLVED that the Lansing City Council, in approving the Developer's application by this resolution, finds and determines all of the following:

1. The taxable value of the property proposed to be exempt plus the aggregate taxable value of the property already exempt under PA 146 of 2000 and under Public Act 198 of 1974 (IFT's) does exceed five percent (5%) of the total taxable value of the City of Lansing.

2. The applicant is not delinquent in any taxes related to the facility.

3. All of the items described on line 9 of the Application for Obsolete Property Rehabilitation Exemption Certificate have been provided to the City of Lansing by the applicant.
4. The application is for obsolete property as defined in section 2(h) of PA 146 of 2000.

5. The commencement of rehabilitation activities of the facility did not occur prior to the establishment of the Obsolete Properties Rehabilitation District.

6. The application relates to the rehabilitation program for the building located at 1030 S. Holmes Street, Lansing, Michigan and, when completed, will constitute a rehabilitated facility within the meaning of PA 146 of 2000 and the facility is situated within the Obsolete Property Rehabilitation District established by the City of Lansing, which is a Qualified Local Governmental Unit eligible under PA 146 of 2000 to establish such a district.

7. The completion of the rehabilitated facility is calculated to, and will at the time of issuance of the certificate, have the reasonable likelihood to, increase commercial activity, create some employment, and revitalize an urban area.

8. The rehabilitation includes improvements aggregating ten percent (10%) or more of the true cash value of the property at the commencement of the rehabilitation as provided by section 2(L) of PA 146 of 2000.

9. The rehabilitation must be completed not later than December 31, 2010 as evidence by the issuance of a Certificate of Occupancy from the City of Lansing Building Safety Office.

BE IT FINALLY RESOLVED that the City Clerk shall cause the Application for Obsolete Property Rehabilitation Certificate to be completed, including the “Clerk Certification” and shall file the completed application, together with a certified copy of this resolution with the State Tax Commission.

By Councilmember Wood

Motion Carried
October 23, 2007

Lansing City Clerk
City Hall
124 West Michigan Ave.
Lansing, MI 48933

Re: Obsolete Property Rehabilitation Act District Application
1030 S. Holmes Street

General Project Description

The undersigned applicant, being the future owner of the above property, hereby requests the establishment of an OPRA District covering this property. The Holmes Street School, which was constructed in 1923, has been vacant for approximately five (5) years, and was last utilized by the Lansing Public School District as an elementary school. The applicant, Spartan Internet Consulting Corp. (the applicant) is currently located at 115 W Allegan St. and intends to expand their business into the building to ensure the long term growth of the company in Lansing. The company has offices in the Detroit area as well as Washington D.C. and Ft. Lauderdale, FL. The applicant will renovate the obsolete building for use as a modern office building. The building will require many electrical, HVAC, and structural renovations including the addition of an elevator and repairs to the roof. The applicant also plans to work with faculty from Michigan State University and neighborhood leadership to provide space for an Information Technology empowerment center on the main floor of the building. The renovation process would include minimal exterior and significant interior redevelopment of the property resulting in a valuable asset to the neighborhood and the City of Lansing. In an effort to retain the atmosphere of the neighborhood and as a show of good corporate citizenship, Spartan Internet is committed to preserve and enhance the green space on site for neighborhood use.

District Establishment Purpose

Spartan Internet Consulting will incur considerable renovation costs to transform the former school into a state of the art office space. The establishment of the OPRA District, with its multi-year property tax deferment benefit, would provide the inducement necessary for this development to occur. It would also facilitate the creation of approximately 30-50 new jobs within the city, all the while renovating an obsolete facility in this high visibility neighborhood. Due to the financial and logistical challenges of the renovation Spartan Internet will be seeking a 12 year OPRA Certificate before construction begins.

Community Benefits

Redevelopment of the vacant Holmes Street school building would provide numerous benefits to the City. While the specific facility would undergo considerable renovation,
the entire area would benefit from the added job growth and positive impact on the neighborhood. The school will act as the headquarters and primary employee base for Spartan Internet securing the companies place in Lansing for many years to come. The opportunity to bring an IT Empowerment Center to Lansing on the first floor of the building will provide kids with an environment to explore and learn about careers in IT and create the infrastructure necessary for Lansing based companies to compete in the global market. The OPRA designation will allow the applicant to continue their growth in Lansing and allow them to show a commitment to the surrounding community. The applicant's company has a long standing philosophy of being a beneficial and productive participant in community enrichment, particularly in the area of education.

Basis of Eligibility

The property has been assessed and declared "functionally obsolete" by a Level 3 assessor within the City of Lansing Assessor's Office.

Project Costs and Phasing

The OPRA tax abatement is a significant component of the funding of this project. The petitioner has estimated the renovation costs at $950,000. Renovations are scheduled to be completed by December 31, 2010. The renovation estimate includes:

<table>
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<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
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<tr>
<td>HVAC Upgrades and Replacements</td>
<td>$300,000</td>
</tr>
<tr>
<td>Installation of an Elevator</td>
<td>$70,000</td>
</tr>
<tr>
<td>Upgrades for APA Compliancy</td>
<td>$30,000</td>
</tr>
<tr>
<td>Interior Renovations</td>
<td>$400,000</td>
</tr>
<tr>
<td>Electrical Upgrades</td>
<td>$100,000</td>
</tr>
<tr>
<td>Landscaping and Exterior Improvements</td>
<td>$50,000</td>
</tr>
</tbody>
</table>

Property Taxable Value and Legal Description

This proposal covers one property listed with the address of 1030 S. Holmes St. in the city of Lansing's assessment records. Due to the fact that the building is currently owned by the Lansing School District the property does not currently generate tax revenue. The figures listed below were calculated by the city of Lansing Assessor's Office as valuation estimates for 2007 if the property would have been on the assessment rolls.

1030 S. Holmes St.

Owner: Lansing School District
Acreage of Land: 2.22
Sq Feet of Building: Approximately 27,500 s.f.
Tax ID Number: 33-01-01-22-133-102
Tax Value Land: $48,300 (projected 2007)
SEV Value Land: $48,300 (projected 2007)
Tax Value Building: $125,400 (projected 2007)
SEV Value Building: $125,400 (projected 2007)
Legal Description:
LOTS 1 THRU 13 INCL & LOTS 21 THRU 34 INCL BLOCK 11
MANUFACTURERS ADD NO 2

Thank you in advance for your assistance and consideration in this matter.

Sincerely,

[Signature]
Ryan Vartoogian
President, Spartan Internet Consulting
517-333-9727
115 W. Allegan St., 6th Floor
Lansing, MI 48933
Executive Summary
Spartan Internet Consultants
Holmes St. School
Obsolete Property Rehabilitation

Location:
1030 S. Holmes Street

Due to the fact that the building is currently owned by the Lansing School District it is does not generate tax revenue. The figures listed below were calculated by the Lansing Assessors Office as valuation estimates for 2007 if the property would have been on the assessment rolls.

Building Taxable: $125,400
Land Taxable: $48,300
Total Taxable Value: $173,700

Developer Investment:
Rehab Cost: $950,000 (est.)

Developer Incentive:
Total 12 year savings: $213,621

Taxes Paid:
School Taxes Paid: $181,236
Other Taxes Paid: $85,522
Total Taxes Paid: $266,758

This project is anticipated to create a minimum of 30 jobs in the City of Lansing.

Summary:
Spartan Internet Consultants plans to purchase and renovate the Holmes St. School for the creation of a new corporate HQ and facilitate the addition of 30-50 new employees over the next two years. In addition it is the intent of Spartan Internet to house the newly formed ITEC Lansing - IT learning center in public private partnership with MSU faculty, area IT companies, and many others. The renovation of the facility will be extensive including major interior renovations, landscaping, and extensive infrastructure improvements.
WEST SAGINAW STREET
LANSING, MICHIGAN

CORRIDOR IMPROVEMENT AUTHORITY DEVELOPMENT AND TAX INCREMENT FINANCING PLAN

Saginaw Street Corridor Improvement Authority Board Members
Jonathan Lukco, Chair
Sean Hammond, Vice Chair
Claire Corr, Recording Secretary
Diane Sanborn, Treasurer
Tiffany Dowling, Board Member
Jessica Yorko, Board Member
Jim Houthooft, Board Member

Board Facilitators – Lansing Economic Area Partnership (LEAP)
Karl Dorshimer, Vice President of Economic Development
Anum Mughal, Economic-Corridor Development Specialist

Sub Committee Members
Claire Corr
Sean Hammond
Tiffany Dowling

Plan prepared with assistance from:

LEAP Office: (517) 702-3387 Fax: (517) 702-3390
www.purelansing.com

Saginaw Street Corridor Improvement Authority
Executive Summary

In 2009, the Lansing City Council approved the establishment of the Saginaw Street Corridor Improvement Authority (SSCIA) with the goals to correct and prevent deterioration in the business districts, redevelop the city’s commercial corridors and promote economic growth. This Authority will allow for the reinvestment of property tax growth back into the corridor, improve public facilities such as streetscape, develop plans, and other activities to accomplish these goals, as enumerated per section 611 of PA 57 2018.

Since its creation, various members of the SSCIA have worked to identify challenges, opportunities, partners, resources, and stakeholders to best create a plan of action to accomplish these goals. This plan has been developed over the years with input from Residents, the Saginaw Oakland Commercial Association, the Lansing Economic Area Partnership, the City and many other concerned stakeholders to best steer the efforts of the Authority to improve the built and social environment of the corridor for all current and future residents and business.

In development of this plan, the Authority followed several key principles, that were used in creation of the plan and are supported by the City’s Master Plan, to transform the visually unappealing character of the Corridor, to encourage pedestrians and market the quality of the adjacent neighborhoods to create attractive, livable and sustainable community gateways. These principles are:

- Traditional Neighborhood: Encourage active lifestyles and reduce dependence on the automobile
- Transit-Oriented: Compact, walkable, pedestrian-oriented and mixed-use corridor
- Complete Streets: Safe transit for all users of streets (pedestrians, bicyclists, public transit users, and automobile drivers)

This Development and Tax Increment Financing Plan arranges projects in the four categories used by the National Main Street Model: Design, Economic Restructuring, Organization, and Promotions/Marketing. In the first year, the Authority plans to make strides in each of these categories:

- Pursue design changes in the corridor through the improvement of streetscape (bike racks, receptacles, and benches) to facilitate the use of public transit stations such as bus stops.
- To address economic restructuring, continue to create an inventory of existing businesses.
- Organizationally, pursue grant funding for future development projects.
- To promote the corridor, continue to develop the Authority’s webpage and develop a communication strategy.

The approval of the SSCIA Development and TIF plan will allow for the Authority to begin its first steps in executing upon the vision set forth by the corridor’s residents, businesses, and other stakeholders.
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Section I: INTRODUCTION

GENERAL OVERVIEW
In 2005, the Michigan Legislature enacted Public Act 280 (PA 280), the Corridor Improvement Authority Act, allowing cities, villages, and townships to create an authority to:

"correct and prevent deterioration in business districts; to encourage historic preservation; to authorize the acquisition and disposal of interests in real and personal property; to authorize the creation and implementation of development plans and development areas in the districts; to promote the economic growth of the districts; to create a board; to prescribe the powers and duties of the board; to authorize the levy and collection of taxes; to authorize the issuance of bonds and other evidences of indebtedness; to authorize the use of tax increment financing; to prescribe powers and duties of certain state officials; to provide for rule promulgation; and to provide for enforcement of the act."

With the adoption of PA 280 in 2005, many local governments have utilized a Corridor Improvement Authority (CIA) to spark economic revitalization of business districts in transition within their community. A CIA is created to establish a development plan for a previously established Corridor Improvement District (CID).

This plan outlines improvements to public or private properties that will prevent further deterioration of the Saginaw Street and Oakland Avenue Corridor and encourage new investment. These specific plans may be funded by tax increment financing, private or corporate donations, and/or other grants.

The CIA is able to make strategic investments to the district by using tax increment financing (TIF). Through tax increment financing, a portion of the increase in the tax base resulting from the economic growth and development within the corridor, can be reinvested and used for infrastructure improvements and facilities enhancement, thereby reinvigorating the corridor and facilitating economic growth and development. The justification for capturing the taxes is that no new investment would have been made within the district without the establishment of the CID; therefore, no taxes are lost by the interested taxing jurisdictions.

POWERS OF THE AUTHORITY
Detailed powers of the Corridor Improvement Authority board are listed in Appendix D per section 611 of Act 57 of 2018.

Broadly, the Authority will be able to carry out with the execution of the vision created for the Saginaw Corridor as set forth by its Residents, Businesses, the City’s Master Plan, and other Stakeholders to improve the built and social environment of the corridor, to improve public facilities, encourage transit-oriented development, and conduct analysis and research.
HISTORY OF THE SAGINAW STREET COMMERCIAL CORRIDOR

What now comprises the Saginaw Street and Oakland Avenue commercial corridor emerged primarily between 1900 and 1930, coinciding with the rapid development of residential subdivisions in the Westside, Old Oakland, and Englewood Park neighborhoods, and the growth of automobile manufacturing near the City of Lansing's western border.

As nearby residential areas grew more densely populated, small business owners occupied newly built commercial buildings. Most of these business owners lived in the surrounding neighborhoods, and their patrons were neighbors, too. The rapid growth of the Saginaw commercial corridor was mostly driven by nearby residential demand for groceries, meats, baked goods, and personal care services.

The Saginaw commercial corridor served as a nexus between Lansing’s bustling downtown and nearby neighborhoods, including the Westside neighborhood’s largely upper-middle income residents, and blue-collar laborers residing in Old Oakland and Englewood Park.

The City of Lansing was one of the last areas to be settled in Mid-Michigan, largely due to the lack of roadways in Ingham County. Until 1969, the Saginaw corridor and Northwest Lansing neighborhoods were relatively quiet. Oakland, for example, was not yet a major thoroughfare, and Saginaw was a two-way street that handled downtown Lansing’s traffic.

The Saginaw Street corridor remained vibrant through the 1960’s and into the 1970s, at which point federal government policies and social turmoil instigated a story that played out in cities across the U.S. Most devastating to Lansing’s Westside was the conversion of the street to a major one-way thoroughfare. Now multiple lane, high traffic, one-way roadways, Saginaw and Oakland present unsafe pedestrian conditions and struggle to create an inviting sense of place.

The conversion of Saginaw and Oakland from streets to roadways took place before the construction of Interstate 496. Racial tension and white flight to nearby suburban areas exacerbated neighborhood decline. The combination of white flight, redlining, and an emphasis on automobile-centric planning robbed the commercial district of its strong customer base of residents.

Automotive Industry Presence

The corridor has long been home to automobile manufacturing. The corner of Verlinden Avenue and Saginaw Street was utilized for automotive manufacturing since the early 20th century, when auto pioneer R.E. Olds converted farmland into his Olds Motor Works plant. In 1920, Durant Motors built a factory on the site. And in 1935 General Motors purchased the site and added additional production facilities thereafter.

The Verlinden Ave site, later called the Lansing Car Assembly, or GM Plant #6, housed GM’s Fisher Body Division and was adjacent to a major General Motors production facility called the Lansing Craft Centre. The Craft Centre facility was originally built by GM as a foundry in 1919, and sat across Saginaw Street from another facility, the Lansing Metal Center, originally built as a jet engine manufacturing plant in 1952.

The Lansing Craft Centre was a specialized GM assembly factory. Located primarily in adjacent Lansing Township, the plant started production (as the Reatta Craft Centre) in 1987 and closed in 2006. At the time of its closure, the plant was 985,000 square feet in size, and employed 400 workers.
The Lansing Craft Centre was the construction site for low-volume vehicles like the General Motors EV1, Buick Reatta, and Cadillac Eldorado. The Craft Centre also produced the Chevrolet Cavalier convertible and the Pontiac Sunfire. Its final product was the Chevy SSR. On November 21, 2005, General Motors announced that it would close the Lansing Craft Centre in mid-2006. The final SSR, a unique black-on-silver model, was built on March 17, 2006. Many of the Craft Centre workers were transferred to the new Delta Township Assembly plant.

The Lansing Metal Center closed in 2006. Upon closing, the plant was 1,590,000 square feet in size, and employed 1,200 people. General Motors began the demolition of the plant in February 2008.

All three sites (Car Assembly, Craft Centre, and Metal Center) are now held by RACER (Revitalizing Auto Communities Environmental Response) Trust, an entity created as part of the GM bankruptcy proceedings, to dispose of the company's abandoned real estate. The trust took possession of 89 properties in 14 states on March 30, 2011; it is charged with cleaning up, positioning for redevelopment and selling them.

**Present Conditions**

Today, the Saginaw Street and Oakland Avenue commercial corridor consists of approximately 277 commercial parcels of property. The majority, located between Martin Luther King Boulevard and Sycamore Street, are contiguous buildings that were erected primarily between 1920 and 1940. While slight modifications have been made over time, the majority are still examples of traditional, historic commercial architecture. Although there are needs for façade rehabilitation, restoration, and updates, many of the buildings have retained their integrity.

**BACKGROUND AND PLAN NEED**

On July 27, 2009 the Lansing City Council adopted Resolution Number 2009-278 to create and provide for the operation of the Saginaw Corridor Improvement Authority (SSCIA). Following a formal public hearing on August 24, 2009, the Lansing City Council adopted Resolution Number 2009-418 to establish the boundaries of the Improvement Authority (western City Limits along Saginaw Street, east to Pennsylvania Avenue). In the resolution establishing the Authority, it was determined that a CIA was necessary to:

- a) Correct and prevent deterioration in business districts
- b) Redevelop the City's commercial corridors
- c) Promote economic growth

In 2018, Mayor Schor's administration referred and appointed 3 new members and reappointed 1, and 2 were appointed to the board in 2019. 1 member was appointed in 2017.

**PLAN DEVELOPMENT PROCESS**

The following Development and Tax Increment Financing Plan is a direct result from over a decade of stakeholder involvement to revitalize the Saginaw and Oakland Corridor. This work began with a 2004-2005 effort called the Saginaw/Oakland Revitalization project. This effort was a community visioning process led by the Northwest Initiative (then known as Northwest Lansing Healthy Communities Initiative) and Michigan State University's Landscape Architecture Program.

More than 400 residents participated in the Saginaw/Oakland Revitalization project, sharing input on their goals and objectives for the area, and a visual inventory and “image-making” process for Saginaw Street
and Oakland Avenue from Rosemary Avenue to Grand Avenue. The information from this effort was used to create the Saginaw/Oakland Revitalization Action Plan, published in 2005.

That same year, the City of Lansing designated Community Development Block Grant (CDBG) Funds to create a half-time manager position to implement the objectives in the Saginaw/Oakland Revitalization Action Plan. This effort became known as the Westside Alliance. Between 2005 and 2012, more than two-thirds of the objectives in the Action Plan were accomplished.

In 2008, the name of the effort was again changed to the Westside Commercial Association (WCA), in order to encourage increased participation by owners, managers and employees of businesses located along the Saginaw Street and Oakland Avenue Corridor. The move to re-brand the WCA was also aimed at creating a stronger sense of cohesion and identity for the program as a business district revitalization effort.

In 2010, those working on the project decided to split ways with the Northwest Initiative and create a stand-alone non-profit organization, creating Lansing’s Westside Commercial Association (WCA). The WCA formally gained status as a non-profit organization in early 2011. In 2014, the WCA again secured CDBG funding from the City of Lansing to fund personnel and operating expenses for the organization’s work to revitalize the corridor and engage businesses.

Hoping to more directly place an emphasis on the commercial corridor, the WCA changed its name in 2015 to the Saginaw Oakland Commercial Association. Today, SOCA is working closely with the City and regional economic development agencies to find creative ways to revitalize the corridor. This Plan is a critical step forward in SOCA’s work to create a safer, healthier, more vibrant Saginaw and Oakland corridor.

As referenced above, in 2009 the Lansing City Council adopted a resolution to establish the Saginaw Street Corridor Improvement Authority (SCIA) and to designate its development area. In 2011 and 2012, the City Council appointed members to the SCIA Board.

Unfortunately, due to an economic downturn that negatively impacted real estate values in the development area and other areas of Greater Lansing, the SCIA board fell dormant between 2011 and 2015.

In 2015, the Saginaw Oakland Commercial Association teamed up with the City of Lansing and the Lansing Economic Area Partnership (LEAP) to get the SCIA back up and running and evolve into a strong partner in revitalizing Saginaw Street.

In 2016, four former General Motors sites went back on the market including the former Plant 6 site at 401 N. Verlinden St. managed by RACER Trust (Revitalizing Auto Communities Environmental Response). RACER Trust was formed by GM in 2011 to sell old properties and plants and oversee environmental cleanup at the sites.

In 2016, resident volunteers and members of the Old Oakland Neighborhood Association, the West Side Neighborhood Association, and the Saginaw Oakland Commercial Organization came together to activate Point West Art and Trail Project, a point of pride for residents and point of entry into the City. The team leveraged a $5,000 Love Your Block mini-grant and launched a successful crowdfunding campaign to bring
in additional funding. They raised more than $13,000 from nearly 100 individuals in the community. This crowdfunding was matched by the Michigan Development Cooperation’s Public Spaces Community Place Program, bringing the total funding for the project to $26,000 before the public art ordinance was passed. With the help of Cities of Service Love Your Block AmeriCorps VISTAs, volunteers installed signage, crosswalks, and other street features in preparation for the larger project. The VISTAs also helped the team connect with a wide range of partners to encourage cross-sector buy-in from additional organizations including the Lansing Department of Parks and Recreation, the Michigan Department of Transportation, and the Department of Planning and Neighborhood Development.

In 2017, Prosperity, a 16 ft. tall stainless-steel sculpture, was designed by artist Fritz Olsen with a vision of honoring the history of the auto industry in the area. The City of Lansing in partnership with the Saginaw Oakland Commercial Association were awarded Public Art for Communities grant funds in 2016 as one of three recipients. Prosperity is part of the larger Point West Art and Trail placemaking project spearheaded by SOCA, the Old Oakland Neighborhood Association (OONA), and the West Side Neighborhood Association (WNA). The project calls for a new one-mile multiple use trail within Dunnebacke and West Side Parks. Prosperity is intended to act as a gateway to the park and to calm traffic in the area.

In 2017, El Azteco West added a patio and bar on the east side of the West Saginaw Street building. The patio seats about 125 people and have a full bar and a couple TVs.

In 2018, Biggby Coffee applied for a façade grant for $20,000 via City of Lansing’s Corridor Façade Program to remodel the building. The improvements to the building include raising the height of the current exterior, repairing the front door, repainting the colors and replacing awnings and lights. The improvements were completed in June 2019.

In 2019, 909 and 913 West Saginaw were also rehabilitated through City of Lansing’s façade grants.

Section II: DEVELOPMENT PLAN

BENEFITS OF THE AUTHORITY

The Saginaw Street Corridor Improvement Authority recognizes the benefits to the district and to the City of Lansing. This Development Plan is a formal document to outline the priorities and goals of the Authority. The Corridor Improvement District Proposal and request to create a Corridor Improvement Authority states that a CID:

(a) Utilizes TIF to complete improvement projects according to the approved TIF plan while leveraging other dollars such as earned income and private, state, federal and philanthropic monies for district improvements.
(b) Generates a clear plan to improve the district, implemented by an empowered neighborhood stakeholder-government partner framework – a proven national method for success

(c) Creates access to additional programs and incentives to businesses such as special approval of liquor licenses within city development districts

(d) Establishes a cohesive district which fosters business investment from existing entrepreneurs and attracts complementary new business growth

(e) Encourages job creation, which produces more jobs for neighborhood residents and generates additional income tax revenue

(f) Encourages surrounding property improvements, increasing values of neighboring properties thus generating more property tax revenue

(g) Promotes greater interest in mixed-use development, broadening business location and residential housing options and increasing the tax base

(h) Brings more people into the district to shop for goods and services, thus generating more repeat customers for neighborhood businesses and increasing sales tax revenue

(i) Stimulates new commercial development in a neighborhood where additional private sector investment opportunity exists

(j) Improves the climate of community and economic development for residents and businesses alike

(k) Contributes to a healthy neighborhood which has the potential to decrease crime or the perception of crime, and increase public safety

(l) Creates an improved commercial core and public space that is appealing to neighborhood residents encouraging “pride in place” and visitor attraction

(m) Retains and empowers residents who can access jobs, goods and services in a walkable or transit-oriented neighborhood

(n) Creates an outreach and coordination mechanism at the neighborhood level for City financed projects

(o) Creates a public-private partnership with the City that enhances community neighborhood input to improve the district

LEGAL BASIS OF THE PLAN
This Development Plan and Tax Increment Financing Plan is prepared pursuant to requirements of Sections 125.4618 and 125.4621 of the Tax Increment Financing Act, Public Act 57 of 2018, as amended.
It addresses the geographic area of the Corridor Improvement District as established by the Lansing City Council. A descriptive map, resolutions establishing the CID and forming the CIA and Ordinance, including the legal description describing the CID are contained in the appendices.

DEVELOPMENT PLAN REQUIREMENTS
This section of the Development Plan provides specific information required in Section 125.4621 of the Tax Increment Financing Act. It consists of information requested in subsections 2(a) through 2(r):

(a) The designation of boundaries of the development area in relation to highways, streets, streams, or otherwise.

The CIA boundary was established by the Lansing City Council Resolution Number 2009-278 adopted on July 27, 2009, with the proposed area encompassing 500 feet north and 500 feet south of the centerline of Saginaw Avenue, and from the western edge of the City Limits of the City of Lansing to the west to the centerline of Pennsylvania Avenue to the east. A copy of the boundary map is contained in the Appendix H.

(b) The location and extent of existing streets and other public facilities within the development area, designating the location, character, and extent of the categories of public and private land uses then existing and proposed for the development area, including residential, recreational, commercial, industrial, educational, and other uses, and including a legal description of the development area.

The CIA boundary is the same boundary established by the Lansing City Council Resolution Number 2009-278 adopted on July 27, 2009. Appendix G provides more detailed information about the parcel area, including parcel numbers, classes and property addresses.

Existing Land Use of the Saginaw Street Corridor

Source: Design Lansing 2012 Comprehensive Plan
Future Land Use of Saginaw Street Corridor

Source: Design Lansing 2012 Comprehensive Plan

(c) A description of existing improvements in the development area to be demolished, repaired, or altered, a description of any repairs and alterations, and an estimate of the time required for completion.

A description of specific improvement projects that are contemplated within the development area is contained in the project schedule and budget at the end of this section. The cost and time estimates included in the project schedule and budget are estimates only and may be revised by the Authority board without amending this Plan.

(d) The location, extent, character, and estimated cost of the improvements including rehabilitation contemplated for the development area and an estimate of the time required for completion.

A description, including cost estimate and schedule of implementation, for each improvement project that will be completed within the area is contained in the project schedule and budget at the end of this section. The cost and time estimates included in the project schedule and budget are estimates only and may be revised by the Authority board without amending this Plan.

(e) A statement of the construction or stages of construction planned, and the estimated time of completion of each stage.

A description, including cost estimate and implementation schedule for each specific improvement project that will be completed within the area is contained in the project schedule and budget at the end of this section. The time estimates included in the project schedule are estimates only and may be revised by the Authority board without amending this Plan.

(f) A description of any parts of the development area to be left as open space and the use contemplated for the space.
At this time, no specific parts of the development area are planned as open space, though redevelopment projects will be in line with the commercial corridor’s overlay district that defines landscaping and open space requirements. The CIA will conduct community engagement and provide input on open space uses on a project-specific and case-by-case basis. However, as of the adoption of this Development Plan, there are no currently open spaces targeted for development of structures or buildings by the Authority; all open space is currently intended to remain open.

\[(g) A description of any portions of the development area that the authority desires to sell, donate, exchange, or lease to or from the municipality and the proposed terms.\]

There is no known or identified property or real estate as of the adoption of this Plan that is necessary to complete the streetscape improvements set forth in this Plan. However, the CIA may wish to sell, donate, exchange, or lease property in the future. The Authority board reserves the right to sell, donate, exchange or lease property in the future to the extent determined necessary by the Authority board without further amendment to this Plan, but in compliance with the requirements of the Act.

\[(h) A description of desired zoning changes and changes in streets, street levels, intersections, traffic flow modifications, or utilities.\]

The SSCIA desires to pursue changes to the streets to address the issues outlined in the City’s Master Plan. The plan cites the need for improvements to multi-modal transit and implementation of transit-oriented design, review of the operational efficacy of the intersections along Martin Luther King Jr. Boulevard, and addressing the overcapacity issues of Saginaw and Oakland.

**Transportation Concepts for Change**

![Transportation Map]

*Source: Design Lansing 2012 Comprehensive Plan*

\[(i) An estimate of the cost of the development, a statement of the proposed method of financing the development, and the ability of the authority to arrange the financing.\]
A description, including cost estimate for individual projects and method of financing is contained in the project schedule and budget at the end of this section. The total cost of completing all activities, projects and improvements proposed by the Authority Development Plan and to be undertaken and financed by the Authority is estimated to be $520,000, which includes administrative expenses and contingencies. A breakdown of the estimated cost and estimated schedule for completion for each of those activities and projects is set forth in the project schedule and budget at the end of this section.

The scope of the items and improvements and the projected schedule for completion for those items and improvements described in this Plan are estimates only and may be revised from time to time by the Authority board without amending this Plan; provided, however, that such items and improvements must be completed within the term of this Plan, unless the term is amended in accordance with Act 57. Further, estimated costs for any items or improvements may be increased or decreased by the Authority board without amending this Plan based upon then-current preconstruction or pre-bid estimates of cost, as well as revised estimates of cost resulting from the receipt of bids. All operating and planning expenditures of the Authority and the City, as well as all advances extended by or indebtedness incurred by the City or other parties for improvements identified above that have been completed, are in progress, or yet to be completed, are expected to be repaid from tax increment revenues. The costs of the Plan are also anticipated to be paid from tax increment revenues as received.

The Authority expects to finance these activities from any one or more of the following sources:

- Future tax increment revenues
- Interest on investments
- Donations received by the Authority
- Proceeds from State and Federal Grants
- Proceeds from any property building or facility that may be owned, leased, licensed, operated or sold by the Authority
- Special assessments as may be approved by the City Council

The proceeds to be received from tax increment revenues in the CIA plus the availability of funds from other authorized sources will be sufficient to finance all activities and improvements to be carried out under this Plan. At this time, there is no intention by the Authority to issue bonds or to request that City Council issue bonds for qualifying activities; should that change, the Authority will comply with all requirements under the Act, including amendment to this Plan if necessary.

(j) Designation of the person or persons, natural or corporate, to whom all or a portion of the development is to be leased, sold, or conveyed in any manner and for whose benefit the project is being undertaken if that information is available to the authority.

Information concerning the names of persons for whom benefits may accrue are unknown at this time as final development plans and projects have yet to be prepared. At this time, there is no intention to sell or transact any portion of the Development to any person, therefore, such information is unavailable.

(k) The procedures for bidding for the leasing, purchasing, or conveying in any manner of all or a portion of the development upon its completion, if there is no express or implied agreement between the authority and persons, natural or corporate, that all or a portion of the development will be leased, sold, or conveyed in any manner to those persons.
The CIA Board has no publicly announced commitments for the acquisition or sale of property as it has no property under supervisory responsibility of the CIA at this time. The CIA in conjunction with the City may discuss policies to explore acquisition of tax reverted property should properties within the CIA District become available for acquisition by the City through tax reversion procedures.

It is not a priority of the CIA to acquire private property unless it advances a public improvement project or is necessary for economic development purposes. Any property acquired or held by the CIA, to be sold, leased, or otherwise conveyed to private development interests shall be sold, leased, or otherwise conveyed in accordance with local municipal policy, terms, and conditions to be established by the CIA, and state law, if applicable. At the time of the adoption of this plan, no private parties have been identified to whom land for redevelopment will be sold, leased, or otherwise conveyed; however, the CIA may convey such property to presently undetermined private parties for redevelopment for appropriate uses.

(l) Estimates of the number of persons residing in the development area and the number of families and individuals to be displaced. If occupied residences are designated for acquisition and clearance by the authority, a development plan shall include a survey of the families and individuals to be displaced, including their income and racial composition, a statistical description of the housing supply in the community, including the number of private and public units in existence or under construction, the condition of those units in existence, the number of owner-occupied and renter-occupied units, the annual rate of turnover of the various types of housing and the range of rents and sale prices, an estimate of the total demand for housing in the community, and the estimated capacity of private and public housing available to displaced families and individuals.

Based on 2010 Census data, the estimated population of the Saginaw Street and Oakland Avenue commercial corridor was 5,880 people. There are no occupied residences targeted for acquisition or development under the Plan, thus no relocation of families or individuals is anticipated within the scope of the proposed Development Plan or Tax Increment Financing Plan.

(m) A plan for establishing priority for the relocation of persons displaced by the development in any new housing in the development area.

There are no occupied residences targeted for acquisition or development under the Plan, thus no relocation of families or individuals is anticipated within the scope of the proposed Development Plan or Tax Increment Financing Plan.

(n) Provision for the costs of relocating persons displaced by the development and financial assistance and reimbursement of expenses, including litigation expenses and expenses incident to the transfer of title, in accordance with the standards and provisions of the uniform relocation assistance and real property acquisition policies act of 1970, Public Law 91-646, 84 Stat. 1894.

There are no occupied residences targeted for acquisition or development under the Plan, thus no occupied residences targeted for acquisition or development under the Plan, thus no relocation of families or individuals is anticipated within the scope of the proposed Development Plan or Tax Increment Financing Plan.
(a) A plan for compliance with 1972 PA 227, MCL 213.321 to 213.332.

There are no occupied residences targeted for acquisition or development under the Plan, thus no relocation of families or individuals is anticipated within the scope of the proposed Development Plan or Tax Increment Financing Plan.

(p) The requirement that amendments to an approved development plan or tax increment plan must be submitted by the authority to the governing body for approval or rejection.

The Authority reserves the right to amend this Plan to add new improvement projects, extend the duration of the Plan, or for other lawful purposes. Any amendments to the Plan shall be approved by the Authority and the City Council in accordance with the requirements of Act 57.

(q) A schedule to periodically evaluate the effectiveness of the development plan.

An annual report shall be submitted to each entity for which taxes are captured addressing use of CIA funds during the past budget year, status of implementation of the program of work set forth in the Development Plan and proposed CIA activities for the ensuing year. Any changes from this Development Plan will be addressed and changed by action of the City Council as part of this annual review of CIA activities. Amendments to the Development Plan and Tax Increment Financing Plan would be completed in compliance with notification and public hearing procedures of Section 622 of Act 57 prior to action of the City Council.

TIF PLAN SCHEDULE AND BUDGET

The duration of this plan is a 15-year period. The following pages include tables where specific projects that address CIA goals are described, budgeted, and scheduled. The schedule begins in 2019 and ends in the year 2034 (15 years). Projects have been listed based on estimated time of completion.

INTENT TO UPDATE AND EXTEND DURATION OR TERMINATE PLAN

On or before the year 2034, the authority will consider action to update and extend the duration of the Development Plan and Tax Increment Financing Plan or make recommendations to terminate the plans and rescind City Ordinance #2009-418 creating the authority. Rescission of the resolution would dissolve the authority and eliminate the accompanying tax increment financing district; provided, however, that in accordance with Act 57, the authority shall not be dissolved if there is outstanding indebtedness of the authority.
This Development and Tax Increment Financing Plan arranges projects in the four categories used by the National Main Street Model: Design, Economic Restructuring, Organization, and Promotions/Marketing.

**DESIGN:** Design enhances the character of the corridor through physical change. Research has shown the significant (but declining) daily traffic count along the corridor. Stakeholders have identified exploring how to incorporate Transit-Oriented Design, new and innovative features to slow traffic, encourage people to stop and visit, and ultimately invest in the district will further drive property along the corridor. Furthermore, the aesthetic quality of the corridor is important to stakeholders. There is a current lack of greenery, trees, and public spaces along both the Saginaw and Oakland corridors. Stakeholders would like to see an inviting corridor that can support a variety of retail and other businesses.

**ECONOMIC RESTRUCTURING:** Economic restructuring re-establishes the neighborhood business district as the commercial core of the community. Commercial property code enforcement, filling vacant buildings, façade improvement, and infill development on vacant parcels are essential to a healthy district. Strong businesses and a viable business mix are also critical. Stakeholders would like to see business recruitment programs and a revolving micro-loan fund in place to assist with this effort. They believe that offering business incentives and enhancing cooperative marketing and branding are key to attracting new business and development to the district.

**ORGANIZATION:** Organization ensures that the work of commercial corridor revitalization is accomplished through fundraising and volunteer development. Organizational activities are currently carried out by the Westside Commercial Association and can continue to be so.

**PROMOTIONS/MARKETING:** Promotions reinforce the commercial corridor as the social core of the neighborhood and strengthen a positive image. Currently, business along Saginaw and Oakland participate in many of the events that the Westside Commercial Association has planned for promotion purposes. Continued work is needed to market and brand the district to draw in a strong customer base, help businesses thrive, and creating a unique gathering place for residents and visitors. Critical components of this strategy would be the intentional positive promotion of the Saginaw corridor to Lansing residents and the region in general through a variety of opportunities for cooperative marketing.

The following tables summarize the various projects and activities proposed, including an estimated cost and completion date for each. As noted previously, the costs and completion dates are estimates only and...
Development and Tax Increment Financing Plan

are subject to change without further amendment to this Plan. These dates and estimates may vary because of private investment decisions, financing opportunities, market shifts or other factors.

**Table 1: Design Projects Anticipated**

<table>
<thead>
<tr>
<th>Project</th>
<th>Estimated Cost</th>
<th>Estimated Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Short-Term Projects (2020-2024)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purchase and install bike racks, especially near transit stations such as bus stops</td>
<td>$2,000</td>
<td>1-2 years</td>
</tr>
<tr>
<td>Purchase and install trash / recycling receptacles and benches to facilitate use of public transit stations such as bus stops</td>
<td>$2,000</td>
<td>1-2 years</td>
</tr>
<tr>
<td>Explore possible traffic calming measures at key intersections / traffic study</td>
<td>$5,000</td>
<td>2-5 years</td>
</tr>
<tr>
<td>Purchase and install flower planters</td>
<td>$2,000</td>
<td>1-2 years</td>
</tr>
<tr>
<td>Create strategy for vacant parcels along Saginaw</td>
<td>$3,000</td>
<td>1-2 years</td>
</tr>
<tr>
<td>Partner with H, Inc to install native landscaping along Oakland Avenue</td>
<td>$1,500</td>
<td>2-5 years</td>
</tr>
<tr>
<td>Partner with MDOT to explore options for a west-bound bicycle lane to pair with the Saginaw Street lane headed east</td>
<td>$1,500</td>
<td>2-5 years</td>
</tr>
<tr>
<td><strong>Medium-Term Projects (2025-2029)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Install street banners</td>
<td>$5,000</td>
<td>2-5 years</td>
</tr>
<tr>
<td>Install wayfinding signage, with a focus on guiding residents and visitors to transit stations such as bus stops</td>
<td>$10,000</td>
<td>2-5 years</td>
</tr>
<tr>
<td>Plant / replace street trees</td>
<td>$5,000</td>
<td>2-5 years</td>
</tr>
<tr>
<td>Explore alternatives for City Owned Parking Lot</td>
<td>$15,000</td>
<td>2-5 years</td>
</tr>
<tr>
<td>Increase transparency in storefront windows</td>
<td>$20,000</td>
<td>2-5 years</td>
</tr>
<tr>
<td>Administer traffic calming measures</td>
<td>$25,000</td>
<td>2-5 years</td>
</tr>
<tr>
<td>Create additional pocket parks / green space</td>
<td>$20,000</td>
<td>2-5 years</td>
</tr>
<tr>
<td>Work with local artists to install more public art</td>
<td>$10,000</td>
<td>2-5 years</td>
</tr>
<tr>
<td><strong>Long-Term Projects (2026-2030)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ornamental street lighting</td>
<td>$50,000</td>
<td>8-15 years</td>
</tr>
<tr>
<td>Incentivize developers to build infill mixed use buildings</td>
<td>$25,000</td>
<td>8-15 years</td>
</tr>
<tr>
<td>Bury above ground utilities</td>
<td>$500,000</td>
<td>8-15 years</td>
</tr>
<tr>
<td>Reduce lanes on Saginaw and Oakland or convert to two-way streets</td>
<td>$300,000</td>
<td>8-15 years</td>
</tr>
</tbody>
</table>

**Table 2: Economic Restructuring Projects Anticipated**

<table>
<thead>
<tr>
<th>Project</th>
<th>Estimated Cost</th>
<th>Estimated Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Short-Term Projects (2020-2024)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Continue strategic business recruitment and retention activities</td>
<td>$5,000</td>
<td>2-5 years</td>
</tr>
<tr>
<td>Create inventory of existing businesses</td>
<td>$1,000</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Plan and implement business open house program</td>
<td>$1,500</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

Saginaw Street Corridor Improvement Authority
Market corridor’s commercial real estate opportunities $2,000 1-2 years
Provide technical support for existing businesses $10,000 1-2 years

Medium-Term Projects (2025-2029)
Secure and build out business incubator space $50,000 8-15 years
Recruit grocery store / food market $20,000 8-15 years
Develop revolving business micro-loan fund $50,000 8-15 years

Long-Term Projects (2026-2030)
Explore strategic property acquisition and renovation $5,000 8-15 years
Partner with Ingham County Land Bank on property redevelopment $150,000 8-15 years
Purchase and demolish vacant properties beyond reclamation $200,000 8-15 years

<table>
<thead>
<tr>
<th>TABLE 3: ORGANIZATION PROJECTS ANTICIPATED</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project</strong></td>
</tr>
<tr>
<td>Enhance fundraising and grant-writing efforts</td>
</tr>
<tr>
<td>Invest in volunteer recruitment and retention / recognition</td>
</tr>
<tr>
<td>Initiate panhandler support / public outreach campaign</td>
</tr>
<tr>
<td>Coordinate efforts with Lansing Community College</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TABLE 4: PROMOTIONS / MARKETING PROJECTS ANTICIPATED</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project</strong></td>
</tr>
<tr>
<td>Redevelop website</td>
</tr>
<tr>
<td>Update business directory</td>
</tr>
<tr>
<td>Pursue cooperative advertising</td>
</tr>
<tr>
<td>Improve external communication tools (e-newsletter)</td>
</tr>
<tr>
<td>Develop visitor brochure</td>
</tr>
<tr>
<td>Plan special events and festivals</td>
</tr>
</tbody>
</table>

OTHER SOURCES OF FINANCING
As noted in Section 621.2 (i), the CIA expects to finance these activities from one or more of the following sources:

1. Future tax increment revenues
2. State or Federal grants
3. Special assessments as may be approved by the City of Lansing
4. Interest on investments
5. Donations received by the CIA
6. Proceeds from any property, building or facility owned, leased or sold by the CIA

Saginaw Street Corridor Improvement Authority
7. Moneys obtained through development agreements with property owners benefiting from adjacent open space and other public improvements
8. Moneys obtained from other sources approved by the City of Lansing

The revenue to be received from tax increment financing in this Development Area plus the availability of funds from other authorized sources will be sufficient to finance the activities and improvements to be carried out under this plan. At this time, there is no intention by the Authority to issue bonds or to request that City Council issue bonds for qualifying activities; should that change, the Authority will comply with all requirements under the Act, including amendment to this Plan if necessary.

Section III: TAX INCREMENT FINANCING PLAN FOR DEVELOPMENT DISTRICT

This tax increment financing plan is established to make possible the financing of all or a portion of the costs associated with the activities and projects contained in the previous Development Plan for the Saginaw Street Corridor Improvement District.

Tax Increment Financing Plan

Tax increment financing is a funding technique that utilizes increases in taxes on real and personal property within a specific development area to secure and pay the cost of public improvements or bonds issued by a municipality or Corridor Improvement Authority to finance the costs of an approved development plan, to pay the Authority’s costs of operation, and to finance portions of an approved development plan which do not involve the issuance of bonds.

The Corridor Improvement Authority Act requires the CIA to address three legislative requirements in the Tax Increment Financing Plan. These provide information about funds anticipated to be received by the CIA and its impact upon taxing jurisdictions. These requirements are found in Section 618(1) of the Act and states that “if the authority determines that it is necessary for the achievement of the purposes of this act, the authority shall prepare and submit a tax increment financing plan to the governing body of the municipality. The plan shall include a development plan as provided in section 621...”

Specifically, pursuant to Section 618(1) of the Act the Tax Increment Financing Plan must include, in addition to the development Plan set forth above:

1. A detailed explanation of the tax increment procedure,
2. The maximum amount of bonded indebtedness to be incurred,
3. The duration of the program,
4. A statement that all unused funds captured shall revert proportionally to the respective taxing bodies, and
5. A statement of the estimated impact of tax increment financing on the assessed values of all taxing jurisdictions in which the development area is located, and
6. A clear statement of the portion of the captured value intended to be used by the Authority for the Plan, and the intended use.

1. Detailed explanation of the Tax Increment Financing Procedure
The Corridor Improvement Authority Act, Act 57 of 2018, as amended, authorizes tax increment financing (TIF). TIF makes it possible for a district to essentially capture tax revenues that are derived from the increase in value of property, which has benefitted from development projects within said district. The revenue is used to finance further development within the district. The Saginaw Street CIA has determined that, in order to finance the previous Development Plan, a tax increment financing plan must be adopted.

The theory of utilizing TIF is that tax revenue will increase within a district where development is taking place. That increase in development will generate an increase in the tax revenues within that district. Therefore, it is appropriate to use this increase in tax revenue to reinvest into the district to encourage continued development.

The tax increment financing procedure as outlined in Act 57 of 2018 requires the adoption by the City, by resolution, of a Development Plan and a Tax Increment Financing Plan. Following the adoption of that resolution, the city and county treasurers are required by law to transmit to the CIA that portion of the tax levy of all taxing bodies paid each year on the “Captured Assessed Value of all real and personal property located in the Development Area.” The tax amounts to be transmitted are hereinafter referred to as “Tax Increment Revenue”.

The Authority explicitly subordinates its capture of Tax Increment Revenue to any similar capture by a Brownfield Redevelopment Plan, duly authorized by the Lansing Brownfield Redevelopment Authority and Lansing City Council, for any parcel or property that is currently subject to any such Brownfield Redevelopment Plan or that comes to be during the duration of this Plan. This Plan will still capture any amount of qualifying Tax Increment Revenue that passes through any such Brownfield Redevelopment Plan’s capture.

The “Captured Assessed Value” is defined by the Act as “the amount in any 1 year by which the current assessed value of the project area, including the assessed value of property for which specific local taxes are paid in lieu of property taxes ... exceeds the initial assessed value...” The “initial assessed value” is defined by the Act as the “assessed value, as equalized, of all the taxable property within the boundaries of the Development Area at the time the resolution establishing the tax increment financing plan is approved, as shown by the most recent assessment roll of the municipality for which equalization has been completed at the time the resolution is adopted.”

It is the goal of the CIA to use the captured assessed value in the development district for the number of years necessary to complete the projects outlined in the Development Plan.

The CIA shall submit a report on the tax increment financing account showing the revenue received and the amount and purpose of expenditures from the account. Reports will also be required showing the initial assessed value of the development district and the amount of captured assessed value retained by the CIA. The report shall be submitted to the Lansing City Council and contain such additional information as the City Council deems necessary.

An opportunity will be made available to the County Board of Commissioners and other taxing jurisdictions to meet with the City Council to discuss the fiscal and economic implications of the proposed financing and development plans.
Approval of the tax increment financing plan must be obtained following the notice, hearing and disclosure provisions of Section 622 of the Act. If the development plan is a part of the tax increment financing plan, only one hearing and approval procedure is required for the two plans together. The tax increment financing plan may be modified by the City Council upon notice and after public hearings. The governing body may abolish the tax increment financing plan when it finds that the purpose for which it was established is accomplished.

2. The maximum amount of bonded indebtedness to be incurred
The CIA does not anticipate bonding. Below is the current financial position of the Authority.

**Description of Current Financial Position**

Current Assets: The Saginaw Street Corridor Improvement Authority fund balance at the time of preparation of this analysis is $0.00. The Saginaw Oakland Commercial Association and the Lansing Economic Area Partnership have contributed to the organizational costs of the CIA, as well as the preparation of this Development and Tax Increment Financing Plan.

Anticipated Revenue: The CIA district contains 84 individual properties. The 2019 taxable value of all properties is $9,547,690. This is the initial assessed value to which all future assessments will be compared to determine the tax capture for the district. A detailed projection table for the 15-year period is included in appendix I.

3. Duration of The CIA and Tax Increment Financing District
This Tax Increment Financing Plan establishes a budget for a 15-year period. This is reflected in the previous Development Plan’s projects estimated completion dates, shown in Tables 1 through 4.

4. Unused Funds Shall Revert Proportionally to the Respective Taxing Bodies
The Authority shall comply with the requirements of Subsection 619(2) of the Act, and shall revert all unused funds, proportionally, to the respective taxing bodies. This TIF Plan is not intended, nor shall it be used to circumvent existing property tax limitations; the purpose is to enhance and increase public use of the public portions of the corridor as detailed in the Development Plan, especially as it pertains to utilization of public transit.

5. Estimated Impact of The Tax Increment Financing Plan
Adoption of this Tax Increment Financing Plan will initially result in the use of all revenues derived from increases in assessed value of the real and personal property of the Development District for purposes of the Development Plan. As soon as adequate increments have been generated to pay for the development projects, excess tax increment will be returned to the taxing jurisdictions.

Appendix I, demonstrates the current millage levied by each jurisdiction, the anticipated growth in assessed value and the resulting tax increment revenues to be generated during the life of the Plan, and the estimated fiscal and economic implications on taxing jurisdictions resulting from the implementation of the Plan and capture of millage by the Authority.

The Authority proposes to strengthen the Development District and arrest the current stagnation and deterioration in property values. This is to be accomplished by using the additional tax revenues generated in the Development District to make public improvements and induce private redevelopment.
Several tax bodies currently receive property tax revenue from the property within the Development District. They will continue to receive tax revenues on the initial assessed value of this property throughout the duration of the Plan. When this plan is terminated, these taxing jurisdictions will receive property tax revenues from all taxable property located within the Development District, including new development and appreciation in value stimulated by the development projects and inflation.

6. Use of Tax Increment Revenue
The Authority intends to use all of the captured value in furtherance of the Plan described above. Tax increment revenues transmitted to the Authority shall be deposited in a separate fund of the Authority (the “Project Fund”) and used as they accrue annually in the following manner, and with the following order or priority:

1. To pay the administrative, auditing, legal and operating costs of the Authority and the City pertaining to the Plan and the Development District, including planning and promotion to the extent provided in the annual budget of the Authority.
2. To repay amounts advanced by the City for project costs, including costs for preliminary plans, projects, fees, and for other professional services.
3. To pay, or to set aside in a reserve account for the purpose of paying when feasible, the cost of undertaking, completing and reimbursing the City for any public improvements as set forth in the Plan, to the extent those costs are not financed from other sources (the “Project Reserve Fund”).
4. To pay the cost of any additional improvements to the Plan that are determined necessary by the Authority and approved by the City Council in accordance with the Act.

In accordance with Act 57, and to the extent that the Authority and City deem it necessary and in the best interest of the Authority, the Development District, and the City and its resident and property owners, the Authority may enter into tax sharing arrangements with affected taxing jurisdictions to share all or a portion of tax increment revenues on such terms as the Authority and the City Council determine to be most equitable for the Authority, the Development District and the City.
Appendix A:
Full Ordinance – Intent to Establish the Saginaw Street Corridor Improvement Authority
RESOLUTION #2009-278

BY THE COMMITTEE ON DEVELOPMENT AND PLANNING
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the City of Lansing has prepared and forwarded a resolution of intent to create the Saginaw Avenue Corridor Improvement Authority (the Authority) in accordance with the provisions of the Saginaw Corridor Improvement Authority, Public Act 280 of 2005, as amended (the Act);

WHEREAS, the Saginaw Avenue Corridor Improvement Authority Development Area, as defined in the Act (the "Provision Development Area"), is comprised of eligible property within an area along Saginaw Avenue bounded by an area of all commercial property, as defined by PA 206 of 1893, found within 500 feet north and 500 feet south of the centerline of Saginaw Avenue, and from the western edge of the City Limits of the City of Lansing to the west to the center line of Pennsylvania Ave. to the east, and specifically identified in Exhibit A;

WHEREAS, the District meets all of the requirements of section 5 of Public Act 280 of 2005, including:

1. The Proposed Development Area is adjacent to a road classified as an arterial or collector according to the Federal Highway Administration Manual "Highway Functional Classification – Concepts, Criteria and Procedures;" and

2. The Proposed Development Area contains at least ten (10) contiguous parcels or at least five (5) contiguous acres; and

3. More than half of the existing ground floor square footage in the Proposed Development Area is classified as commercial real property under Section 34c of the General Property Tax Act, Act 206 of 1893, as amended (MCL 211.34c); and

4. Residential use, commercial use, or industrial use has been allowed and conducted under the zoning ordinance or conducted in the entire Proposed Development Area for the immediately proceeding thirty (30) years.

5. The Proposed Development Area is presently served by municipal water and sewer; and

6. The Proposed Development Area is zoned to allow for mixed use that includes high density residential use.

LANSCING CITY COUNCIL LEGISLATIVE ITEMS: JULY 27, 2009 RESOLUTIONS
and;

WHEREAS, in accordance with Act 280 the City would further agree to the following with respect to the Proposed Development Area:

1. To expedite the local permitting and inspection process in the Proposed Development Area; and

2. To modify its master plan to provide for walkable non-motorized interconnections, including sidewalks and streetscapes throughout the Proposed Development Area.

and;

WHEREAS, at least one member of the Authority must reside within ½ mile of the development district,

WHEREAS, the Act requires that before creation of the Authority the Lansing City Council hold a public hearing in order to provide an opportunity for those living in and around the boundaries of the Authority, the City Assessor, a representative of the affected taxing units, the residents, and other taxpayers of the City of Lansing general public appear and be heard regarding the creation of the Authority;

NOW, THEREFORE, BE IT RESOLVED that Council determines that it is necessary for the best interests of the City and the public to redevelop its commercial corridors and to promote economic growth; and

BE IT FURTHER RESOLVED that the City Council hereby declares to create and provide for the operation of a corridor improvement authority as enabled by and pursuant to Act 280; and

BE IT FURTHER RESOLVED that Council hereby designates the boundaries of the Development Area as comprising parcels of real property identified in Exhibit A; and

BE IT FURTHER RESOLVED that the authority will be known as the "Saginaw Avenue Corridor Improvement Authority";

BE IT FINALLY RESOLVED that a public hearing shall be held in the City Council Chambers of the City of Lansing, 10th Floor, Lansing City Hall, Lansing, Michigan, on 24th day of August 2009, for the purpose of receiving comment on the establishment of the Michigan Avenue Corridor Authority as set forth in Public Act 280 of 2005. Notice of the public hearing shall be published twice in a newspaper of general circulation in the municipality, not less than 20 or more than 40 days before the date of the hearing.
less than 20 days before the hearing, the City shall also mail notice of the hearing to the property taxpayers of record in the proposed development area, to the governing body of each taxing jurisdiction levying taxes that would be subject to capture if the authority is established and a tax increment financing plan is approved, and to the state tax commission. Failure of a property taxpayer to receive the notice does not invalidate these proceedings. Notice of the hearing shall be posted in at least 20 conspicuous and public places in the proposed development area not less than 20 days before the hearing. The notice shall state the date, time, and place of the hearing and shall describe the boundaries of the proposed development area. A citizen, taxpayer, or property owner of the municipality or an official from a taxing jurisdiction with millage that would be subject to capture has the right to be heard in regard to the establishment of the authority and the boundaries of the proposed development area.
Appendix B:
Affidavit of Notice of Public Hearing on Creation of the SSCIA
Appendix C:
Resolution Establishing the SSCIA and Designation of the Development Area
I, CHRIS SWOPE, CITY CLERK of the City of Lansing, Michigan, do hereby certify that I have compared the annexed copy of Resolution #2009-418, which established the Saginaw Street Corridor Improvement Authority and Designation of the Development Area, which was adopted November 2, 2009, with the original now on file in my office, and that it is a correct copy thereof, and of the whole of such original.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the City of Lansing this 15th day of June, 2017.

CHRIS SWOPE, City Clerk
RESOLUTION #2009-418
BY THE COMMITTEE ON DEVELOPMENT AND PLANNING
RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LANSING

Resolution Establishing Saginaw Street Corridor Improvement Authority and Designation of Development Area

WHEREAS, the City of Lansing (the City), is authorized by the provisions of MCL 125.2871, et seq., Act 280, Public Acts of Michigan, 2005, as amended (Act 280), to create a corridor improvement authority; and

WHEREAS, the City Council held a public hearing on August 24, 2009 pursuant to Act 280 in connection with the establishment of a corridor improvement authority and the designation of the proposed development area; and

WHEREAS, at least 60 days have passed since the public hearing; and

WHEREAS, the City Council intends to proceed with the establishment of a corridor improvement authority.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. Determination of Necessity: Purpose. The City Council hereby determines that it is necessary for the best interests of the public to create a public body corporate which shall operate to correct and prevent deterioration in business districts, to redevelop the City’s commercial corridors and promote economic growth, pursuant to Act 280 of the Public Acts of Michigan, 2005, MCL 125.2871, et seq., as amended.

2. Definitions. The terms used in this resolution shall have the same meaning as given to them in Act 280 or as herein after in this section provided unless the context clearly indicates to the contrary. As used in this resolution:

"Authority" means the Saginaw Street Corridor Improvement Authority (also known as "Sag CIA") created by this resolution.


"Board" or "Board of Directors" means the Board of Directors of the Authority, the governing body of the Authority.

"Chief Executive Officer" means the Mayor of the City of Lansing.

"City" means the City of Lansing, Ingham and Eaton Counties, Michigan.

"City Council" means the City Council of the City of Lansing.

"Development Area" means the development area designated by this resolution, as now
existing or hereafter amended, and within which the Authority shall exercise its powers.

3. **Creation of Authority.** There is hereby created pursuant to Act 280 a Corridor Improvement Authority for the City. The Authority shall be a public body corporate and shall be known and exercise its powers under title of the SAGINAW STREET CORRIDOR IMPROVEMENT AUTHORITY. The Authority may adopt a seal, may sue and be sued in any court of this State and shall possess all of the powers necessary to carry out the purposes of its incorporation as provided by this resolution and Act 280. The enumeration of a power in this resolution or in Act 280 shall not be construed as a limitation upon the general powers of the Authority.

4. **Termination.** Upon completion of its purposes, the Authority may be dissolved by resolution of the City Council. The property and assets of the Authority, after dissolution and satisfaction of its obligations, shall revert to the City.

5. **Description of Development Area.** The Development Area shall consist of the territory in the City described in Exhibit A to this resolution, attached hereto and made a part hereof, subject to such changes as may hereinafter be made pursuant to this resolution and Act 280.

6. **Board of Directors.** The Authority shall be under the supervision and control of the Board. The Board shall consist of the Mayor or his or her assignee, and seven additional members. Members shall be appointed by the Mayor, subject to approval by the City Council. Not less than a majority of the members shall be persons having an ownership or business interest in property located in the Development Area. Not less than 1 of the members shall be a resident of the Development Area, or of an area within 1/2 mile of any part of the Development Area. Members shall be appointed to serve for a term of four years, except that of the members first appointed, an equal number, as near as is practicable, shall be appointed for terms of 1 year, 2 years, 3 years, and 4 years. A member shall hold office until the member’s successor is appointed. An appointment to fill a vacancy shall be made by the Mayor for the unexpired term only. Members of the Board shall serve without compensation, but shall be reimbursed for actual and necessary expenses. The Chairperson of the Board shall be elected by the Board. The Board shall adopt bylaws governing its procedures subject to the approval of the City Council.

7. **Powers of Authority.** Except as specifically otherwise provided in this resolution, the Authority shall have all powers provided by law subject to the limitations imposed by law and herein.

8. **Fiscal Year: Adoption of Budget.** The fiscal year of the Authority shall begin on July 1st of each year and end on June 30th, or such other fiscal year as may hereafter be adopted by the City Council. The Board shall prepare annually a budget and shall submit it to the City Council for approval in the manner and at the time, and which budget shall contain the information, required of municipal departments. The Board shall not finally adopt a budget for any fiscal year until the budget has been approved by the City Council. The Authority shall submit financial reports to the City Council at the same time and on the same basis as departments of the City are required to submit reports. The Authority shall be audited annually by the same independent auditors auditing the City
and copies of the audit report shall be filed with the City Council.

9. **Section Headings: Severability.** Section headings are provided for convenience only and are not intended to be part of this resolution. If any portion of this resolution shall be held to be unlawful, the remaining portions shall remain in full force and effect.

10. **Publication, Recording and Filing.** This resolution shall be published once after its adoption in full in a newspaper of general circulation in the City of Lansing, and the City Clerk shall file a certified copy of the resolution with the Michigan Secretary of State promptly after its adoption.
Appendix D: Powers of Authority
125.4611 Board; powers.
Detailed powers of the Corridor Improvement Authority board are listed below, section 611 of Act 57 of 2018:

(a) Prepare an analysis of economic changes taking place in the development area.

(b) Study and analyze the impact of metropolitan growth upon the development area.

(c) Plan and propose the construction, renovation, repair, remodeling, rehabilitation, restoration, preservation, or reconstruction of a public facility, an existing building, or a multiple-family dwelling unit which may be necessary or appropriate to the execution of a plan which, in the opinion of the board, aids in the economic growth of the development area.

(d) Plan, propose, and implement an improvement to a public facility within the development area to comply with the barrier free design requirements of the state construction code promulgated under the Stille-DeRossett-Hale single state construction code act, 1972 PA 230, MCL 125.1501 to 125.1531.

(e) Develop long-range plans, in cooperation with the agency that is chiefly responsible for planning in the municipality, designed to halt the deterioration of property values in the development area and to promote the economic growth of the development area, and take steps as may be necessary to persuade property owners to implement the plans to the fullest extent possible.

(f) Implement any plan of development in the development area necessary to achieve the purposes of this act in accordance with the powers of the authority granted by this act.

(g) Make and enter into contracts necessary or incidental to the exercise of its powers and the performance of its duties.

(h) On terms and conditions and in a manner and for consideration the authority considers proper or for no consideration, acquire by purchase or otherwise, or 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, that the authority determines is reasonably necessary to achieve the purposes of this act, and to grant or acquire licenses, easements, and options.

(i) Improve land and construct, reconstruct, rehabilitate, restore and preserve, equip, improve, maintain, repair, and operate any building, including multiple-family dwellings, and any necessary or desirable appurtenances to those buildings, within the development area for the use, in whole or in part, of any public or private person or corporation, or a combination thereof.
(j) Fix, charge, and collect fees, rents, and charges for the use of any facility, building, or property under its control or any part of the facility, building, or property, and pledge the fees, rents, and charges for the payment of revenue bonds issued by the authority.

(k) Lease, in whole or in part, any facility, building, or property under its control.

(l) Accept grants and donations of property, labor, or other things of value from a public or private source.

(m) Acquire and construct public facilities.

(n) Conduct market research and public relations campaigns, develop, coordinate, and conduct retail and institutional promotions, and sponsor special events and related activities.

(o) Contract for broadband service and wireless technology service in a development area.

(2) Notwithstanding any other provision of this act, in a qualified development area the board may, in addition to the powers enumerated in subsection (1), do 1 or more of the following:

(a) Perform any necessary or desirable site improvements to the land, including, but not limited to, installation of temporary or permanent utilities, temporary or permanent roads and driveways, silt fences, perimeter construction fences, curbs and gutters, sidewalks, pavement markings, water systems, gas distribution lines, concrete, including, but not limited to, building pads, storm drainage systems, sanitary sewer systems, parking lot paving and light fixtures, electrical service, communications systems, including broadband and high-speed internet, site signage, and excavation, backfill, grading of site, landscaping and irrigation, within the development area for the use, in whole or in part, of any public or private person or business entity, or a combination of these.

(b) Incur expenses and expend funds to pay or reimburse a public or private person for costs associated with any of the improvements described in subdivision (a).

(c) Make and enter into financing arrangements with a public or private person for the purposes of implementing the board's powers described in this section, including, but not limited to, lease purchase agreements, land contracts, installment sales agreements, sale leaseback agreements, and loan agreements.
Appendix E:

SSCIA Appointed Members to the SSCIA Board
RESOLUTION #2019-041

BY THE COMMITTEE ON DEVELOPMENT & PLANNING RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Mayor made the appointment of James A. Houthoofd, Jr. 5787 Green Road, Haslett, MI 48840 as a Member of the Saginaw Street Corridor Improvement Authority with a term to expire on June 30, 2121; and

WHEREAS, the nominee has been vetted by the Mayor’s Office and meets the qualifications as required by the City Charter; and WHEREAS, the Committee on Development & Planning met on February 18, 2019 and took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of James A. Houthoofd, Jr as a Member of the Saginaw Street Corridor Improvement Authority with a term to expire on June 30, 2021.

By Council Member Hussain to adopt the resolution By President Wood to recuse Council Member Spitzley from voting on this resolution because her employer has an interest in property on Saginaw St.

Motion Failed, with Council Members Garza, Hussain, Jackson, Washington, Wood voting “Yea”

Motion Carried

RESOLUTION #2018-308

BY THE COMMITTEE ON DEVELOPMENT & PLANNING RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Mayor made the appointment of Jessica Yorko, 815 Bancroft Ct, Lansing, MI, 48915 as a Member of the Saginaw Street Corridor Improvement Authority with a term to expire on June 30, 2021; and

WHEREAS, the nominee has been vetted by the Mayor’s Office and meets the qualifications as required by the City Charter; and

WHEREAS, the Committee on Development & Planning met on December 3, 2018 and took affirmative action;

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Jessica Yorko, 815 Bancroft Ct, Lansing, MI, 48915 as a Member of the Saginaw Street Corridor Improvement Authority with a term to expire on June 30, 2021.

By Council Member Hussain By Council Member Spitzley to recuse herself from voting on this resolution.

Motion Carried The question being adoption of the Resolution.

Motion Carried with Council Member Spitzley not voting.

RESOLUTION #2018-121

BY THE COMMITTEE ON DEVELOPMENT AND PLANNING RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING
WHEREAS, the Mayor made the appointment of Jonathon T. Lukco of 727 N. Capitol Avenue, Apt. 104, Lansing, MI 48906 as a Member of the Saginaw Street Corridor Improvement Authority for a term to expire June 30, 2019; and

WHEREAS, the nominee has been vetted by the Mayor’s Office and meets the qualifications as required by the City Charter; and

WHEREAS, the Committee on Development and Planning took affirmative action;

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Jonathon T. Lukco of 727 N. Capitol Avenue, Apt. 104, Lansing, MI 48906 as a Member of the Saginaw Street Corridor Improvement Authority for a term to expire June 30, 2019. By Council Member Hussain

Motion Carried City Clerk Swope administered the Oath of Office to Jonathon T. Lukco.

RESOLUTION #2019-206:

Reappointment: Saginaw Street Corridor Improvement Authority: Jonathon Lukco as a Member for a term to expire June 30, 2023;

RESOLUTION #2018-309

BY THE COMMITTEE ON DEVELOPMENT & PLANNING RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Mayor made the appointment of Sean N. Hammond, 820 Verlinden Avenue, Lansing, MI, 48915 as a Member of the Saginaw Street Corridor Improvement Authority for a term to expire June 30, 2020; and

WHEREAS, the nominee has been vetted by the Mayor’s Office and meets the qualifications as required by the City Charter; and

WHEREAS, the Committee on Development & Planning met on December 3, 2018 and took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Sean N. Hammond, 820 Verlinden Avenue, Lansing, MI, 48915 as a Member of the Saginaw Street Corridor Improvement Authority for a term to expire June 30, 2021.

By Council Member Hussain By Council Member Spitzley to recuse herself from voting on this resolution.

Motion Carried The question being adoption of the Resolution. Motion Carried with Council Member Spitzley not voting.

RESOLUTION #2018-310

BY THE COMMITTEE ON DEVELOPMENT & PLANNING RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING
WHEREAS, the Mayor made the appointment of **Diane Sanborn**, 720 Seymour, Lansing, MI, 48906 as a Member of the Saginaw Street Corridor Improvement Authority with a term to expire on June 30, 2022; and

WHEREAS, the nominee has been vetted by the Mayor's Office and meets the qualifications as required by the City Charter; and

WHEREAS, the Committee on Development & Planning met on December 3, 2018 and took affirmative action;

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby confirms the appointment of Diane Sanborn, 720 Seymour, and Lansing, MI, 48906 as a Member of the Saginaw Street Corridor Improvement Authority with a term to expire on June 30, 2022.

By Council Member Hussain By Council Member Spitzley to recuse herself from voting on this resolution. Motion Carried The question being adoption of the Resolution.

Motion Carried with Council Member Spitzley not voting.

City Clerk Swope administered the Oath of Office to Diane Sanborn.

**RESOLUTION #2015-183**

BY THE COMMITTEE ON DEVELOPMENT & PLANNING RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Mayor made the appointment of **Claire Corr** of 629 Ridgewood Avenue in Lansing, MI, 48910, as a Business Representative of the Saginaw Street Corridor Improvement Authority for a term to expire June 30, 2018; and

WHEREAS, the nominee has been vetted and meets the qualifications as required by the City Charter; and

WHEREAS, the Committee on Development & Planning met on June 17, 2015 and took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Claire Corr of 629 Ridgewood Avenue in Lansing, MI, 48910, as a Business Representative of the Saginaw Street Corridor Improvement Authority for a term to expire June 30, 2018.

By Council Member Houghton Motion Carried City Clerk Swope swore Claire Corr into office.

**RESOLUTION #2018-199**

Reappointment: Saginaw Street Corridor Improvement Authority: Claire Corr, as a Member for a term to expire June 30, 2022;

**RESOLUTION #2017-211**

BY THE COMMITTEE ON DEVELOPMENT AND PLANNING RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING
WHEREAS, the Mayor made the appointment of Tiffany Dowling as a Business Owner Member of the Saginaw Street Corridor Improvement Authority for a term to expire June 30, 2020; and

WHEREAS, the nominee has been vetted and meets the qualifications as required by the City Charter; and WHEREAS, the Committee on Development and Planning took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Tiffany Dowling as a Business Owner Member of the Saginaw Street Corridor Improvement Authority for a term to expire June 30, 2020.

By Council Member Brown Clarke Motion Carried
Appendix F:

SSCIA Bylaws
ARTICLE I - NAME

The name of this Authority is the Saginaw Street Corridor Improvement Authority of the City of Lansing.

ARTICLE II - PURPOSE

The purpose of the Authority is to carry out those purposes and exercise those powers as conferred upon it by State of Michigan’s Corridor Improvement Authority Act, Act 57 of 2018 (Formerly known as Act 280 of the Michigan Public Acts of 2005) as amended (“the Act”). The Authority shall be a public body corporate and shall have all the powers which now or hereafter may be conferred by law on authorities organized under the Act. These Bylaws are adopted as the Authority’s rules governing procedure and holding regular meetings, in accordance with the Act.

ARTICLE III - AUTHORITY BOARD OF DIRECTORS

Section 1. Authority Board. The Authority shall be under the supervision and control of a board consisting of seven members appointed by the Mayor of the City of Lansing subject to the approval of City Council. The board will also include the Mayor or a Mayoral Assignee. Not less than a majority of the members shall be persons having an ownership or business interest in property located in the Corridor Improvement Authority development area. At least one of the members shall be a resident of the development area or of an area within one-half mile of any part of the development area.

Section 2. Terms, Replacement, and Vacancies. Of the initial seven members appointed, one term shall expire on June 30, 2016, two terms shall expire on June 30, 2017, two terms shall expire on June 30, 2018, and two terms shall expire on June 30, 2019. Thereafter, each member appointed shall serve for a term of four years. A member shall hold office until the member’s successor is appointed. An appointment to fill a vacancy shall be made by the Mayor for the unexpired term only. Before assuming the duties of office, a member shall qualify by taking and subscribing to the constitutional oath of office.

Section 3. Removal. A member of the Board may be removed for cause by the City Council after having been given notice and an opportunity to be heard.

ARTICLE IV - OFFICERS

Section 1. Officers. The officers of the Authority Board shall be a chairperson, a vice chairperson, a treasurer, and a recording secretary. All officers shall be members of the Authority Board, with the exception of the recording secretary who may, but need not be, a member of the Authority Board.

Section 2. Removal of Officers. An officer may be removed by the Authority Board whenever, in its
judgment, the best interest of the Authority Board will be served.

Section 3. **Chairperson.** The chairperson shall preside at all meetings of the Authority Board and shall discharge the duties as a presiding officer.

Section 4. **Vice Chairperson.** In the absence of the chairperson or in the event of inability to serve as chairperson, the vice chairperson shall perform the duties of the chairperson and when so acting, shall have all the powers and be subject to all the restrictions of the chairperson.

Section 5. **Treasurer.** The treasurer shall prepare, with the assistance of appropriate staff, an annual financial report covering the fiscal year of the Authority. The fiscal year of the Authority shall be July 1 to June 30. An annual audit will be made each year. The treasurer shall provide a bond if necessary, in the amount prescribed by the Authority Board.

Section 6. **Recording Secretary.** The recording secretary, if not a member of the Authority Board, shall be a designee of the Authority Board. The recording secretary shall attend all meetings of the Authority Board and with the assistance of appropriate staff record all votes and the minutes of all proceedings, to be maintained for future reference. The recording secretary shall give, or cause to be given, notice of all meetings of the Authority Board, as required by law or these bylaws, and shall perform such other duties as may be prescribed by the Authority Board. The recording secretary shall, when authorized by the Authority Board, attest by signature to actions of the Authority Board, and shall maintain custody of the official seal, and of the records, books and all documents of the Authority.

Section 7. **Delegation of Duties of Officers.** In the absence of any officer of the Authority Board due to resignation or removal, the Authority Board may delegate the powers and duties of any officer to any Authority Board member provided a majority of a quorum of the Authority Board concurs therein.

Section 8. **Election of Officers.** Nominations shall be made from the floor at the annual meeting in January or at the initial meeting of the Authority Board. Officers shall be elected by ballot. The terms of office shall be for one year and begin at the close of the annual meeting at which they are elected, or until his or her successor shall be elected and qualified. No member shall hold more than one office at a time.

**ARTICLE V - EMPLOYMENT OF DIRECTOR**

The Authority Board may employ and fix compensation of a director subject to approval of the City Council. A member of the Board is not eligible to hold the position of Director. Before beginning his or her duties, the Director shall subscribe to the constitutional oath and furnish a bond as required by section 609 of Act 57 of 2018. The Director shall be the chief executive officer of the Authority. The Director shall serve at the pleasure of the Authority Board.

**ARTICLE VI - MEETINGS**

Section 1. **Organizational Meeting and Election of Officers.** Officers shall be elected at the first organizational meeting of the Authority Board after the adoption of the Bylaws and shall be appointed thereafter pursuant to Article VI - Section 2.
Section 2. **Annual Meeting.** Starting in the year 2019, an annual meeting shall be held in January at a time and place to be set by the Authority Board. Election of officers shall occur at the annual meeting. If the election of officers does not occur on the day designated or any adjournment thereof, the Authority Board shall cause the election to be held at a regular or special meeting of the Authority Board within 90 days of the annual meeting.

Section 3. **Regular Meetings.** Regular meetings of the Authority Board shall be held at a time and place to be set by the Authority Board at its annual meeting. Notice of regular meetings shall be published in accordance with the Michigan Open Meetings Act, Act 267 of the Public Acts of 1976, as amended. The Authority Board records shall be open to the public.

Section 4. **Special Meetings.** Special meetings of the Authority Board may be called by the chairperson, the vice chairperson in the absence of the chairperson, or by any three Authority members by giving 24 hours’ notice of the meeting to other board members, stating the purpose of the meeting, and by posting sufficient public notice in accordance with the Michigan Open Meetings Act.

Section 5. **Notice of Meetings.** All meetings other than regularly scheduled meetings shall be preceded by public notice posted 18 hours prior to the meeting in accordance with the Michigan Open Meetings Act.

Section 6 **Agenda and Minutes.** The recording secretary together with appropriate staff shall prepare the agendas for all regular meetings and send them to the Authority Board members at least 24 hours prior to the meeting. Any member of the Authority Board may request any item to be placed on the agenda. Minutes of all meetings shall be prepared and kept in accordance with the Michigan Open Meetings Act. Proposed Minutes of a meeting shall be made available to the public no more than 8 days after the meeting. The Board shall vote to approve or amend and approve minutes from any prior meeting, at the next regular meeting.

Section 7 **Quorum and Voting.** A quorum shall constitute a majority of the Authority Board members appointed and serving at the time. A majority vote of a quorum of the Authority Board shall constitute the action of the Authority Board unless the vote of a larger number is required by statute, or elsewhere in these rules. In the event that effective membership is reduced because of a conflict of interest, a majority of the remaining members eligible to vote shall constitute the action of the Authority Board.

Section 8 **Rules of Order.** Robert’s Rules of Order will govern the conduct of all meetings.

Section 9 **Open and Closed Meetings.** All regular and special meetings of the Authority Board shall be open to the public, and each agenda shall include a time for public comment. Closed meetings of the Authority Board may be called for the purposes listed in the Michigan Open Meetings Act, if approved by the Authority.

Section 10 **Conflict of Interest.** An Authority Board member who has a direct conflict of interest of more than a de minimis nature as defined by MCL 15.322 and 15.323 in any matter before the Authority Board shall disclose that interest prior to the Authority Board taking any action with respect to the matter. This disclosure shall become part of the record of the Authority Board’s official proceedings. Any member making such disclosure shall, with the approval of the
Authority Board, refrain from participating in the Authority Board’s decision-making process, to include all discussions, motions made and votes taken, relative to such matters, unless required by law. In addition, an Authority Board member shall be subject to the conflict of interest provisions of section 5-505 of the Lansing City Charter and the Ethics Ordinance in Part 2, Title 10, Chapter 290 of the Lansing Codified Ordinances.

Section 11 Mandatory Voting. Except when a member is excused from participating on a matter by the chair because of a disclosed conflict of interest, all members present shall vote on all matters before the Authority Board.

Section 12 Physical Presence Required. Members may not be counted as in attendance and may not vote unless they are physically present at the meeting. Members may not send a proxy to a meeting, and members may not vote by proxy.

ARTICLE VII - EXECUTIVE COMMITTEE

The officers of the Authority Board, including chairperson, vice chairperson, treasurer, and recording secretary, shall constitute the executive committee. The executive committee shall have general supervision of the affairs of the Authority Board between its business meetings, fix the hours and place of meetings, make recommendations to the Authority Board, and shall perform such other duties as specified in these Bylaws or as may be specified by the Authority Board.

ARTICLE VIII - AUTHORITY BOARD COMMITTEES AND ADVISORY COMMITTEES

Section 1 Authority Board Committees. The Authority Board, by resolution, may designate and appoint one or more committees to advise the Authority Board. Committee members shall be members of the Authority Board. The chairperson of the Authority Board shall appoint the members and select the chairperson of the Authority Board committees. The committees may be terminated by vote of the Authority Board. At the annual meeting, the committees will be evaluated and reappointed or dissolved. A majority of the committee will constitute a quorum. A majority of the members present at the meeting at which a quorum is present shall be the action of the committee.

Section 2 Advisory Committees. The Authority Board may, by resolution, authorize the establishment of advisory committees to the Authority Board. The chairperson shall select, with the advice and consent of the Authority Board members, the members of each advisory committee. The advisory committees shall elect their own officers and establish rules governing their action.

ARTICLE IX - INDEMNIFICATION

Section 1 Indemnification and Defense. Matters involving a claim or civil action against any officer or employee of the Authority, while acting within the scope of their authority, are subject to the Government Liability for Negligence Act, Act 170 of the Public Acts of 1964, as amended.

Section 2 Reimbursement. Any action by the Authority Board on behalf of an officer or employee under Section 1 shall be made by the Authority Board only as authorized in the specific case
upon a determination that such action is appropriate. Such determination shall be made in either of the following ways:

1. By a majority vote of the members of the Authority Board who were not parties to such claim, action, suit or proceedings, or
2. If such quorum is not obtainable, or even if obtainable, a quorum of disinterested members so directs, supported by the recommendation of legal counsel in a written opinion.

Section 3. Insurance. The Authority Board may purchase and maintain insurance on behalf of any person who is or was an officer or employee of the Authority against any liability asserted against the officer or employee and incurred by them in any such capacity or arising out of their status as such.

ARTICLE X - AMENDMENTS OF BYLAWS

These Bylaws may be amended at any regular meeting of the Authority Board by a majority vote of a quorum, provided that the amendment has been submitted in writing at the previous regular meeting; provided, however, that no such amendment shall take effect until approved by resolution of the City Council.
The foregoing bylaws of the Saginaw Street Corridor Improvement Authority of the City of Lansing were approved by resolution of the Lansing City Council duly adopted at a regular meeting of the Council held pursuant to statutory notice on the ___ day of ________, 2019.

__________________________  ___________, City Clerk
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List of Affected Properties by Parcel Identification Number
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Appendix H:
SSCIA District Map – Parcels included within Saginaw Corridor
Saginaw Street Corridor Improvement Authority
Appendix I:
Projections and Taxing Jurisdiction Impact Tables
### City of Lansing - Saginaw Street Corridor Improvement Authority

**Commercial Property Taxable Values** $9,205,758.00

Updated 8/16/2019

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**Discount rate 0.04**

**NPV = 79,899**

---

### Local Capture Detail - Breakdown by Taxing Entity

<table>
<thead>
<tr>
<th>Taxing Entity</th>
<th>All IN: Non-School Tax Capture Available</th>
<th>City of Lansing 1.56000 Mills</th>
<th>Capital Area District Library 1.56000</th>
<th>City capture only</th>
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</thead>
<tbody>
<tr>
<td>Lansing</td>
<td>19.4400</td>
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<td>0</td>
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<tr>
<td>City of Lansing</td>
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<tr>
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<tr>
<td>Lansing</td>
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<tr>
<td>City of Lansing</td>
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<td>Capital Area</td>
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**Discount rate 0.04**

**NPV = 146,789**

---

### Local Capture Detail - Breakdown by Taxing Entity

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<thead>
<tr>
<th>Taxing Entity</th>
<th>All IN Annual Non-School Tax Capture Available</th>
<th>City of Lansing 1.56000 Mills</th>
<th>Capital Area District Library 1.56000</th>
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<tr>
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**Discount rate 0.04**

**NPV = 146,789**

---

### Local Capture Detail - Breakdown by Taxing Entity

<table>
<thead>
<tr>
<th>Taxing Entity</th>
<th>All IN Annual Non-School Tax Capture Available</th>
<th>City of Lansing 1.56000 Mills</th>
<th>Capital Area District Library 1.56000</th>
<th>City capture only</th>
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**Discount rate 0.04**

**NPV = 146,789**
<table>
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<th><strong>Increase</strong></th>
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<th><strong>Capital Area</strong></th>
<th><strong>NPV =</strong></th>
<th><strong>Discount Rate</strong></th>
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<td>0.00</td>
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<td>0.00</td>
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<td>0.00</td>
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<td>0.00</td>
<td>0.00</td>
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<td>0.00</td>
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<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
</tbody>
</table>

**NPV** = Net Present Value

**Discount Rate**

**All-in Non-School Tax Capture Millage**

**Not included in TIF Capture**

<table>
<thead>
<tr>
<th>Taxing Authority</th>
<th><strong>Millage Rate</strong></th>
<th><strong>All-in Non-School Tax Capture Millage</strong></th>
<th><strong>All-in Annual Non-School Tax Capture Available</strong></th>
<th><strong>City of Lansing</strong></th>
<th><strong>Capital Area</strong></th>
<th><strong>NPV =</strong></th>
<th><strong>Discount Rate</strong></th>
<th><strong>NPV =</strong></th>
</tr>
</thead>
</table>

**Taxing Authority**

- Lansing Oper
- Lansing School
- Ingham County
- ITC
- CATA
- Ingham Intermediates
- State Education
- Zoo Millage

| **2019 Winter** | 39.8980 | 10.0800 | 41.1800 | 38.8060 |
| **2016 Summer** | 39.6540 | 9.6799 | 42.3339 | 39.1859 |
| **2019 Total**  | 39.8980 | 10.0800 | 41.1800 | 38.8060 |

**Counts Total**

- 72,6864

**Total Revenue**

- 580.0000
Appendix J:
SSCIA Community Survey Results 2019
Q1 What is your connection to the area of focus of the SSCIA? (check all that apply)

- Resident: 79.55% (35 responses)
- Business Owner: 2.27% (1 response)
- Property Owner: 4.55% (2 responses)

TOTAL: 44 responses
Q2 Please rank the short-term project options below in order from your TOP PRIORITY (#1) to your LOWEST PRIORITY (#7) for the Saginaw Corridor Improvement Authority Tax Increment Financing and Development Plan for projects that could occur between 2019 and 2020.

Answered: 43  Skipped: 1
Q3 Please rank the medium-term project options below in order from your TOP PRIORITY (#1) to your LOWEST PRIORITY (#8) for the Saginaw Corridor Improvement Authority Tax Increment Financing and Development Plan for projects that could occur between 2021 and 2025.

<table>
<thead>
<tr>
<th>Project Description</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>TOTAL</th>
<th>SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Install street banners</td>
<td>2.38</td>
<td>7.14</td>
<td>4.76</td>
<td>4.76</td>
<td>9.52</td>
<td>14.29</td>
<td>23.81</td>
<td>33.33</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Install way-finding signs (signs that direct you to parks, business districts and other points of interest)</td>
<td>19.05</td>
<td>14.29</td>
<td>11.90</td>
<td>9.52</td>
<td>14.29</td>
<td>19.05</td>
<td>7.14</td>
<td>4.76</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Explore alternatives for city-owned parking lot(s)</td>
<td>2.38</td>
<td>14.29</td>
<td>14.29</td>
<td>21.43</td>
<td>9.52</td>
<td>14.29</td>
<td>11.90</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Increase transparency in storefront windows (make them easier to see into and out of)</td>
<td>6.98</td>
<td>18.60</td>
<td>11.63</td>
<td>9.30</td>
<td>16.28</td>
<td>11.63</td>
<td>13.95</td>
<td>11.63</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Administer traffic calming measures (changes to the roads, traffic lights and signs, etc that decrease traffic speeds on Saginaw Street)</td>
<td>48.78</td>
<td>7.32</td>
<td>9.76</td>
<td>4.88</td>
<td>7.32</td>
<td>4.88</td>
<td>14.63</td>
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<td>41</td>
<td>5.66</td>
</tr>
<tr>
<td>Action</td>
<td>Percentage</td>
<td>Count 1</td>
<td>Count 2</td>
<td>Count 3</td>
<td>Count 4</td>
<td>Count 5</td>
<td>Count 6</td>
<td>Count 7</td>
<td>Count 8</td>
<td>Count 9</td>
</tr>
<tr>
<td>----------------------------------------------------------------------</td>
<td>------------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
</tr>
<tr>
<td>Create small parks (pocket parks) and green public spaces along Saginaw Street</td>
<td>4.65%</td>
<td>2</td>
<td>8</td>
<td>9</td>
<td>11</td>
<td>5</td>
<td>1</td>
<td>4</td>
<td>3</td>
<td>43</td>
</tr>
<tr>
<td>Work with local artists to install more public art</td>
<td>11.63%</td>
<td>5</td>
<td>5</td>
<td>7</td>
<td>5</td>
<td>4</td>
<td>6</td>
<td>8</td>
<td>3</td>
<td>43</td>
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</table>
Q4 Please rank the long-term project options below in order from your TOP PRIORITY (#1) to your LOWEST PRIORITY (#4) for the Saginaw Corridor Improvement Authority Tax Increment Financing and Development Plan for projects that could occur between 2026 and 2030.

Answered: 43  Skipped: 1

1. Ornamental (decorative) street lights
2. Provide financial incentives to developers to build new buildings on Saginaw Street that feature a mix of uses (residential, office, commercial and/or other uses)
3. Remove all utility (electrical, phone, etc) wires, cables and poles that are above ground and put them underground
4. Reduce the number of traffic lanes on Saginaw and Oakland and/or make these one-way roads into two-way streets

<table>
<thead>
<tr>
<th>Project Description</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>TOTAL</th>
<th>SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ornamental (decorative) street lights</td>
<td>5.00%</td>
<td>27.50%</td>
<td>25.00%</td>
<td>42.50%</td>
<td>40</td>
<td>1.95</td>
</tr>
<tr>
<td>Provide financial incentives to developers to build new buildings on Saginaw Street that feature a mix of uses (residential, office, commercial and/or other uses)</td>
<td>41.46%</td>
<td>26.83%</td>
<td>24.39%</td>
<td>7.32%</td>
<td>41</td>
<td>3.02</td>
</tr>
<tr>
<td>Remove all utility (electrical, phone, etc) wires, cables and poles that are above ground and put them underground</td>
<td>17.07%</td>
<td>26.83%</td>
<td>39.02%</td>
<td>17.07%</td>
<td>41</td>
<td>2.44</td>
</tr>
<tr>
<td>Reduce the number of traffic lanes on Saginaw and Oakland and/or make these one-way roads into two-way streets</td>
<td>42.50%</td>
<td>17.50%</td>
<td>10.00%</td>
<td>30.00%</td>
<td>40</td>
<td>2.73</td>
</tr>
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</table>
Q5 What are some other physical improvements you would like to see made in the focus area of the SSCIA?

Answered: 36  Skipped: 8
Q6 How many of your neighbors do you know?

Answered: 41  Skipped: 3

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
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<tbody>
<tr>
<td>All of them</td>
<td>7.32%</td>
</tr>
<tr>
<td>Most of them</td>
<td>24.39%</td>
</tr>
<tr>
<td>About half of them</td>
<td>26.83%</td>
</tr>
<tr>
<td>A few of them</td>
<td>36.59%</td>
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<tr>
<td>None of them</td>
<td>4.88%</td>
</tr>
<tr>
<td>TOTAL</td>
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</table>
Q7 How often do you participate in activities in this neighborhood?

Answered: 41  Skipped: 3

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
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<tbody>
<tr>
<td>Extremely often</td>
<td>12.20%</td>
</tr>
<tr>
<td>Very often</td>
<td>14.63%</td>
</tr>
<tr>
<td>Somewhat often</td>
<td>29.27%</td>
</tr>
<tr>
<td>Not so often</td>
<td>29.27%</td>
</tr>
<tr>
<td>Not at all often</td>
<td>14.63%</td>
</tr>
<tr>
<td>TOTAL</td>
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</table>
Q8 If you do not participate in activities in this neighborhood, why not?

Answered: 22  Skipped: 22
Q9 What types of activities would you participate in if they were available in this neighborhood?

Answered: 27    Skipped: 17
Q10 How strong is the sense of community in this neighborhood?

Answered: 39  Skipped: 5

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<tr>
<th>NOT AT ALL STRONG</th>
<th>(NO LABEL)</th>
<th>(NO LABEL)</th>
<th>(NO LABEL)</th>
<th>EXTREMELY STRONG</th>
<th>TOTAL</th>
<th>WEIGHTED AVERAGE</th>
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<tr>
<td></td>
<td>15.38%</td>
<td>12.82%</td>
<td>17.95%</td>
<td>33.33%</td>
<td>20.51%</td>
<td>3.31</td>
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<td>7</td>
<td>13</td>
<td>8</td>
<td>39</td>
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</table>

SurveyMonkey
### Q11 How often do you visit the businesses in this neighborhood?

Answered: 42  Skipped: 2

<table>
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<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
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</thead>
<tbody>
<tr>
<td>Extremely often</td>
<td>3.0%</td>
</tr>
<tr>
<td>Very often</td>
<td>5.0%</td>
</tr>
<tr>
<td>Somewhat often</td>
<td>24.0%</td>
</tr>
<tr>
<td>Not so often</td>
<td>17.0%</td>
</tr>
<tr>
<td>Not at all often</td>
<td>1.0%</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>42.0%</strong></td>
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</tbody>
</table>
Q12 How satisfied are you with the businesses in this neighborhood?

Answered: 42  Skipped: 2

Not at all satisfied | Extremely satisfied
---|---
11.90% | 18
5 | 4

Community Investment Priority Options - Saginaw Street Corridor Improvement Authority

SurveyMonkey
Q13 How often do you visit the public parks in this neighborhood?

Answered: 42  Skipped: 2

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
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<tr>
<td>Extremely often</td>
<td>9.52%</td>
</tr>
<tr>
<td>Very often</td>
<td>16.67%</td>
</tr>
<tr>
<td>Somewhat often</td>
<td>35.71%</td>
</tr>
<tr>
<td>Not so often</td>
<td>23.81%</td>
</tr>
<tr>
<td>Not at all often</td>
<td>14.29%</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>42</strong></td>
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Q14 How satisfied are you with the public parks in this neighborhood?

Answered: 42  Skipped: 2

![Bar chart showing satisfaction levels with public parks]

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<th>(NO LABEL)</th>
<th>(NO LABEL)</th>
<th>(NO LABEL)</th>
<th>EXTREMELY SATISFIED</th>
<th>TOTAL</th>
<th>WEIGHTED AVERAGE</th>
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<tr>
<td></td>
<td>9.52%</td>
<td>42.86%</td>
<td>7.14%</td>
<td>0.00%</td>
<td>42</td>
<td>2.48</td>
</tr>
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<td>4</td>
<td>17</td>
<td>18</td>
<td>3</td>
<td></td>
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</table>
Q15 How well are the streets in this neighborhood maintained?

Answered: 43  Skipped: 1

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extremely well</td>
<td>2.33%</td>
</tr>
<tr>
<td>Very well</td>
<td>2.33%</td>
</tr>
<tr>
<td>Somewhat well</td>
<td>20.93%</td>
</tr>
<tr>
<td>Not so well</td>
<td>51.16%</td>
</tr>
<tr>
<td>Not at all well</td>
<td>23.26%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>100%</td>
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TOTAL: 43
Q16 Overall, how safe do you feel in this neighborhood?

Answered: 42    Skipped: 2

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<th>(no label)</th>
<th>(no label)</th>
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<td>13</td>
<td>11</td>
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</table>
Q17 Overall, how clean is this neighborhood?

Answered: 42  Skipped: 2

**Answer Choices**

- Extremely clean: 0.00% 0
- Very clean: 23.81% 10
- Somewhat clean: 50.00% 21
- Not so clean: 21.43% 9
- Not at all clean: 4.76% 2

**Responses**

- TOTAL 42
Q18 How promising is the future of this neighborhood?

Answered: 41  Skipped: 3

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0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%
Q19 How proud are you to live in this neighborhood?

Answered: 38  Skipped: 6

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<th>NOT AT ALL PROUD</th>
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<th>(NO LABEL)</th>
<th>(NO LABEL)</th>
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<th>TOTAL</th>
<th>WEIGHTED AVERAGE</th>
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<tbody>
<tr>
<td>Extremely proud</td>
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<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td>7.89%</td>
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<td>8</td>
<td>10</td>
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SurveyMonkey
Q20 How satisfied are you with your experience living in this neighborhood?

Answered: 38  Skipped: 6

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<th>(NO LABEL)</th>
<th>(NO LABEL)</th>
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<td>5.26%</td>
<td>15.79%</td>
<td>36.84%</td>
<td>26.32%</td>
<td>15.79%</td>
<td>6</td>
<td>38</td>
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2 / 21
Q21 What do you like most about this neighborhood?

Answered: 27  Skipped: 17
Q22 What do you like least about this neighborhood?

Answered: 28    Skipped: 16
Q23 What changes would most improve this neighborhood?

Answered: 27  Skipped: 17
Q24 Do you have any other comments, questions, or concerns?

Answered: 15  Skipped: 29
CITY OF LANSING
SAGINAW STREET CORRIDOR IMPROVEMENT AUTHORITY

Resolution Approval for Adoption of Saginaw Street Corridor Improvement Authority Development and Finance Plan

August 27, 2019

At a meeting of the Board of Directors of the Saginaw Street Corridor Improvement Authority of the City of Lansing, Michigan, held on the 27th day of August 2019, at 5:30 p.m., pursuant to notice duly given:

PRESENT: Members: Jonathan Lukco, Sean Hammond, Diane Sanborn, Tiffany Dowling, and Jessica Yorko

ABSENT: Members: Jim Houthoofd and Claire Corre

The following preamble and resolution were offered by;

Member: Yorko, and supported by;

Member: Sanborn:

WHEREAS, the Saginaw Street Corridor Improvement Authority of the City of Lansing, to “exercise, through the actions of its Board, all powers specifically granted by the provisions of the City of Lansing, and such incidental powers as shall be necessary”; hereby, adopts the Development and Finance Plan of the Saginaw Street Corridor Improvement Authority of the City of Lansing.

NOW THEREFORE BE IT RESOLVED that the Board of Directors hereby adopts the Development and Finance Plan of the Saginaw Street Corridor Improvement Authority of the City of Lansing, a copy of which is attached hereto as Exhibit A.

YEAS: Five (5)

NAYS: Zero (0)

ABSTENTIONS: Zero (0)

ABSENT: Two (2)
RESOLUTION DECLARED ADOPTED.

STATE OF MICHIGAN

) SS.

COUNTY OF INGHAM

I hereby certify that the foregoing is a true and complete copy of a resolution adopted at a meeting of the Saginaw Street Corridor Improvement Authority held on the 27th day of August 2019, and said resolution is on file in the office of the City Clerk (City of Lansing) and is available to the public. Public notice of the said meeting was given pursuant to and in compliance with State of Michigan’s Corridor Improvement Authority Act, Public Act 57 of 2018, including in the case of an informational meeting, notice by publication or posting of at least fourteen (14) days prior to the date of the meeting. In addition, said meeting was held in full compliance with the Board’s By-Laws.

IN WITNESS WHEREOF, I have hereunto affixed my official signature.

[Signature]

Jonathan Lukco, Board Chair
<table>
<thead>
<tr>
<th>DATE</th>
<th>RESPONSIBLE</th>
<th>ACTION</th>
<th>ATTENDANCE BY APPLICANT</th>
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</thead>
<tbody>
<tr>
<td>August 27, 2019</td>
<td>LEAP/SSCIA</td>
<td>SSCIA Informational Meeting to discuss and adopt the Plan</td>
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<tr>
<td>August 28, 2019</td>
<td>LEAP/MACIA</td>
<td>MACIA Informational Meeting to discuss and adopt the Plan</td>
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<tr>
<td>August 30, 2019</td>
<td>LEAP/City Clerk</td>
<td>Submits resolutions approving Development and TIF plans for SSCIA and MACIA and set public hearings to Laserfiche</td>
<td></td>
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<tr>
<td>September 9, 2019</td>
<td>Lansing City Council</td>
<td>Receives resolutions to approve the plans and set public hearings and refers it to the Committee on Development and Planning.</td>
<td></td>
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<tr>
<td>September 23, 2019</td>
<td>Committee on Development and Planning</td>
<td>Board member(s) and facilitator present to the D&amp;P Committee to review and approve resolutions to set public hearings.</td>
<td>Yes</td>
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<tr>
<td>September 23, 2019</td>
<td>Lansing City Council</td>
<td>Council passes resolution setting the public hearings for <strong>7:00PM on October 28, 2019.</strong></td>
<td></td>
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<tr>
<td>September 25, 2019</td>
<td>LEAP/City Clerk</td>
<td>Posts Newspaper Advertisement I</td>
<td></td>
</tr>
<tr>
<td>September 25, 2019</td>
<td>LEAP/Boards/City Clerk/Chamber</td>
<td>Mail public hearing notice to taxing entities, commercial businesses and state commission; place notice in 20 public places</td>
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<tr>
<td>September 29, 2019</td>
<td>LEAP/City Clerk</td>
<td>Posts Newspaper Advertisement II</td>
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October 28, 2019 7:00PM Lansing City Council Holds public hearings at Council for creating Development and TIF Plan for Saginaw St. and Michigan Ave. Refers to the D&P Committee for approval.

November 18, 2019 4:00PM Committee on Development and Planning D&P Committee passes resolutions to approve the Development and TIF Plans. (if requested)

November 18, 2019 7:00PM Lansing City Council City Council approves Yes
BY THE COMMITTEE ON DEVELOPMENT AND PLANNING
RESOLVED BY THE CITY OF COUNCIL OF THE CITY OF LANSING

A RESOLUTION TO SET A PUBLIC HEARING ON THE DEVELOPMENT
AND TAX INCREMENT FINANCE PLAN OF THE SAGINAW STREET
CORRIDOR IMPROVEMENT AUTHORITY OF THE CITY OF LANSING

WHEREAS, the City Council of the City of Lansing, MI, by Resolution 2009-418, passed
on November 2, 2009, authorized the creation of the Saginaw Street Corridor
Improvement Authority (the “Authority”) by the provisions of the State of Michigan’s
Corridor Improvement Authority Act, previously Act 280 of 2005 (MCL 125.2871, et seq.),
recently reorganized as Part 6 of Act 57 of 2018 (125.4602, et seq.), as amended (the
“Act”); and

WHEREAS, the Board of Directors of the Authority met and approved a joint Development
and Tax Increment Finance Plan (together, the “Plan”) on August 27th, 2019 at a duly
noticed public hearing of the Authority; and

WHEREAS, the Board of Directors for the Authority have transmitted the Plan to the City
Council of the City of Lansing for review and approval after public hearing; and

WHEREAS, prior to the adoption of a resolution approving the Plan, the City Council of
the City of Lansing must hold a public hearing and receive written and spoken comments
from members of the public on all aspects of the Plan, in compliance with Section 622 of
the Act; and

WHEREAS, prior to the adoption of a resolution approving the Plan, the City Council of
the City of Lansing must also provide reasonable opportunity to the taxing jurisdictions
levying taxes subject to capture to meet with the governing body, and allow those taxing
jurisdictions to present their recommendations at the public hearing on the Plan, in
compliance with Section 618 of the Act.

NOW, THEREFORE, BE IT RESOLVED that a public hearing be set for October 28th,
2019, at 7:00 P.M. in the Tony Benavides Lansing City Council Chambers, 10th Floor,
Lansing City Hall, 124 West Michigan Avenue, Lansing, Michigan, for the purpose of
receiving comment from all members of the public and taxing jurisdictions specified
herein, on all aspects of the Plan.

BE IT FURTHER RESOLVED that the Lansing City Clerk shall ensure that:

- notice of the time and place of the hearing to be given by publication twice in a
  newspaper of general circulation, the first of which shall be not less than 20 days
  before the date set for the hearing; and
- notice of the hearing to be posted in at least 20 conspicuous and public places in
  the development area not less than 20 days before the hearing; and
- notice to also be mailed to all property taxpayers of record in the development area not less than 20 days before the hearing; and
- notice to also be mailed by certified mail to the governing body of each taxing jurisdiction levying taxes that would be subject to capture if the tax increment financing plan is approved.

BE IT FURTHER RESOLVED that the notice of hearing shall contain all the following:

- a description of the proposed development area in relation to highways, streets, streams, or otherwise; and
- a statement that maps, plats, and a description of the development plan, including the method of relocating families and individuals who may be displaced from the area, are available for public inspection at the Lansing City Clerk’s Office, and online at the City of Lansing’s website; and
- a statement that all aspects of the development plan will be open for discussion at the public hearing.

BE IT FINALLY RESOLVED that the City Council of the City of Lansing will make and preserve a record of the public hearing, including all data presented at the hearing.
Development and Tax Increment Financing Plan

EAST MICHIGAN AVENUE
LANSING, MICHIGAN

CORRIDOR IMPROVEMENT AUTHORITY DEVELOPMENT AND TAX INCREMENT FINANCING PLAN

Michigan Avenue Corridor Improvement Authority Board Members
Jonathan Lum, Chair
Joan Nelson, Vice Chair
Yvette Collins, Recording Secretary
Elaine Barr, Treasurer
Joseph Ruth, Board Member
Scott Gillespie, Board Member
Andrea McSwain, Mayoral Designee

Board Facilitators – Lansing Economic Area Partnership (LEAP)
Karl Dorshimer, Vice President of Economic Development
Anum Mughal, Economic-Corridor Development Specialist

Sub Committee Members
Jonathan Lum
Joan Nelson
Elaine Barr

Plan prepared with assistance from

LEAP
Office: (517) 702-3387 Fax: (517) 702-3390
www.purelansing.com
Executive Summary

In 2009 the Lansing City Council approved the establishment of the Michigan Avenue Corridor Improvement Authority (MACIA) with the goals to correct and prevent deterioration in the business districts, redevelop the city’ commercial corridors and promote economic growth.

This Authority will allow for the reinvestment of property tax growth back into the corridor, improving public facilities such as bus shelters, streetscape, pedestrian infrastructure, develop plans, and other activities to accomplish these goals, as enumerated per section 611 of PA 57 2018.

In the effort of revitalizing the Michigan Avenue Corridor, there have been several studies completed soliciting input from residents, property owners, stakeholders, municipal staff and public officials. Based on these past efforts, MACIA board created a plan of action to improve the built and social environment of the corridor for all current and future residents and businesses.

In development of this plan, the Authority identified several key principles that were used in creation of the plan and are supported by the City’s Master Plan to transform the visually unappealing character of the corridor, to encourage pedestrians and market the quality of the adjacent neighborhoods as attractive, livable and sustainable community gateways. These principles are:

- Traditional Neighborhood Design – Encouraging active lifestyles (walking or biking)
- Transit-Oriented Design – Compact, walkable, pedestrian-oriented, mixed-use corridor.
- Complete Streets – Safe transit for all users of streets (pedestrians, bicyclists, public transit users, and automobile drivers)

This Development and Tax Increment Financing Plan arranges projects into three categories – public infrastructure, correct and prevent deterioration, and promote neighborhood aligned economic growth.

In the first year, the Authority plans to make strides in each of these categories – Improvement of streetscape (bike racks, receptacles, and benches) to facilitate the use of public transit stations such as bus stops, continue to create an inventory of existing businesses, pursue grant funding for future development projects and continue to develop a communication strategy.

The approval of the MACIA Development and TIF plan will allow for the Authority to begin its first steps in executing upon the vision set forth by the corridor’s residents, businesses, and other stakeholders.
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- Background and Plan Need
- Plan Development Process

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- Legal Basis of the Plan
- Development Plan Requirements
- Development and Tax Increment Financing Plan Schedule and Budget
- Intent to Update and Extend Duration or Terminate Plan
- Reimbursement of Excess Tax Capture
- Project Descriptions
- Other Sources of Financing

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- Duration of the CIA and Tax Increment Financing District
- Tax Increment Financing Plan

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- B. Affidavit of Notice of Public Hearing on Creation of the MACIA
- C. Resolution Establishing the MACIA and Designation of the Development Area
- D. Powers of Authority
- E. Appointed Members to the MACIA Board
- F. MACIA By-laws
- G. List of Affected Properties by Parcel Identification Number
- H. Corridor Improvement District Map: Parcels Included within Michigan Avenue Corridor Improvement Authority District
- I. Projections and Taxing Jurisdiction Impact Tables
  - Estimated dollar amounts of captured assessed value and tax increment revenues (to be realized from projected increases in the assessed value during the next 15 years, as well as current millage levied by each jurisdiction, the anticipated growth in assessed value and the resulting tax increment revenues to be generated during the life of the plan)
Section I: INTRODUCTION

General Overview
As per the State of Michigan’s Corridor Improvement Authority Act, Act 57 of 2018 (formerly known as Act 280 of the Michigan Public Acts of 2005), allowing cities, villages, and townships to create an authority to:

“correct and prevent deterioration in business districts; to encourage historic preservation; to authorize the acquisition and disposal of interests in real and personal property; to authorize the creation and implementation of development plans and development areas in the districts; to promote the economic growth of the districts; to create a board; to prescribe the powers and duties of the board; to authorize the levy and collection of taxes; to authorize the issuance of bonds and other evidences of indebtedness; to authorize the use of tax increment financing; to prescribe powers and duties of certain state officials; to provide for rule promulgation; and to provide for enforcement of the act.”

With the adoption of PA 57 of 2018, many local governments have utilized a Corridor Improvement Authority (CIA) to stimulate economic revitalization of business districts in transition within their community. A CIA is created to establish a development plan for a previously established Corridor Improvement District (CID). This plan outlines improvements to public or private properties that will prevent further deterioration of the district and encourage new investment. These specific plans may be funded by tax increment financing, private or corporate donations, and other grants.

The CIA is able to make strategic investments to the district by using tax increment financing. Through tax increment financing, a portion of the increase in the tax base resulting from the economic growth and development to facilities, structures or improvements within a development area is reinvested in the corridor and used for infrastructure improvements and facilities enhancement, thereby reinvigorating the development area and facilitating economic growth and development. The justification for capturing the taxes is that no new investment would have been made within the district without the establishment of the CID; therefore no taxes are lost by the interested taxing jurisdictions for projects not brought to fruition, and, physical improvements that are made along the designated corridor have a direct benefit to the surrounding properties and their potential taxable value.

Powers of the Authority
Detailed powers of the Corridor Improvement Authority board are listed in Appendix D per section 611 of Act 57 of 2018.

The Authority will be able to carry out with the execution of the vision created for the Michigan Avenue Corridor as set forth by its Residents, Businesses, the City’s Master Plan, and other
Stakeholders to improve the built and social environment of the corridor, to improve public facilities, encourage transit-oriented development, and conduct analysis and research.

**History of Michigan Avenue Corridor**
The City of Lansing grew from the decision to relocate the state capital from Detroit in 1847, further from British controlled Canada. Lansing was chosen after legislators were unable to decide among existing cities such as Ann Arbor, Marshall and Jackson. The city quickly grew as settlers moved to the new capital, with new settlements growing along the banks of the Grand River.

Lansing would undergo steady growth following the completion of the current capitol building in 1878 and the extension of railroads through the city. Deliberate decisions were made to grow the city around the new capitol building, and terminate important streets, including Michigan Avenue on the new capitol dome.

At the turn of the century, Lansing grew to become an industrial powerhouse. Following the founding of the Olds Motor Vehicle Company, the City became a major center for automobile manufacturing.

Meanwhile, a few miles away, East Lansing grew around what was originally the Agricultural College of the State of Michigan, which eventually became Michigan State University. The university was the first land-grant institution in the United States and served as a model for other land-grant colleges around the country. The MSU campus was established on the banks of the Red Cedar River and connected to East Lansing across Grand River Avenue. During the early part of the 20th century an electric streetcar ran along Michigan Avenue and Grand River Avenue, connecting East Lansing and MSU to downtown Lansing and the capitol.

Within a short time, the streetcar line was upgraded to an interurban line that connected Lansing and East Lansing with nearby towns, eventually reaching all the way to Owosso. After the rise of organized motordom and the state highway system, the line began to lose business, eventually discontinuing service in 1929. Over the past few decades, both Lansing and East Lansing have made significant efforts to diversify economically. New investments in walkable infill development can be seen in several places along the corridor, particularly close to downtown Lansing and across from the MSU campus.

As nearby residential areas grew more densely populated, small business owners occupied newly built commercial buildings. Most of these business owners lived in the surrounding neighborhoods, and their patrons were neighbors, too. The rapid growth of the Michigan Avenue commercial corridor was mostly driven by nearby residential demand for groceries, meats, baked goods, and personal care services.

**Present Conditions**
Lansing today continues to be characterized by its historic neighborhoods and eclectic mix of small businesses. Downtown Lansing and the popular Stadium District are offering many new,
attractive urban buildings that are displaying local investment in the neighborhood. Although some investment has happened, the corridor is still incomplete in segments. There are areas where pedestrians face hostile environments, the result of streets that lack pedestrian amenities like coherent sidewalks and street trees. The corridor is often wide, high-speed, and with buildings that do not address the street. These problematic features create unwatched, uninteresting, even seemingly dangerous areas.

The medical campus of Sparrow Hospital is a major employer and an important amenity in the region. The hospital operates the only dedicated pediatric emergency room, the largest adult emergency room in the region as well as the state-of-the-art Herbert-Herman Cancer Center. Despite the hospital’s great attributes, the pedestrian experience along Michigan Avenue near these properties is not healthy, as the buildings are set back far from the street with large asphalt parking lots in front.

Some of the commercial areas are considered an eyesore by the community. Even though some buildings are constructed close to the sidewalk, most of these are one or two stories and have architecture that is haphazard, generic and often built of inexpensive materials. Frequently these are commercial-style additions as new fronts to wood frame homes. The pedestrian realm is substandard, hindering comfortable pedestrian movement in the commercial areas. Sidewalks are discontinuous and interrupted by numerous curb cuts, and pedestrians often have little protection from sun, rain, and speeding traffic.

Single-family homes are located both directly north and south of the corridor. These neighborhoods offer a variety of home sizes to cater to a wider range of family types and income levels. Although quaint, these neighborhoods are often majority tenant-occupied, and many need investments from property owners.

**Background and Plan Need**

The Lansing City Council adopted Resolution Number 2009-278 declaring its intent to create and provide for the operation of the Michigan Avenue Corridor Improvement Authority on July 27, 2009. Following a formal public hearing on August 24, 2009, the Lansing City Council adopted Resolution Number 2009-417 on November 2, 2009, which established the Corridor Improvement Authority and designated the associated Development Area. In the resolution establishing the Authority, it was determined that a CIA was necessary to:

a) Correct and prevent deterioration in business districts  
b) Redevelop the City’s commercial corridors  
c) Promote economic growth

In 2018, the Lansing City Council appointed two new members to the MACIA board and reappointed four members. The board had its Annual Meeting in January 2019 where the elections were conducted, and bylaws were adopted by the board. In April 2019, the bylaws were adopted and approved by the City Council.
In June 2019, the board reviewed and revised the Development and TIF Plan involving the Capital Area Transit Association (CATA), Public Service Department of the City of Lansing, Jody Washington from Lansing City Council and Michigan State University Community Economic Development.

**PLAN DEVELOPMENT PROCESS**

In March of 2008, community, business, and municipal leaders from the City of Lansing, Lansing Charter Township, and the City of East Lansing formed an exploratory committee to consider the unique opportunity presented by the recent passage of the Corridor Improvement Act to revitalize the Michigan Avenue corridor from the Pere Marquette railroad crossing in Lansing down to Michigan’s intersection with Grand River Avenue in East Lansing. The committee solicited stakeholder input through a series of surveys and three public work sessions and took a bus tour of the entire corridor with stakeholders to better understand on-the-ground conditions.

Through this committee, and with significant support from the planning staff of all three municipalities, a Michigan Avenue Corridor Conceptual Development Plan was created. In order to provide context for further refinement and implementation, the committee wished to emphasize that an ideal plan would be driven by a bold vision, shaped by open processes, possessing a holistic perspective, and all while maintaining a sensitivity to scale at various nodes and sections of the corridor.

This was, of course, not the start of planning efforts around Michigan Avenue. The City of Lansing’s Department of Planning and Development brought on Deardorff Design Resources Inc. to put together the East Michigan Avenue Revitalization Study in 1994. There have been other similar studies over the years, and the conceptual development plan gained insight from the findings and recommendations of those past plans.

In 2009, the momentum continued, as Michigan State University created a student research team to create a complete streets and transit-oriented development study entitled, “Transforming the Michigan Avenue Corridor.” This complete street classification and analysis furthered the conversation about the corridor’s needs and made the case for the development of a joint Corridor Improvement Authority via the three municipalities.

From late spring to the end of 2009, the City of Lansing, Lansing Township, and City of East Lansing each established a Michigan Avenue Corridor Improvement Authority, with the intent to implement a joint Development and Tax Increment Financing (TIF) Plan. All three municipalities also equipped their newly formed CIAs with a board made up of local business or property owners, residents, and other key stakeholders.

After a slight lull in the conversation, the Mid-Michigan Program for Greater Sustainability, a program funded by the U.S. Department of Housing and Urban Development (HUD), Michigan State Housing Development Authority (MSHDA) and local partners, picked up the effort with a renewed vigor. Administered by Tri-County Regional Planning Commission, this program brought thousands of people to the table to talk about the Michigan Avenue and Grand River Avenue
The corridor as the main street and economic backbone of the Lansing area. This extensive community engagement effort began in 2013 and included two 8-day charrettes, which brought residents, property owners, stakeholders and technical experts, municipal staff, public officials, and the planning team together to provide their ideas and recommendations.

The result of this massive public engagement was a visually friendly 150-page document entitled, “The Capitol Corridor: A Regional Vision for Michigan Avenue / Grand River Avenue,” which, in 2014, was made available online with hard copy books circulated through the stakeholder group as well. Concurrent with that process, the Lansing Economic Area Partnership (LEAP) began re-engaging the CIA stakeholders on the topic of implementing a joint CIA Development and TIF Plan. Based on the stagnation that was witnessed in recent years, LEAP and the City of Lansing’s CIA Board decided to push ahead with a Development and TIF Plan that, while being confined to the limits of the City of Lansing’s jurisdiction along the corridor, learns from the many past studies referenced above, and looks to engage Lansing Township and East Lansing in continued conversation as the plan’s objectives begin to be implemented with new tax capture revenue.

The Under the Bridge project is an example of the regional efforts and collaboration taking place along Michigan Avenue. The art and lighting project, scheduled to be completed in Spring 2017, was organized by the Michigan Avenue Corridor Improvement Authorities of Lansing, Lansing Township and East Lansing. The crowdfunding campaign raised over $100,000 from private donors and contributions from the State and local governments to fund the project at the US-127 overpass where it intersects with Michigan Avenue. The bridge sits at a pivotal point between the cities of Lansing and East Lansing and will be transformed into a vibrant gateway.

A grocery store and a hotel are planned for the 600 block of East Michigan Avenue, part of a mixed-use development slated to open by the end of 2020. The $40 million project will enhance the quality of life downtown and raise standards for existing properties. The market, hotel and dozens of one- and two-story residential units are planned for a 4.15-acre site on the southeast corner of Michigan Avenue and Larch Street that was once the location of Brogan’s Tire Center and the Ballpark Mobil gas station, among other properties.

It is important to make the most of the current focus on revitalization along the corridor by implementing the efforts proposed in this plan. Efforts will promote neighborhood aligned growth and help unite the miles-long Michigan Avenue corridor with investments in infrastructure and improvements that reflect its importance to the region and the diversity of the communities that rely on it.
Section II: DEVELOPMENT PLAN

Benefits of Corridor Improvement District and Authority
The Michigan Avenue Corridor Improvement Authority recognizes the benefits to the district and to the City of Lansing. This Development Plan is a formal document to outline the priorities and goals of the Authority. The Corridor Improvement District (CID) Proposal and request to create a Corridor Improvement Authority states that a CID:

(a) Utilizes TIF to complete improvement projects according to the approved TIF plan while leveraging other dollars such as earned income and private, state, federal and philanthropic monies for district improvements

(b) Generates a clear plan to improve the district, implemented by an empowered neighborhood stakeholder-government partner framework – a proven national method for success

(c) Creates access to additional programs and incentives to businesses such as special approval of liquor licenses within city development districts

(d) Establishes a cohesive district which fosters business investment from existing entrepreneurs and attracts complementary new business growth

(e) Encourages job creation, which produces more jobs for neighborhood residents and generates additional income tax revenue

(f) Encourages surrounding property improvements, increasing values of neighboring properties thus generating more property tax revenue

(g) Promotes greater interest in mixed-use development, broadening business location and residential housing options and increasing the tax base

(h) Brings more people into the district to shop for goods and services, thus generating more repeat customers for neighborhood businesses and increasing sales tax revenue

(i) Stimulates new commercial development in a neighborhood where additional private sector investment opportunity exists

(j) Improves the climate of community and economic development for residents and businesses alike

(k) Contributes to a healthy neighborhood which has the potential to decrease crime or the perception of crime, and increase public safety
(l) Creates an improved commercial core and public space that is appealing to neighborhood residents encouraging “pride in place” and visitor attraction

(m) Retains and empowers residents who can access jobs, goods and services in a walkable or transit-oriented neighborhood

(n) Creates an outreach and coordination mechanism at the neighborhood level for City financed projects

(o) Creates a public-private partnership with the City that enhances community neighborhood input to improve the district

Legal Basis of the Plan
This Development and Tax Increment Financing Plan is prepared pursuant to requirements of Sections 125.4618 and 125.4621 of the Tax Increment Financing Act, Public Act 57 of 2018, as amended.

It addresses the geographic area of the Corridor Improvement District as established by the Lansing City Council. A descriptive map, resolutions establishing the CID and forming the CIA and Ordinance are contained in the appendices.

Development Plan Requirements
This section of the Development Plan provides specific information required in Section 125.4621 of the Tax Increment Financing Act. It consists of information requested in subsections 2(a) through 2(r):

(a) The designation of boundaries of the development area in relation to highways, streets, streams, or otherwise.

The CIA boundary is the same boundary established by the Lansing City Council Resolution Number 2009-279 adopted on July 27, 2009, with the proposed area encompassing 500 feet north and 500 feet south of the centerline of Michigan Avenue, and from the eastern edge of the Pere Marquette Rail Line in the City of Lansing to the west to the Lansing City limit to the east. A copy of the boundary map is contained in the Appendix H.

(b) The location and extent of existing streets and other public facilities within the development area, designating the location, character, and extent of the categories of public and private land uses then existing and proposed for the development area, including residential, recreational, commercial, industrial, educational, and other uses, and including a legal description of the development area.
Development and Tax Increment Financing Plan

Existing Land Use of the East Michigan Avenue Corridor

Source: Design Lansing 2012 Comprehensive Plan

Future Land Use of the East Michigan Avenue Corridor

Source: Design Lansing 2012 Comprehensive Plan
The CIA boundary is the same boundary established by the Lansing City Council Resolution Number 2009-278 adopted on July 27, 2009. More detailed information about the parcel area, including parcel numbers, classes and property addresses is in the Appendix G.

(c) A description of existing improvements in the development area to be demolished, repaired, or altered, a description of any repairs and alterations, and an estimate of the time required for completion.

A description of specific improvement projects that are contemplated within the development area is contained in the project schedule and budget at the end of this section. The cost and time estimates included in the project schedule and budget are estimates only and may be revised by the Authority board without amending this Plan.

(d) The location, extent, character, and estimated cost of the improvements including rehabilitation contemplated for the development area and an estimate of the time required for completion.

A description, including cost estimate and schedule of implementation, for each improvement project that will be completed within the area is contained in the project schedule and budget at the end of this section. The cost and time estimates included in the project schedule and budget are estimates only and may be revised by the Authority board without amending this Plan.

(e) A statement of the construction or stages of construction planned, and the estimated time of completion of each stage.

A description, including cost estimate and implementation schedule for each specific improvement project that will be completed within the area is contained in the project schedule and budget at the end of this section. The time estimates included in the project schedule are estimates only and may be revised by the Authority board without amending this Plan.

(f) A description of any parts of the development area to be left as open space and the use contemplated for the space.

The Corridor Improvement Authority recognizes the value of open space and green space in an urban landscape and will look to incorporate green elements and maintain or beautify existing open space, when it has natural or community-oriented merit. The planned Red Cedar redevelopment is a prime example of this, in that the open space of the public park will be heavily invested in to connect to East Lansing and Michigan State University’s campus.
Other public areas, such as medians and park land, will also be targeted for green infrastructure and non-motorized transit-oriented investments, among other things, as density grows through infill and other urban redevelopment projects.

Opportunities for activation of open space within the corridor will be considered on a case-by-case basis, with the CIA poised to provide input and support based on aforementioned corridor plans and the projects to be financed by this Development & TIF Plan. However, as of the adoption of this Development Plan, there are no currently open spaces targeted for development of structures or buildings by the Authority; all open space is currently intended to remain open.

(g) A description of any portions of the development area that the authority desires to sell, donate, exchange, or lease to or from the municipality and the proposed terms.

A description, including real estate contemplated for acquisition and/or disposition (including cost estimates, terms and schedule for implementation) for each specific improvement contemplated within the development area is contained in the project schedule and budget at the end of this section. There is no known or identified property or real estate as of the adoption of this Plan that is necessary to complete the streetscape improvements set forth in this Plan. However, the CIA may wish to sell, donate, exchange, or lease property in the future. The Authority board reserves the right to sell, donate, exchange or lease property in the future to the extent determined necessary by the Authority board without further amendment to this Plan, but in compliance with the requirements of the Act.

(h) A description of desired zoning changes and changes in streets, street levels, intersections, traffic flow modifications, or utilities.
Zoning changes, street layout adjustments, street level modifications, intersection and utilities changes are not contemplated at this time; except as may be proposed in the project schedule and budget at the end of this section. Design Lansing and form-based code will potentially lead zoning discussions in the future. The Board will make recommendations during City planning processes and advocate for zoning that lends itself to the dense commercial development that is a priority of the CIA.

\[i\] an estimate of the cost of the development, a statement of the proposed method of financing the development, and the ability of the authority to arrange the financing.

A description, including cost estimate for individual projects and method of financing is contained in the project schedule and budget at the end of this section. The total cost of completing all activities, projects and improvements proposed by the Authority Development Plan and to be undertaken and financed by the Authority is estimated to be $1,762,300 over the 15-year course of this plan and is inclusive of administrative expenses and contingencies. A breakdown of the estimated cost and estimated schedule for completion for each of those activities and projects is set forth in the project schedule and budget at the end of this section.

The scope of the items and improvements and the projected schedule for completion for those items and improvements described in this Plan are estimates only and may be revised from time to time by the Authority board without amending this Plan; provided, however, that such items and improvements must be completed within the term of this Plan, unless the term is amended in accordance with Act 57. Further, estimated costs for any items or improvements may be increased or decreased by the Authority board without amending this Plan based upon then-current preconstruction or pre-bid estimates of cost, as well as revised estimates of cost resulting from the receipt of bids. All operating and planning expenditures of the Authority and the City, as well as all advances extended by or indebtedness incurred by the City or other parties for improvements identified above that have been completed, are in progress, or yet to be completed, are expected to be repaid from tax increment revenues. The costs of the Plan are also anticipated to be paid from tax increment revenues as received.

The Authority expects to finance these activities from any one or more of the following sources:

- Future tax increment revenues
- Interest on investments
- Donations received by the Authority
- Proceeds from State, Federal and Other Grants
- Proceeds from any property building or facility that may be owned, leased, licensed, operated or sold by the Authority
- Special assessments as may be approved by the City Council
- Fees, memberships, sponsorships
- Public and private foundation grants
The proceeds to be received from tax increment revenues in the CID plus the availability of funds from other authorized sources will be sufficient to finance all activities and improvements to be carried out under this Plan. At this time, there is no intention by the Authority to issue bonds or to request that City Council issue bonds for qualifying activities; should that change, the Authority will comply with all requirements under the Act, including amendment to this Plan if necessary.

(j) Designation of the person or persons, natural or corporate, to whom all or a portion of the development is to be leased, sold, or conveyed in any manner and for whose benefit the project is being undertaken if that information is available to the authority.

The planned developments are designed to benefit all businesses, property owners, and residents of the corridor. Information concerning the names of specific persons for whom benefits may accrue are unknown at this time, as there is no intention to sell or transact any portion of the Development to any person at this time.

(k) The procedures for bidding for the leasing, purchasing, or conveying in any manner of all or a portion of the development upon its completion, if there is no express or implied agreement between the authority and persons, natural or corporate, that all or a portion of the development will be leased, sold, or conveyed in any manner to those persons.

The CIA Board has no publicly announced commitments for the acquisition or sale of property as it has no property under supervisory responsibility of the CIA at this time. The CIA in conjunction with the City may discuss policies to explore acquisition of tax reverted property should properties within the CIA District become available for acquisition by the City through tax reversion procedures.

It is not a priority of the CIA to acquire private property unless it advances a public improvement project or is necessary for economic development purposes. Any property acquired or held by the CIA, to be sold, leased, or otherwise conveyed to private development interests shall be sold, leased, or otherwise conveyed in accordance with local municipal policy, terms, and conditions to be established by the CIA, and state law, if applicable. At the time of the adoption of this plan, no private parties have been identified to whom land for redevelopment will be sold, leased, or otherwise conveyed; however, the CIA may convey such property to presently undetermined private parties for redevelopment for appropriate uses.

(l) Estimates of the number of persons residing in the development area and the number of families and individuals to be displaced. If occupied residences are designated for acquisition and clearance by the authority, a development plan shall include a survey of the families and individuals to be displaced, including their income and racial composition, a statistical description of the housing supply in the community, including the number of private and public units in existence or under construction, the condition of those units in existence, the number
of owner-occupied and renter-occupied units, the annual rate of turnover of the various types of housing and the range of rents and sale prices, an estimate of the total demand for housing in the community, and the estimated capacity of private and public housing available to displaced families and individuals.

Based on 2010 Census data, the estimated population of the City of Lansing’s Michigan Avenue commercial corridor district is 6,455 people. There are no occupied residences targeted for acquisition or development under the Plan, thus no relocation of families or individuals is anticipated within the scope of the proposed Development Plan or Tax Increment Financing Plan.

(m) A plan for establishing priority for the relocation of persons displaced by the development in any new housing in the development area.

There are no occupied residences targeted for acquisition or development under the Plan, thus no relocation of families or individuals is anticipated within the scope of the proposed Development Plan or Tax Increment Financing Plan.

(n) Provision for the costs of relocating persons displaced by the development and financial assistance and reimbursement of expenses, including litigation expenses and expenses incident to the transfer of title, in accordance with the standards and provisions of the uniform relocation assistance and real property acquisition policies act of 1970, Public Law 91-646, 84 Stat. 1894.

There are no occupied residences targeted for acquisition or development under the Plan, thus no relocation of families or individuals is anticipated within the scope of the proposed Development Plan or Tax Increment Financing Plan.

(o) A plan for compliance with 1972 PA 227, MCL 213.321 to 213.332.

There are no occupied residences targeted for acquisition or development under the Plan, thus no relocation of families or individuals is anticipated within the scope of the proposed Development Plan or Tax Increment Financing Plan.

(p) The requirement that amendments to an approved development plan or tax increment plan must be submitted by the authority to the governing body for approval or rejection.

In accordance with the Act 57, the Authority reserves the right to amend this Plan as necessary to add new improvement projects, extend the duration of the Plan, or for other lawful purposes. Any amendments to the Plan shall be approved by the Authority and the City Council in accordance with the requirements of Act 57. The Authority maintains its ability to administratively prioritize and utilize funds for projects fitting the goals outlined in this plan without formal amendment to this plan.
Development and Tax Increment Financing Plan

(q) A schedule to periodically evaluate the effectiveness of the development plan.

An annual report shall be submitted to each entity for which taxes are captured addressing use of CIA funds during the past budget year, status of implementation of the program of work set forth in the Development Plan and proposed CIA activities for the ensuing year. Any changes from this Development Plan will be addressed and changed by action of the City Council as part of this annual review of CIA activities. Amendments to the Development Plan and Tax Increment Financing Plan would be completed in compliance with notification and public hearing procedures of Section 622 of Act 57 prior to action of the City Council.

(r) Other material that the authority, local public agency, or governing body considers pertinent.

This Development Plan contemplates the use of tax increment financing. The Authority will comply with the City Council’s Policy on Corridor Improvement Authorities and Districts, as amended.

Development and TIF Plan Schedule and Budget
The duration of this plan is a 15-year period. The following pages include tables where specific projects that address CIA goals are described, budgeted, and scheduled. The schedule begins in 2019 and ends in the year 2034 (15 years). Projects have been listed based on estimated time of completion.

Intent to Update and Extend Duration or Terminate Plan
On or before the year 2034, the authority will consider action to update and extend the duration of the Development and Tax Increment Financing Plan or make recommendations to terminate the plans and rescind City Resolution #2009-417, which created the authority and designated its Development Area. Rescission of the resolution would dissolve the authority and eliminate the accompanying tax increment financing district; provided, however, that in accordance with Act 57, the authority shall not be dissolved if there is outstanding indebtedness of the authority.

Project Descriptions
Information was gathered through a variety of initiatives regarding what the Michigan Avenue CIA would undertake. The bulk of proposed investments are directly tied to the findings and recommendations of either the Michigan Avenue Corridor Conceptual Development Plan developed in 2008 or the Complete Streets Study done in 2009. These projects have been broken up into three goals summarized by the mission statement of the CIA:

“The Michigan Avenue Corridor Improvement Authority shall provide economic resources to improve and maintain public infrastructure, correct and prevent deterioration, and promote neighborhood aligned economic growth”. 
These three goals have been occurring in different capacities. It is the intention of this plan to outline what the CIA aims to directly implement and which activities it will provide support toward existing efforts. While the CIA does not intend to fund major infrastructure projects, funds will be prioritized around accentuating and enhancing new and existing infrastructure, in line with the City of Lansing’s Capital Improvement Plan and conceptually focused on enabling multi-modal transit, complete streets and creating sense of place. A description, including cost estimate and schedule of implementation, for each improvement project that will be completed within the area is contained in the project schedule and budget at the end of this section.

**Public Infrastructure:** Many of the plans, especially “Transforming the Michigan Avenue Corridor: a complete streets and transit-oriented development study” and CATA’s ongoing transportation studies, call for extensive and dynamic improvement in infrastructure to support motorists, bus riders, bikers and pedestrians alike. The Michigan Avenue Corridor Improvement Authority recognizes the importance of functioning infrastructure and complete streets to serve both the businesses and residents along the Michigan Avenue Corridor. It is the intention of the CIA to support the efforts of the Capital Area Transportation Authority (CATA), the city of Lansing and the Tri-County Regional Planning Commission. The CIA will be a platform to offer design input based off previous community visioning work that was part of the planning processes, some of which are ongoing.

The CIA proposes to directly support infrastructure upgrades that improve the attractiveness of the corridor and provide for a cohesive, multi-modal user experience. This entails the installation of benches, trashcans, landscaping, pedestrian lighting, median treatments, bicycle racks, public art, banners, way finding signage and other needed Placemaking elements. The CIA will work
with the City of Lansing to identify maintenance and upkeep solutions. The CIA seeks to empower residents in taking ownership of their community by developing guidelines for temporary Placemaking installations that would or would not impede of the public right of way and facilitate communication between the city and residents.

The CIA will consider Public Infrastructure projects that improve the quality of life and business friendliness of the corridor while leveraging the partnerships and assets within the community.

**Correct and Prevent Deterioration:** Reversing Deterioration along the corridor will lead to the necessary outcomes of increased property values, increased private investment, an improved user experience, as well as an increase in community pride. Lansing is a certified Redevelopment Ready Community (RRC). Redevelopment Ready Communities® (RRC) is a certification program supporting community revitalization and the attraction and retention of businesses, entrepreneurs and talent throughout Michigan. The CIA acknowledges the benefit of cohesive planning, visioning and marketing identified in the RRC Best Practices and proposes to correct and prevent deterioration through leading the following proactive activities.

CIA staff will inventory current properties, engage with current property owners and assist with marketing available properties, when appropriate. The CIA will work with the Lansing Economic Area Partnership (LEAP) to identify and pursue city, state and federal incentives and any other applicable grant programs that align with the goals of the Corridor Improvement Authority. The CIA proposes to offer incentives, if funding is available, to assist with building improvements. For example, a façade grant program is planned to help businesses along the corridor address the costs associated with preserving and/or restoring aging building façades. To protect existing corridor assets, CIA proposes to support and strengthen commercial code compliance and coordinate with the City of Lansing and community-based organizations on events to clean and beautify the corridor.

**Promote Neighborhood Aligned Economic Growth:** The CIA will act as organizational lead, in partnership with the City of Lansing and Lansing Economic Area Partnership, on community engagement for the redevelopment of the corridor. The CIA understands the importance of a strong foundation set in partnerships and shared vision. The CIA will adopt a public participation plan that will facilitate frequent stakeholder input. For the health of existing and new businesses, the CIA will develop a marketing and branding plan for the corridor. The CIA will work in conjunction with the Small Business Development Center (SBDC), Lansing Economic Area Partnership (LEAP) and the Lansing Regional Chamber (LRC) in supporting new and existing businesses through one on one consultation, referral to resources and hosting business to business events. This may include connection to the existing incubator network, or the establishment of new incubators/accelerators, if needed. The CIA will work closely with community-based organizations and organized neighborhood groups on community engagement and planning for projects on corridor, including development of strategies for transition between commercial and residential.
In 2012, the Michigan Office of Urban and Metropolitan Initiatives commissioned U3 Ventures to conduct the Michigan Anchor Institution Opportunity Analysis of eight cities across Michigan, including Lansing. The resulting report documents the impact of Michigan State University, Lansing Community College, and Sparrow Health System on the Lansing region and Michigan Avenue Corridor. The CIA will continue the work of the Anchor Initiative by developing a strategy to engage business, non-profit and governmental agencies that offer historic and future employment, influence and the ability to change, and benefit from, the corridor.

The CIA, although not establishing a joint district at this time, will potentially continue to work in conjunction with Lansing Charter Township and the City of East Lansing to work towards a shared vision for the entirety of corridor.

The following tables summarize the various projects and activities proposed, including an estimated cost and completion date for each. As noted previously, the costs and completion dates are estimates only and are subject to change without further amendment to this Plan. These dates and estimates may vary because of private investment decisions, financing opportunities, market shifts or other factors.

**Table 1: Projects Anticipated in Public Infrastructure**

<table>
<thead>
<tr>
<th>Action</th>
<th>Timeframe</th>
<th>Total Cost</th>
<th>Expected Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop and install wayfinding signage, with a focus on guiding residents and visitors to transit stations such as bus stops</td>
<td>Short</td>
<td>$30,000</td>
<td>1-2 years</td>
</tr>
<tr>
<td>Install bicycle racks and related equipment, especially near transit stations such as bus stops</td>
<td>Short</td>
<td>$33,000</td>
<td>1-2 years</td>
</tr>
<tr>
<td>Plan, develop and install banners</td>
<td>Short</td>
<td>$50,000</td>
<td>2-5 years</td>
</tr>
<tr>
<td>Install pedestrian infrastructure (benches, trash cans, etc.) to increase and facilitate use of public transit stations such as bus stops</td>
<td>Medium</td>
<td>$75,000</td>
<td>5-10 years</td>
</tr>
<tr>
<td>Install and increase pedestrian oriented lighting especially near transit stations such as bus stops</td>
<td>Medium - Long</td>
<td>$200,000</td>
<td>8-15 years</td>
</tr>
<tr>
<td>Install public art (sculptures, murals, etc.)</td>
<td>Medium - Long</td>
<td>$80,000</td>
<td>8-15 years</td>
</tr>
<tr>
<td>Install and maintain public flowerbeds and landscaping</td>
<td>Medium - Long</td>
<td>$100,000</td>
<td>8-15 years</td>
</tr>
<tr>
<td>Placemaking projects (e.g. community-initiated initiatives, events and improvements)</td>
<td>Short, Medium or Long</td>
<td>$50,000</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

**Table 2: Projects Anticipated in Correction & Prevention of Deterioration**

<table>
<thead>
<tr>
<th>Action</th>
<th>Timeframe</th>
<th>Total Cost</th>
<th>Expected Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Organize efforts to clean and beautify corridor</td>
<td>Short</td>
<td>$15,000</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>
Development and Tax Increment Financing Plan

Create property inventory, prioritize redevelopment and marketing properties  
Timeframe: Short  
Total Cost: $45,000  
Expected Completion: 5-10 years

Organize community events that highlight positive corridor news  
Timeframe: Short - Medium  
Total Cost: $20,000  
Expected Completion: Ongoing

Award program to encourage good business behavior  
Timeframe: Short - Medium  
Total Cost: $15,000  
Expected Completion: Ongoing

Façade grant program (Matching Grant)  
Timeframe: Medium - Long  
Total Cost: $300,000  
Expected Completion: 10-15 years

Table 3: Projects Anticipated in Promotion of Neighborhood-Aligned Economic Growth

<table>
<thead>
<tr>
<th>Action</th>
<th>Timeframe</th>
<th>Total Cost</th>
<th>Expected Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Host community input sessions around development projects</td>
<td>Medium</td>
<td>$30,000</td>
<td>5-10 years</td>
</tr>
<tr>
<td>Create a marketing and branding plan for corridor</td>
<td>Short - Medium</td>
<td>$50,000</td>
<td>2-5 years</td>
</tr>
<tr>
<td>Sponsorship of corridor-focused projects and non-profit activities</td>
<td>Long</td>
<td>$100,000</td>
<td>10-15 years</td>
</tr>
</tbody>
</table>

OTHER SOURCES OF FINANCING

As noted in Section 621.2 (i), the CIA expects to finance these activities from one or more of the following sources:

- Future tax increment revenues
- State, Federal or Other grants
- Special assessments as may be approved by the City of Lansing
- Interest on investments
- Donations received by the CIA
- Fees, sponsorships and memberships
- Public and private foundation grants
- Proceeds from any property, building or facility owned, leased or sold by the CIA
- Moneys obtained through development agreements with property owners benefiting from adjacent open space and other public improvements
- Moneys obtained from other sources approved by the City of Lansing

The revenue to be received from tax increment financing in this Development Area plus the availability of funds from other authorized sources will be sufficient to finance the activities and improvements to be carried out under this plan. At this time, there is no intention by the Authority to issue bonds or to request that City Council issue bonds for qualifying activities; should that change, the Authority will comply with all requirements under the Act, including amendment to this Plan if necessary.
Section III: TAX INCREMENT FINANCING PLAN FOR DEVELOPMENT DISTRICT

This tax increment financing plan is established to make possible the financing of all or a portion of the costs associated with the activities and projects contained in the previous Development Plan for the Michigan Avenue Corridor Improvement District.

Tax Increment Financing Plan

Tax increment financing is a funding technique that utilizes increases in taxes on real and personal property within a specific development area to secure and pay the cost of public improvements or bonds issued by a municipality or Corridor Improvement Authority to finance the costs of an approved development plan, to pay the Authority’s costs of operation, and to finance portions of an approved development plan which do not involve the issuance of bonds.

The Corridor Improvement Authority Act requires the CIA to address three legislative requirements in the Tax Increment Financing Plan. These provide information about funds anticipated to be received by the CIA and its impact upon taxing jurisdictions. These requirements are found in Section 618(1) of the Act and states that “if the authority determines that it is necessary for the achievement of the purposes of this act, the authority shall prepare and submit a tax increment financing plan to the governing body of the municipality. The plan shall include a development plan as provided in section 621...”

Specifically, pursuant to Section 618(1) of the Act the Tax Increment Financing Plan must include, in addition to the Development Plan set forth above:

1. A detailed explanation of the tax increment procedure,
2. The maximum amount of bonded indebtedness to be incurred, and
3. The duration of the program.
4. A statement that all unused funds captured shall revert proportionally to the respective taxing bodies.
5. A statement of the estimated impact of tax increment financing on the assessed values of all taxing jurisdictions in which the development area is located.
6. A clear statement of the portion of captured value intended to be used by the Authority for the Plan, and the intended use.

1. Detailed explanation of the Tax Increment Financing Procedure

The Corridor Improvement Authority Act, Act 57 of 2018, as amended, authorizes tax increment financing (TIF). TIF makes it possible for a district to essentially capture tax revenues that are derived from the increase in value of property, which has benefitted from development projects within said district. The revenue is used to finance further development within the district. The Michigan Avenue CIA has determined that, in order to finance the previous Development Plan, a tax increment financing plan must be adopted.
The theory of utilizing TIF is that tax revenue will increase within a district where development is taking place. That increase in development will generate an increase in the tax revenues within that district. Therefore, it is appropriate to use this increase in tax revenue to reinvest into the district to encourage continued development.

The tax increment financing procedure as outlined in Act 57 of 2018 requires the adoption by the City, by resolution, of a Development Plan and a Tax Increment Financing Plan. Following the adoption of that resolution, the city and county treasurers are required by law to transmit to the CIA that portion of the tax levy of all taxing bodies paid each year on the “Captured Assessed Value of all real and personal property located in the Development Area.” The tax amounts to be transmitted are hereinafter referred to as “Tax Increment Revenue”.

The Authority explicitly subordinates its capture of Tax Increment Revenue to any similar capture by a Brownfield Redevelopment Plan, duly authorized by the Lansing Brownfield Redevelopment Authority and Lansing City Council, for any parcel or property that is currently subject to any such Brownfield Redevelopment Plan or that comes to be during the duration of this Plan. This Plan will still capture any amount of qualifying Tax Increment Revenue that passes through any such Brownfield Redevelopment Plan’s capture.

The “Captured Assessed Value” is defined by the Act as “the amount in any 1 year by which the current assessed value of the project area, including the assessed value of property for which specific local taxes are paid in lieu of property taxes ... exceeds the initial assessed value...” The “initial assessed value” is defined by the Act as the “assessed value, as equalized, of all the taxable property within the boundaries of the Development Area at the time the resolution establishing the tax increment financing plan is approved, as shown by the most recent assessment roll of the municipality for which equalization has been completed at the time the resolution is adopted...”

It is the goal of the CIA to use the captured assessed value in the development district for the number of years necessary to complete the projects outlined in the Development Plan.

The CIA shall submit a report on the tax increment financing account showing the revenue received and the amount and purpose of expenditures from the account. Reports will also be required showing the initial assessed value of the development district and the amount of captured assessed value retained by the CIA. The report shall be submitted to the Lansing City Council and contain such additional information as the City Council deems necessary.

An opportunity will be made available to the County Board of Commissioners and other taxing jurisdictions to meet with the City Council to discuss the fiscal and economic implications of the proposed financing and development plans.

Approval of the tax increment financing plan must be obtained following the notice, hearing and disclosure provisions of Section 622 of the Act. If the development plan is a part of the tax increment financing plan, only one hearing and approval procedure is required for the two plans together. The tax increment financing plan may be modified by the City Council upon notice and
after public hearings. The governing body may abolish the tax increment financing plan when it finds that the purpose for which it was established is accomplished.

2. The maximum amount of bonded indebtedness to be incurred
The CIA does not anticipate bonding based on currently identified projects. However, the CIA maintains the authority to bond to support future development projects. Below is the current financial position of the Authority.

Description of Current Financial Position
Current Assets: The Michigan Avenue Corridor Improvement Authority fund balance at the time of preparation of this analysis is $0.00. The Lansing Economic Area Partnership (LEAP) has contributed to the organizational costs of the CIA, as well as the preparation of this Development and Tax Increment Financing Plan.

Anticipated Revenue: The CIA district contains 142 individual commercial properties. The 2019 taxable value of all properties is $22,047,037. This is the initial assessed value to which all future assessments will be compared to determine the tax capture for the district. A detailed projection table for the 15-year period is included in Appendix I.

Expenses: The CIA will be responsible for all expenses for each project listed in the Development Plan using TIF funding. Other sources of funding may be leveraged from time to time in addition to the TIF.

3. Duration of The CIA and Tax Increment Financing District
The initial duration of the CIA’s TIF district is 15 years. This Tax Increment Financing Plan establishes a budget for a 15-year period. This is reflected in the previous Development Plan’s projects estimated completion dates, shown in Tables 1 through 4.

4. Unused Funds Shall Revert Proportionally to the Respective Taxing Bodies
The Authority shall comply with the requirements of Subsection 619(2) of the Act, and shall revert all unused funds, proportionally, to the respective taxing bodies. This TIF Plan is not intended, nor shall it be used to circumvent existing property tax limitations; the sole purpose is to enhance and increase public use of the public portions of the corridor as detailed in the Development Plan, especially as it pertains to utilization of public transit.

5. Estimated Impact of The Tax Increment Financing Plan
Adoption of this Tax Increment Financing Plan will initially result in the use of all revenues derived from increases in assessed value of the real and personal property of the Development District for purposes of the Development Plan. As soon as adequate increments have been generated to pay for the development projects, excess tax increment will be returned to the taxing jurisdictions.

Appendix I demonstrates the current millage levied by each jurisdiction, the anticipated growth in assessed value and the resulting tax increment revenues to be generated during the life of the
Plan, and the estimated fiscal and economic implications on taxing jurisdictions resulting from the implementation of the Plan and capture of millage by the Authority.

The Authority proposes to strengthen the Development District and arrest the current stagnation and deterioration in property values. This is to be accomplished by using the additional tax revenues generated in the Development District to make public improvements and induce private redevelopment.

Several tax bodies currently receive property tax revenue from the property within the Development District. They will continue to receive tax revenues on the initial assessed value of this property throughout the duration of the Plan. When this plan is terminated, these taxing jurisdictions will receive property tax revenues from all taxable property located within the Development District, including new development and appreciation in value stimulated by the development projects and inflation.

6. Use of Tax Increment Revenue

The Authority intends to use all of the captured value in furtherance of the Plan described above. Tax increment revenues transmitted to the Authority shall be deposited in a separate fund of the Authority (the “Project Fund”) and used as they accrue annually in the following manner, and with the following order or priority:

1. To pay the administrative, auditing, legal and operating costs of the Authority and the City pertaining to the Plan and the Development District, including planning and promotion to the extent provided in the annual budget of the Authority.
2. To repay amounts advanced by the City for project costs, including costs for preliminary plans, projects, fees, and for other professional services.
3. To pay, or to set aside in a reserve account for the purpose of paying when feasible, the cost of undertaking, completing and reimbursing the City for any public improvements as set forth in the Plan, to the extent those costs are not financed from other sources (the “Project Reserve Fund”).
4. To pay the cost of any additional improvements to the Plan that are determined necessary by the Authority and approved by the City Council in accordance with the Act.

In accordance with Act 57, and to the extent that the Authority and City deem it necessary and in the best interest of the Authority, the Development District, and the City and its resident and property owners, the Authority may enter into tax sharing arrangements with affected taxing jurisdictions to share all or a portion of tax increment revenues on such terms as the Authority and the City Council determine to be most equitable for the Authority, the Development District and the City.
Appendix A: Full Ordinance – Intent to Establish the Michigan Avenue Corridor Improvement Authority
RESOLUTION #2009-279
BY THE COMMITTEE ON DEVELOPMENT AND PLANNING
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the City of Lansing, in conjunction with the City of East Lansing and Charter Township of Lansing has prepared and forwarded a resolution of intent to create the Michigan Avenue Corridor Improvement Authority (the Authority) in accordance with the provisions of the Michigan Corridor Improvement Authority, Public Act 280 of 2005, as amended (the Act);

WHEREAS, the Michigan Avenue Corridor Improvement Authority Development Area, as defined in the Act (the "Proposed Development Area"), is comprised of eligible property within an area along Michigan Avenue bounded by an area of all commercial property, as defined by PA 206 of 1893, found within 500 feet north and 500 feet south of the centerline of Michigan Avenue, and from the eastern edge of the Pere Marquette Rail Line in the City of Lansing to the west to the Lansing City limit to the east, and specifically identified in Exhibit A;

WHEREAS, the District meets all of the requirements of section 5 of Public Act 280 of 2005, including:

1. The Proposed Development Area is adjacent to a road classified as an arterial or collector according to the Federal Highway Administration Manual "Highway Functional Classification - Concepts, Criteria and Procedures;" and

2. The Proposed Development Area contains at least ten (10) contiguous parcels or at least five (5) contiguous acres; and

3. More than half of the existing ground floor square footage in the Proposed Development Area is classified as commercial real property under Section 34c of the General Property Tax Act, Act 206 of 1893, as amended (MCL 211.34c); and

4. Residential use, commercial use, or industrial use has been allowed and conducted under the zoning ordinance or conducted in the entire Proposed Development Area for the immediately proceeding thirty (30) years.

5. The Proposed Development Area is presently served by municipal water and sewer; and

6. The Proposed Development Area is zoned to allow for mixed use that includes high density residential use.

LANCASTER CITY COUNCIL LEGISLATIVE ITEMS: JULY 27, 2009 RESOLUTIONS
and;

WHEREAS, in accordance with Act 280 the City would further agree to the following with respect to the Proposed Development Area:

1. To expedite the local permitting and inspection process in the Proposed Development Area; and

2. To modify its master plan to provide for walkable non-motorized interconnections, including sidewalks and streetscapes throughout the Proposed Development Area

and;

WHEREAS, at least one member of the Authority must reside within ½ mile of the development district,

WHEREAS, the Act requires that before creation of the Authority the Lansing City Council hold a public hearing in order to provide an opportunity for those living in and around the boundaries of the Authority, the City Assessor, a representative of the affected taxing units, the residents, and other taxpayers of the City of Lansing general public appear and be heard regarding the creation of the Authority.

NOW, THEREFORE, BE IT RESOLVED that Council determines that it is necessary for the best interests of the City and the public to redevelop its commercial corridors and to promote economic growth;

BE IT FURTHER RESOLVED that the City Council hereby declares its intent to work together with the City of East Lansing and the Charter Township of Lansing to create and provide for the operation of a corridor improvement authority as enabled by and pursuant to Act 280;

BE IT FURTHER RESOLVED that Council hereby designates the boundaries of the Development Area as comprising parcels of real property identified in Exhibit A;

BE IT FURTHER RESOLVED that the authority will be known as the “Michigan Avenue Corridor Improvement Authority.”

BE IT FINALLY RESOLVED that a public hearing shall be held in the City Council Chambers of the City of Lansing, 10th Floor, Lansing City Hall, Lansing, Michigan, on 24th day of 2009, for the purpose of receiving comment on the establishment of the Michigan Avenue Corridor Authority as set forth in Public Act 280 of 2005. Notice of the
public hearing shall be published twice in a newspaper of general circulation in the municipality, not less than 20 or more than 40 days before the date of the hearing. Not less than 20 days before the hearing, the City shall also mail notice of the hearing to the property taxpayers of record in the proposed development area, to the governing body of each taxing jurisdiction levying taxes that would be subject to capture if the authority is established and a tax increment financing plan is approved, and to the state tax commission. Failure of a property taxpayer to receive the notice does not invalidate these proceedings. Notice of the hearing shall be posted in at least 20 conspicuous and public places in the proposed development area not less than 20 days before the hearing. The notice shall state the date, time, and place of the hearing and shall describe the boundaries of the proposed development area. A citizen, taxpayer, or property owner of the municipality or an official from a taxing jurisdiction with millage that would be subject to capture has the right to be heard in regard to the establishment of the authority and the boundaries of the proposed development area.
Appendix B:
Affidavit of Notice of Public Hearing on Creation of the MACIA
AFFIDAVIT OF POSTING NOTICE OF PUBLIC HEARING

I, the undersigned, hereby state that on May 8th, 2009, I personally posted a notice of public hearing to be held by the City Council of the City of East Lansing on consideration on the creation of the Michigan Avenue Corridor Improvement Authority of the City of East Lansing, a copy of which notice is attached hereto and made a part hereof, in the following conspicuous and public places in the district described in the notice:

1. Utility Pole at the Southeast corner of Hillcrest St and Grand River Ave
2. Utility Pole in the parking lot at 111 Cowley Ave.
3. Utility Pole on Hillcrest Ave, north of the corner with Elm PI
4. Utility Pole in the parking lot at 404 Michigan Ave
5. Utility Pole in the parking lot at 1226 Michigan Ave
6. Utility Pole on the east side of Highland Ave, north side of parking lot entrance
7. Utility Pole on the south side of Elm PI, at the corner with Hillcrest
8. Utility Pole on the south side of Elm PI, parking lot entrance
9. Utility Pole on the east side of Louis St, mid-first block
10. Utility Pole on the east side of Louis St, at the northeast corner with Michigan Ave.
11. Utility Pole at 111 Cowley Ave, north side of parking lot entrance
12. Utility Pole at 111 Cowley Ave, south side of parking lot entrance
13. Utility Pole on the east side of Center St, at 626 Michigan Ave
14. Utility Pole on the east side of Center St, at the northeast corner with Michigan Ave.
15. Utility Pole in the northeast corner of the Harrison Roadhouse parking lot
17. Utility Pole on Michigan Ave, northwest corner with Harrison Rd.
18. Utility Pole at the northwest corner of Michigan Ave and Highland Ave
19. Utility Pole at the northeast corner of Michigan Ave and Highland Ave
20. Utility Pole at the southwest corner of Michigan Ave and Reniger Ct

Cristina Luica, Development Intern
Appendix C:
Resolution Establishing the MACIA and Designation of the Development Area
I, CHRIS SWOPE, CITY CLERK of the City of Lansing, Michigan, do hereby certify that I have compared the annexed copy of Resolution #2009-417, which established the Michigan Avenue Corridor Improvement Authority and Designation of the Development Area, which was adopted November 2, 2009, with the original now on file in my office, and that it is a correct copy thereof, and of the whole of such original.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the City of Lansing this 15th day of June 2017.

CHRIS SWOPE, City Clerk
RESOLUTION #2009-417
BY THE COMMITTEE ON DEVELOPMENT AND PLANNING
RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LANSING

Resolution Establishing Michigan Avenue Corridor Improvement Authority
And Designation of the Development Area

WHEREAS, the City of Lansing (the City), is authorized by the provisions of MCL 125.2871, et seq., Act 280, Public Acts of Michigan, 2005, as amended (Act 280), to create a corridor improvement authority; and

WHEREAS, the City Council held a public hearing on August 24, 2009 pursuant to Act 280 in connection with the establishment of a corridor improvement authority and the designation of the proposed development area; and

WHEREAS, at least 60 days have passed since the public hearing; and

WHEREAS, the City Council intends to proceed with the establishment of a corridor improvement authority;

NOW, THEREFORE, BE IT RESOLVED THAT:

1. Determination of Necessity: Purpose. The City Council hereby determines that it is necessary for the best interests of the public to create a public body corporate which shall operate to correct and prevent deterioration in business districts, to redevelop the City’s commercial corridors and promote economic growth, pursuant to Act 280 of the Public Acts of Michigan, 2005, MCL 125.2871, et seq., as amended.

2. Definitions. The terms used in this resolution shall have the same meaning as given to them in Act 280 or as hereinafter in this section provided unless the context clearly indicates to the contrary. As used in this resolution:

"Authority" means the Michigan Avenue Corridor Improvement Authority (also known as "MACIA") created by this resolution.


"Board" or "Board of Directors" means the Board of Directors of the Authority, the governing body of the Authority.

"Chief Executive Officer" means the Mayor of the City of Lansing.

"City" means the City of Lansing, Ingham and Eaton Counties, Michigan.

"City Council" means the City Council of the City of Lansing.

"Development Area" means the development area designated by this resolution, as now
existing or hereafter amended, and within which the Authority shall exercise its powers.

3. **Creation of Authority.** There is hereby created pursuant to Act 280 a Corridor Improvement Authority for the City. The Authority shall be a public body corporate and shall be known and exercise its powers under title of the MICHIGAN AVENUE CORRIDOR IMPROVEMENT AUTHORITY. The Authority may adopt a seal, may sue and be sued in any court of this State and shall possess all of the powers necessary to carry out the purposes of its incorporation as provided by this resolution and Act 280. The enumeration of a power in this resolution or in Act 280 shall not be construed as a limitation upon the general powers of the Authority.

4. **Termination.** Upon completion of its purposes, the Authority may be dissolved by resolution of the City Council. The property and assets of the Authority, after dissolution and satisfaction of its obligations, shall revert to the City.

5. **Description of Development Area.** The Development Area shall consist of the territory in the City described in Exhibit A to this resolution, attached hereto and made a part hereof, subject to such changes as may hereinafter be made pursuant to this resolution and Act 280.

6. **Board of Directors.** The Authority shall be under the supervision and control of the Board. The Board shall consist of the Mayor or his or her assignee, and seven additional members. Members shall be appointed by the Mayor, subject to approval by the City Council. Not less than a majority of the members shall be persons having an ownership or business interest in property located in the Development Area. Not less than 1 of the members shall be a resident of the Development Area, or of an area within 1/2 mile of any part of the Development Area. Members shall be appointed to serve for a term of four years, except that of the members first appointed, an equal number, as near as is practicable, shall be appointed for terms of 1 year, 2 years, 3 years, and 4 years. A member shall hold office until the member’s successor is appointed. An appointment to fill a vacancy shall be made by the Mayor for the unexpired term only. Members of the Board shall serve without compensation, but shall be reimbursed for actual and necessary expenses. The Chairperson of the Board shall be elected by the Board. The Board shall adopt bylaws governing its procedures subject to the approval of the City Council.

7. **Powers of Authority.** Except as specifically otherwise provided in this resolution, the Authority shall have all powers provided by law subject to the limitations imposed by law and herein.

8. **Fiscal Year: Adoption of Budget.** The fiscal year of the Authority shall begin on July 1st of each year and end on June 30th, or such other fiscal year as may hereafter be adopted by the City Council. The Board shall prepare annually a budget and shall submit it to the City Council for approval in the manner and at the time, and which budget shall contain the information, required of municipal departments. The Board shall not finally adopt a budget for any fiscal year until the budget has been approved by the City Council. The Authority shall submit financial reports to the City Council at the same time and on the same basis as departments of the City are required to submit reports. The Authority shall be audited annually by the same independent auditors auditing the City
and copies of the audit report shall be filed with the City Council.

9. Section Headings: Severability. Section headings are provided for convenience only and are not intended to be part of this resolution. If any portion of this resolution shall be held to be unlawful, the remaining portions shall remain in full force and effect.

10. Publication, Recording and Filing. This resolution shall be published once after its adoption in full in a newspaper of general circulation in the City of Lansing, and the City Clerk shall file a certified copy of the resolution with the Michigan Secretary of State promptly after its adoption.
Powers of the Authority

Detailed powers of the Corridor Improvement Authority board are listed below per 125.4611 section 611 of PA 57:

(a) Prepare an analysis of economic changes taking place in the development area.

(b) Study and analyze the impact of metropolitan growth upon the development area.

(c) Plan and propose the construction, renovation, repair, remodeling, rehabilitation, restoration, preservation, or reconstruction of a public facility, an existing building, or a multiple-family dwelling unit which may be necessary or appropriate to the execution of a plan which, in the opinion of the board, aids in the economic growth of the development area.

(d) Plan, propose, and implement an improvement to a public facility within the development area to comply with the barrier free design requirements of the state construction code promulgated under the Stille-DeRossett-Hale single state construction code act, 1972 PA 230, MCL 125.1501 to 125.1531.

(e) Develop long-range plans, in cooperation with the agency that is chiefly responsible for planning in the municipality, designed to halt the deterioration of property values in the development area and to promote the economic growth of the development area, and take steps as may be necessary to persuade property owners to implement the plans to the fullest extent possible.

(f) Implement any plan of development in the development area necessary to achieve the purposes of this act in accordance with the powers of the authority granted by this act.

(g) Make and enter into contracts necessary or incidental to the exercise of its powers and the performance of its duties.

(h) On terms and conditions and in a manner and for consideration the authority considers proper or for no consideration, acquire by purchase or otherwise, or 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, that the authority determines is reasonably necessary to achieve the purposes of this act, and to grant or acquire licenses, easements, and options.

(i) Improve land and construct, reconstruct, rehabilitate, restore and preserve, equip, improve, maintain, repair, and operate any building, including multiple-family dwellings, and any necessary or desirable appurtenances to those buildings, within the development area for the use, in whole or in part, of any public or private person or corporation, or a combination thereof.
(j) Fix, charge, and collect fees, rents, and charges for the use of any facility, building, or property under its control or any part of the facility, building, or property, and pledge the fees, rents, and charges for the payment of revenue bonds issued by the authority.

(k) Lease, in whole or in part, any facility, building, or property under its control.

(l) Accept grants and donations of property, labor, or other things of value from a public or private source.

(m) Acquire and construct public facilities.

(n) Conduct market research and public relations campaigns, develop, coordinate, and conduct retail and institutional promotions, and sponsor special events and related activities.

(o) Contract for broadband service and wireless technology service in a development area.

(2) Notwithstanding any other provision of this act, in a qualified development area the board may, in addition to the powers enumerated in subsection (1), do 1 or more of the following:

(a) Perform any necessary or desirable site improvements to the land, including, but not limited to, installation of temporary or permanent utilities, temporary or permanent roads and driveways, silt fences, perimeter construction fences, curbs and gutters, sidewalks, pavement markings, water systems, gas distribution lines, concrete, including, but not limited to, building pads, storm drainage systems, sanitary sewer systems, parking lot paving and light fixtures, electrical service, communications systems, including broadband and high-speed internet, site signage, and excavation, backfill, grading of site, landscaping and irrigation, within the development area for the use, in whole or in part, of any public or private person or business entity, or a combination of these.

(b) Incur expenses and expend funds to pay or reimburse a public or private person for costs associated with any of the improvements described in subdivision (a).

(c) Make and enter into financing arrangements with a public or private person for the purposes of implementing the board's powers described in this section, including, but not limited to, lease purchase agreements, land contracts, installment sales agreements, sale leaseback agreements, and loan agreements.
Appendix E:
Appointed Members to the MACIA Board
Michigan Avenue Corridor Improvement Authority: Joan M. Nelson as a Member for a term to expire June 30, 2022;

RESOLUTION #2018-302
Reappointment: Joseph Ruth as a Member for a term to expire June 30, 2022;

RESOLUTION #2018-302
Reappointment: Jonathan Lum as a Resident Member for a term to expire June 30, 2020;

RESOLUTION #2018-209
BY THE COMMITTEE ON DEVELOPMENT & PLANNING RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Mayor made the appointment of Yvette Collins of 312 Midvale, Lansing, MI 48912 as a Member of the Michigan Avenue Corridor Improvement Authority for a term to expire June 30, 2021; and

WHEREAS, the nominee has been vetted by the Mayor’s Office and meets the qualifications as required by the City Charter; and

WHEREAS, the Committee on Development & Planning met on August 6, 2018 and took affirmative action;

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Yvette Collins of 312 Midvale, Lansing, MI 48912 as a Member of the Michigan Avenue Corridor Improvement Authority for a term to expire June 30, 2021.

By Council Member Hussain

Motion Carried

RESOLUTION #2018-122
BY THE COMMITTEE ON DEVELOPMENT & PLANNING RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Mayor made the appointment of Elaine M. Barr of 519 S. Jenison Avenue, Lansing, MI 48915 as a Member of the Michigan Avenue Corridor Improvement Authority for a term to expire June 30, 2019; and

WHEREAS, the nominee has been vetted by the Mayor’s Office and meets the qualifications as required by the City Charter; and

WHEREAS, the Committee on Development & Planning took affirmative action;

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Elaine M. Barr of 519 S. Jenison Avenue, Lansing, MI 48915 as a Member of the Michigan Avenue Corridor Improvement Authority for a term to expire June 30, 2019.

By Council Member Hussain
Motion Carried

City Clerk Swope administered the Oath of Office to Elaine M. Barr

RESOLUTION #2017-204

Reappointment: Scott Gillespie for a term to expire June 30, 2021
Appendix F:
MACIA Bylaws
ARTICLE I - NAME

The name of this Authority is the Michigan Avenue Corridor Improvement Authority of the City of Lansing.

ARTICLE II - PURPOSE

The purpose of the Authority is to carry out those purposes and exercise those powers as conferred upon it by State of Michigan's Corridor Improvement Authority Act, Act 57 of 2018 (Formerly known as Act 280 of the Michigan Public Acts of 2005) as amended ("the Act"). The Authority shall be a public body corporate and shall have all the powers which now or hereafter may be conferred by law on authorities organized under the Act. These Bylaws are adopted as the Authority’s rules governing procedure and holding regular meetings, in accordance with the Act.

ARTICLE III - AUTHORITY BOARD OF DIRECTORS

Section 1. Authority Board. The Authority shall be under the supervision and control of a board consisting of seven members appointed by the Mayor of the City of Lansing subject to the approval of City Council. The board will also include the Mayor or a Mayoral Assignee. Not less than a majority of the members shall be persons having an ownership or business interest in property located in the Corridor Improvement Authority development area. At least one of the members shall be a resident of the development area or of an area within one-half mile of any part of the development area.

Section 2. Terms, Replacement, and Vacancies. Of the initial seven members appointed, one term shall expire on June 30, 2016, two terms shall expire on June 30, 2017, two terms shall expire on June 30, 2018, and two terms shall expire on June 30, 2019. Thereafter, each member appointed shall serve for a term of four years. A member shall hold office until the member's successor is appointed. An appointment to fill a vacancy shall be made by the Mayor for the unexpired term only. Before assuming the duties of office, a member shall qualify by taking and subscribing to the constitutional oath of office.

Section 3. Removal. A member of the Board may be removed for cause by the City Council after having been given notice and an opportunity to be heard.

ARTICLE IV - OFFICERS

Section 1. Officers. The officers of the Authority Board shall be a chairperson, a vice chairperson, a treasurer, and a recording secretary. All officers shall be members of the Authority Board, with the exception of the recording secretary who may, but need not be, a member of the Authority Board.

Section 2. Removal of Officers. An officer may be removed by the Authority Board whenever, in its
judgment, the best interest of the Authority Board will be served.

Section 3. **Chairperson.** The chairperson shall preside at all meetings of the Authority Board and shall discharge the duties as a presiding officer.

Section 4. **Vice Chairperson.** In the absence of the chairperson or in the event of inability to serve as chairperson, the vice chairperson shall perform the duties of the chairperson and when so acting, shall have all the powers and be subject to all the restrictions of the chairperson.

Section 5. **Treasurer.** The treasurer shall prepare, with the assistance of appropriate staff, an annual financial report covering the fiscal year of the Authority. The fiscal year of the Authority shall be July 1 to June 30. An annual audit will be made each year. The treasurer shall provide a bond if necessary, in the amount prescribed by the Authority Board.

Section 6. **Recording Secretary.** The recording secretary, if not a member of the Authority Board, shall be a designee of the Authority Board. The recording secretary shall attend all meetings of the Authority Board and with the assistance of appropriate staff record all votes and the minutes of all proceedings, to be maintained for future reference. The recording secretary shall give, or cause to be given, notice of all meetings of the Authority Board, as required by law or these bylaws, and shall perform such other duties as may be prescribed by the Authority Board. The recording secretary shall, when authorized by the Authority Board, attest by signature to actions of the Authority Board, and shall maintain custody of the official seal, and of the records, books and all documents of the Authority.

Section 7. **Delegation of Duties of Officers.** In the absence of any officer of the Authority Board due to resignation or removal, the Authority Board may delegate the powers and duties of any officer to any Authority Board member provided a majority of a quorum of the Authority Board concurs therein.

Section 8. **Election of Officers.** Nominations shall be made from the floor at the annual meeting in January or at the initial meeting of the Authority Board. Officers shall be elected by ballot. The terms of office shall be for one year and begin at the close of the annual meeting at which they are elected, or until his or her successor shall be elected and qualified. No member shall hold more than one office at a time.

**ARTICLE V - EMPLOYMENT OF DIRECTOR**

The Authority Board may employ and fix compensation of a director subject to approval of the City Council. A member of the Board is not eligible to hold the position of Director. Before beginning his or her duties, the Director shall subscribe to the constitutional oath and furnish a bond as required by section 609 of Act 57 of 2018. The Director shall be the chief executive officer of the Authority. The Director shall serve at the pleasure of the Authority Board.

**ARTICLE VI - MEETINGS**

Section 1. **Organizational Meeting and Election of Officers.** Officers shall be elected at the first organizational meeting of the Authority Board after the adoption of the Bylaws and shall be appointed thereafter pursuant to Article VI - Section 2.
Section 2. Annual Meeting. Starting in the year 2019, an annual meeting shall be held in January at a time and place to be set by the Authority Board. Election of officers shall occur at the annual meeting. If the election of officers does not occur on the day designated or any adjournment thereof, the Authority Board shall cause the election to be held at a regular or special meeting of the Authority Board within 90 days of the annual meeting.

Section 3. Regular Meetings. Regular meetings of the Authority Board shall be held at a time and place to be set by the Authority Board at its annual meeting. Notice of regular meetings shall be published in accordance with the Michigan Open Meetings Act, Act 267 of the Public Acts of 1976, as amended. The Authority Board records shall be open to the public.

Section 4. Special Meetings. Special meetings of the Authority Board may be called by the chairperson, the vice chairperson in the absence of the chairperson, or by any three Authority members by giving 24 hours’ notice of the meeting to other board members, stating the purpose of the meeting, and by posting sufficient public notice in accordance with the Michigan Open Meetings Act.

Section 5. Notice of Meetings. All meetings other than regularly scheduled meetings shall be preceded by public notice posted 18 hours prior to the meeting in accordance with the Michigan Open Meetings Act.

Section 6 Agenda and Minutes. The recording secretary together with appropriate staff shall prepare the agendas for all regular meetings and send them to the Authority Board members at least 24 hours prior to the meeting. Any member of the Authority Board may request any item to be placed on the agenda. Minutes of all meetings shall be prepared and kept in accordance with the Michigan Open Meetings Act. Proposed Minutes of a meeting shall be made available to the public no more than 8 days after the meeting. The Board shall vote to approve or amend and approve minutes from any prior meeting, at the next regular meeting.

Section 7 Quorum and Voting. A quorum shall constitute a majority of the Authority Board members appointed and serving at the time. A majority vote of a quorum of the Authority Board shall constitute the action of the Authority Board unless the vote of a larger number is required by statute, or elsewhere in these rules. In the event that effective membership is reduced because of a conflict of interest, a majority of the remaining members eligible to vote shall constitute the action of the Authority Board.

Section 8 Rules of Order. Robert’s Rules of Order will govern the conduct of all meetings.

Section 9 Open and Closed Meetings. All regular and special meetings of the Authority Board shall be open to the public, and each agenda shall include a time for public comment. Closed meetings of the Authority Board may be called for the purposes listed in the Michigan Open Meetings Act, if approved by the Authority.

Section 10 Conflict of Interest. An Authority Board member who has a direct conflict of interest of more than a de minimis nature as defined by MCL 15.322 and 15.323 in any matter before the Authority Board shall disclose that interest prior to the Authority Board taking any action with respect to the matter. This disclosure shall become part of the record of the Authority Board’s official proceedings. Any member making such disclosure shall, with the approval of the
Authority Board, refrain from participating in the Authority Board’s decision-making process, to include all discussions, motions made and votes taken, relative to such matters, unless required by law. In addition, an Authority Board member shall be subject to the conflict of interest provisions of section 5-505 of the Lansing City Charter and the Ethics Ordinance in Part 2, Title 10, Chapter 290 of the Lansing Codified Ordinances.

Section 11 Mandatory Voting. Except when a member is excused from participating on a matter by the chair because of a disclosed conflict of interest, all members present shall vote on all matters before the Authority Board.

Section 12 Physical Presence Required. Members may not be counted as in attendance and may not vote unless they are physically present at the meeting. Members may not send a proxy to a meeting, and members may not vote by proxy.

ARTICLE VII - EXECUTIVE COMMITTEE

The officers of the Authority Board, including chairperson, vice chairperson, treasurer, and recording secretary, shall constitute the executive committee. The executive committee shall have general supervision of the affairs of the Authority Board between its business meetings, fix the hours and place of meetings, make recommendations to the Authority Board, and shall perform such other duties as specified in these Bylaws or as may be specified by the Authority Board.

ARTICLE VIII - AUTHORITY BOARD COMMITTEES AND ADVISORY COMMITTEES

Section 1 Authority Board Committees. The Authority Board, by resolution, may designate and appoint one or more committees to advise the Authority Board. Committee members shall be members of the Authority Board. The chairperson of the Authority Board shall appoint the members and select the chairperson of the Authority Board committees. The committees may be terminated by vote of the Authority Board. At the annual meeting, the committees will be evaluated and reappointed or dissolved. A majority of the committee will constitute a quorum. A majority of the members present at the meeting at which a quorum is present shall be the action of the committee.

Section 2 Advisory Committees. The Authority Board may, by resolution, authorize the establishment of advisory committees to the Authority Board. The chairperson shall select, with the advice and consent of the Authority Board members, the members of each advisory committee. The advisory committees shall elect their own officers and establish rules governing their action.

ARTICLE IX - INDEMNIFICATION

Section 1 Indemnification and Defense. Matters involving a claim or civil action against any officer or employee of the Authority, while acting within the scope of their authority, are subject to the Government Liability for Negligence Act, Act 170 of the Public Acts of 1964, as amended.

Section 2. Reimbursement. Any action by the Authority Board on behalf of an officer or employee under Section 1 shall be made by the Authority Board only as authorized in the specific case
upon a determination that such action is appropriate. Such determination shall be made in either of the following ways:

1. By a majority vote of the members of the Authority Board who were not parties to such claim, action, suit or proceedings, or
2. If such quorum is not obtainable, or even if obtainable, a quorum of disinterested members so directs, supported by the recommendation of legal counsel in a written opinion.

Section 3. Insurance. The Authority Board may purchase and maintain insurance on behalf of any person who is or was an officer or employee of the Authority against any liability asserted against the officer or employee and incurred by them in any such capacity or arising out of their status as such.

ARTICLE X - AMENDMENTS OF BYLAWS

These Bylaws may be amended at any regular meeting of the Authority Board by a majority vote of a quorum, provided that the amendment has been submitted in writing at the previous regular meeting; provided, however, that no such amendment shall take effect until approved by resolution of the City Council.
Adopted: **January 26th, 2019**

Chairperson Secretary

The foregoing bylaws of the Michigan Avenue Corridor Improvement Authority of the City of Lansing were approved by resolution of the Lansing City Council duly adopted at a regular meeting of the Council held pursuant to statutory notice on the _ _ day of _______, 2019.

_________  ___________

_________  City Clerk
Appendix G:
List of Affected Properties by Parcel Identification Number
<table>
<thead>
<tr>
<th>Parcel Number</th>
<th>Property Address</th>
<th>Class</th>
</tr>
</thead>
<tbody>
<tr>
<td>33-01-01-15-403-002</td>
<td>1300 EUREKA ST</td>
<td>201</td>
</tr>
<tr>
<td>33-01-01-15-426-401</td>
<td>1520 E MICHIGAN AVE</td>
<td>201</td>
</tr>
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Appendix H:
MACIA District Map – Parcels included within Michigan Avenue Corridor
Appendix I:
Projections and Taxing Jurisdiction Impact Tables
### City of Lansing - Michigan Avenue Corridor Improvement Authority: Tax Increment Revenue Projections

**Corridor Parcels Taxable Value**

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**Local Capture Detail - Breakdown by Taxing Entity**

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Discount rate: 0.04
NPV = 660,369

Local Capture Detail - Breakdown by Taxing Entity
CITY OF LANSING  
MICHIGAN AVENUE CORRIDOR IMPROVEMENT AUTHORITY

Resolution Approval for Adoption of Michigan Avenue Corridor Improvement Authority Development and Finance Plan

August 28, 2019

At a meeting of the Board of Directors of the Michigan Avenue Corridor Improvement Authority of the City of Lansing, Michigan, held on the 28th day of August 2019, at 8:30 a.m., pursuant to notice duly given:

PRESENT: Members: Jonathan Lum, Joan Nelson, Scott Gillespie, Elaine Barr, Yvette Collins

ABSENT: Members: Joseph Ruth

The following preamble and resolution was offered by;

Member: Nelson, and supported by;

Member: Barr:

WHEREAS, the Michigan Avenue Corridor Improvement Authority of the City of Lansing, to “exercise, through the actions of its Board, all powers specifically granted by the provisions of the City of Lansing, and such incidental powers as shall be necessary”; hereby, adopts the Development and Finance Plan of the Michigan Avenue Corridor Improvement Authority of the City of Lansing.

NOW THEREFORE BE IT RESOLVED that the Board of Directors hereby adopts the Development and Finance Plan of the Michigan Avenue Corridor Improvement Authority of the City of Lansing, a copy of which is attached hereto as Exhibit A.

YEAS: Five (5)

NAYS: Zero (0)

ABSTENTIONS: Zero (0)

ABSENT: One (1)
RESOLUTION DECLARED ADOPTED.

STATE OF MICHIGAN     )
                      ) SS.
COUNTY OF INGHAM      )

I hereby certify that the foregoing is a true and complete copy of a resolution adopted at a meeting of the Michigan Avenue Corridor Improvement Authority held on the 28th day of August 2019, and said resolution is on file in the office of the City Clerk (City of Lansing) and is available to the public. Public notice of the said meeting was given pursuant to and in compliance with State of Michigan’s Corridor Improvement Authority Act, Public Act 57 of 2018, including in the case of an informational meeting, notice by publication or posting of at least fourteen (14) days prior to the date of the meeting. In addition, said meeting was held in full compliance with the Board’s By-Laws.

IN WITNESS WHEREOF, I have hereunto affixed my official signature.

[Signature]

Jonathan Lum, Board Chair
<table>
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<tr>
<th>DATE</th>
<th>RESPONSIBLE</th>
<th>ACTION</th>
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<td>August 27, 2019</td>
<td>LEAP/SSCIA</td>
<td>SSCIA Informational Meeting to discuss and adopt the Plan</td>
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<td>August 28, 2019</td>
<td>LEAP/MACIA</td>
<td>MACIA Informational Meeting to discuss and adopt the Plan</td>
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<td>August 30, 2019</td>
<td>LEAP/City Clerk</td>
<td>Submits resolutions approving Development and TIF plans for SSCIA and MACIA and set public hearings to Laserfiche</td>
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<td>September 9, 2019</td>
<td>Lansing City Council</td>
<td>Receives resolutions to approve the plans and set public hearings and refers it to the Committee on Development and Planning.</td>
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<tr>
<td>September 23, 2019</td>
<td>Committee on Development and Planning</td>
<td>Board member(s) and facilitator present to the D&amp;P Committee to review and approve resolutions to set public hearings.</td>
<td>Yes</td>
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<td>September 23, 2019</td>
<td>Lansing City Council</td>
<td>Council passes resolution setting the public hearings for 7:00PM on October 28, 2019.</td>
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<td>September 25, 2019</td>
<td>LEAP/City Clerk</td>
<td>Posts Newspaper Advertisement I</td>
<td></td>
</tr>
<tr>
<td>September 25, 2019</td>
<td>LEAP/Boards/City Clerk/Chamber</td>
<td>Mail public hearing notice to taxing entities, commercial businesses and state commission; place notice in 20 public places</td>
<td></td>
</tr>
<tr>
<td>September 29, 2019</td>
<td>LEAP/City Clerk</td>
<td>Posts Newspaper Advertisement II</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Time</td>
<td>Group</td>
<td>Event Description</td>
</tr>
<tr>
<td>-----------------------</td>
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<td>-------------------------------</td>
<td>----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>October 28, 2019</td>
<td>7:00PM</td>
<td>Lansing City Council</td>
<td>Holds public hearings at Council for creating Development and TIF Plan for Saginaw St. and Michigan Ave. Refers to the D&amp;P Committee for approval.</td>
</tr>
<tr>
<td>November 18, 2019</td>
<td>4:00PM</td>
<td>Committee on Development and Planning</td>
<td>D&amp;P Committee passes resolutions to approve the Development and TIF Plans. (if requested)</td>
</tr>
<tr>
<td>November 18, 2019</td>
<td>7:00PM</td>
<td>Lansing City Council</td>
<td>City Council approves</td>
</tr>
</tbody>
</table>
A RESOLUTION TO SET A PUBLIC HEARING ON THE DEVELOPMENT
AND TAX INCREMENT FINANCE PLAN OF THE MICHIGAN AVENUE
CORRIDOR IMPROVEMENT AUTHORITY OF THE CITY OF LANSING

WHEREAS, the City Council of the City of Lansing, MI, by Resolution 2009-418, passed
on November 2, 2009, authorized the creation of the Michigan Avenue Corridor
Improvement Authority (the “Authority”) by the provisions of the State of Michigan’s
Corridor Improvement Authority Act, previously Act 280 of 2005 (MCL 125.2871, et seq.),
recently reorganized as Part 6 of Act 57 of 2018 (125.4602, et seq.), as amended (the
“Act”); and

WHEREAS, the Board of Directors of the Authority met and approved a joint Development
and Tax Increment Finance Plan (together, the “Plan”) on August 27th, 2019 at a duly
noticed public hearing of the Authority; and

WHEREAS, the Board of Directors for the Authority have transmitted the Plan to the City
Council of the City of Lansing for review and approval after public hearing; and

WHEREAS, prior to the adoption of a resolution approving the Plan, the City Council of
the City of Lansing must hold a public hearing and receive written and spoken comments
from members of the public on all aspects of the Plan, in compliance with Section 622 of
the Act; and

WHEREAS, prior to the adoption of a resolution approving the Plan, the City Council of
the City of Lansing must also provide reasonable opportunity to the taxing jurisdictions
levying taxes subject to capture to meet with the governing body, and allow those taxing
jurisdictions to present their recommendations at the public hearing on the Plan, in
compliance with Section 618 of the Act.

NOW, THEREFORE, BE IT RESOLVED that a public hearing be set for October 28th,
2019, at 7:00 P.M. in the Tony Benavides Lansing City Council Chambers, 10th Floor,
Lansing City Hall, 124 West Michigan Avenue, Lansing, Michigan, for the purpose of
receiving comment from all members of the public and taxing jurisdictions specified
herein, on all aspects of the Plan.

BE IT FURTHER RESOLVED that the Lansing City Clerk shall ensure that:

- notice of the time and place of the hearing to be given by publication twice in a
newspaper of general circulation, the first of which shall be not less than 20 days
before the date set for the hearing; and
- notice of the hearing to be posted in at least 20 conspicuous and public places in
the development area not less than 20 days before the hearing; and
- notice to also be mailed to all property taxpayers of record in the development area not less than 20 days before the hearing; and
- notice to also be mailed by certified mail to the governing body of each taxing jurisdiction levying taxes that would be subject to capture if the tax increment financing plan is approved.

BE IT FURTHER RESOLVED that the notice of hearing shall contain all the following:

- a description of the proposed development area in relation to highways, streets, streams, or otherwise; and
- a statement that maps, plats, and a description of the development plan, including the method of relocating families and individuals who may be displaced from the area, are available for public inspection at the Lansing City Clerk’s Office, and online at the City of Lansing’s website; and
- a statement that all aspects of the development plan will be open for discussion at the public hearing.

BE IT FINALLY RESOLVED that the City Council of the City of Lansing will make and preserve a record of the public hearing, including all data presented at the hearing.
Preserving and Creating Place on Lansing’s Eastside
A place-based organization, serving as a hub for neighborhood revitalization and for activities that promote the health and well-being of the Eastside community and other regional stakeholders.
Comprehensive and Integrative Community Development

- Food Security, Access, Quality, and Education
- Health (Individual, Environmental)
- Outreach, Engagement, and Communications
- Neighborhood Organization and support
- Housing
- Economic Development
Purchased in August 2018
Allen Place Partnership

Allen Neighborhood Center (and its wholly owned subsidiary ANC Holdings, LLC)

Cinnaire Solutions, the development arm of Cinnaire Corporation, headquartered in REO Town, Lansing.

Current Occupants of the Property

- Allen Neighborhood Center with its Allen Market Place facility and
- Happendance Lansing Studio
Current Condition - Functionally Obsolete!
Rehabilitation Challenges

1. Three USTs, courtesy of Al’s Service Station, 1938-58
2. Vapor Intrusions, from two (!) dry cleaning companies
3. Lawn Mowing Repair concerns
4. Car detailing concerns
5. Asbestos
6. Interior and Exterior Demolition
7. Further Environmental Investigation
Coming Soon: Allen Place
The Allen Place Project envisions the conversion of the current complex into a 3-story Allen Place, a comprehensive community space that will provide 29 units of age-friendly, mixed-income housing along with commercial space, integrative services and programming.
Key Figures

**Overall Development**: $10,000,000

**Number of Units**: 29 (4 Studio, 15 One-BR, 10 Two-BR)

**Square footage**: 30,000 square feet of residential and 20,000 square feet of commercial space

**Green features**: Substantial green space and gathering areas, raingardens, passive design (i.e., electric heat in residential units), solar doks, electric car charging station, shared vehicles/car rental, bike and scooter parking and storage, recycling and composting opportunities, and more.

**Amenities**: Integrated programming with ANC’s food and health services, including access to exercise/dance classes, weekly on-site market, gardening and cooking workshops, and more.

Estimated date of completion: **April 1, 2021**
Allen Place will address 4 Strategic Priorities

1. Stabilization and Strengthening of the E. Kalamazoo St. Corridor

2. Development of age-friendly and affordable housing for older neighbors

3. Creation of a pipeline for small-scale food-processing infrastructure (ISD to Incubator to Accelerator to Sole Proprietorship)

4. Growing the Food Innovation District between Penn. and US127
   - ANC and Allen Place Food Programs (Market, Food Hub, Incubator and Accelerator Kitchens, Culinary School)
   - Gardening Operations in both Hunter Park and Foster Park
   - Lansing Urban Farm Project and 10 Urban Farms in Urbandale
   - Neogen Corporation
Thank you for your interest.

Joan Nelson
Allen Neighborhood Center
1611 E. Kalamazoo St.
Lansing, MI 48912
517.999.3912
joann@allenneighborhoodcenter.org

allenneighborhoodcenter.org

Questions?
1030 Holmes St.

Blackboard District L.L.C.
Holmes Street School
General Description

- Built in 1923
- 3 story brick building
- Roughly 31,000 square feet
- Sits on 2.2 acres
- In disrepair after a failed development
Proposed Use

We intend to convert the building into 40 apartments. Property will be landscaped to promote use outside. Units will be studio/1 bedroom and have high end finishes.

*rendering
Rehabilitation
- Electrical
- Plumbing
- HVAC
- Kitchen Cabinets/Countertops
- Exterior Lighting
- Suppression
- Landscaping
- Asphalt

Fixed Building Equipment
- Drywall
- Doors
- Flooring
- Light/Plumbing Fixtures
- Appliances
- Windows
- Roof/Masonry Repairs
- Paint
We anticipate the rehabilitation to start October 2019 and wrap up by June 2021

Application for rezoning submitted 9.18.2019
Expected Economic Advantages

We will create jobs including permanent positions to oversee the building. By being exempt we will be able to greatly increase the walkability of the neighborhood and create a space that can be enjoyed by the entire community. Our goal is to offer Lansing a unique space live and enjoy.
Questions?
SAGINAW STREET CORRIDOR IMPROVEMENT AUTHORITY

Development and Finance Plan
What is a Corridor Improvement Authority (CIA) ?

- Corridor Improvement Authority is a legal entity whose sole purpose is to advocate for and make structural and aesthetic improvements to designated development area on Saginaw Street.
- It’s an authorized board and is governed by board members whose primary purpose is to correct and prevent deterioration and promote economic growth within the corridor.
- It is a funding mechanism for corridor improvements
- A Corridor Improvement Authority will NOT create a new tax or raise taxes
Saginaw Street Board Members

- Jonathon Lukco, Chair
- Sean Hammond, Vice Chair
- Claire Corr, Recording Secretary
- Diane Sanborn, Treasurer
- Tiffany Dowling, Board Member
- Jessica Yorko, Board Member
- Jim Houthoofd, Board Member
The Saginaw Street CIA Summary

2009
The Saginaw Street Corridor Improvement Authority was established by City Council

2015
The Saginaw Oakland Commercial Association teamed up with the City of Lansing and the Lansing Economic Area Partnership (LEAP) to get the SCIA back up and running.

2016
4 former General Motors sites went back on the market, one of which is managed by RACER Trust.

$26,000 to activate Point West Art and Trail Project

Prosperity, a 16 ft. tall stainless-steel sculpture, was designed by artist Fritz Olsen with a vision of honoring the history of the auto industry in the area.

2019
Biggby Coffee and 909 & 913 West Saginaw received Façade grants for improvements.

El Azteco West added a patio and bar.

Cities of Service Love Your Block AmeriCorps VISTAs, volunteers installed signage, crosswalks, and other street features.
Lansing’s Masterplan for Saginaw Street - Land Use
Lansing’s Masterplan for Saginaw Street - Transportation

Transportation Recommendations:
- Improve Streetscape
- Reconstruct expressway with aesthetic treatments
- Evaluate One-Way to Two-Way Conversion
- Implement Access Management
- Implement Road Diet
- Future Bus Rapid Transit/Streetcar/Light Rail/Frequent Bus/Express Bus
- Future Frequent Bus/Express Bus
- Major Intersection Improvement Areas
SSCIA Priorities & Principles

- **Correct and prevent deterioration in the business districts**
- **Redevelop the city’s commercial corridors**
- **Economic Growth**

- **Traditional Neighborhood Design** – design focused on encouraging active lifestyles and reduce dependence on the automobile by encouraging walking or biking.

- **Transit-Oriented Design** – the creation of compact, walkable, pedestrian-oriented, mixed-use corridor.

- **Complete Streets** – designing for safe transit by all users of streets, from pedestrians, bicyclists, public transit users, and automobile drivers.
The Main Street Approach

**Economic Vitality**
- Build a diverse economic base
- Smart new investments
- Strong entrepreneurship ecosystem

**Design**
- Inviting, inclusive atmosphere
- Celebrate historic character
- Accessible people – centered public spaces

**Organization**
- Forge partnerships
- Broad community engagement

**Promotion**
- Market Corridor defining assets
- Support buy-local experience
Economic Vitality/Restructuring

- Focuses on capital, incentives, and other economic and financial tools to assist in re-establishing the Corridor as the commercial core of the surrounding neighborhoods.
  - Rehabilitation of vacant buildings and lots
  - Recruit and Support business diversity

- Near-Term: Continue to create an inventory of existing businesses and pursue marketing of the corridor’s commercial real estate opportunities.
Design

- Supports a community’s transformation by enhancing the physical and visual assets that set the commercial district apart.

- To enhance the character of the corridor through physical change
  - *Transit-Oriented Design*
  - *New and innovative features to slow traffic*
  - *Encourage people to stop and visit*

- *Near-Term:* Pursue improvements of streetscape (bike racks, receptacles, and benches) to facilitate the use of public transit stations such as bus stops.
Organization

- Creating a strong foundation for a sustainable revitalization effort, including cultivating partnerships, community involvement, and resources for the district.
- Organization ensures that the work of commercial corridor revitalization is supported through fundraising and volunteer development as well traditional funding.

- Near-Term: pursue grant funding for future development projects and develop Board Member Onboarding.
Promotions/Marketing

- Position the Corridor as the social core of the neighborhood and strengthen a positive image.
- Continued work is needed to market and brand the district to draw in:
  - A strong customer base,
  - Help businesses thrive
  - Foster a sense of community

Near-Term: Continue to develop the Authority’s webpage and develop a communication strategy.
Sources of Financing

- Future tax increment revenues
- State, Federal or Other grants
- Public and private foundation grants
- Fundraising and Donations received by the CIA
- Fees, sponsorships and memberships
- Moneys obtained through development agreements with property owners benefiting from adjacent open space and other public improvements
- Moneys obtained from other sources approved by the City of Lansing
Tax Increment Financing (TIF)

The Authority does not create a new tax or increase taxes

Reinvest back into the corridor for public improvements

The TIF district is an area where future tax growth from commercial properties will be captured by the TIF district for implementation of improvements within the district

Leverage other taxes and funding sources to maximize result
Tax Increment Financing Example

- **Existing Tax Base**
  - Revenues continue to flow to normal taxing bodies.

- **Tax Increment**
  - If the assessed values in the district increase over time, the CIA can capture those value increases to fund public improvements within the District.

- **New Tax Base**
  - Revenues flow to normal taxing bodies.

**Years**
- Year 0: Creation of CIA
- Year 20: CIA Ends
Projection for Saginaw Street CIA - TIF
## Projected TIF Values (end 2034)

<table>
<thead>
<tr>
<th>Year</th>
<th>City of Lansing Tax Capture</th>
<th>All Tax Capture Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2020</td>
<td>$1,790</td>
<td>$3,552</td>
</tr>
<tr>
<td>2021</td>
<td>$3,597</td>
<td>$7,139</td>
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<tr>
<td>2022</td>
<td>$5,423</td>
<td>$10,762</td>
</tr>
<tr>
<td></td>
<td>Total after 3 years:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>$10,809</td>
<td>$21,452</td>
</tr>
<tr>
<td></td>
<td>Total after 15 years:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>$225,107</td>
<td>$446,747</td>
</tr>
</tbody>
</table>
Hannah Bryant
Lansing Economic Area Partnership (LEAP)

hannah@purelansing.com
(517) 702-3387 x 207
Michigan Avenue Corridor Improvement Authority

Development and Tax Increment Financing Plan
Michigan Avenue CIA Summary

• 2009 – City Council approved the establishment of the Michigan Avenue CIA
• Goal: to correct and prevent deterioration in the business district, redevelop the commercial corridor and promote economic growth.
• Several studies completed with input from residents, property owners, stakeholders, municipal staff and public officials
• Spring 2017 - The Under the Bridge project completed with a crowdfunding campaign
Board Members

Jonathan Lum, Chair
Joan Nelson, Vice Chair
Yvette Collins, Recording Secretary
Elaine Barr, Treasurer
Joseph Ruth, Board Member
Scott Gillespie, Board Member
Andrea McSwain, Mayoral Designee
MACIA Priorities

1. Improve and maintain public infrastructure
2. Correct and prevent deterioration
3. Promote neighborhood aligned economic growth
<table>
<thead>
<tr>
<th>Action</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop and install wayfinding signage, with a focus on guiding residents and visitors to transit stations such as bus stops</td>
<td>Short</td>
</tr>
<tr>
<td>Install bicycle racks and related equipment, especially near transit stations such as bus stops</td>
<td>Short</td>
</tr>
<tr>
<td>Plan, develop and install banners</td>
<td>Short</td>
</tr>
<tr>
<td>Install pedestrian infrastructure (benches, trash cans, etc.) to increase and facilitate use of public transit stations such as bus stops</td>
<td>Medium</td>
</tr>
<tr>
<td>Install and increase pedestrian oriented lighting especially near transit stations such as bus stops</td>
<td>Medium - Long</td>
</tr>
<tr>
<td>Install public art (sculptures, murals, etc.)</td>
<td>Medium - Long</td>
</tr>
<tr>
<td>Install and maintain public flowerbeds and landscaping</td>
<td>Medium - Long</td>
</tr>
<tr>
<td>Placemaking projects (e.g. community-initiated initiatives, events and improvements)</td>
<td>Short, Medium or Long</td>
</tr>
</tbody>
</table>
# Correction & Prevention of Deterioration Projects

<table>
<thead>
<tr>
<th>Action</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Organize efforts to clean and beautify corridor</td>
<td>Short</td>
</tr>
<tr>
<td>Create property inventory, prioritize redevelopment and marketing properties</td>
<td>Short</td>
</tr>
<tr>
<td>Organize community events that highlight positive corridor news</td>
<td>Short - Medium</td>
</tr>
<tr>
<td>Award program to encourage good business behavior</td>
<td>Short - Medium</td>
</tr>
<tr>
<td>Façade grant program (Matching Grant)</td>
<td>Medium - Long</td>
</tr>
</tbody>
</table>
## Promotion of Neighborhood-Aligned Economic Growth Projects

<table>
<thead>
<tr>
<th>Action</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Host community input sessions around development projects</td>
<td>Medium</td>
</tr>
<tr>
<td>Create a marketing and branding plan for corridor</td>
<td>Short - Medium</td>
</tr>
<tr>
<td>Sponsorship of corridor-focused projects and non-profit activities</td>
<td>Long</td>
</tr>
</tbody>
</table>
Sources of Financing

- Future tax increment revenues
- State, Federal or Other grants
- Donations received by the CIA
- Fees, sponsorships and memberships
- Public and private foundation grants
- Proceeds from any property, building or facility owned, leased or sold by the CIA
- Moneys obtained from other sources approved by the City of Lansing
Tax Increment Financing (TIF)

- *The Authority does not create a new tax or increase taxes*
- The TIF district is an area where future tax growth from commercial properties will be captured by the TIF district for implementation of improvements within the district
- Reinvest back into the corridor for public improvements
- Leverage other taxes and funding sources to maximize result
TIF Projection Example

- **Existing Tax Base**
  - Revenues continue to flow to normal taxing bodies.

- **Tax Increment**
  - If the assessed values in the district increase over time, the CIA can capture those value increases to fund public improvements within the District.

- **New Tax Base**
  - Revenues flow to normal taxing bodies.

- **Assessed Value**

- **Time**
  - Year 0: Creation of CIA
  - Year 20: CIA Ends
Tax Increment Financing – Michigan Avenue
### Projected TIF Values (end 2034)

<table>
<thead>
<tr>
<th>Years</th>
<th>City of Lansing Tax Capture</th>
<th>All Tax Capture</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2020</td>
<td>$6,429</td>
<td>$12,759</td>
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<tr>
<td>2021</td>
<td>$12,954</td>
<td>$25,709</td>
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<tr>
<td>2022</td>
<td>$19,577</td>
<td>$38,853</td>
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<td>Total after 3 years:</td>
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<tr>
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<td>$38,960</td>
<td>$77,321</td>
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<td>Total after 15 years:</td>
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<tr>
<td></td>
<td>$828,203</td>
<td>$1,643,646</td>
</tr>
</tbody>
</table>
Hannah Bryant  
Lansing Economic Area Partnership (LEAP)  

hannah@purelansing.com  
(517) 702-3387 x 207
Allen Place Project

Summary - Our Project envisions converting the Kircher Complex at the 1600 Block of East Kalamazoo Street, between Shepard and Allen Streets on Lansing's Eastside, into Allen Place, a comprehensive community space that provides 29 units of mixed-income housing along with commercial space, integrative services and programming.

The project is sponsored by Allen Neighborhood Center (ANC), a place-based organization that serves as a non-profit hub for neighborhood revitalization and for activities that promote the health and well-being of Lansing's Eastside community and other stakeholders. ANC is generously partnered and ably mentored on this project by co-sponsor and co-developer Cinnaire Solutions, the development affiliate of Cinnaire Corporation.

The building was constructed in stages, with the first section built in 1932. The complex has served as home to many small businesses over the years including the Allen Neighborhood Center and the Allen Farmers Market. In the past several years, several of the commercial tenants have moved out and parts of the building currently sit vacant.

The project proposes rehabilitating the two-story Kircher Complex and adding a third floor, while constructing 3-story additions on to the east and west ends of the building. The proposed development will provide 29 units of mixed income housing for a total of 30,000 square feet of residential space, and over 20,000 square feet of commercial space. The commercial space will have a decidedly food-oriented focus, e.g., an Accelerator Kitchen (for graduates of ANC’s Incubator Kitchen for entry level food entrepreneurs) and an ISD-operated culinary school for high school students. The Accelerator and culinary school, along with ANC’s 5-year old Incubator Kitchen, will create a pipeline of small-scale food processing infrastructure on the block. Apartments will be targeted to all age groups, families, seniors and young professionals. We anticipate that many of ANC’s neighbors over the age of 55 will be interested in living in our “age-friendly” development—where design will facilitate social interaction and social programming.
Project amenities will include active programming from ANC, a community room, computer center, close proximity to an exercise/dance studio, outdoor picnic areas and 'green spaces', an on-site farmers market, cooking classes and other events in our commercial kitchen, and much more!

**More About Allen Neighborhood Center**

Allen Neighborhood Center (ANC), founded in 1999, is a dynamic organization for neighborhood revitalization. ANC serves Lansing's “Eastside,” the low-moderate income northeast quadrant of Michigan's Capital City, an area of significant assets and challenges. We take a comprehensive and integrative approach to community development, having discovered the value of simultaneous effort in food security, health access, home repair education, commercial corridor revitalization, and social capital building. A place-based organization with deep roots on the Eastside, we work collaboratively with a broad array of regional partners and organizations that share our comprehensive agenda. The programs and services of Allen Neighborhood Center and its Allen Market Place facility, build synergistically on this robust regional collaboration while meeting food security and economic development needs within the Eastside.

For two decades, our strategies have built upon and strengthened the social infrastructure and neighbor to neighbor connections of the Eastside. Our proposed Allen Place development will follow in that tradition and contribute to a neighborhood culture that gives life to our motto: *“Much more than a place, community is an experience.”*