



AGENDA
Committee on Development and Planning
Monday, November 18, 2019 @ 3:30 p.m.
Council Conference Room, 10th Floor
Updated 11/14/2019 p.m.

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

- October 28, 2019

4. Discussion/Action

A.) RESOLUTION – Saginaw Street Corridor Improvement Authority Development and Finance Plan

B.) RESOLUTION – Michigan Avenue Corridor Improvement Authority Development and Finance Plan

C.) DISCUSSION/ORDINANCE –Conditional Rezoning; Z-5-2018; 136 E. Malcom X Street & Vacant Parcel East

D.) DISCUSSION – Brownfield Plan #77; 500 Block Redevelopment at 501 S. Capitol Avenue and 520 S. Washington Avenue

5. Other

6. Adjourn

[illegible]

DRAFT



MINUTES
Committee on Development and Planning
Monday, October 28, 2019 @ 4:00 p.m.
Council Conference Room, City Hall 10th Floor

CALL TO ORDER

Council Member Hussain called the meeting to order at 4:01 p.m.

PRESENT

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

OTHERS PRESENT

Sherrie Boak, Council Staff
Jim Smiertka, City Attorney
Lisa Hagen, Assistant City Attorney, Council Research Assistant
Greg Venker, Assistant City Attorney
Jessica DeBone
Marilyn Crowley, Michigan Community Capital
Tricia Walthorn, Gillespie
Dave VanHaaren, Tri-Terra
Susan Stachowiak, Economic Development & Planning
Karl Dorshimer, LEAP

PUBLIC COMMENT

No public comment.

MINUTES

Gavel passed to Council Member Washington.

MOTION BY COUNCIL MEMBER HUSSAIN TO APPROVE THE MINUTES FROM OCTOBER 14, 2019 AS PRESENTED. MOTION CARRIED 2-0.

Gavel passed to Council Member Hussain.

DISCUSSION/ACTION

RESOLUTION – OPRA District; ANC Holdings; 1611 East Kalamazoo

Council Member Hussain confirmed there have been no comments or changes since the public hearing.

MOTION BY COUNCIL MEMBER WASHINGTON TO APPROVE THE RESOLUTION FOR THE OPRA DISTRICT FOR 1611 EAST KALAMAZOO. MOTION CARRIED 2-0.

RESOLUTION – OPRA Certificate; Blackboard District LLC 1030 S. Holmes Street

Council Member Hussain confirmed there have been no changes or comments from the public hearing.

MOTION BY COUNCIL MEMBER WASHINGTON TO APPROVE THE RESOLUTION FOR THE OPRA CERTIFICATE FOR BLACKBOARD DISTRICT LLC 1030 S HOLMES STREET. MOTION CARRIED 2-0.

RESOLUTION – Set Public Hearing; Brownfield #75-Amendment; Capital City Market Brownfield Redevelopment Project; 636 E Michigan & 119 S Larch (portion)

Mr. Dorshimer explained that the Brownfield was being amended to include a small portion of land that they found out they needed to acquire during the recent construction. The neighboring property had a portion of their building's footings on this property, so this applicant acquire that easement and addressed the issue, therefore now needing to expand the Brownfield area to include that portion. Mr. Dorshimer confirmed there were not changes to the figures.

Ms. Walhorn presented updated renderings and acknowledged they are on track and on budget.

Ms. Debone explained the project and confirmed that the portion added is only .01 acres. Council Member Hussain asked how the reimbursement could not change if they are adding additional eligible activities. Ms. DeBone confirmed those are being covered by contingencies, and the demolition was covered in the grant budget from EGLE.

Council Member Hussain pointed out the wrong address in the Notice of Public Hearing and asked it be corrected before it was presented to Council. Ms. Boak confirmed with OCA the correct language should be "636 East Michigan Avenue" in the second paragraph under "property commonly referred to as".

MOTION BY COUNCIL MEMBER WASHINGTON TO APPROVE THE RESOLUTION TO SET THE PUBLIC HEARING FOR NOVEMBER 18, 2019 FOR THE BROWNFIELD #75 AMENDMENT AT CAPITAL CITY MARKET, 636 E MICHIGAN AVENUE AND 119 S LARCH. MOTION CARRIED 2-0.

RESOLUTION – Set Public Hearing; Brownfield #78; Temple Redevelopment Project; 502 E Cesar Chavez Avenue

Ms. Crowley first outlined the Michigan Community Capital, which owns Lansing Acquisitions 500, LLC and is 501(c) (3), retains long-term ownership and invests in mixed use and multi-family projects. In a project it was noted would be first floor retail on corner units and MCC will have their office located here also, and then upper floor housing. This will consist of 31 apartments; work force/luxury. There will be no low income housing, MCC focuses on middle class housing and the smallest studio will begin at \$700 and then up to \$1600 for 2 bedroom. The studio will start at 360 sq. ft., Mr. VanHaaran presented the rest of the handout which spoke to renderings, brownfield conditions, and the total taxes. These were listed at a total capture of \$2,382,980 and the remainder of \$424,939 to the taxing units. Mr. Dorshimer confirmed it would take 30 years to capture and reimburse with \$2.5 million in brownfield

eligibility in that time. Council Member Hussain asked if there was a universal development agreement and if it was the newest version, and Mr. Dorshimer confirmed.

MOTION BY COUNCIL MEMBER WASHINGTON TO APPROVE THE RESOLUTION TO SET THE PUBLIC HEARING FOR NOVEMBER 18, 2019 FOR THE BROWNFIELD #78 FOR TEMPLE REDEVELOPMENT AT 502 E CESAR CHAVEZ AVENUE. MOTION CARRIED 2-0.

RESOLUTION – Set Public Hearing; Z-7-2019; 1310 Knollwood Avenue; F Commercial to B Residential

Ms. Stachowiak confirmed that his application is to bring the property into conformity because currently as it sits the owners are having a hard time selling, getting loans and it limits what can be built on the site. The Planning Board met on October 1, 2019 and approved unanimously with no additional comments.

MOTION BY COUNCIL MEMBER WASHINGTON TO APPROVE THE RESOLUTION TO SET THE PUBLIC HEARING FOR NOVEMBER 18, 2019 FOR Z-7-2019; KNOLLWOOD AVENUE. MOTION CARRIED 2-0.

Other

No other topics of discussion.

Adjourn

Adjourned at 4:35 p.m.

Submitted by, Sherrie Boak,

Recording Secretary,

Lansing City Council

Approved by the Committee

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

A RESOLUTION TO APPROVE 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, the City Council of the City of Lansing held a public hearing and received comments from members of the public, and each taxing jurisdiction levying taxes that would be subject to capture if the tax increment financing plan is approved, on all aspects of the Plan, on October 28th, 2019, and in compliance with Sections 622 & 618 of the Act; and

WHEREAS, after public comment the Plan was reviewed by the Committee on Development and Planning, and further by City Council as a whole, with particular attention to the following considerations:

- a) whether the plan meets the requirements under section 620(2) of the Act;
- b) whether the proposed method of financing the development is feasible and the authority has the ability to arrange the financing;
- c) whether the development is reasonable and necessary to carry out the purposes of the Act;
- d) whether the land included within the development area to be acquired is reasonably necessary to carry out the purposes of the plan and of this part in an efficient and economically satisfactory manner;
- e) whether the development plan is in reasonable accord with the land use plan of the municipality;
- f) whether public services, such as fire and police protection and utilities, are or will be adequate to service the project area;
- g) whether changes in zoning, streets, street levels, intersections, and utilities are reasonably necessary for the project and for the municipality; and

- h) whether the Plan is consistent with and supports the Qualified Development Area containing Transit-Oriented Development.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Lansing determines that the Plan, containing both a Development Plan and Tax Increment Finance Plan, constitutes a public purpose.

BE IT FURTHER RESOLVED that the City Council of the City of Lansing finds that:

- a) the plan meets the requirements under Section 620(2) of the Act;
- b) the proposed method of financing the development is feasible and the authority has the ability to arrange the financing;
- c) the development is reasonable and necessary to carry out the purposes of the Act;
- d) no land included within the development area is required to be acquired to fulfill the Plan, but any ancillary acquisition that may become necessary is reasonably necessary to carry out the purposes of the Plan and of the Act in an efficient and economically satisfactory manner;
- e) the Plan is in reasonable accord with the land use plan of the City of Lansing;
- f) public services, such as fire and police protection and utilities, are or will be adequate to service the project area;
- g) any changes in zoning, streets, street levels, intersections, and utilities are reasonably necessary for the project and for the City of Lansing; and
- h) the Plan is consistent with and supports the Qualified Development Area containing Transit-Oriented Development.

BE IT FINALLY RESOLVED that the City Council of the City of Lansing approves the Plan without modification.



SAGINAW STREET CORRIDOR IMPROVEMENT AUTHORITY

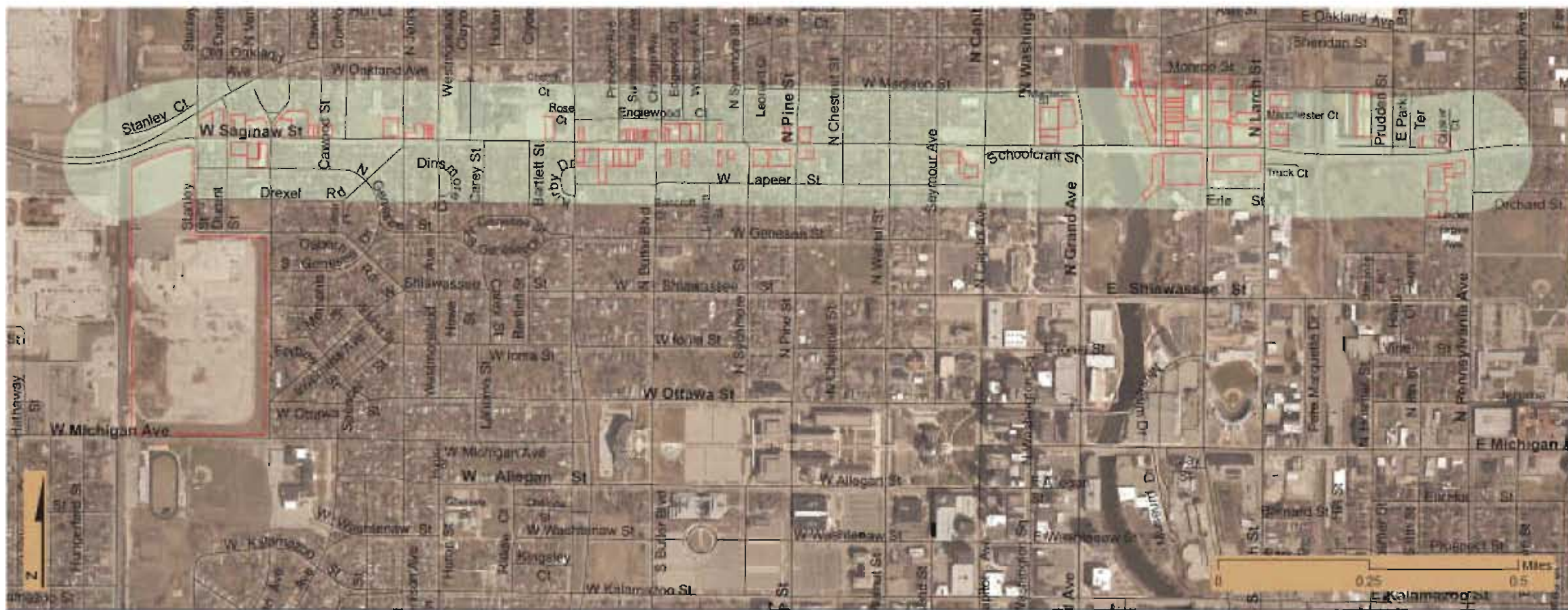
Development and Finance Plan

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



- Freeway
- Freeway Onramp
- Main Arterial
- Collector Road
- Saginaw Street Corridor Improvement Parcels
- Parcels
- Saginaw Street Corridor Improvement Buffer
- City Boundary

Saginaw Street Corridor Improvement Authority

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

Cities of Service Love Your Block AmeriCorps VISTAs, volunteers installed signage, crosswalks, and other street features.



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.

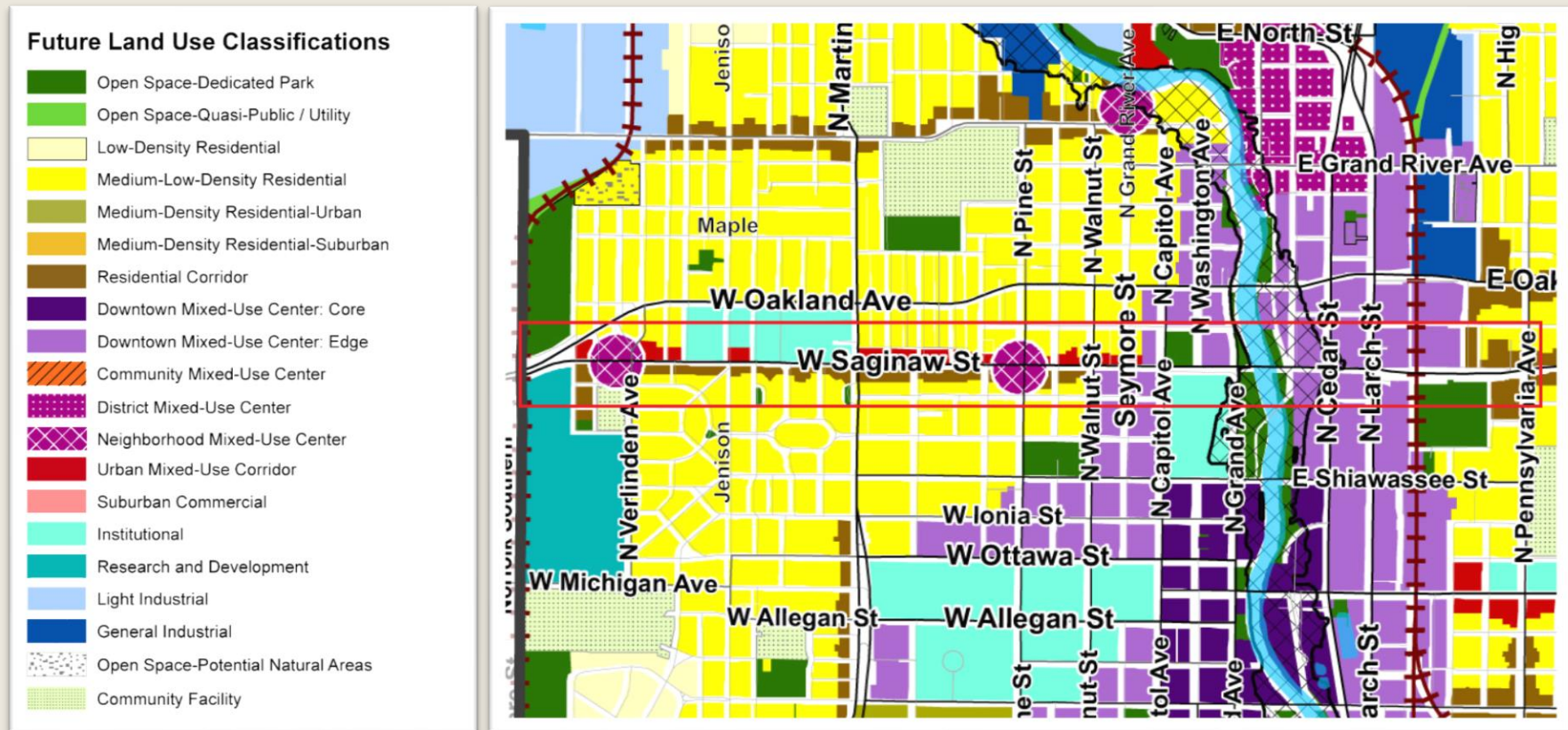
El Azteco West added a patio and bar.



2019

Biggby Coffee and 909 & 913 West Saginaw received Façade grants for improvements

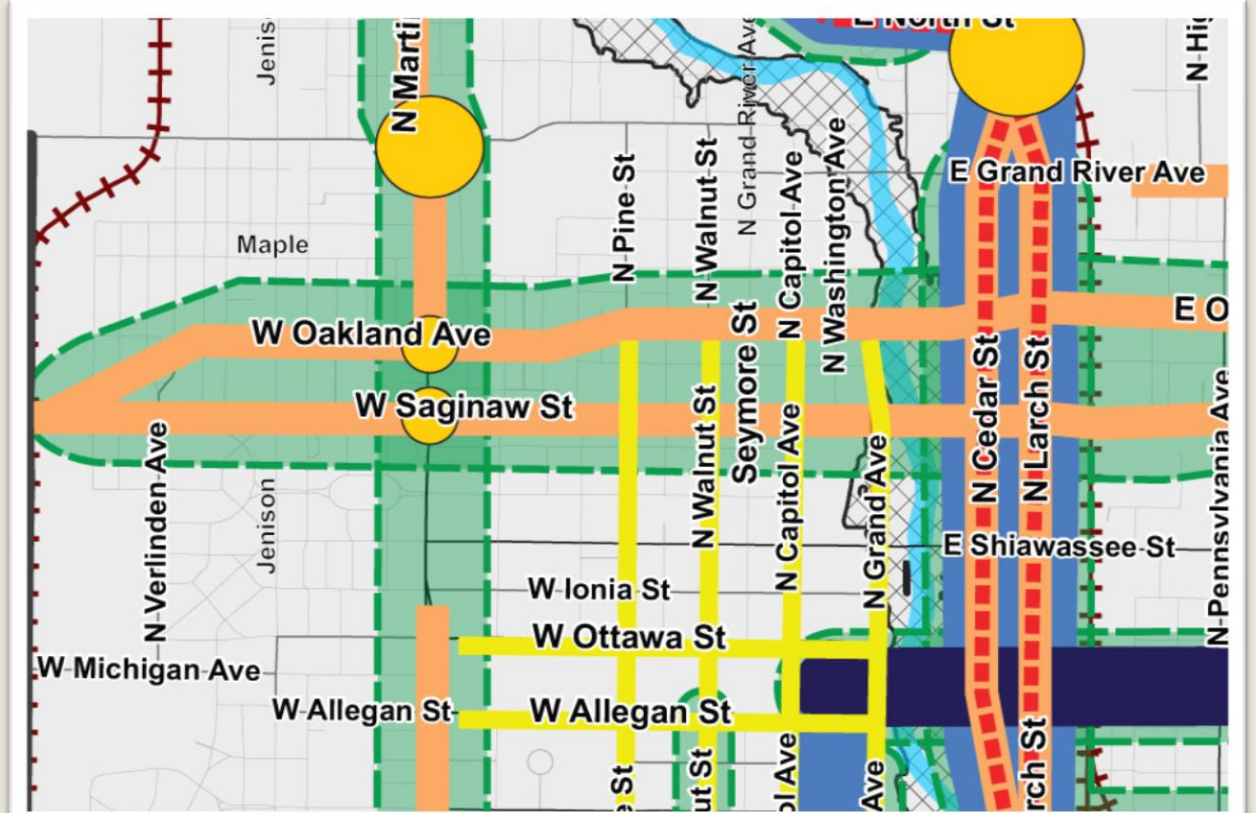
Lansing's Masterplan for Saginaw Street - Land Use



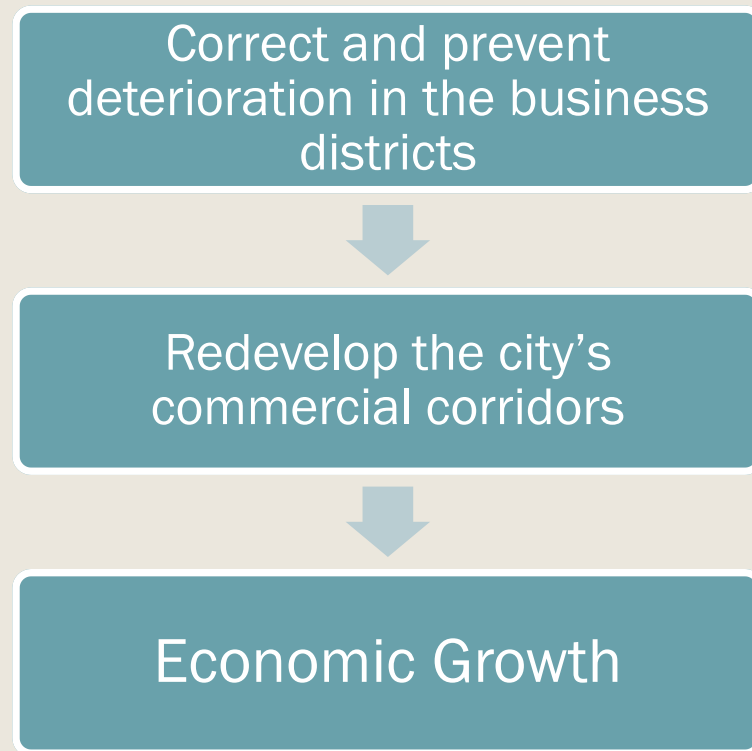
Lansing's Masterplan for Saginaw Street - Transportation

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



- **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

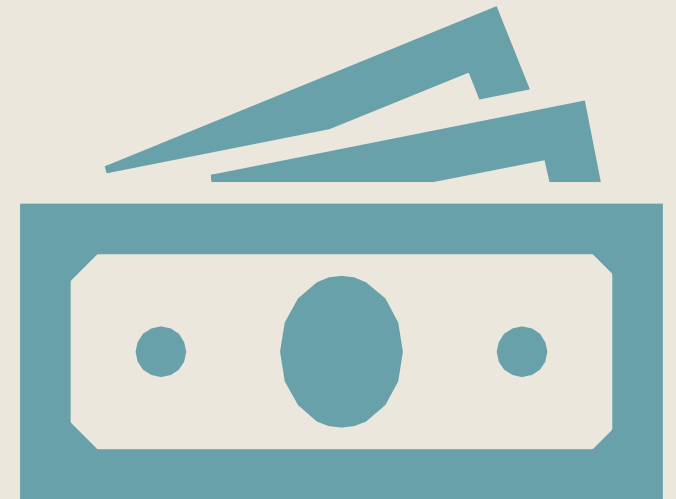
- Creating a strong foundation for a sustainable revitalization effort, including cultivating partnerships, community involvement, and resources for the district.
- Organization ensures that the work of commercial corridor revitalization is supported through fundraising and volunteer development as well 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*



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

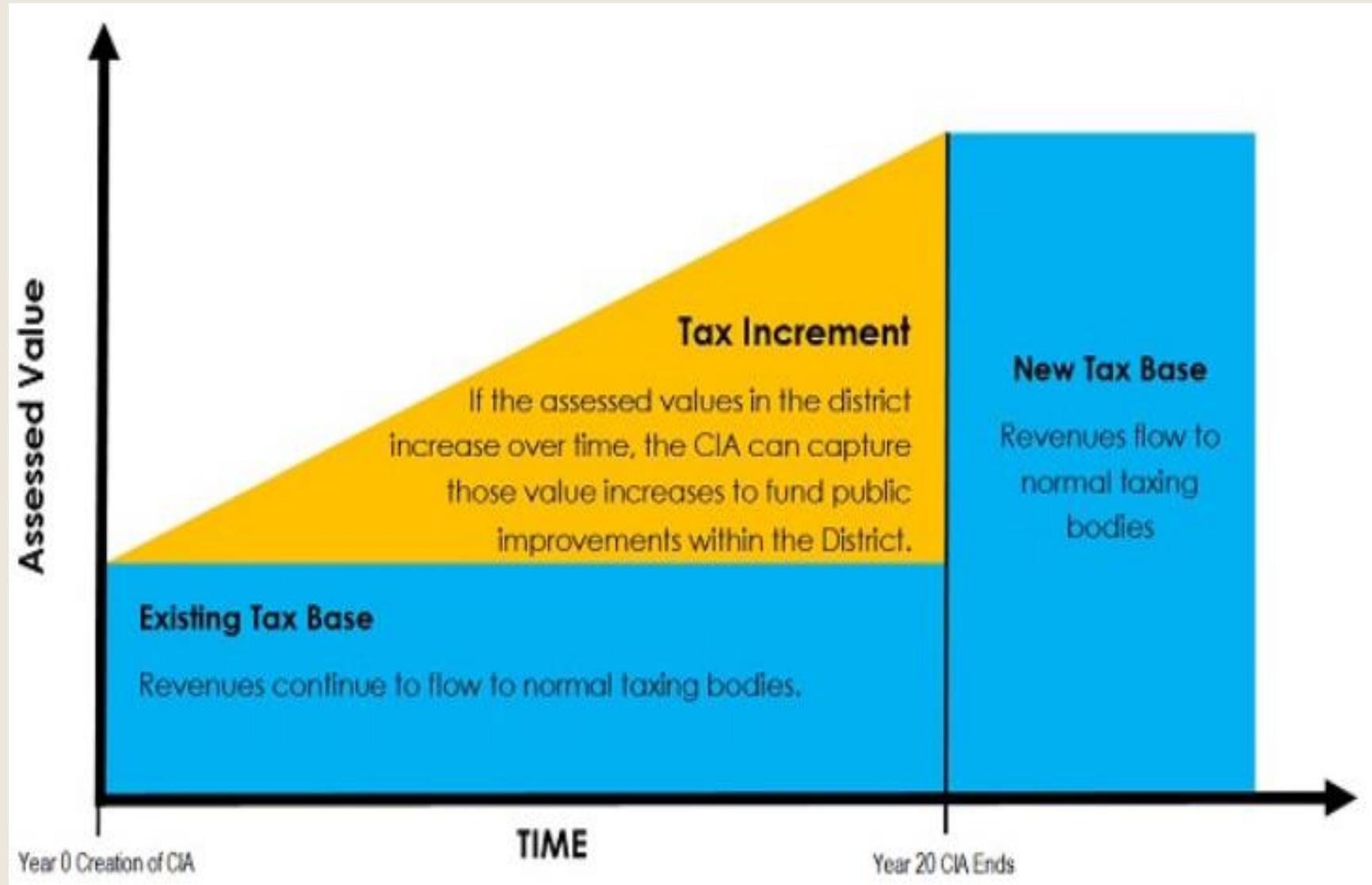


Reinvest back into the corridor for public improvements

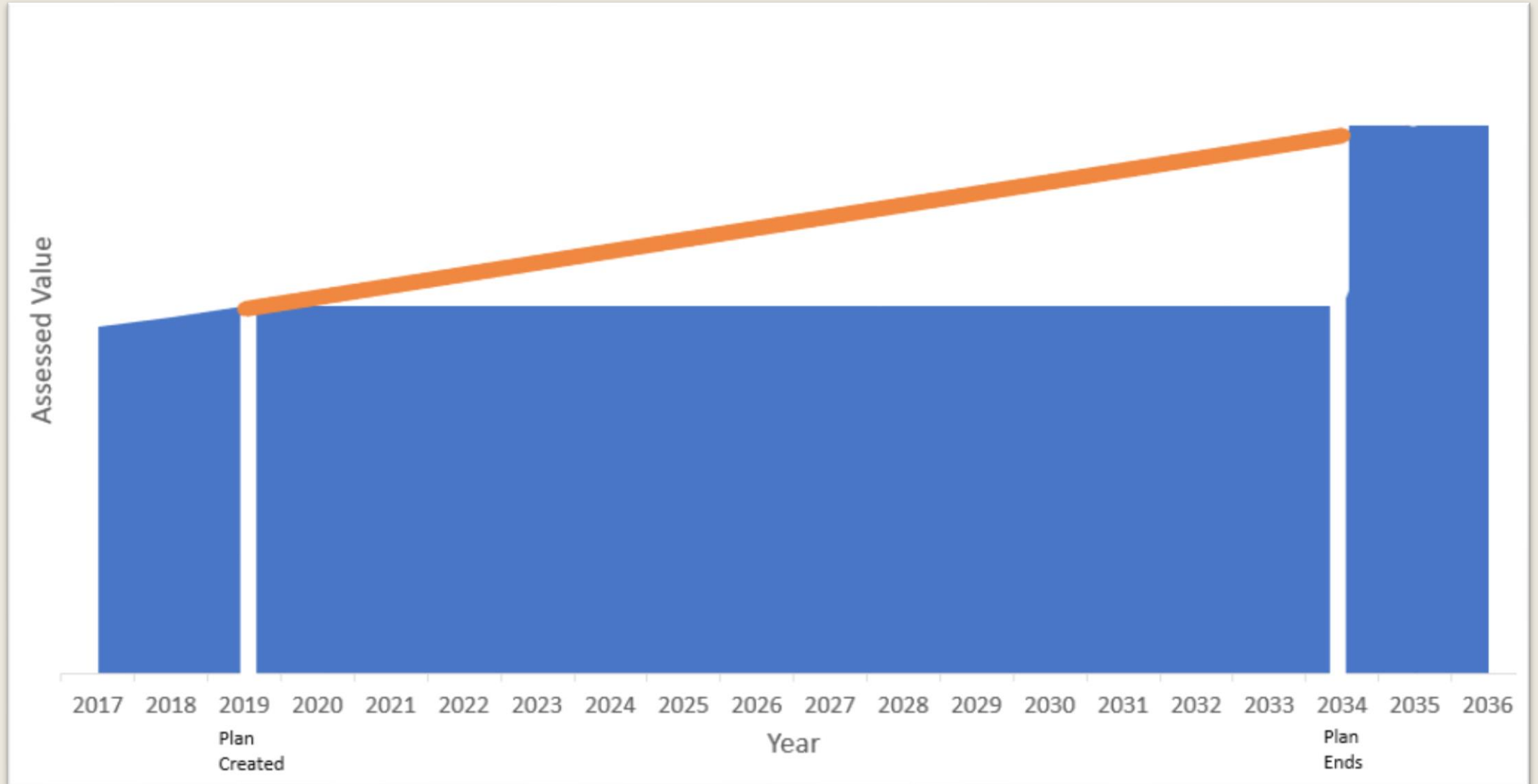


Leverage other taxes and funding sources to maximize result

Tax Increment Financing Example



Projection for Saginaw Street CIA - TIF



Projected TIF Values (end 2034)

Year	City of Lansing Tax Capture	All Tax Capture Available
2019	-	-
2020	\$1,790	\$3,552
2021	\$3,597	\$7,139
2022	\$5,423	\$10,762
Total after 3 years:	\$10,809	\$21,452
Total after 15 years:	\$225,107	\$446,747

Hannah Bryant

Lansing Economic Area Partnership (LEAP)

hannah@purelansing.com

(517) 702-3387 x 207





Andy Schor, Mayor

Saginaw Street Corridor Improvement Authority (SSCIA)

Development and Tax Increment Financing Plan

Approved and Recommended by the Saginaw Street Corridor Improvement
Authority August 27, 2019

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 Houthoofd, 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:



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

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.

TABLE OF CONTENTS

SECTION I: INTRODUCTION	5
General Overview	
Powers of the Authority	
History of the Saginaw Street Corridor	
Background and Plan Need	
Plan Development Process	
SECTION II: DEVELOPMENT PLAN	9
Benefits of the Authority	
Legal Basis of the Plan	
Development Plan Requirements	
TIF Plan Schedule and Budget	
Intent to Update and Extend Duration or Terminate Plan	
Reimbursement of Excess Tax Capture	
Project Descriptions	
Other Sources of Financing	
SECTION III: TAX INCREMENT FINANCING PLAN	20
Description of Current Financial Position	
Duration of the CIA and Tax Increment Financing District	
Tax Increment Financing Plan	
APPENDICES	
A. Full Ordinance: Intent to Establish the Saginaw Street Corridor Improvement Authority	
B. Affidavit of Notice of Public Hearing on Creation of the SSCIA	
C. Resolution Establishing the SSCIA and Designation of the Development Area	
D. Powers of Authority	
E. Appointed Members to the SSCIA Board	
F. SSCIA By-laws	
G. List of Affected Properties by Parcel Identification Number	
H. Corridor Improvement District Map: Parcels Included within Saginaw Corridor Improvement Authority District No. 1	
I. Projections and Taxing Jurisdiction Impact Tables	
a. 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)	
J. SSCIA Community Survey Results 2019	

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):

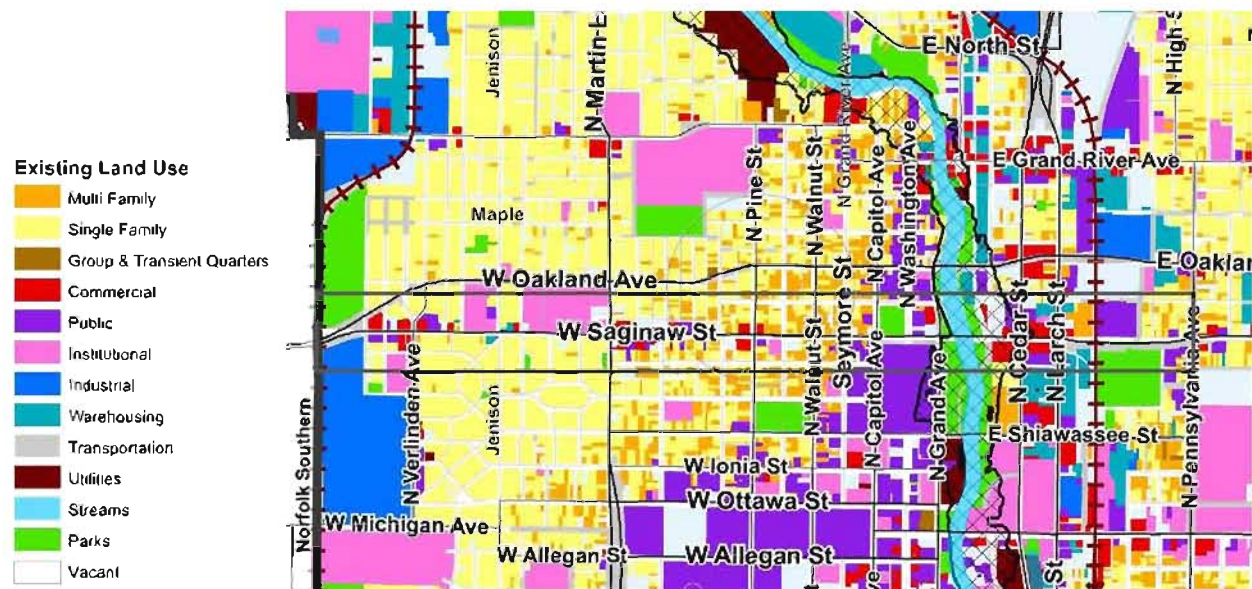
(a) The designation of boundaries of the development area in relation to highways, streets, streams, or otherwise.

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.

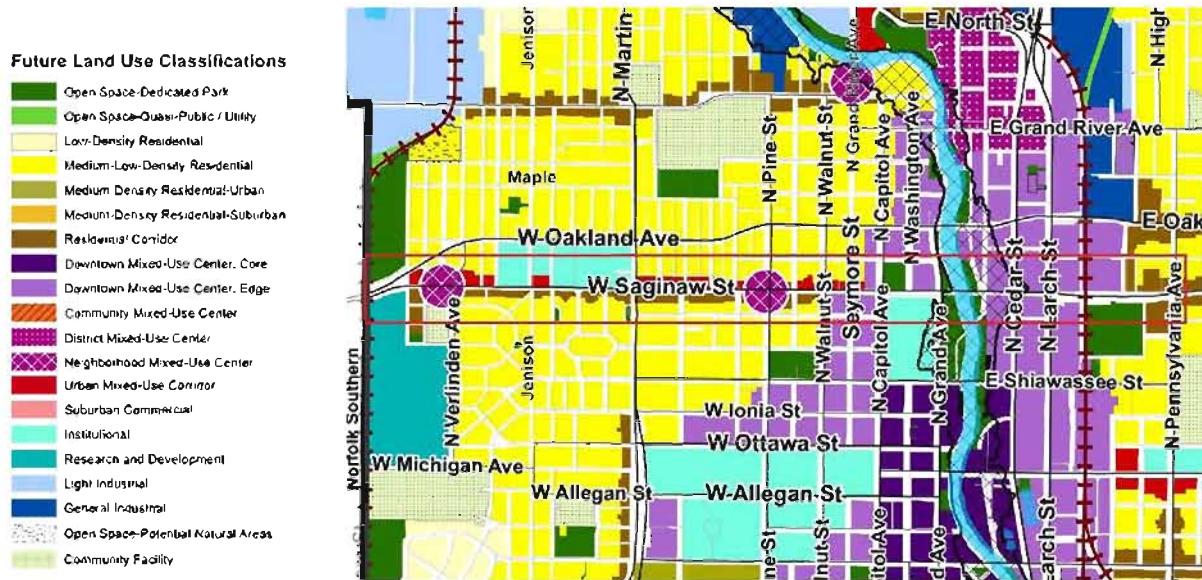
The CIA boundary is the same boundary established by the Lansing City Council Resolution Number 2009-278 adopted on July 27, 2009. Appendix G provides more detailed information about the parcel area, including parcel numbers, classes and property addresses.

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

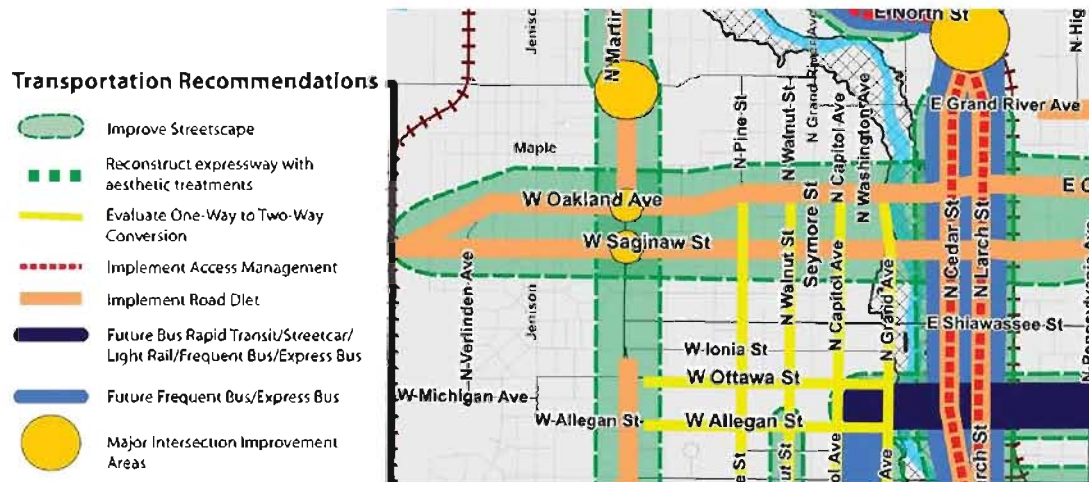
(g) A description of any portions of the development area that the authority desires to sell, donate, exchange, or lease to or from the municipality and the proposed terms.

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



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.

(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.

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.

PROJECT DESCRIPTIONS



Rachel Wilke – Intern, Lansing Planning Department

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

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

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

TABLE 2: ECONOMIC RESTRUCTURING PROJECTS ANTICIPATED

Project	Estimated Cost	Estimated Completion
Short-Term Projects (2020-2024)		
Continue strategic business recruitment and retention activities	\$5,000	2-5 years
Create inventory of existing businesses	\$1,000	Ongoing
Plan and implement business open house program	\$1,500	Ongoing

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	\$200,00	8-15 years

TABLE 3: ORGANIZATION PROJECTS ANTICIPATED

Project	Estimated Cost	Estimated Completion
Short-Term Projects (2020-2024)		
Enhance fundraising and grant-writing efforts	\$1,500	1-2 years
Invest in volunteer recruitment and retention / recognition	\$2,000	Ongoing
Initiate panhandler support / public outreach campaign	\$1,000	1-2 years
Coordinate efforts with Lansing Community College	\$1,000	Ongoing

TABLE 4: PROMOTIONS / MARKETING PROJECTS ANTICIPATED

Project	Estimated Cost	Estimated Completion
Short-Term Projects (2020-2024)		
Redevelop website	\$5,000	1-2 years
Update business directory	\$2,500	Ongoing
Pursue cooperative advertising	\$5,000	2-5 years
Improve external communication tools (e-newsletter)	\$1,500	Ongoing
Medium-Term Projects (2025-2029)		
Develop visitor brochure		
Plan special events and festivals	\$25,000	2-5 years

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

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 state 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 "Proposed 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 that 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

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. 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 SSCIA

Appendix C:

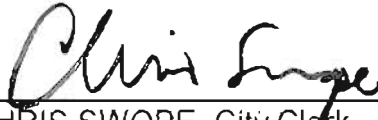
Resolution Establishing the SSCIA and
Designation of the Development Area

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.



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ELECTIONS/GREAT SEAL

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 hereinafter 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.

"Act 280" means Act No. 280 of the Public Acts of Michigan of 2005, as amended. MCL 125.2871, et seq.

"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 June30, 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

**BYLAWS OF THE SAGINAW STREET CORRIDOR IMPROVEMENT AUTHORITY
OF THE CITY OF LANSING**

Rev: January 16, 2019

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.

Adopted: February 11th, 2019



Chairperson Secretary

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

Appendix G:

List of Affected Properties by Parcel
Identification Number

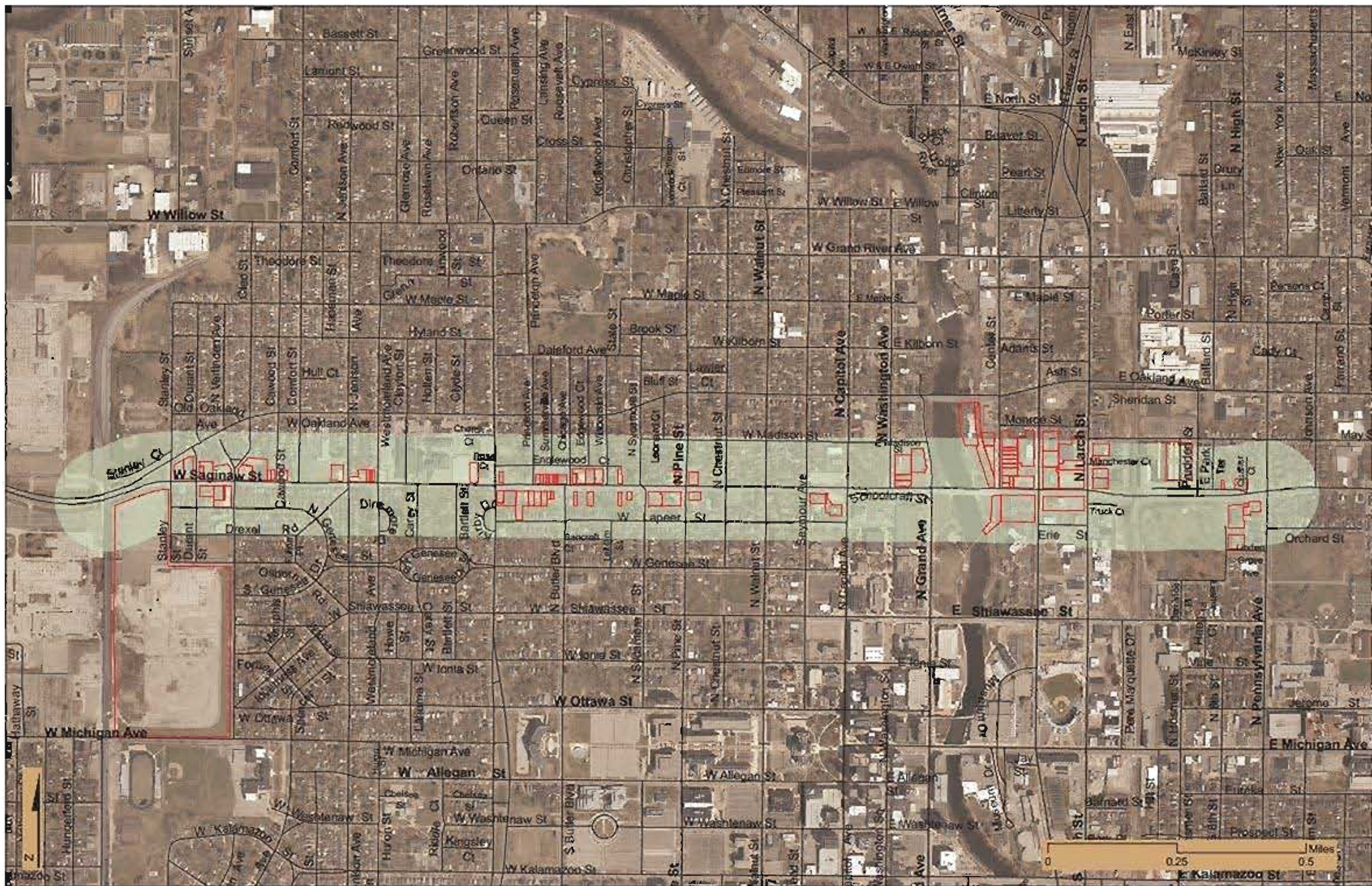
<i>Parcel #</i>	<i>Property Address</i>	<i>Class</i>
33-01-01-17-226-281	1001 W SAGINAW ST	201
33-01-01-17-226-291	1019 W SAGINAW ST	201
33-01-01-08-481-121	1026 W SAGINAW ST	201
33-01-01-08-458-370	1100 W SAGINAW ST	201
33-01-01-08-456-201	1400 W SAGINAW ST	201
33-01-01-08-456-191	1402 W SAGINAW ST	201
33-01-01-08-456-181	1404 W SAGINAW ST	201
33-01-01-08-456-162	1410 W SAGINAW ST	201
33-01-01-08-381-052	1500 W SAGINAW ST	201
33-01-01-08-380-131	1712 W SAGINAW ST	201
33-01-01-08-379-141	1804 W SAGINAW ST	201
33-01-01-08-379-133	1808 W SAGINAW ST	201
33-01-01-08-379-112	1828 W SAGINAW ST	201
33-01-01-17-103-041	1901 W SAGINAW ST	201
33-01-01-17-103-044	1909 W SAGINAW ST	201
33-01-01-08-360-052	1910 W SAGINAW ST	201
33-01-01-17-103-001	1917 W SAGINAW ST	201
33-01-01-08-360-031	1926 W SAGINAW ST	201
33-01-01-08-359-052	2002 W SAGINAW ST	201
33-01-01-08-359-023	2010 W SAGINAW ST	201
33-01-01-16-127-001	221 W SAGINAW ST	201
33-01-01-09-452-052	300 E OAKLAND AVE	201
33-01-01-16-203-013	400 E SAGINAW ST	201
33-01-01-09-479-141	415 E SAGINAW ST	201
33-01-01-16-226-002	500 E SAGINAW ST	201
33-01-01-09-480-132	505 E SAGINAW ST	201
33-01-01-16-103-002	529 W SAGINAW ST	201
33-01-01-15-102-031	600 LESHER PLACE	201
33-01-01-09-362-131	600 W SAGINAW ST	201
33-01-01-16-102-124	601 W SAGINAW ST	201
33-01-01-09-481-142	611 E SAGINAW ST	201
33-01-01-16-127-101	615 N CAPITOL AVE	201
33-01-01-15-102-013	620 LESHER PLACE	201
33-01-01-15-102-152	631 N PENNSYLVANIA AVE	201
33-01-01-09-363-062	700 N PINE ST	201
33-01-01-09-453-061	700 N WASHINGTON AVE	201
33-01-01-09-480-172	709 N LARCH ST	201
33-01-01-16-101-011	709 W SAGINAW ST	201
33-01-01-09-452-031	711 CENTER ST	201
33-01-01-08-484-121	718 W SAGINAW ST	201

33-01-01-09-480-252	719 N LARCH ST	201
33-01-01-17-227-221	719 W SAGINAW ST	201
33-01-01-09-481-031	720 N LARCH ST	201
33-01-01-09-453-023	724 N WASHINGTON AVE	201
33-01-01-10-353-007	725 PRUDDEN ST	201
33-01-01-09-480-283	733 N LARCH ST	201
33-01-01-09-481-002	736 N LARCH ST	201
33-01-01-09-453-104	737 N GRAND AVE	201
33-01-01-09-479-243	741 N CEDAR ST	201
33-01-01-09-480-002	750 N CEDAR ST	201
33-01-01-08-486-062	806 W SAGINAW ST	201
33-01-01-08-486-042	810 W SAGINAW ST	201
33-01-01-17-227-291	813 W SAGINAW ST	201
33-01-01-08-486-002	820 W SAGINAW ST	201
33-01-01-17-227-321	827 W SAGINAW ST	201
33-01-01-08-485-071	900 W SAGINAW ST	201
33-01-01-17-226-221	907 W SAGINAW ST	201
33-01-01-08-485-065	908 W SAGINAW ST	201
33-01-01-10-354-162	909 E SAGINAW ST	201
33-01-01-17-226-231	909 W SAGINAW ST	201
33-01-01-08-485-062	910 W SAGINAW ST	201
33-01-01-17-226-241	913 W SAGINAW ST	201
33-01-01-08-485-051	914 W SAGINAW ST	201
33-01-01-08-485-041	916 W SAGINAW ST	201
33-01-01-08-485-031	918 W SAGINAW ST	201
33-01-01-08-485-021	920 W SAGINAW ST	201
33-01-01-08-485-011	926 W SAGINAW ST	201
33-01-01-17-226-271	927 W SAGINAW ST	201
33-01-01-09-480-062	N CEDAR ST	201
33-01-01-08-458-065	W SAGINAW ST	201
33-01-01-08-360-041	1920 W SAGINAW ST	202
33-01-01-17-226-262	923 W SAGINAW ST	202
33-01-01-09-452-035	CENTER ST	202
33-01-01-09-479-002	CENTER ST	202
33-01-01-09-479-051	CENTER ST	202
33-01-01-09-479-061	CENTER ST	202
33-01-01-09-479-071	CENTER ST	202
33-01-01-09-479-081	CENTER ST	202
33-01-01-09-479-091	CENTER ST	202
33-01-01-09-479-101	CENTER ST	202
33-01-01-09-479-111	CENTER ST	202

33-01-01-09-479-121	E SAGINAW ST	202
33-01-01-09-479-131	E SAGINAW ST	202
33-01-01-09-481-092	N LARCH ST	202
33-01-01-09-453-051	N WASHINGTON AVE	202
33-01-01-16-203-092	RAILROAD ROW-ABAND	202
33-01-01-08-379-151	W SAGINAW ST	202
33-01-01-16-102-003	W SAGINAW ST	202
33-01-01-17-103-042	W SAGINAW ST	202
33-01-01-17-103-043	W SAGINAW ST	202
33-01-01-17-226-001	W SAGINAW ST	202
94-33-01-16-127-001	221 W SAGINAW ST	203
94-33-02-16-127-001	221 W SAGINAW ST	203

Appendix H:

SSCIA District Map – Parcels included within
Saginaw Corridor



- Freeway
- Freeway On-Ramp
- Main Arterial
- Collector Road
- Saginaw Street Corridor Improvement Authority
- Project
- Saginaw Street Corridor Improvement District
- City Boundary

Saginaw Street Corridor Improvement Authority

Appendix I:

Projections and Taxing Jurisdiction Impact Tables

Commercial Property Taxable Values- \$ 9,295,758.00

Downloaded At: 11:53 11 September 2009

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Discount rate	0.04
NPV =	79,899

+ 00

Discount rate	0.04
NPV is	163,402

Local Capture Detail - Breakdown by Taxing Entity

Discount rate	0.04
NPV =	140,709

Local Capture Detail - Breakdown by Taxis Entity

Discount rate	0.134
NPV is	300,100

1.50%						
Local Capture Detail - Breakdown by Taxing Entity						
Date	***Baseline Value	Value with Inflation - 1.5% growth rate	Increment	City of Lansing 13.4400 Mills	Capital Area District Library 1.55000	City capture only
2019	9,205,758	9,205,758	0	0	0	0
2020	9,205,758	9,343,044	137,286	2,694	215	2,909
2021	9,205,758	9,484,052	279,244	5,409	434	5,843
2022	9,205,758	9,626,262	420,504	8,175	656	8,831
2023	9,205,758	9,770,656	564,898	10,982	881	11,863
2024	9,205,758	9,917,216	711,458	13,831	1,110	14,941
2025	9,205,758	10,065,974	860,216	16,723	1,362	18,085
2026	9,205,758	10,216,964	1,011,206	19,658	1,577	21,235
2027	9,205,758	10,370,210	1,164,450	22,637	1,817	24,454
2028	9,205,758	10,525,771	1,320,013	25,661	2,059	27,720
2029	9,205,758	10,683,658	1,477,900	28,730	2,306	31,036
2030	9,205,758	10,843,913	1,638,155	31,846	2,556	34,401
2031	9,205,758	11,006,572	1,800,814	35,008	2,809	37,817
2032	9,205,758	11,171,670	1,965,912	38,217	3,067	41,284
2033	9,205,758	11,339,245	2,133,487	41,475	3,328	44,803
2034	9,205,758	11,509,334	2,303,576	44,782	3,594	48,375
				345,817	27,791	373,608
					Discount rate	0.04
					NPV =	250,651

2.25%						
Local Capture Detail - Breakdown by Taxing Entity						
Date	***Baseline Value	Value with Inflation - 2.25% growth rate	Increment	City of Lansing 13.4400 Mills	Capital Area District Library 1.55000	City capture only
2019	9,205,758	9,205,758	0	0	0	0
2020	9,205,758	9,412,888	207,130	4,027	323	4,350
2021	9,205,758	9,624,679	418,920	8,144	654	8,797
2022	9,205,758	9,841,233	635,475	12,304	981	13,345
2023	9,205,758	10,062,661	856,903	16,658	1,337	17,995
2024	9,205,758	10,288,070	1,083,312	21,060	1,690	22,750
2025	9,205,758	10,520,674	1,314,816	25,500	2,051	27,551
2026	9,205,758	10,759,726	1,551,529	30,162	2,420	32,582
2027	9,205,758	10,999,326	1,793,568	34,867	2,798	37,665
2028	9,205,758	11,246,811	2,041,053	39,618	3,184	42,802
2029	9,205,758	11,499,864	2,294,106	44,507	3,579	48,086
2030	9,205,758	11,758,611	2,552,853	49,527	3,982	53,510
2031	9,205,758	12,023,180	2,817,422	54,771	4,395	59,166
2032	9,205,758	12,293,702	3,087,944	60,030	4,817	64,847
2033	9,205,758	12,570,310	3,364,552	65,407	5,249	70,656
2034	9,205,758	12,853,142	3,647,384	70,905	5,690	76,595
				537,846	43,160	581,006
					Discount rate	0.04
					NPV =	389,080

All-in Non-School Tax Capture Millage

Taxing Authority	Millage Rate
Lansing Oper	13.4400
Ingham City Sch	4.8000
Ingham County	1.2800
LCC	3.8672
CATA	3.0670
CARD	1.5600
Aspen Auth/CRA	9.6990
Zoo Millage	2.4100
	39.0632

Not included in TIP Capture

Taxing Authority	Millage Rate
Lansing Debt	0.3600
Lansing School Debt	4.6000
Lansing School Oper	18.5000
Lansing School Sch	
Ingham Intermediate	4.7982
State Education	6.5000
	33.5582

Local Capture Detail - Breakdown by Taxing Entity										
All-in Non-School Tax Capture Millage	All-in Annual Non-School Tax Capture Available	City of Lansing 13.4400 Mills	City of Lansing Library 1.5500	Lansing Community College 3.8672 Mills	CATA 3.0670 Mills	Ingham County 4.8073 Mills	CCRA 8.6990 Mills	Zoo 2.41 Mills	TOTAL POTENTIAL City + County	
38.5825	0	0	0	0	0	0	0	0	0	0
38.5825	5,327	2,684	215	525	415	1,334	97	57	6,018	
38.5825	10,720	5,409	434	1,059	837	2,687	194	114	12,086	
38.5825	16,223	8,175	656	1,601	1,264	4,081	294	172	18,236	
38.5825	21,794	10,982	881	2,151	1,699	5,456	395	232	19,437	
38.5825	27,448	13,831	1,110	2,729	2,139	6,871	497	292	25,752	
38.5825	33,198	16,723	1,362	3,275	2,587	8,307	607	353	31,932	
38.5825	39,013	19,658	1,577	3,850	3,041	9,766	722	419	38,423	
38.5825	44,920	22,637	1,817	4,429	3,502	11,248	814	477	44,863	
38.5825	50,927	25,661	2,059	5,025	3,959	12,748	923	541	51,459	
38.5825	57,018	28,730	2,306	5,627	4,444	14,273	1,033	606	58,033	
38.5825	63,201	31,846	2,556	6,227	4,926	15,820	1,149	672	64,680	
38.5825	69,476	35,008	2,809	6,856	5,415	17,391	1,268	738	71,399	
38.5825	75,846	38,217	3,067	7,485	5,911	18,985	1,374	805	78,202	
38.5825	82,311	41,475	3,328	8,123	6,415	20,604	1,491	875	84,979	
38.5825	88,873	44,782	3,594	8,779	6,927	22,246	1,610	944	91,828	
	686,304	345,817	27,791	67,726	53,481	171,793	12,434	7,293	917,610	
	Discount rate									0.04
	NPV =									460,342

Local Capture Detail - Breakdown by Taxing Entity										
All-in Non-School Tax Capture Millage	All-in Annual Non-School Tax Capture Available	City of Lansing 13.4400 Mills	City of Lansing Library 1.5500	Lansing Community College 3.8672 Mills	CATA 3.0670 Mills	Ingham County 4.8073 Mills	CCRA 8.6990 Mills	Zoo 2.41 Mills	TOTAL POTENTIAL City + County	
38.5825	0	0	0	0	0	0	0	0	0	0
38.5825	7,981	4,027	323	789	623	2,000	145	85	9,563	
38.5825	16,162	8,144	654	1,595	1,260	4,046	293	172	19,890	
38.5825	24,517	12,304	981	2,419	1,911	6,137	444	261	28,691	
38.5825	33,080	16,658	1,337	3,262	2,577	8,275	598	351	38,904	
38.5825	41,795	21,060	1,690	4,124	3,258	10,462	757	444	51,521	
38.5825	50,720	25,560	2,051	5,006	3,954	12,698	919	539	58,258	
38.5825	59,859	30,162	2,420	5,907	4,685	14,884	1,085	620	65,145	
38.5825	69,107	34,867	2,798	6,828	5,393	17,121	1,254	735	72,188	
38.5825	78,745	39,618	3,184	7,771	6,137	19,711	1,427	832	80,389	
38.5825	88,518	44,507	3,579	8,734	6,898	22,158	1,604	941	88,752	
38.5825	98,490	49,527	3,982	9,719	7,676	24,654	1,784	1,047	97,281	
38.5825	108,698	54,771	4,395	10,726	8,472	27,209	1,969	1,155	106,079	
38.5825	119,134	60,030	4,817	11,756	9,285	29,821	2,158	1,266	115,051	
38.5825	129,800	65,407	5,249	12,810	10,117	32,492	2,352	1,379	124,890	
38.5825	140,718	70,905	5,690	13,888	10,988	35,224	2,550	1,495	134,129	
	1,067,405	537,846	43,160	105,334	83,195	267,188	19,339	11,343	805,034	
	Discount rate									0.04
	NPV =									714,895

2019 Winter

8,9500

2019 Summer

63,6134

2019 Total

72,5684

County Total

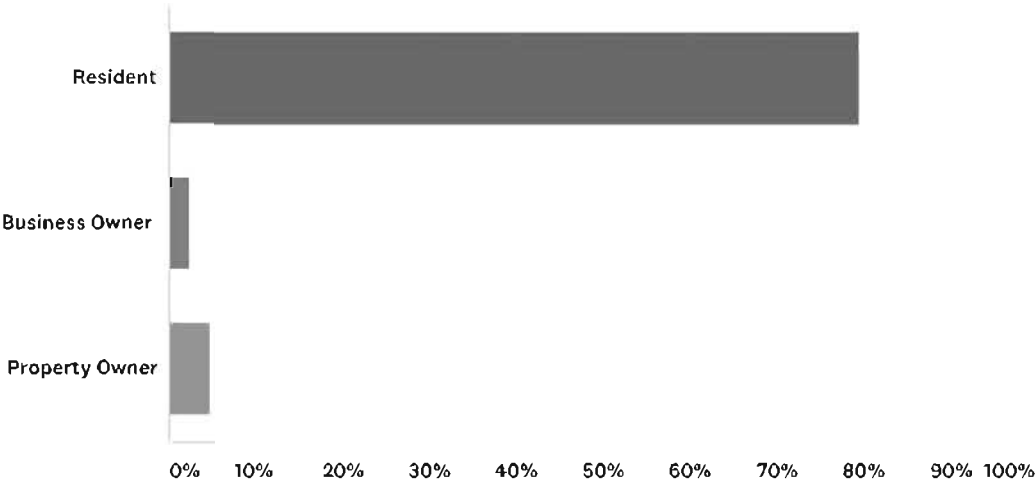
10,0600

Appendix J:

SSCIA Community Survey Results 2019

Q1 What is your connection to the area of focus of the SSCIA? (check all that apply)

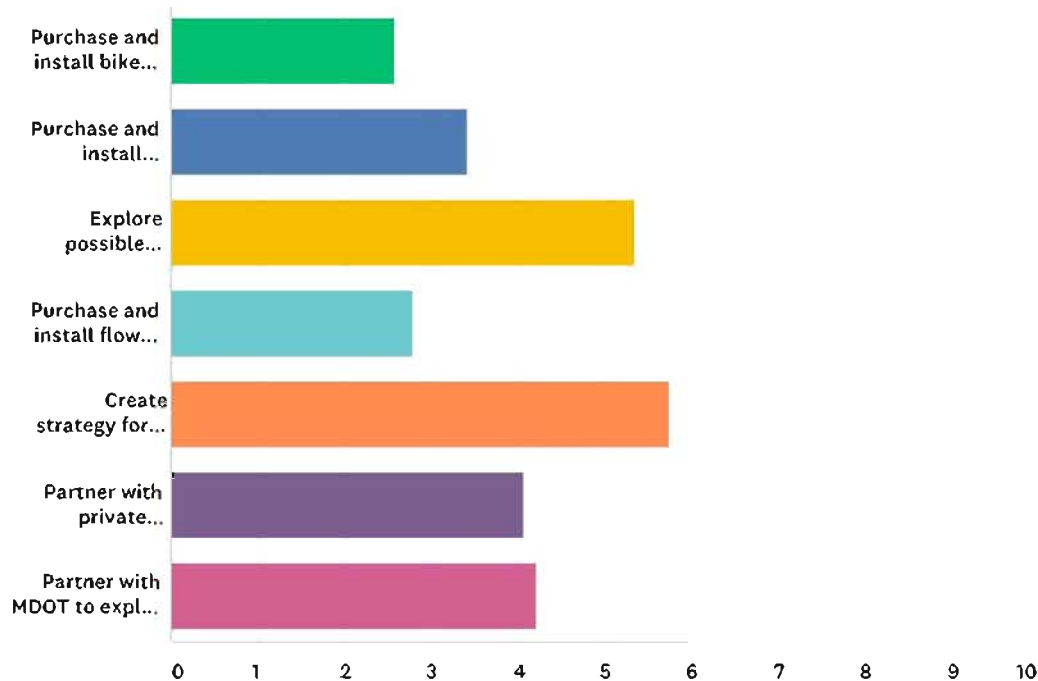
Answered: 44 Skipped: 0



ANSWER CHOICES	RESPONSES	
Resident	79.55%	35
Business Owner	2.27%	1
Property Owner	4.55%	2
TOTAL		44

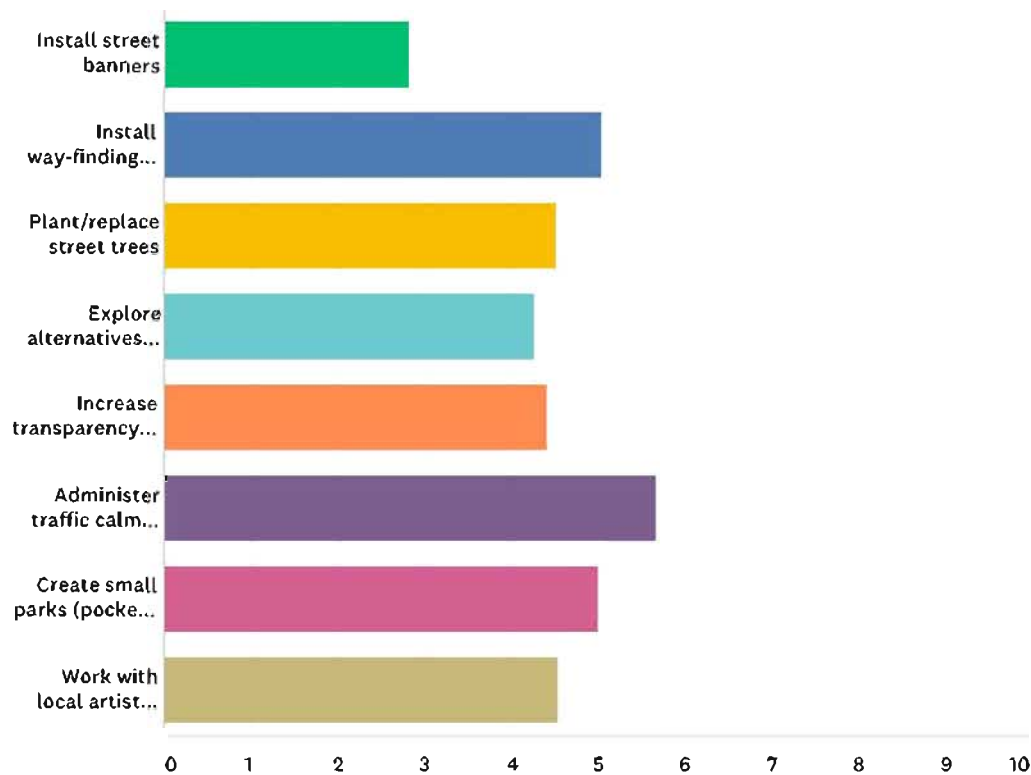
Q2 Please rank the short-term project options below in order from your TOP PRIORITY (#1) to your LOWEST PRIORITY (#7) for the Saginaw Corridor Improvement Authority Tax Increment Financing and Development Plan for projects that could occur between 2019 and 2020.

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.

Answered: 43 Skipped: 1

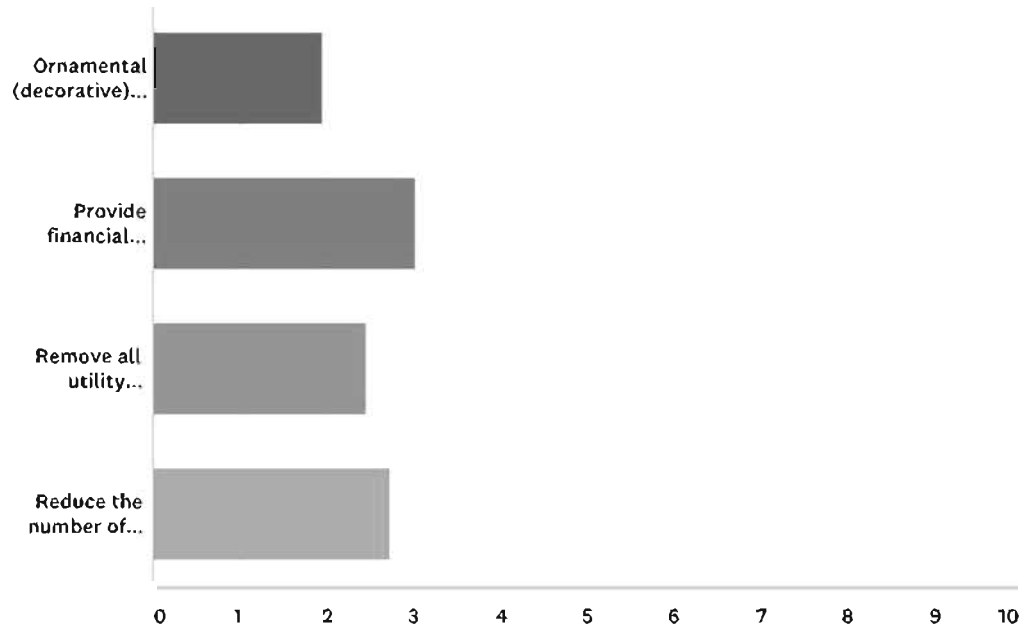


	1	2	3	4	5	6	7	8	TOTAL	SCORE
Install street banners	2.38% 1	7.14% 3	4.76% 2	4.76% 2	9.52% 4	14.29% 6	23.81% 10	33.33% 14	42	2.83
Install way-finding signs (signs that direct you to parks, business districts and other points of interest)	19.05% 8	14.29% 6	11.90% 5	9.52% 4	14.29% 6	19.05% 8	7.14% 3	4.76% 2	42	5.05
Plant/replace street trees	7.14% 3	14.29% 6	14.29% 6	7.14% 3	23.81% 10	19.05% 8	7.14% 3	7.14% 3	42	4.52
Explore alternatives for city-owned parking lot(s)	2.38% 1	14.29% 6	14.29% 6	21.43% 9	9.52% 4	11.90% 5	14.29% 6	11.90% 5	42	4.26
Increase transparency in storefront windows (make them easier to see into and out of)	6.98% 3	18.60% 8	11.63% 5	9.30% 4	16.28% 7	11.63% 5	13.95% 6	11.63% 5	43	4.42
Administer traffic calming measures (changes to the roads, traffic lights and signs, etc that decrease traffic speeds on Saginaw Street)	48.78% 20	2.44% 1	7.32% 3	9.76% 4	4.88% 2	7.32% 3	4.88% 2	14.63% 6	41	5.66

Create small parks (pocket parks) and green public spaces along Saginaw Street	4.65% 2	18.60% 8	20.93% 9	25.58% 11	11.63% 5	2.33% 1	9.30% 4	6.98% 3	43	5.00
Work with local artists to install more public art	11.63% 5	11.63% 5	16.28% 7	11.63% 5	9.30% 4	13.95% 6	18.60% 8	6.98% 3	43	4.53

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



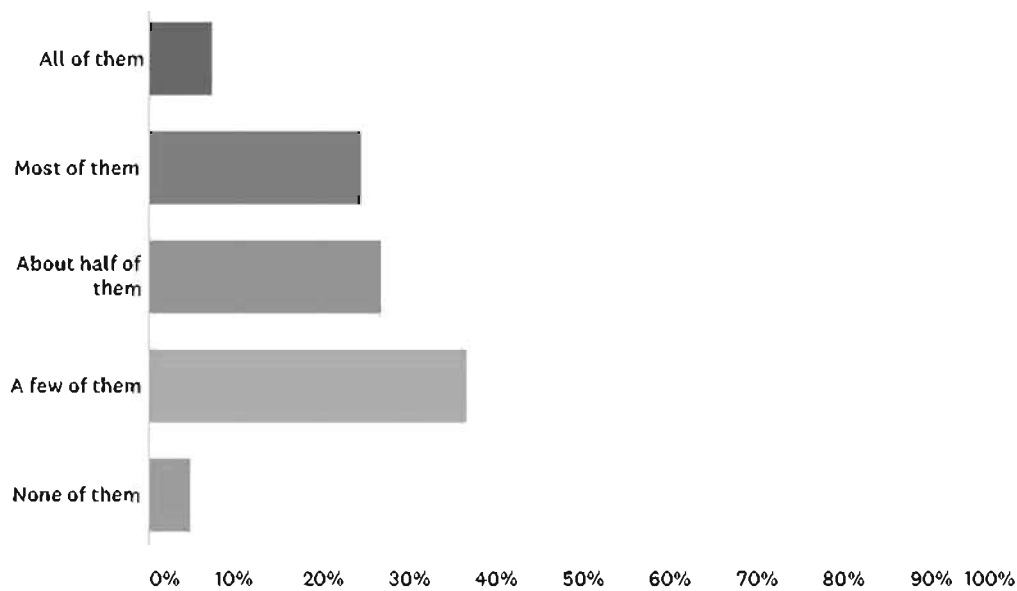
	1	2	3	4	TOTAL	SCORE
Ornamental (decorative) street lights	5.00% 2	27.50% 11	25.00% 10	42.50% 17	40	1.95
Provide financial incentives to developers to build new buildings on Saginaw Street that feature a mix of uses (residential, office, commercial and/or other uses)	41.46% 17	26.83% 11	24.39% 10	7.32% 3	41	3.02
Remove all utility (electrical, phone, etc) wires, cables and poles that are above ground and put them underground	17.07% 7	26.83% 11	39.02% 16	17.07% 7	41	2.44
Reduce the number of traffic lanes on Saginaw and Oakland and/or make these one-way roads into two-way streets	42.50% 17	17.50% 7	10.00% 4	30.00% 12	40	2.73

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?

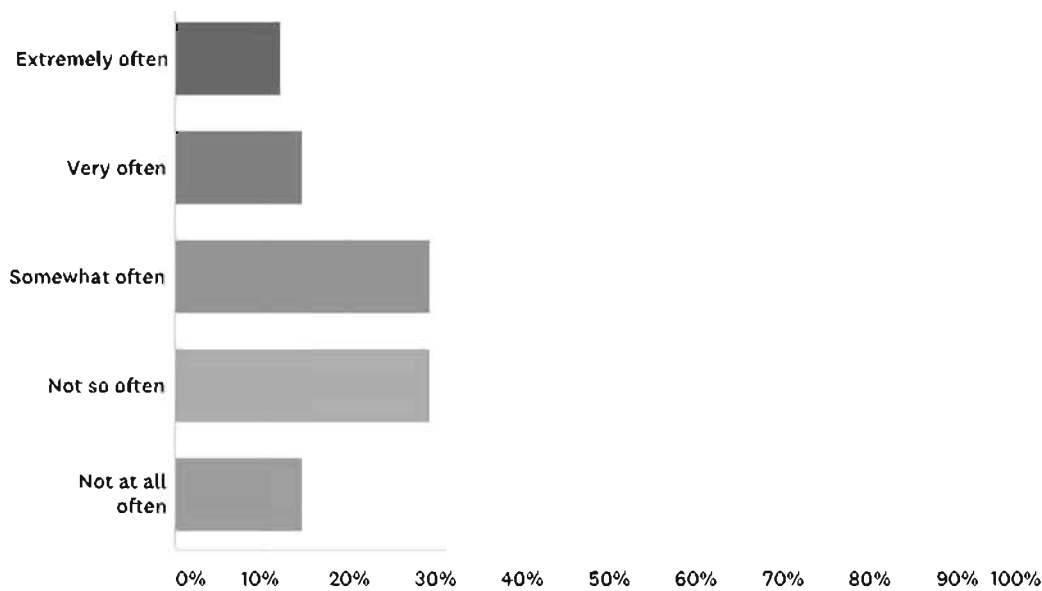
Answered: 41 Skipped: 3



ANSWER CHOICES		RESPONSES	
All of them		7.32%	3
Most of them		24.39%	10
About half of them		26.83%	11
A few of them		36.59%	15
None of them		4.88%	2
TOTAL			41

Q7 How often do you participate in activities in this neighborhood?

Answered: 41 Skipped: 3



ANSWER CHOICES	RESPONSES	
Extremely often	12.20%	5
Very often	14.63%	6
Somewhat often	29.27%	12
Not so often	29.27%	12
Not at all often	14.63%	6
TOTAL		41

Q8 If you do not participate in activities in this neighborhood, why not?

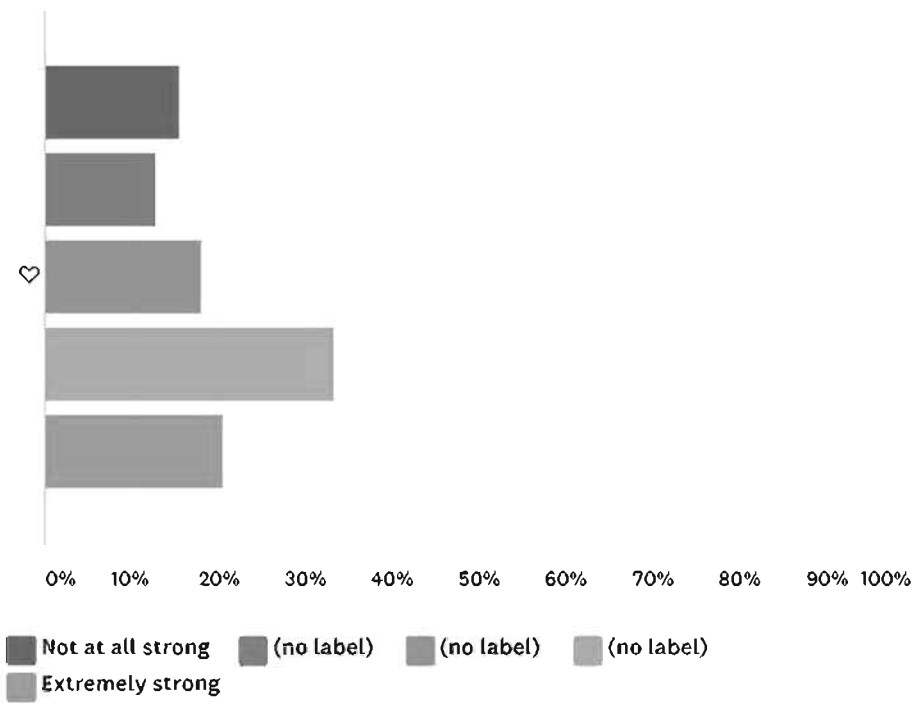
Answered: 22 Skipped: 22

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?

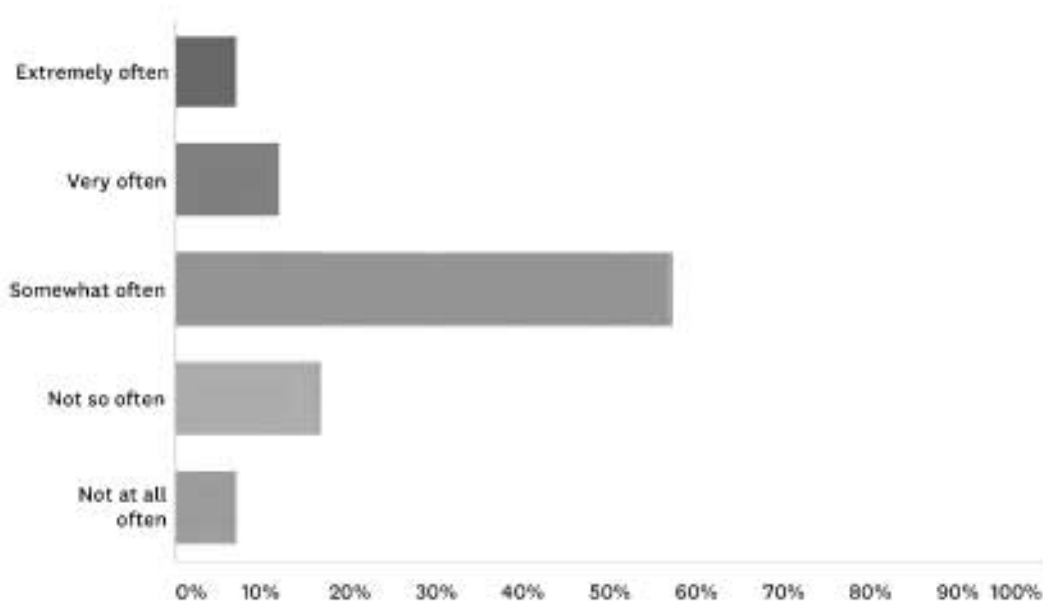
Answered: 39 Skipped: 5



	NOT AT ALL STRONG	(NO LABEL)	(NO LABEL)	(NO LABEL)	EXTREMELY STRONG	TOTAL	WEIGHTED AVERAGE
♡	15.38% 6	12.82% 5	17.95% 7	33.33% 13	20.51% 8	39	3.31

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

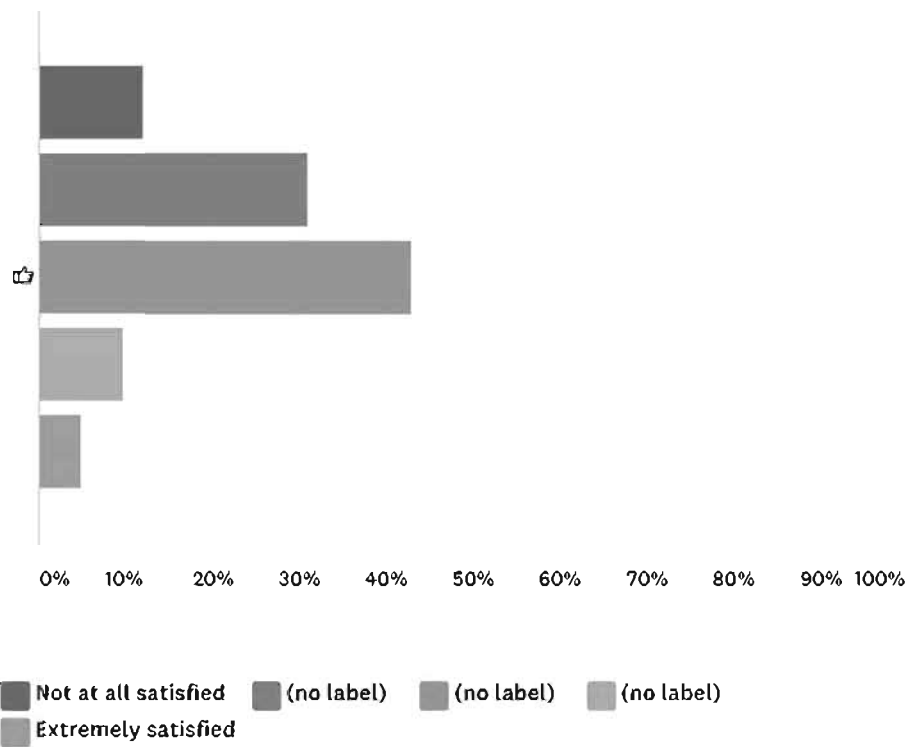
Answered: 42 Skipped: 2



ANSWER CHOICES	RESPONSES	
Extremely often	7.14%	3
Very often	11.90%	5
Somewhat often	57.14%	24
Not so often	16.67%	7
Not at all often	7.14%	3
TOTAL		42

Q12 How satisfied are you with the businesses in this neighborhood?

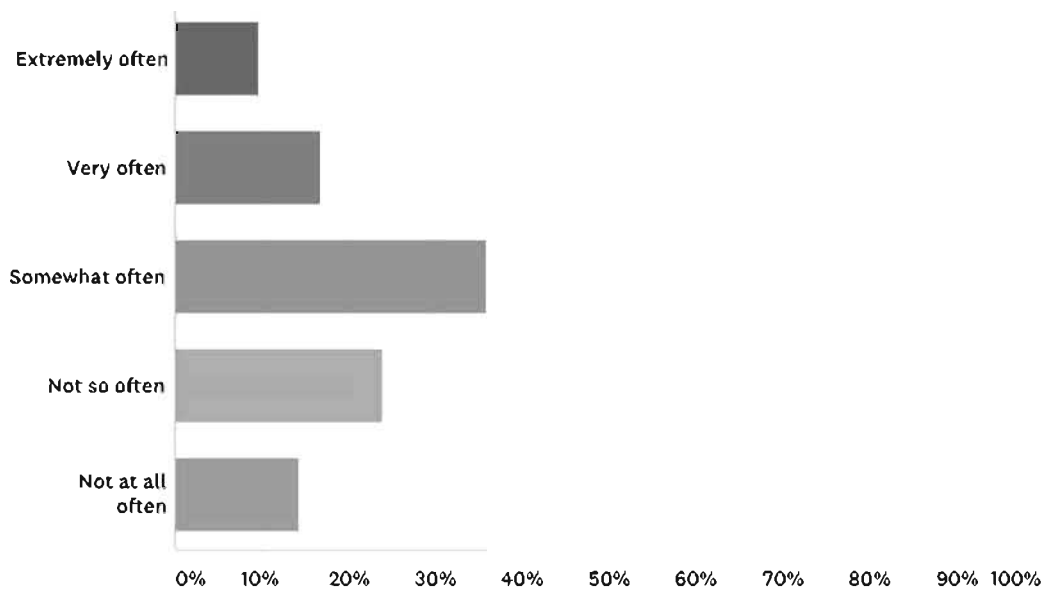
Answered: 42 Skipped: 2



	NOT AT ALL SATISFIED	(NO LABEL)	(NO LABEL)	(NO LABEL)	EXTREMELY SATISFIED	TOTAL	WEIGHTED AVERAGE
👍	11.90% 5	30.95% 13	42.86% 18	9.52% 4	4.76% 2	42	2.64

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

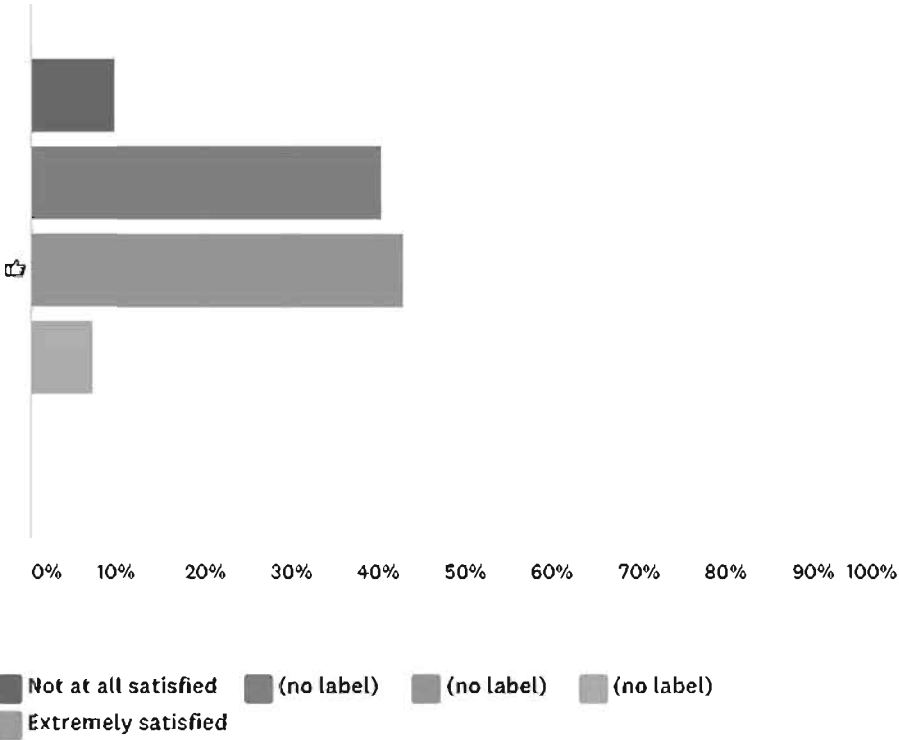
Answered: 42 Skipped: 2



ANSWER CHOICES	RESPONSES	
Extremely often	9.52%	4
Very often	16.67%	7
Somewhat often	35.71%	15
Not so often	23.81%	10
Not at all often	14.29%	6
TOTAL		42

Q14 How satisfied are you with the public parks in this neighborhood?

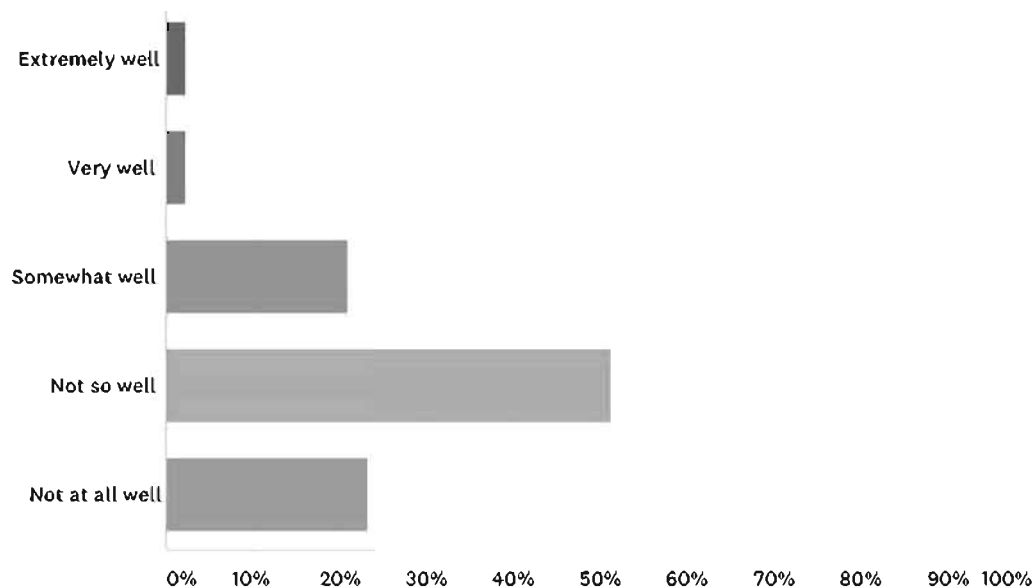
Answered: 42 Skipped: 2



	NOT AT ALL SATISFIED	(NO LABEL)	(NO LABEL)	(NO LABEL)	EXTREMELY SATISFIED	TOTAL	WEIGHTED AVERAGE
👍	9.52%	40.48%	42.86%	7.14%	0.00%	42	2.48
	4	17	18	3	0		

Q15 How well are the streets in this neighborhood maintained?

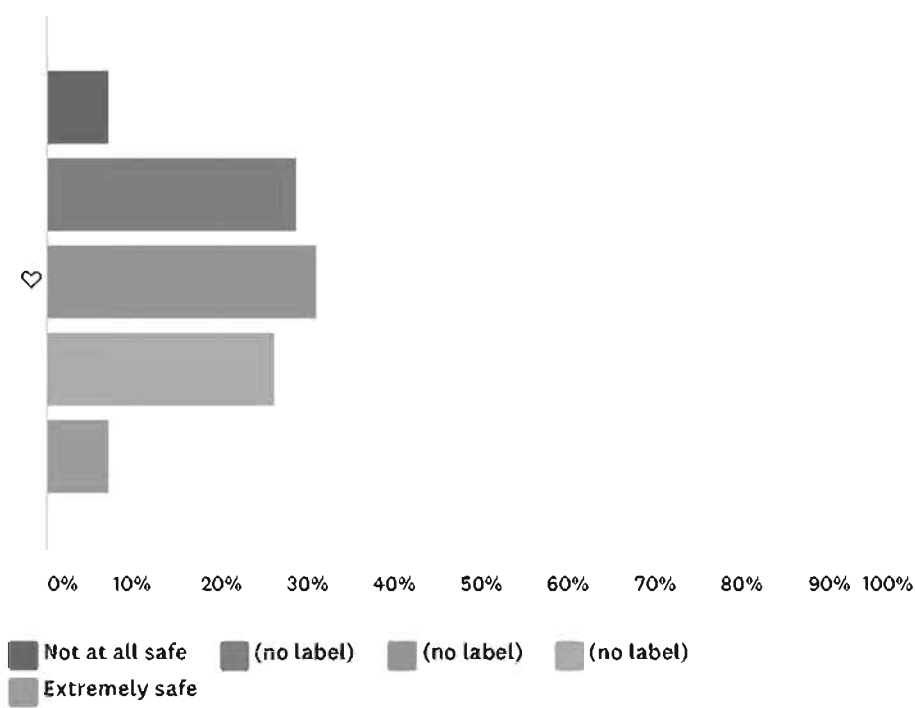
Answered: 43 Skipped: 1



ANSWER CHOICES	RESPONSES	
Extremely well	2.33%	1
Very well	2.33%	1
Somewhat well	20.93%	9
Not so well	51.16%	22
Not at all well	23.26%	10
TOTAL		43

Q16 Overall, how safe do you feel in this neighborhood?

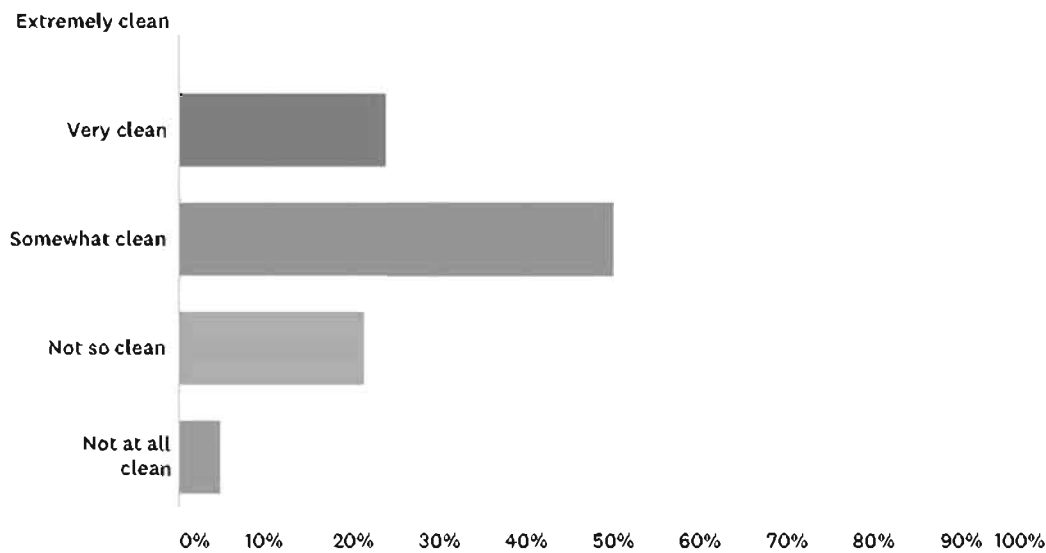
Answered: 42 Skipped: 2



	NOT AT ALL SAFE	(NO LABEL)	(NO LABEL)	(NO LABEL)	EXTREMELY SAFE	TOTAL	WEIGHTED AVERAGE
♡	7.14% 3	28.57% 12	30.95% 13	26.19% 11	7.14% 3	42	2.98

Q17 Overall, how clean is this neighborhood?

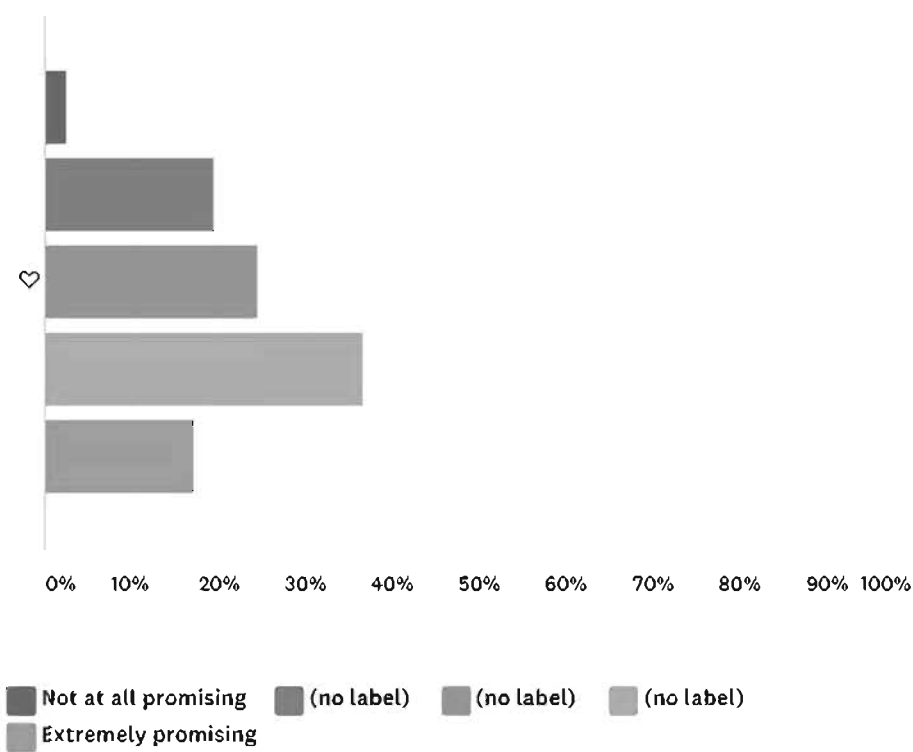
Answered: 42 Skipped: 2



ANSWER CHOICES	RESPONSES	
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
TOTAL		42

Q18 How promising is the future of this neighborhood?

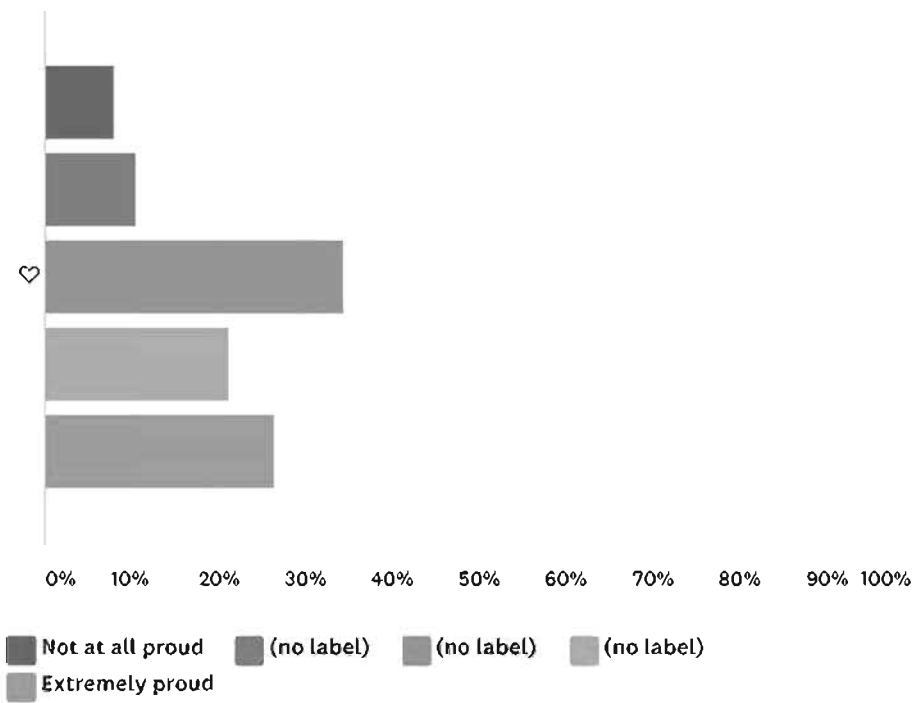
Answered: 41 Skipped: 3



	NOT AT ALL PROMISING	(NO LABEL)	(NO LABEL)	(NO LABEL)	EXTREMELY PROMISING	TOTAL	WEIGHTED AVERAGE
♡	2.44%	19.51%	24.39%	36.59%	17.07%	41	3.46
	1	8	10	15	7		

Q19 How proud are you to live in this neighborhood?

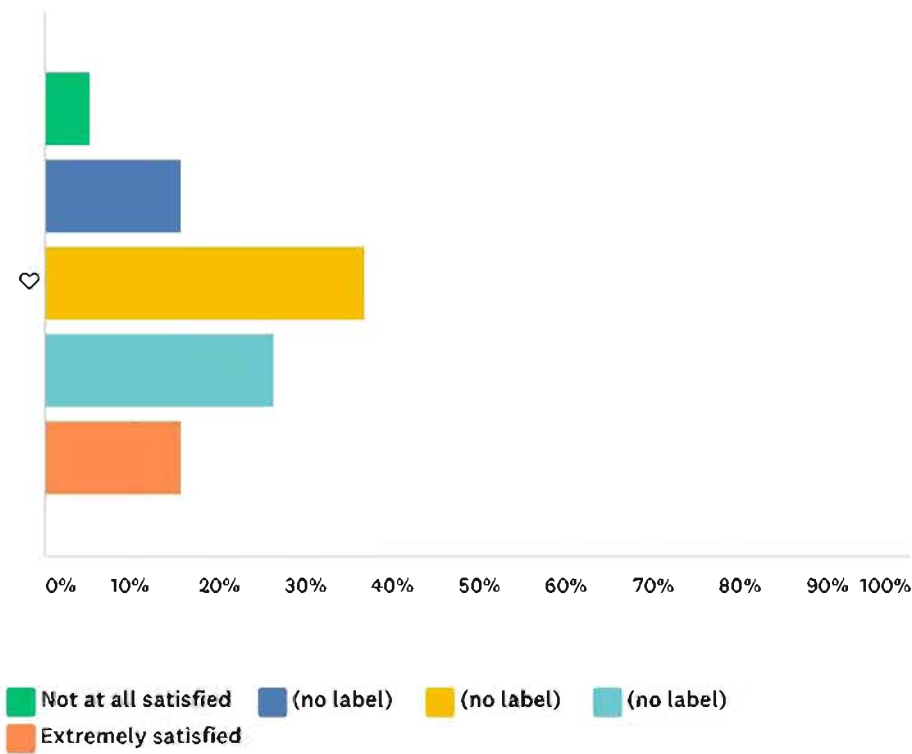
Answered: 38 Skipped: 6



	NOT AT ALL PROUD	(NO LABEL)	(NO LABEL)	(NO LABEL)	EXTREMELY PROUD	TOTAL	WEIGHTED AVERAGE
♡	7.89% 3	10.53% 4	34.21% 13	21.05% 8	26.32% 10	38	3.47

Q20 How satisfied are you with your experience living in this neighborhood?

Answered: 38 Skipped: 6



	NOT AT ALL SATISFIED	(NO LABEL)	(NO LABEL)	(NO LABEL)	EXTREMELY SATISFIED	TOTAL	WEIGHTED AVERAGE
♡	5.26% 2	15.79% 6	36.84% 14	26.32% 10	15.79% 6	38	3.32

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

RESOLUTION # 2019-_____
BY THE COMMITTEE ON DEVELOPMENT AND PLANNING
RESOLVED BY THE CITY OF COUNCIL OF THE CITY OF LANSING

A RESOLUTION TO APPROVE 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 2009-417, 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 28th, 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, the City Council of the City of Lansing held a public hearing and received comments from members of the public, and each taxing jurisdiction levying taxes that would be subject to capture if the tax increment financing plan is approved, on all aspects of the Plan, on October 28th, 2019, and in compliance with Sections 622 & 618 of the Act; and

WHEREAS, after public comment the Plan was reviewed by the Committee on Development and Planning, and further by City Council as a whole, with particular attention to the following considerations:

- a) whether the plan meets the requirements under section 620(2) of the Act;
- b) whether the proposed method of financing the development is feasible and the authority has the ability to arrange the financing;
- c) whether the development is reasonable and necessary to carry out the purposes of the Act;
- d) whether the land included within the development area to be acquired is reasonably necessary to carry out the purposes of the plan and of this part in an efficient and economically satisfactory manner;
- e) whether the development plan is in reasonable accord with the land use plan of the municipality;
- f) whether public services, such as fire and police protection and utilities, are or will be adequate to service the project area;
- g) whether changes in zoning, streets, street levels, intersections, and utilities are reasonably necessary for the project and for the municipality; and

- h) whether the Plan is consistent with and supports the Qualified Development Area containing Transit-Oriented Development.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Lansing determines that the Plan, containing both a Development Plan and Tax Increment Finance Plan, constitutes a public purpose.

BE IT FURTHER RESOLVED that the City Council of the City of Lansing finds that:

- a) the plan meets the requirements under Section 620(2) of the Act;
- b) the proposed method of financing the development is feasible and the authority has the ability to arrange the financing;
- c) the development is reasonable and necessary to carry out the purposes of the Act;
- d) no land included within the development area is required to be acquired to fulfill the Plan, but any ancillary acquisition that may become necessary is reasonably necessary to carry out the purposes of the Plan and of the Act in an efficient and economically satisfactory manner;
- e) the Plan is in reasonable accord with the land use plan of the City of Lansing;
- f) public services, such as fire and police protection and utilities, are or will be adequate to service the project area;
- g) any changes in zoning, streets, street levels, intersections, and utilities are reasonably necessary for the project and for the City of Lansing; and
- h) the Plan is consistent with and supports the Qualified Development Area containing Transit-Oriented Development.

BE IT FINALLY RESOLVED that the City Council of the City of Lansing approves the Plan without modification.



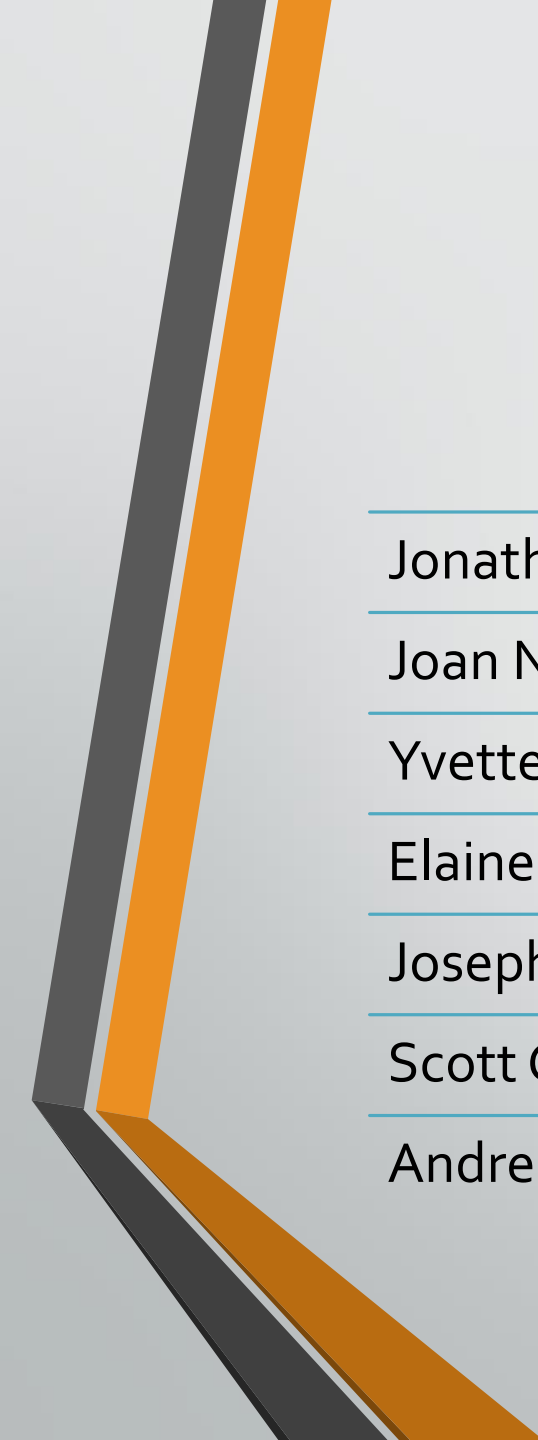
Michigan Avenue Corridor Improvement Authority

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

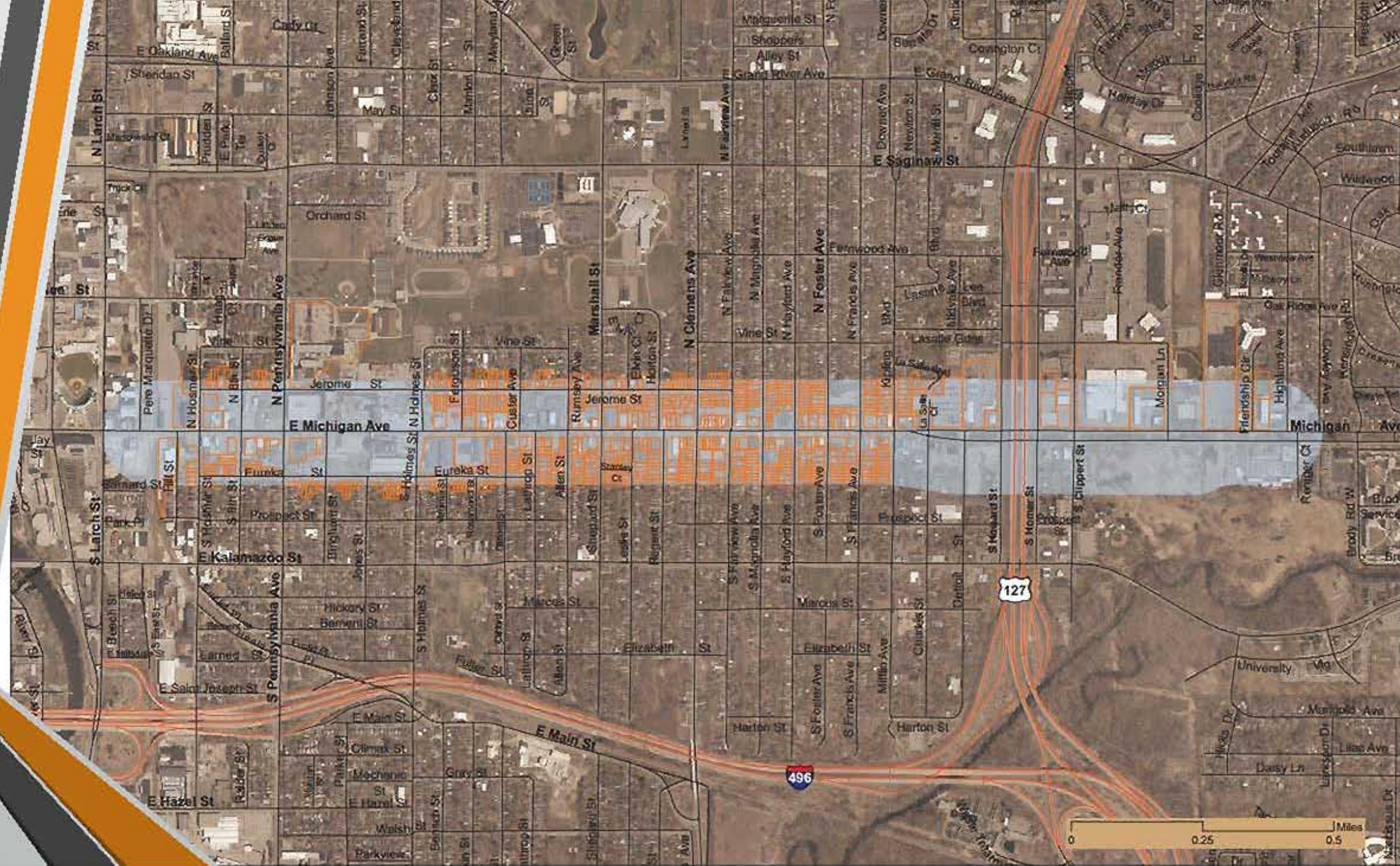
Yvette Collins, Recording Secretary

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



Public Infrastructure Projects

Action	Timeframe
Develop and install wayfinding signage, with a focus on guiding residents and visitors to transit stations such as bus stops	Short
Install bicycle racks and related equipment, especially near transit stations such as bus stops	Short
Plan, develop and install banners	Short
Install pedestrian infrastructure (benches, trash cans, etc.) to increase and facilitate use of public transit stations such as bus stops	Medium
Install and increase pedestrian oriented lighting especially near transit stations such as bus stops	Medium - Long
Install public art (sculptures, murals, etc.)	Medium - Long
Install and maintain public flowerbeds and landscaping	Medium - Long
Placemaking projects (e.g. community-initiated initiatives, events and improvements)	Short, Medium or Long

Correction & Prevention of Deterioration Projects

Action	Timeframe
Organize efforts to clean and beautify corridor	Short
Create property inventory, prioritize redevelopment and marketing properties	Short
Organize community events that highlight positive corridor news	Short - Medium
Award program to encourage good business behavior	Short - Medium
Façade grant program (Matching Grant)	Medium - Long

Promotion of Neighborhood-Aligned Economic Growth Projects

Action	Timeframe
Host community input sessions around development projects	Medium
Create a marketing and branding plan for corridor	Short - Medium
Sponsorship of corridor-focused projects and non-profit activities	Long

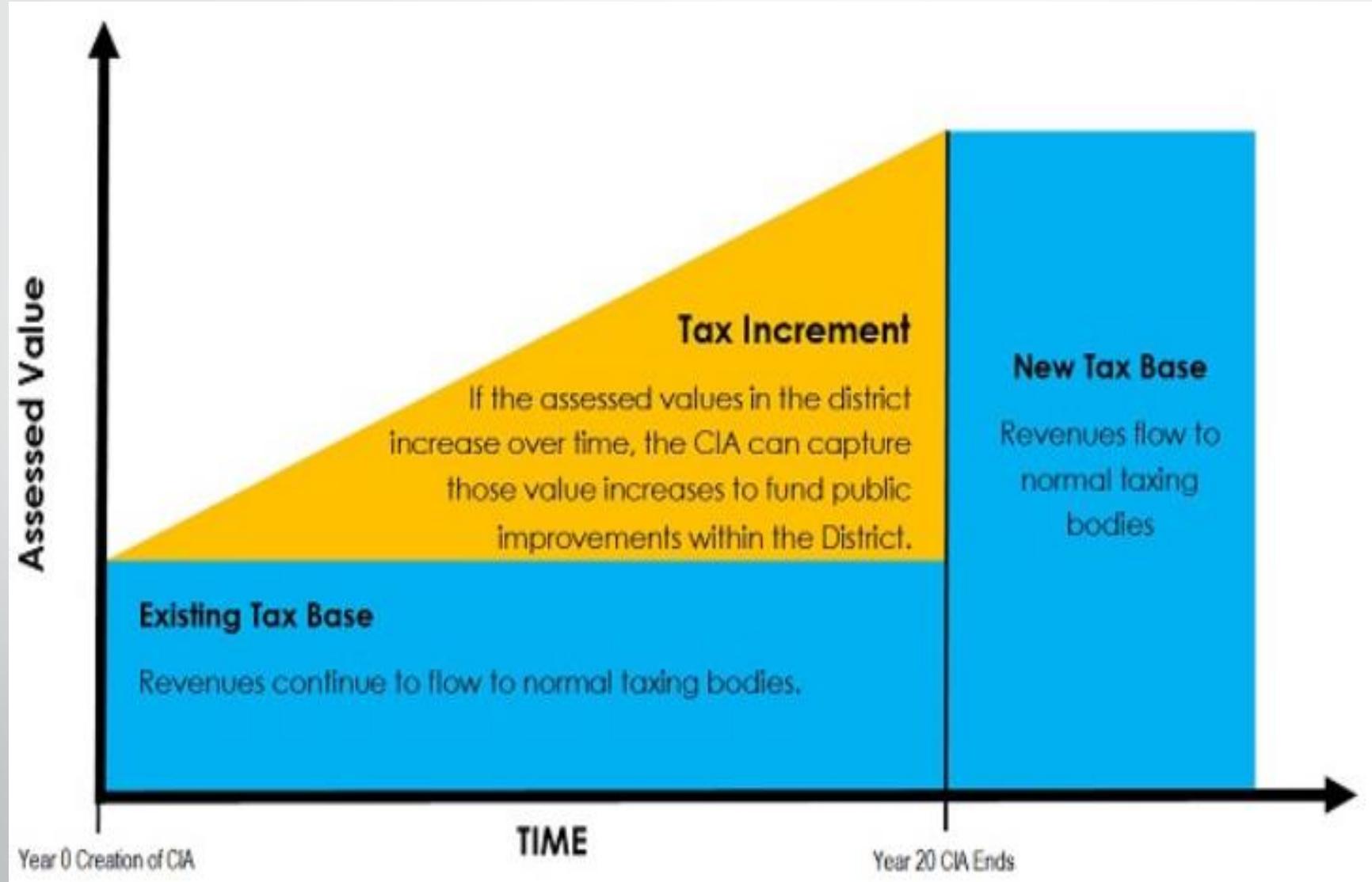
Sources of Financing

- 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



Tax Increment Financing – Michigan Avenue

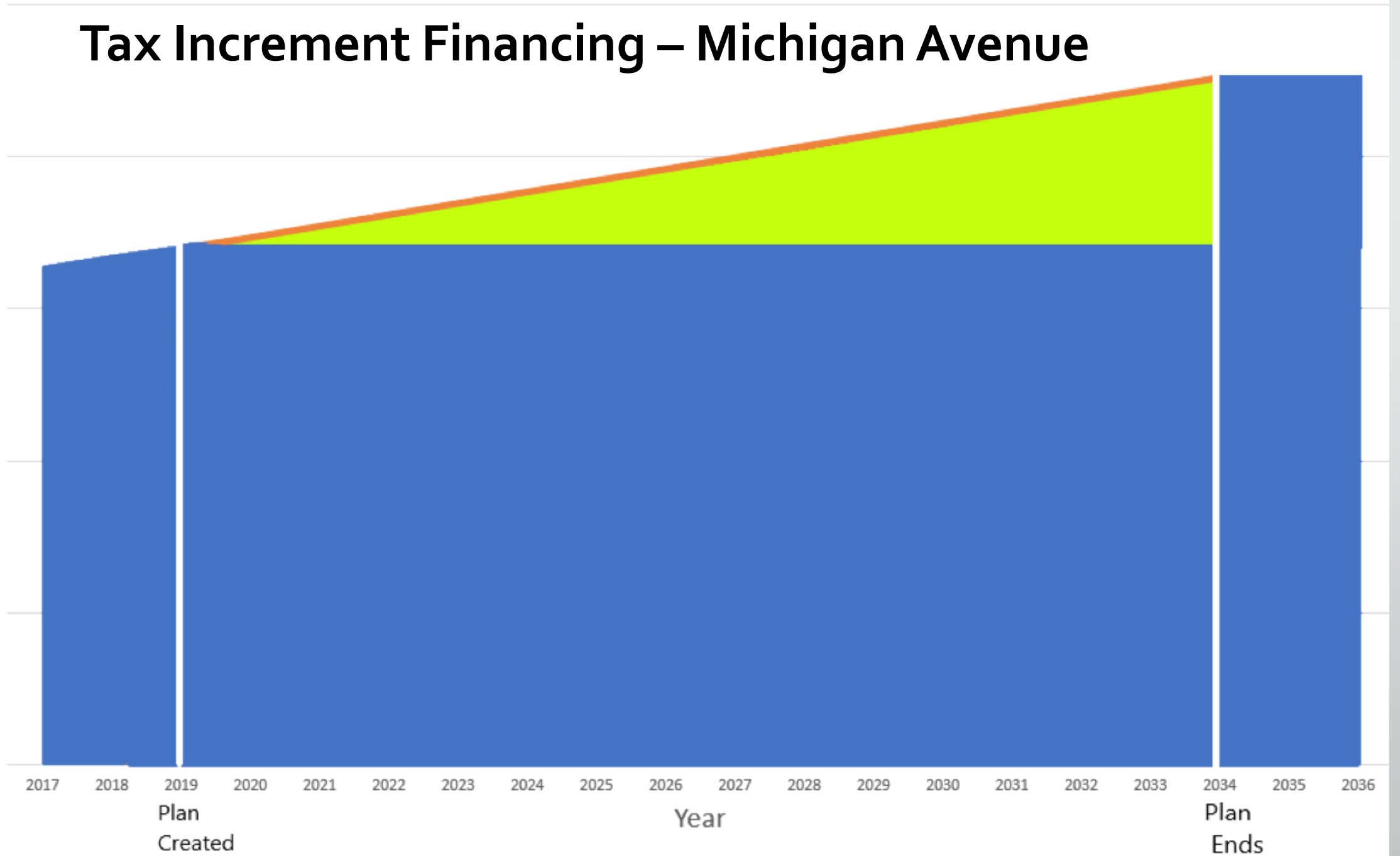
Assessed Value

2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036

Plan
Created

Year

Plan
Ends



Projected TIF Values (end 2034)

Years	City of Lansing Tax Capture	All Tax Capture
2019	-	-
2020	\$6,429	\$12,759
2021	\$12,954	\$25,709
2022	\$19,577	\$38,853
Total after 3 years:	\$38,960	\$77,321
Total after 15 years:	\$828,203	\$1,643,646

Hannah Bryant

Lansing Economic Area Partnership (LEAP)

hannah@purelansing.com

(517) 702-3387 x 207





Andy Schor, Mayor

Michigan Avenue Corridor Improvement Authority

DEVELOPMENT AND TAX INCREMENT FINANCING PLAN

Approved and Recommended by the Michigan Avenue Corridor Improvement
Authority August 28, 2019

**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



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's 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.

TABLE OF CONTENTS

SECTION I: INTRODUCTION	3
General Overview	
Powers of the Authority	
History of the Michigan Avenue Corridor	
Background and Plan Need	
Plan Development Process	
SECTION II: DEVELOPMENT PLAN	8
Benefits of Corridor Improvement District & Authority	
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	
SECTION III: TAX INCREMENT FINANCING PLAN	21
Description of Current Financial Position	
Duration of the CIA and Tax Increment Financing District	
Tax Increment Financing Plan	
APPENDICES	
A. Full Ordinance: Intent to Establish the MACIA	
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	
o 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

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.*

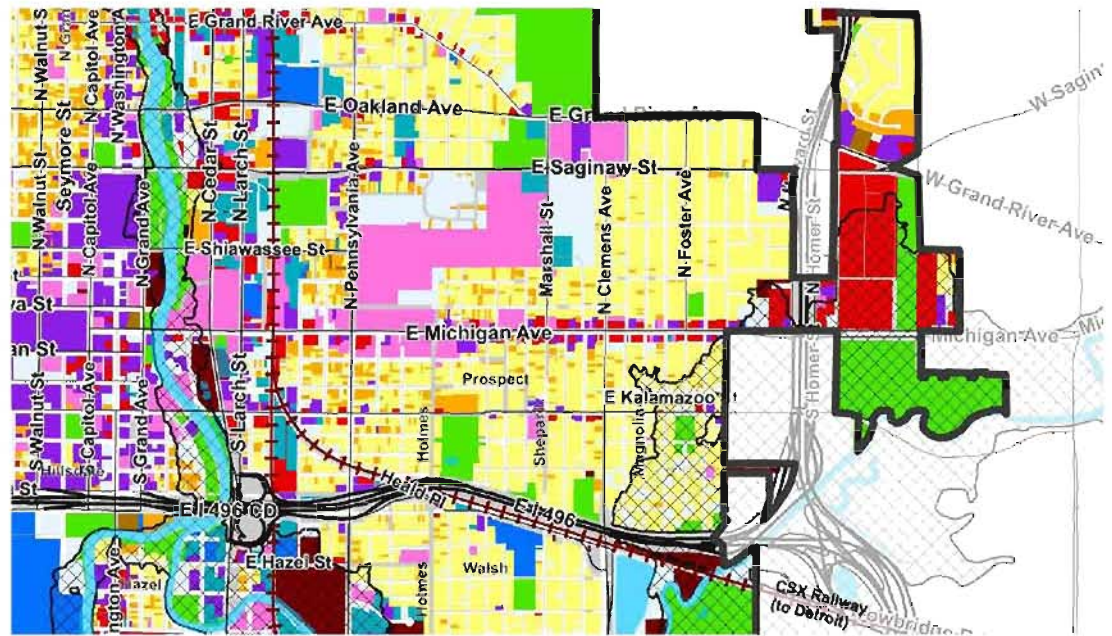
The CIA boundary is the same boundary established by the Lansing City Council Resolution Number 2009-279 adopted on July 27, 2009, with the proposed area encompassing 500 feet north and 500 feet south of the centerline of Michigan Avenue, and from the eastern edge of the Pere Marquette Rail Line in the 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.*

Existing Land Use of the East Michigan Avenue Corridor

Existing Land Use

- Multi Family
- Single Family
- Group & Transient Quarters
- Commercial
- Public
- Institutional
- Industrial
- Warehousing
- Transportation
- Utilities
- Streams
- Parks
- Vacant

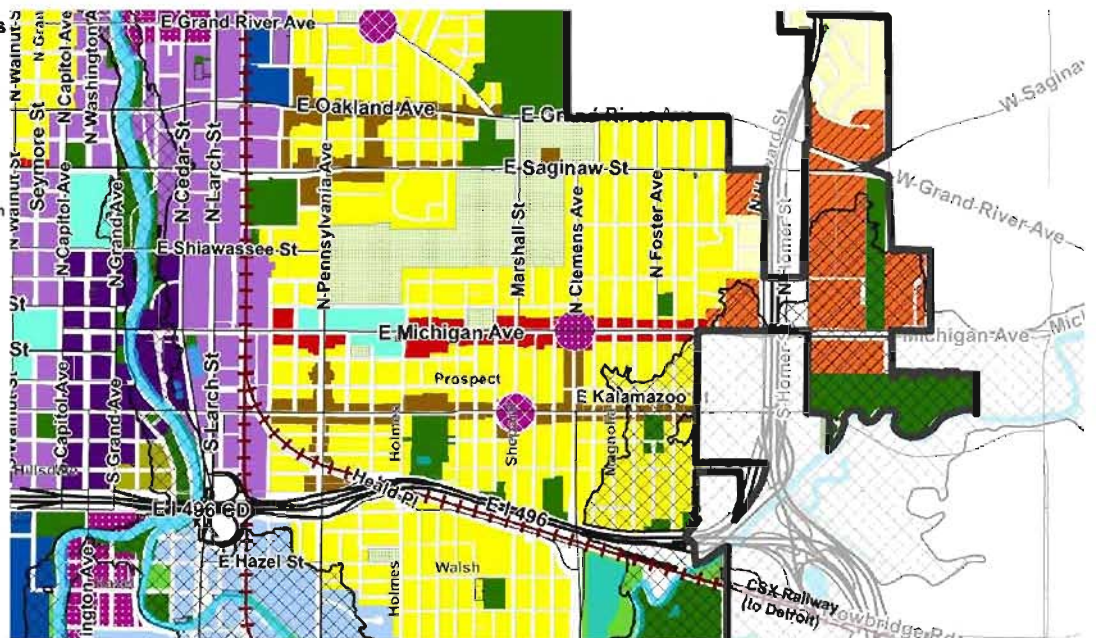


Source: Design Lansing 2012 Comprehensive Plan

Future Land Use of the East Michigan Avenue Corridor

Future Land Use Classifications

- Open Space-Dedicated Park
- Open Space-Quasi-Public / Utility
- Low-Density Residential
- Medium-Low-Density Residential
- Medium-Density Residential-Urban
- Medium-Density Residential-Suburban
- Residential Corridor
- Downtown Mixed-Use Center: Core
- Downtown Mixed-Use Center: Edge
- Community Mixed-Use Center
- District Mixed-Use Center
- Neighborhood Mixed-Use Center
- Urban Mixed-Use Corridor
- Suburban Commercial
- Institutional
- Research and Development
- Light Industrial
- General Industrial
- Open Space-Potential Natural Areas
- Community Facility



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.



Source: Design Lansing 2012 Comprehensive Plan

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.

(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

Rachel Wilke, Intern – Lansing Planning Department

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

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

Table 2: Projects Anticipated in Correction & Prevention of Deterioration

Action	Timeframe	Total Cost	Expected Completion
Organize efforts to clean and beautify corridor	Short	\$ 15,000	Ongoing

Create property inventory, prioritize redevelopment and marketing properties	Short	\$ 45,000	5-10 years
Organize community events that highlight positive corridor news	Short - Medium	\$ 20,000	Ongoing
Award program to encourage good business behavior	Short - Medium	\$ 15,000	Ongoing
Façade grant program (Matching Grant)	Medium - Long	\$ 300,000	10-15 years

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

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

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 preceding 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

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 Pl
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 Pl, at the corner with Hillcrest
8. Utility Pole on the south side of Elm Pl, 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
16. Utility Pole on Harrison Rd, northwest corner with Michigan Ave.
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 Louca, Development Intern

Appendix C:

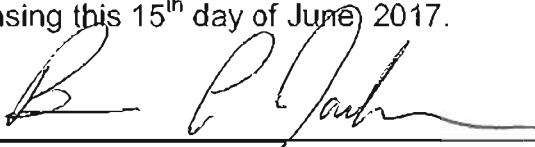
Resolution Establishing the MACIA and
Designation of the Development Area

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.



RECEIVED/FILED
HIGHER COURT OF STATE
2017 JUN 16 AM 11:21
ELECTIONS/GREAT SEAL

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.

"Act 280" means Act No. 280 of the Public Acts of Michigan of 2005, as amended. MCL 125.2871, et seq.

"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.

Appendix D:

Powers of Authority

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

**BYLAWS OF THE MICHIGAN AVENUE CORRIDOR IMPROVEMENT AUTHORITY
OF THE CITY OF LANSING**

Rev: January 16, 2019

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:

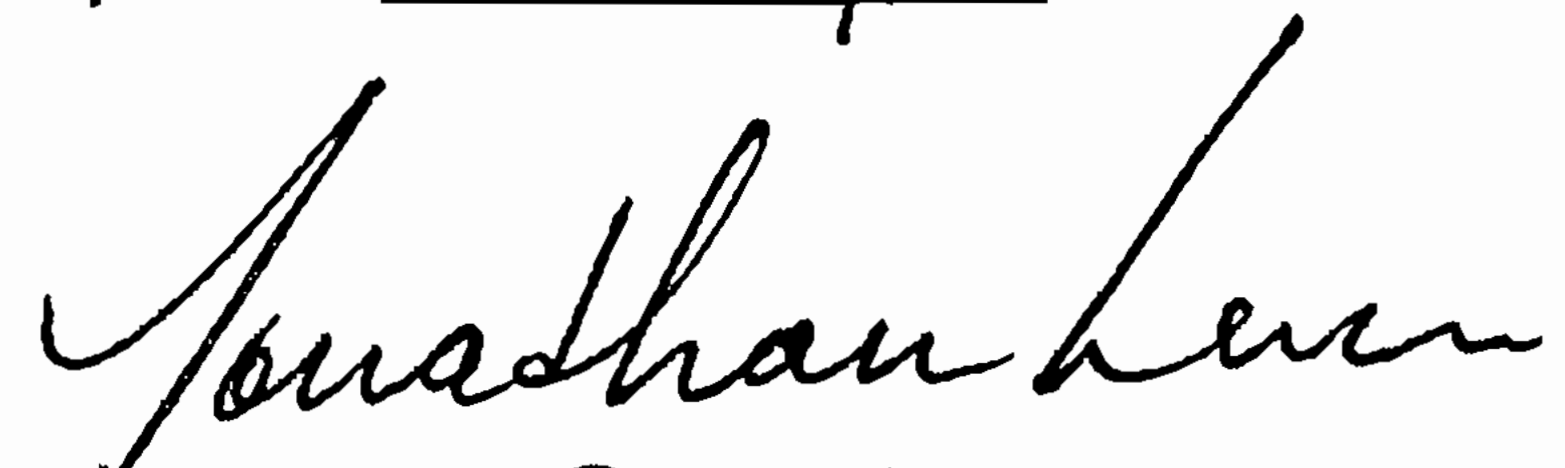
1. By a majority vote of the members of the Authority Board who were not parties to such claim, action, suit or proceedings, or
2. If such quorum is not obtainable, or even if obtainable, a quorum of disinterested members so directs, supported by the recommendation of legal counsel in a written opinion.

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 25th, 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 2 day of _____, 2019.

_____, City Clerk

Appendix G:

List of Affected Properties by Parcel
Identification Number

Parcel Number	Property Address	Class
33-01-01-15-403-002	1300 EUREKA ST	201
33-01-01-15-426-401	1520 E MICHIGAN AVE	201
33-01-01-15-304-152	920 E MICHIGAN AVE	201
33-01-01-14-153-201	2201 E MICHIGAN AVE	201
33-01-01-14-156-126	2033 E MICHIGAN AVE	201
33-01-01-15-429-002	1800 E MICHIGAN AVE	201
33-01-01-15-426-391	1522 E MICHIGAN AVE	201
33-01-01-15-279-083	1605 E MICHIGAN AVE	201
33-01-01-14-176-122	2401 E MICHIGAN AVE	201
33-01-01-15-426-001	1500 E MICHIGAN AVE	201
33-01-01-14-301-031	1918 E MICHIGAN AVE	201
33-01-01-15-280-121	1825 E MICHIGAN AVE	201
33-01-01-14-305-001	2300 E MICHIGAN AVE	201
33-01-01-15-280-081	1723 E MICHIGAN AVE	201
33-01-01-14-156-101	2017 E MICHIGAN AVE	201
33-01-01-15-304-071	915 EUREKA ST	201
33-01-01-14-154-202	2305 E MICHIGAN AVE	201
33-01-01-15-401-271	1426 E MICHIGAN AVE	201
33-01-01-15-304-061	913 EUREKA ST	201
33-01-01-14-154-191	2301 E MICHIGAN AVE	201
33-01-01-15-281-071	1909 E MICHIGAN AVE	201
33-01-01-15-426-451	1504 E MICHIGAN AVE	201
33-01-01-15-429-631	1810 E MICHIGAN AVE	201
33-01-01-15-429-621	1816 E MICHIGAN AVE	201
33-01-01-14-176-152	2419 E MICHIGAN AVE	201
33-01-01-14-305-411	2312 E MICHIGAN AVE	201
33-01-01-14-304-001	2200 E MICHIGAN AVE	201
33-01-01-15-402-192	1452 E MICHIGAN AVE	201
33-01-01-15-281-061	1905 E MICHIGAN AVE	201
33-01-01-15-304-133	930 E MICHIGAN AVE	201
33-01-01-15-427-001	1600 E MICHIGAN AVE	201
33-01-01-14-327-451	2522 E MICHIGAN AVE	201
33-01-01-14-305-401	2316 E MICHIGAN AVE	201
33-01-01-15-428-125	1720 E MICHIGAN AVE	201
33-01-01-15-329-201	1022 EUREKA ST	201
33-01-01-14-305-391	2320 E MICHIGAN AVE	201
33-01-01-15-428-161	1706 E MICHIGAN AVE	201
33-01-01-15-401-253	1430 E MICHIGAN AVE	201
33-01-01-15-428-131	1716 E MICHIGAN AVE	201

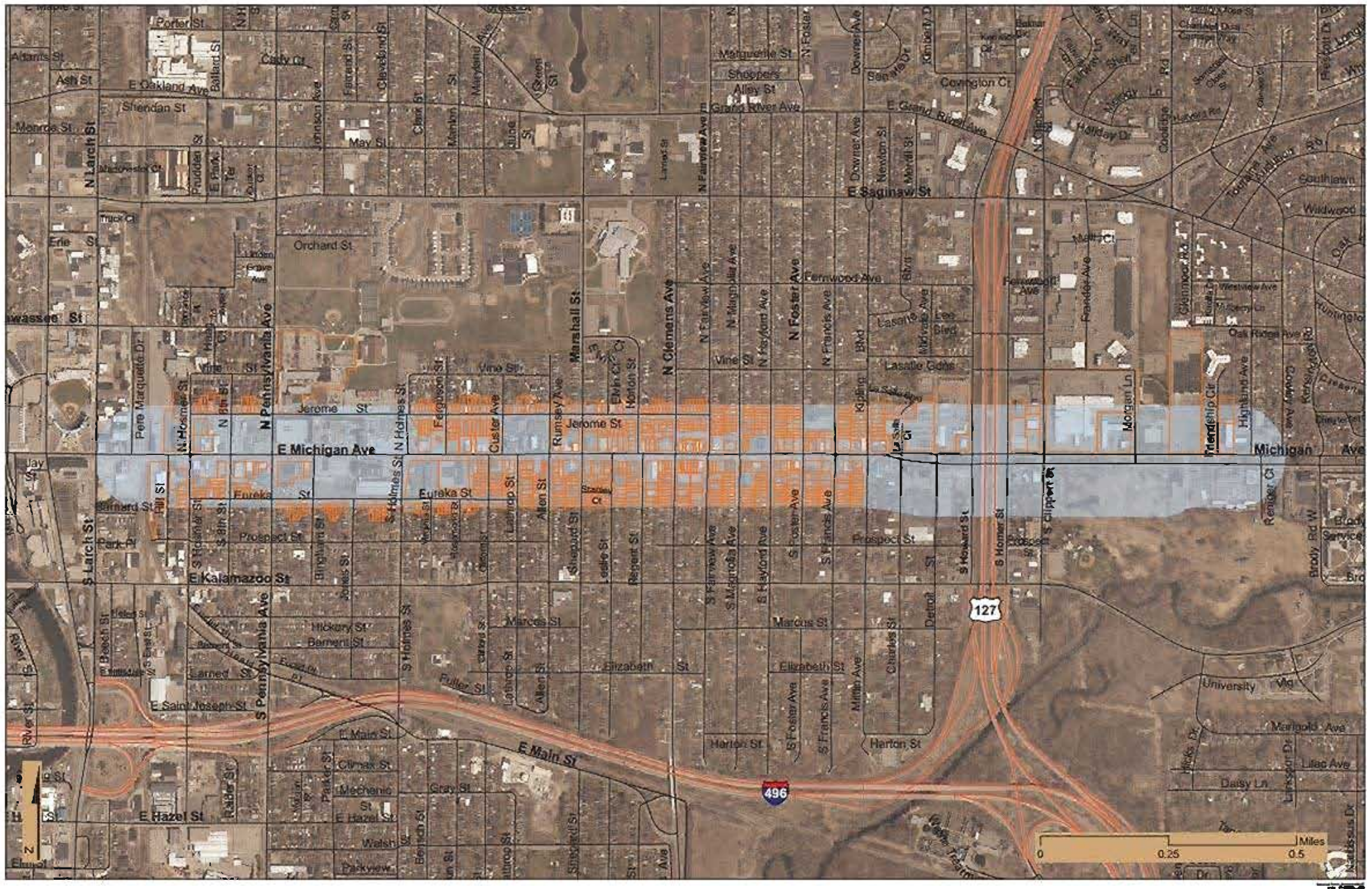
33-01-01-14-179-092	2607 E MICHIGAN AVE	201
33-01-01-14-304-381	114 S HAYFORD AVE	201
33-01-01-14-301-021	1914 E MICHIGAN AVE	201
33-01-01-14-152-181	2121 E MICHIGAN AVE	201
33-01-01-14-177-221	2515 E MICHIGAN AVE	201
33-01-01-14-305-422	2306 E MICHIGAN AVE	201
33-01-01-15-280-091	1805 E MICHIGAN AVE	201
33-01-01-15-429-641	1806 E MICHIGAN AVE	201
33-01-01-15-259-151	1447 E MICHIGAN AVE	201
33-01-01-14-156-111	2019 E MICHIGAN AVE	201
33-01-01-14-156-071	2001 E MICHIGAN AVE	201
33-01-01-14-154-221	2311 E MICHIGAN AVE	201
33-01-01-15-429-602	1824 E MICHIGAN AVE	201
33-01-01-14-176-141	2409 E MICHIGAN AVE	201
33-01-01-15-281-082	1915 E MICHIGAN AVE	201
33-01-01-14-179-102	2615 E MICHIGAN AVE	201
33-01-01-14-301-001	1910 E MICHIGAN AVE	201
33-01-01-14-326-421	2418 E MICHIGAN AVE	201
33-01-01-15-259-101	1427 E MICHIGAN AVE	201
33-01-01-15-430-021	131 REGENT ST	201
33-01-01-14-176-132	2405 E MICHIGAN AVE	201
33-01-01-14-304-411	2208 E MICHIGAN AVE	201
33-01-01-13-151-014	3335 E MICHIGAN AVE	201
33-01-01-15-430-011	125 REGENT ST	201
33-01-01-14-154-231	2323 E MICHIGAN AVE	201
33-01-01-15-428-002	1700 E MICHIGAN AVE	201
33-01-01-15-427-591	1606 E MICHIGAN AVE	201
33-01-01-14-156-092	2011 E MICHIGAN AVE	201
33-01-01-14-177-231	2521 E MICHIGAN AVE	201
33-01-01-15-281-051	1901 E MICHIGAN AVE	201
33-01-01-14-155-052	1923 E MICHIGAN AVE	201
33-01-01-15-303-012	117 S HOSMER ST	201
33-01-01-14-156-082	2005 E MICHIGAN AVE	201
33-01-01-14-177-202	2511 E MICHIGAN AVE	201
33-01-01-14-156-122	2021 E MICHIGAN AVE	201
33-01-01-14-152-171	2101 E MICHIGAN AVE	201
33-01-01-15-401-282	1420 E MICHIGAN AVE	201
33-01-01-15-326-083	1026 E MICHIGAN AVE	201
33-01-01-15-402-182	1456 E MICHIGAN AVE	201
33-01-01-14-326-001	2400 E MICHIGAN AVE	201
33-01-01-15-279-042	1601 E MICHIGAN AVE	201

33-01-01-14-303-441	2116 E MICHIGAN AVE	201
33-01-01-14-256-102	203 N CLIPPERT ST	201
33-01-01-14-327-462	2510 E MICHIGAN AVE	201
33-01-01-15-402-003	1438 E MICHIGAN AVE	201
33-01-01-15-259-073	1417 E MICHIGAN AVE	201
33-01-01-15-304-161	912 E MICHIGAN AVE	201
33-01-01-15-430-001	1908 E MICHIGAN AVE	201
33-01-01-15-153-091	815 JEROME ST	201
33-01-01-15-427-562	1620 E MICHIGAN AVE	201
33-01-01-15-259-122	1433 E MICHIGAN AVE	201
33-01-01-15-280-071	1717 E MICHIGAN AVE	201
33-01-01-15-302-322	108 S HOSMER ST	201
33-01-01-15-155-045	809 E MICHIGAN AVE	201
33-01-01-14-256-080	125 N CLIPPERT ST	201
33-01-01-15-280-042	1703 E MICHIGAN AVE	201
33-01-01-15-258-092	1309 E MICHIGAN AVE	201
33-01-01-14-256-042	200 N HOMER ST	201
33-01-01-15-304-001	900 E MICHIGAN AVE	201
33-01-01-15-301-012	720 E MICHIGAN AVE	201
33-01-01-13-151-038	3315 E MICHIGAN AVE	201
33-01-01-15-401-003	1322 E MICHIGAN AVE	201
33-01-01-14-256-064	3003 E MICHIGAN AVE	201
33-01-01-15-401-303	1400 E MICHIGAN AVE	201
33-01-01-13-151-002	3301 E MICHIGAN AVE	201
33-01-01-14-226-021	3131 E MICHIGAN AVE	201
33-01-01-13-151-023	3433 E MICHIGAN AVE	201
33-01-01-15-151-032	735 E MICHIGAN AVE	201
33-01-01-14-178-232	2801 E MICHIGAN AVE	201
33-01-01-14-226-031	3165 E MICHIGAN AVE	201
33-01-01-14-302-001	2000 E MICHIGAN AVE	201
33-01-01-14-302-392	2020 E MICHIGAN AVE	201
33-01-01-14-302-411	2016 E MICHIGAN AVE	201
33-01-01-14-302-421	2012 E MICHIGAN AVE	201
33-01-01-14-302-431	2010 E MICHIGAN AVE	201
33-01-01-14-302-441	2006 E MICHIGAN AVE	201
33-01-01-14-302-451	2004 E MICHIGAN AVE	201
33-01-01-14-302-461	2002 E MICHIGAN AVE	201
33-01-01-14-304-391	2224 E MICHIGAN AVE	201
33-01-01-14-304-401	2216 E MICHIGAN AVE	201
33-01-01-15-279-091	1621 E MICHIGAN AVE	201
33-01-01-15-303-121	S EIGHTH ST	202

33-01-01-14-305-381	S FOSTER AVE	202
33-01-01-14-303-002	E MICHIGAN AVE	202
33-01-01-14-303-431	S MAGNOLIA AVE	202
33-01-01-14-303-462	E MICHIGAN AVE	202
33-01-01-15-428-122	LESLIE ST	202
33-01-01-14-301-011	E MICHIGAN AVE	202
33-01-01-15-281-041	HORTON AVE	202
33-01-01-14-302-012	S CLEMENS AVE	202
33-01-01-14-302-352	S FAIRVIEW AVE	202
33-01-01-14-327-442	S MIFFLIN AVE	202
33-01-01-15-280-101	1809 E MICHIGAN AVE	202
33-01-01-15-280-111	1815 E MICHIGAN AVE	202
33-01-01-15-303-141	E MICHIGAN AVE	202
33-01-01-14-303-451	E MICHIGAN AVE	202
33-01-01-15-259-052	E MICHIGAN AVE	202
33-01-01-15-155-002	800 JEROME ST	202
33-01-01-14-256-071	E MICHIGAN AVE	202
33-01-01-13-151-034	FRIENDSHIP CIRCLE	202
33-01-01-14-178-241	2827 E MICHIGAN AVE	202
33-01-01-14-179-133	E MICHIGAN AVE	202
33-01-01-15-326-801	1004 E MICHIGAN AVE	210

Appendix H:

MACIA District Map – Parcels included
within Michigan Avenue Corridor



- Friendship
- Friendship Corridor
- Main Road
- Corridor Road
- Michigan Avenue Corridor Improvement Authority
- Project
- Michigan Avenue Corridor Improvement Authority
- City Boundary

Michigan Avenue Corridor Improvement Authority

Appendix I:

Projections and Taxing Jurisdiction Impact Tables

Updated 8/16/2019

Local Capture Detail - Breakdown by Taxing Entity

[illegible]

Local Capture Detail - Breakdown by Taxing Entity

[illegible]

Local Capture Detail - Breakdown by Taxing Entity

All in: Non-School Tax Capture Millage	All in Annual Non-School Tax Capture Available	City of Lansing 15.4460 Mills	City of Lansing Library 1.5600	Lansing Community College 3.8073 Mills	CATA 3.6070 Mills	Ingham County 9.6573 Mills	CCRA 899002 Mills	Zoo 0.41 Mills	Ingham County 9.6573 Mills (80%/20% Rev. Sharing)	Ingham County 9.6573 Mills (90%/10% Rev. Sharing)	City of Lansing + County				
38.5805	0	0	0	0	0	0	0	0	0	0	0				
38.5805	12,759	6,429	516	1,259	994	3,194	231	136	2,555	2,874	9,623				
38.5805	25,709	12,954	1,040	2,537	2,004	6,435	468	273	5,148	5,792	19,390				
38.5805	38,853	19,577	1,571	3,834	3,028	9,728	704	413	7,780	8,753	29,303				
38.5805	52,195	26,300	2,110	5,151	4,068	13,065	946	555	10,452	11,759	39,365				
38.5805	65,737	33,123	2,658	6,687	5,124	16,455	1,191	699	13,164	14,809	49,578				
38.5805	79,482	40,049	3,214	7,843	6,195	19,895	1,440	845	15,916	17,906	59,945				



FORSBERG
REAL ESTATE COMPANY
T.A. FORSBERG INC.

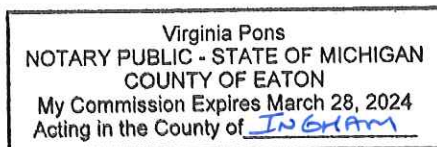
Z-5-2018 - Conditional Zoning for 136 E. Malcolm X & Vacant Parcel to its East

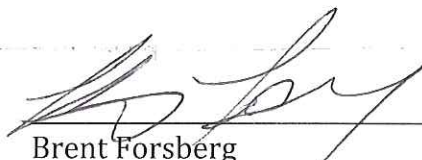
November 15, 2019

The undersigned, Brent Forsberg, on behalf of and as the authorized representative for REO Gateway, LLC & Funk Zone Investors, LLC, being the applicants for the request (Z-5-2018) to rezone the property at 136 E. Malcolm X Street and the vacant property to its east (Parcel #'s: 33-01-01-21-203-003 & 33-01-01-21-203-020) from "DM-4" Residential to "G-1" Business, represents, offers, agrees and consents to a condition restricting the allowable uses of the properties to:

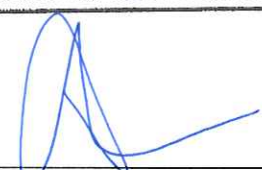
- * Hotel/motel
- * Multiple family residential
- * General retail and office

which condition shall run with the land and be binding upon the successor owners of the land upon approval of Z-5-2018 by the Lansing City Council.




Brent Forsberg

date 11-15-19



Virginia Pons
Notary Public- State of Michigan
County of Eaton
Acting in Ingham County
My commission Expires March 28, 2024

date 11.15.2019.



GENERAL INFORMATION

APPLICANT: REO Gateway LLC & Funk Zone Investors, LLC
2422 Jolly Road, Suite 200
Okemos, MI 48864

OWNERS: Ingham County Land Bank
3024 Turner Street
Lansing, MI 48906

REQUESTED ACTIONS: Rezone from “DM-4” Residential & “J” Parking districts to
“G-1” Business District

EXISTING LAND USE: 136 E. Malcolm X – vacant land
East of 136 E. Malcolm X – vacant commercial building

EXISTING ZONING: “DM-4” Residential & “J” Parking Districts

PROPOSED ZONING: “G-1” Business District

PROPERTY SIZE: 2.531 acres – total area to be rezoned

SURROUNDING LAND USE: N: I-496
S: River/Apartment Building
E: Apartment Building
W: BWL Substation

SURROUNDING ZONING: N: “G-1” Business District
S: “DM-4” Residential District
E: “DM-4” Residential District
W: “DM-4” Residential District

MASTER PLAN: The Design Lansing Master Plan designates the subject property for District Mixed-Use Center. S. Washington and E. Malcolm X are designated as minor arterials.

DESCRIPTION:

This is a request by Reo Gateway, LLC & Funk Zone Investors, LLC to rezone the property at 136 E. Malcolm X Street and the vacant 2.086 parcel to its east from “DM-4” Residential & “J” Parking Districts to “G-1” Business District. The purpose of the rezoning is to permit a mixed-use (hotel, retail/commercial and multiple family residential) development on the subject properties.

AGENCY RESPONSES

Assessing:	No concerns
BWL:	See attached.
Building Safety:	The BSO has no objections. Project will be subject to site and building plan reviews.
Development Office:	
Fire Marshal:	
Parks & Recreation:	No comment.
Public Service:	* Sanitary sewer is located on the north side of Malcolm X Street. It is recommended that the developer reuse existing sanitary sewer leads if possible to avoid lane/street closures of Malcolm X. * There is storm sewer in Washington Avenue. * The property has a private storm sewer that discharges directly to the Grand River. * Prior to being allowed to connect to the public sewers, the developer will have to provide sanitary and storm sewer flow rates from the development.
Traffic Engineer:	No objections to, or conditions on, the rezoning. Any site issues can be addressed during the site plan development process.

REZONING ANALYSIS**COMPATIBILITY WITH SURROUNDING LAND USE:**

The proposal is to rezone the property at 136 E. Malcolm X and the property to its west from "DM-4" Residential and "J" Parking districts to the "G-1" Business district. The purpose of the rezoning is to permit a mixed-use development on the subject properties, although a specific development plan has not been provided. A very basic concept plan was provided by the applicant and is attached to this report. The concept plan shows 1, 5-story building and 1, 2-story building. The application states that the plan is to develop the properties with a hotel, retail/commercial and multiple family residential uses. A breakdown of the number of proposed apartment units by bedroom count has not been provided to determine if the proposed density is within what is allowed under the "G-1" Business district. The "G-1" district permits multiple family residential use to the density of the "DM-4" Residential district which is the predominant current zoning of the subject property.

A mixed-use development on the subject property would be compatible with the surrounding area and with the land use pattern being advanced in the master plan as described below. The majority of the subject property was previously used for a motel and the dominant land use in the area is multiple family residential. The subject property is primarily zoned “DM-4” Residential and is surrounded by “DM-4” zoning, which district permits multiple family residential up to 87 dwelling units per acre. The rezoning is necessary in order to accommodate the other proposed uses on the site (hotel, commercial, office). The “G-1” district allows for a mix of office, commercial and residential uses to the highest density permitted under the Zoning Ordinance. It also has no setback, height or parking requirements which is why the overwhelming majority of the land in and around the core downtown area is currently zoned “G-1” Business.

The proposed mixed use development will provide a renewed sense of vitality to an area that is somewhat devoid of activity (north of the river and south of the freeway). In fact, the site is a strategic location for the realization of the overall mixed-use pattern being advanced in the Master Plan for the area. The residential component of the project will provide housing for people who work, attend school or simply choose to live in an area that is within walking distance of the goods, services and entertainment already available in Lansing’s core.

COMPLIANCE WITH MASTER PLAN:

The Design Lansing Comprehensive Plan designates the subject property for District Mixed-Use Center, the purpose of which is:

“To support the mixed-use character and pedestrian scale of the existing Old Town, East Michigan Avenue and REO Town districts, and to encourage the consolidation of retail and commercial uses in walkable, mixed-use centers located at key intersections along high ridership transit routes and within walking distance of neighborhoods.”

With respect to placemaking characteristics, the Plan states that:

“Buildings should be located to frame the street with parking located to the rear. Shared parking should be encouraged. Reductions in required parking should be offered as an incentive. Primary building entrances should be oriented to the street. Retail should be clustered to create a shopping core with ground floor retail storefronts. Residentially-scaled and detailed structures should be encouraged on neighborhood edges.”

The G-1 Business district is the zoning designation that would most effectively allow for the mixed use development strategy being advanced in the Design Lansing Comprehensive Plan. The “District Mixed-Use Center” land use designation is specifically designed for areas such as Old Town and Reo Town that have characteristics similar to the downtown but on a smaller scale. These areas are characterized by mixed use buildings (commercial, office, residential), small lots that cannot accommodate much if any on-site parking and buildings that have an urban design and are located at the front property lines. The “G-1” Business district is the only designation in the current Zoning Ordinance that would accommodate this type of development in that it allows for buildings to be located at the front property line; parking can be accommodated via shared public facilities; and mixed uses of retail, office, and high density residential are permitted as a matter of right.

IMPACT ON VEHICULAR AND PEDESTRIAN TRAFFIC:

The proposed development is anticipated to generate additional pedestrian traffic which is very positive for the area. Furthermore, by providing residential units within walking distance of the downtown and on two bus routes, the occupants of the units can be less dependent on automobiles. The current pedestrian walkway system and traffic controls in the area are designed to accommodate pedestrian traffic in a safe manner. With respect to vehicular traffic, access to the site will be from E. Malcolm X and S. Washington Avenue, both of which are designated as minor arterials that are designed to carry a high volume of traffic.

Although no on-site parking is required under the "G-1" Business zoning, the applicant is proposing to construct 128 surface parking spaces and underground parking for one of the buildings. The proposed number of parking spaces should be adequate to accommodate the needs of the proposed development since the parking demands for the commercial/office uses will primarily occur during normal business hours while the peak parking demands for the residential and hotel component of the project will typically occur after normal business hours.

IMPACT ON PUBLIC FACILITIES:

The adequacy of the utility systems to accommodate the proposed development will be evaluated during the administrative site plan review process.

ENVIRONMENTAL IMPACT:

The proposed development will be required to go through an administrative site plan approval process, during which the drainage system as well as all other physical aspects of the development will be reviewed for compliance with all applicable city codes. Furthermore, S. Washington Avenue and E. Malcolm X are primary bus routes which allows residents of the development to be less dependent on private transportation. Reducing motorized traffic has a positive impact on the environment since less traffic results in less pollution created by the greenhouse gas emissions that motorized vehicles produce and less wear and tear on the roads.

IMPACT ON FUTURE PATTERNS OF DEVELOPMENT:

The proposal is anticipated to have a positive impact on future development patterns in the area. The "G-1" zoning classification will facilitate the mixed use development pattern of commercial and residential uses being advanced in the Design Lansing Comprehensive Plans. Furthermore, the proposed project may encourage more redevelopment projects in the area that will further the goals of the Comprehensive Plan to create a more vibrant Reo Town. A mixed use development on the subject property would strengthen the linkage between the core downtown to the north and the area south of I-496. The proposed development will provide convenient housing for people who work and attend the various educational institutions in Lansing's downtown. The development will also provide for a hotel in close proximity to the downtown which will bring more people to the area. This creates an additional customer base for the existing businesses in the area and may result in new businesses coming to the area as well.

SUMMARY

This is a request by Reo Gateway, LLC & Funk Zone Investors, LLC to rezone the property at 136 E. Malcolm X Street and the vacant 2.086 parcel to its east from “DM-4” Residential & “J” Parking Districts to “G-1” Business District. The purpose of the rezoning is to permit a mixed-use (hotel, retail/commercial and multiple family residential) development on the subject properties.

The findings of fact as outlined in this staff report support a positive recommendation for the requested rezoning. The proposed rezoning will be consistent with the existing land use patterns in the area and with the future land use pattern being advanced in the Design Lansing Comprehensive Plan. Additionally, the proposed rezoning will have no negative impacts on traffic patterns, the environment or future patterns of development in the area.

RECOMMENDATIONS

Pursuant to the findings described above, the following recommendation is offered for the Planning Board’s consideration:

Z-5-2018 be approved to rezone the property at 136 E. Malcolm X Street and the vacant property to its east from “DM-4” Residential District to “G-1” Business District.

Respectfully Submitted,

Susan Stachowiak
Zoning Administrator



BOARD OF WATER AND LIGHT MEMO

September 27, 2018

TO: City of Lansing – Planning Department, Susan Stachowiak
FROM: Andy Baumgartner, Real Property Analyst, Legal Services, 517-702-6795
RE: COL Rezoning Z-5-2018_136 E. Malcolm X Comments
BWL Electric: Rezoning Request- Approved

- Contact person: Jerry Wheeler, Electric Utility Designer, LBWL, phone: 517-702-6644.

BWL Street Lighting: Rezoning Request- Approved

- Contact person: Karen Carter Street Light Utility Designer: 517-702-7080.

BWL Water & Steam Distribution: Approved

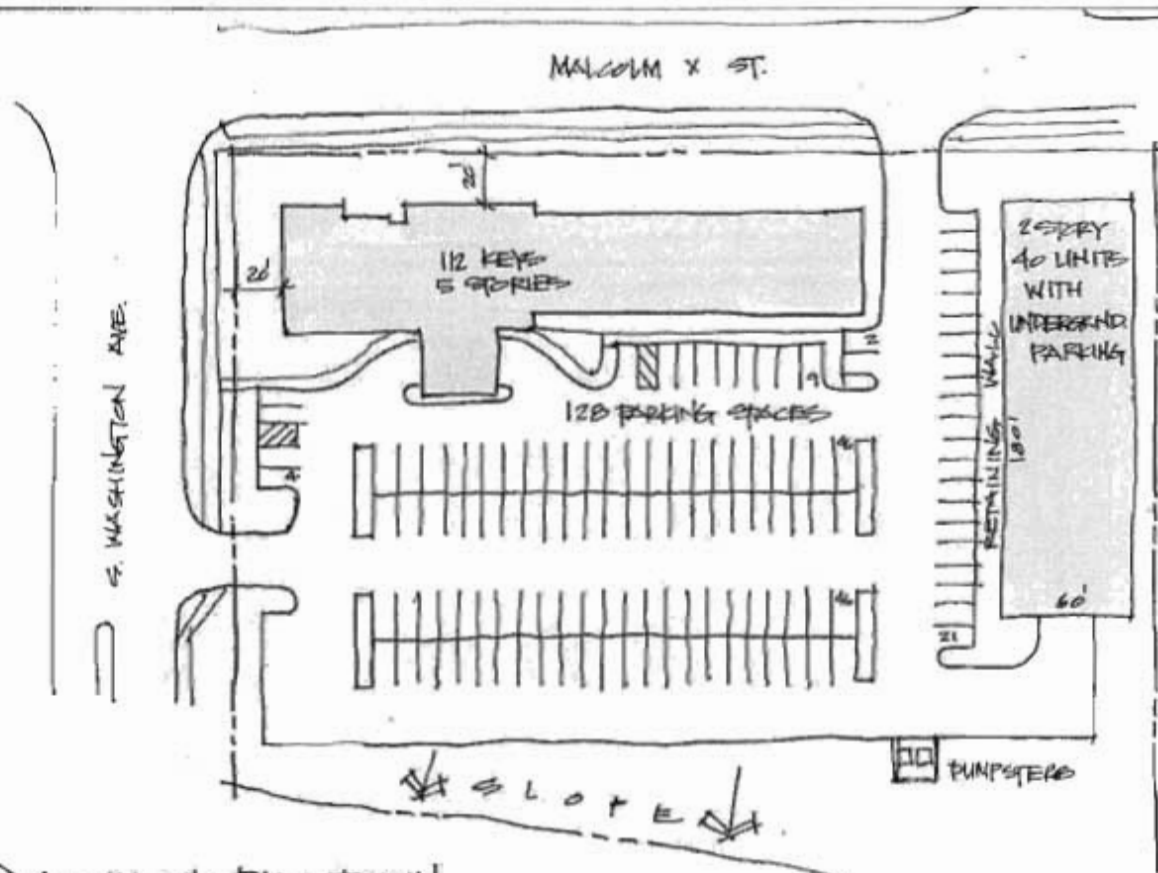
- Contact person: Steve Conn, Utility Designer: 517-702-6726

BWL Water Operations: Randall Roost- Approved

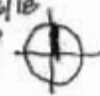
- I have no comments or concerns with the proposed rezoning.

BWL Environmental Wellhead Protection: Angie Goodman, Water Quality- Approved

- This project lies within the Board of Water & Light Wellhead Protection Area. Care must be exercised during construction to minimize the exposure of contaminated soils to weather and subsequent loss to the groundwater. Construction machinery should be parked on paved areas when not in use, and leakage of petroleum products and other potential contaminants must be immediately cleaned up and properly disposed of. Newly exposed soil could offer a route for contaminants into local groundwater.



(C) 600 BLOCK RED TOWN
 LANSING, MI
 FAE 6/26/18
 0 40 80



Buildings at 136 E. Malcolm X



**Vacant site (former motel) at the southeast
corner of S. Washington & E. Malcolm X**





Zoning

Legend

- roads_final
- Tax Parcels
- A Residential-Single
- B Residential-Single
- C Residential-2 Unit
- NONE
- CUP Community Unit Plan
- D-1 Professional Office
- D-2 Residential/Office
- DM-1 Residential-Multiple
- DM-2 Residential-Multiple
- DM-3 Residential-Multiple
- DM-4 Residential-Multiple
- E-1 Apartment Shop
- E-2 Local Shopping
- F Commercial
- F-1 Commercial
- G-1 Business
- G-2 Wholesale
- H Light Industrial
- I Heavy Industrial
- J Parking
- ROW Right of Way



ORDINANCE # _____

AN ORDINANCE OF THE CITY OF LANSING, MICHIGAN, PROVIDING FOR THE REZONING OF A PARCEL OF REAL PROPERTY LOCATED IN THE CITY OF LANSING, MICHIGAN AND FOR THE REVISION OF THE DISTRICT MAPS ADOPTED BY SECTION 1246.02 OF THE CODE OF ORDINANCES.

The City of Lansing ordains:

Section 1. That the district maps adopted by and incorporated as Section 1246.02 of the Code of Ordinances of the City of Lansing, Michigan be amended to provide as follows:

To change the zoning classification of the property described as follows:

Case Number: Z-5-2018

Parcel Number's: 33-01-01-21-203-003 & 33-01-01-21-203-020

Address: 136 E. Malcolm X Street & Vacant Parcel to its East

Legal Descriptions: Lots 6 through 11, Inclusive, Block 177 Original Plat, from "DM-4" Residential & "J" Parking Districts to "G-1" Business District.

Section 2. All ordinances or parts of ordinances inconsistent with the provisions hereof are hereby repealed.

Section 3. This ordinance was duly adopted by the Lansing City Council on _____, 2019, and a copy is available in the office of the Lansing City Clerk, 9th Floor, City Hall, 124 W. Michigan Avenue, Lansing, MI 48933.

Section 4. This ordinance shall take effect upon the expiration of seven (7) days from the date this notice of adoption is published in a newspaper of general circulation.

ORDINANCE # _____

AN ORDINANCE OF THE CITY OF LANSING, MICHIGAN, PROVIDING FOR THE REZONING OF A PARCEL OF REAL PROPERTY LOCATED IN THE CITY OF LANSING, MICHIGAN AND FOR THE REVISION OF THE DISTRICT MAPS ADOPTED BY SECTION 1246.02 OF THE CODE OF ORDINANCES.

The City of Lansing ordains:

Section 1. That the district maps adopted by and incorporated as Section 1246.02 of the Code of Ordinances of the City of Lansing, Michigan be amended to provide as follows:

To change the zoning classification of the property described as follows:

Case Number: Z-5-2018

Parcel Number's: 33-01-01-21-203-003 & 33-01-01-21-203-020

Address: 136 E. Malcolm X Street & Vacant Parcel to its East

Legal Descriptions: Lots 6 through 11, Inclusive, Block 177 Original Plat, from "DM-4" Residential & "J" Parking Districts to "G-1" Business District with the condition that the allowable uses are restricted to a hotel/motel, multiple family residential apartments and general retail and office uses.

Section 2. All ordinances or parts of ordinances inconsistent with the provisions hereof are hereby repealed.

Section 3. This ordinance was duly adopted by the Lansing City Council on _____, 2020, and a copy is available in the office of the Lansing City Clerk, 9th Floor, City Hall, 124 W. Michigan Avenue, Lansing, MI 48933.

Section 4. This ordinance shall take effect upon the expiration of seven (7) days from the date this notice of adoption is published in a newspaper of general circulation.

BY THE COMMITTEE ON DEVELOPMENT AND PLANNING
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING
RESOLUTION TO SET A PUBLIC HEARING FOR
BROWNFIELD PLAN #77
500 BLOCK REDEVELOPMENT PROJECT

WHEREAS, the Lansing Brownfield Redevelopment Authority has prepared and forwarded an approved Brownfield Plan pursuant to and in accordance with the provisions of the Brownfield Redevelopment Financing Act, Public Act 381 of 1996, as amended, for property commonly referred to as 501 S. Capitol Avenue and 535 & Vacant S. Capitol Avenue and 520 & Vacant S. Washington Avenue located in the City of Lansing; and

WHEREAS, prior to Council's action on this request, it is necessary to hold a public hearing on the Plan, to allow for any resident, taxpayer or ad valorem taxing unit the right to appear and be heard;

WHEREAS, the brownfield plan is available for public inspection at the Lansing Economic Area Partnership, 1000 South Washington, Suite 201, Lansing, MI 48912, and that all aspects of the brownfield plan are open for discussion at the public hearing.

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 October 28, 2019 at 7:00 p.m. on Brownfield Plan #77 – 500 Block Redevelopment Project under the Brownfield Redevelopment Financing Act, for property more particularly described as:

501 S. Capitol Avenue, Lansing, MI 48933 Legal Description:

A portion of Tax ID: 33-01-01-16-381-001 described as:

Parcel A:

Lots 10, 11, & 12, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.

A portion of Tax ID: 33-01-01-16-381-001 described as:

Parcel B:

Lot 9, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.

535 & Vacant S. Capitol Avenue and 520 & Vacant S. Washington Avenue, Lansing, MI 48933 Legal Description:

Tax ID: 33-01-01-16-381-011

The North 44 feet of the West 77 feet of Lot 8 and the North 32 feet of the West 44

feet of the East 88 feet of Lot 8, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.

Tax ID: 33-01-01-16-381-021

The North 22 feet of the West 77 feet of Lot 7 and the South 22 feet of the West 77 feet of Lot 8, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.

Tax ID: 33-01-01-16-381-031

The South 44 feet of the West 77 feet of Lot 7, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.

Tax ID: 33-01-01-16-381-043

Lot 5 & 6, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.

Tax ID: 33-01-01-16-381-051

Lot 4, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.

Tax ID: 33-01-01-16-381-081

Lots 1, 2 & 3, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.

A portion of Tax ID: 33-01-01-16-381-001 described as:

Parcel C:

The East 88 feet of Lot 7 and the East 44 feet of Lot 8 and the West 44 feet of the East 88 feet of the South 34 feet of Lot 8, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records,

and that the City Clerk cause notice of such hearing to be published twice in a publication of general circulation, no less than 10 days or more than 40 days prior to the date of the public hearing, and that the City Clerk also cause the legislative body of each taxing unit levying ad valorem taxes on this property, to be notified of Brownfield Plan #77 – 500 Block Redevelopment Project and the scheduled public hearing.

City of Lansing
Notice of Public Hearing

The Lansing City Council will hold a public hearing on October 28, 2019, at 7:00 p.m. in the 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, other interested persons and ad valorem taxing units to appear and be heard on the approval of Brownfield Plan #77 – 500 Block Redevelopment Project pursuant to and in accordance with the provisions of the Brownfield Redevelopment Financing Act, Public Act 381 of 1996, as amended, for property commonly referred to as 501 S. Capitol Avenue and 535 & Vacant S. Capitol Avenue and 520 & Vacant S. Washington Avenue located in the City of Lansing, but more particularly described as:

501 S. Capitol Avenue, Lansing, MI 48933 Legal Description:

A portion of Tax ID: 33-01-01-16-381-001 described as:

Parcel A:

Lots 10, 11, & 12, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.

A portion of Tax ID: 33-01-01-16-381-001 described as:

Parcel B:

Lot 9, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.

535 & Vacant S. Capitol Avenue and 520 & Vacant S. Washington Avenue, Lansing, MI 48933 Legal Description:

Tax ID: 33-01-01-16-381-011

The North 44 feet of the West 77 feet of Lot 8 and the North 32 feet of the West 44 feet of the East 88 feet of Lot 8, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.

Tax ID: 33-01-01-16-381-021

The North 22 feet of the West 77 feet of Lot 7 and the South 22 feet of the West 77 feet of Lot 8, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.

Tax ID: 33-01-01-16-381-031

The South 44 feet of the West 77 feet of Lot 7, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.

Tax ID: 33-01-01-16-381-043

Lot 5 & 6, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.

Tax ID: 33-01-01-16-381-051

Lot 4, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.

Tax ID: 33-01-01-16-381-081

Lots 1, 2 & 3, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.

A portion of Tax ID: 33-01-01-16-381-001 described as:

Parcel C:

The East 88 feet of Lot 7 and the East 44 feet of Lot 8 and the West 44 feet of the East 88 feet of the South 34 feet of Lot 8, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.

Approval of this Brownfield Plan will enable the Lansing Brownfield Redevelopment Authority to capture incremental tax increases which result from the redevelopment of the property to pay for costs associated therewith. Further information regarding this issue, including maps, plats, and a description of the brownfield plan will be available for public inspection and may be obtained from Kris Klein – Economic Development Specialist, Lansing Economic Area Partnership, 1000 South Washington, Suite 201, Lansing, MI 48912, (517) 702-3387.

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
Chris Swope
City Clerk

BY THE COMMITTEE ON DEVELOPMENT AND PLANNING
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING
RESOLUTION APPROVING BROWNFIELD PLAN #77
500 BLOCK REDEVELOPMENT PROJECT

WHEREAS, the Brownfield Redevelopment Authority (the 'Authority') of the City of Lansing, pursuant to and in accordance with the provisions of the Brownfield Redevelopment Financing Act, Public Act, Public Act 381 of 1996, as amended, (the 'Act') has prepared a Brownfield Plan, submitted to Council and placed on file in the office of City Clerk, LBRA Brownfield Plan #77 – 500 Block Redevelopment Project (the 'Plan'); and

WHEREAS, a public hearing was held by the Lansing City Council on October 28, 2019 and at least 10 days before the public hearing the taxing jurisdictions were provided notice to be fully informed about the fiscal and economic implications of the proposed Plan and given a reasonable opportunity to express their views and recommendations regarding the Plan in accordance with Section 13 (10) and 14(1) of the Act; and

WHEREAS, the Lansing City Council, before and during its public hearing on October 28, 2019 reviewed testimony and evidence regarding the Plan, and found that:

1. the Plan provides for the reimbursement of costs attributable to eligible activities to the developer and the Authority,
2. the Project includes, in addition to the eligible activities identified in the Plan, the redevelopment of the property,
3. the Project may result in new private investment of approximately \$24 million.
4. the Plan provides for the capture of property tax increment revenues due to the private investment on the site, and devotes them to repaying the Authority for its costs associated with eligible activities it performs, and to repaying the developer for their costs associated with eligible activities they perform, in accordance with the Plan,

WHEREAS, the Authority Board of Directors, at its meeting on September 6, 2019, unanimously recommended approval of the Plan, for this Project; and

WHEREAS, the City of Lansing Department of Economic Development and Planning has determined the proposed Project is consistent with local development and redevelopment plans and zoning ordinances, and

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, after having duly

considered the Plan, finds it is in compliance with the provisions of the Act and further finds:

- The Plan constitutes a public purpose under the Act;
- The Plan meets all of the requirements for a Brownfield Plan set forth in Section 13 of the Act;
- The proposed method of financing the costs of the eligible activities, as described in the Plan, is feasible and the Authority has the ability to arrange the financing;
- The costs of the eligible activities proposed in the Plan are reasonable and necessary to carry out the purposes of the Act; and
- The amount of the captured taxable value estimated to result from the adoption of the Plan is reasonable; and
- The proposed project is consistent with local development and redevelopment plans and zoning ordinances as has also been determined by the City of Lansing Department of Economic Development and Planning.

BE IT FURTHER RESOLVED that the Lansing City Council hereby approves the LBRA 'Brownfield Plan #77 – 500 Block Redevelopment Project'.

*Lansing Brownfield
Redevelopment Authority*



500 BLOCK

REDEVELOPMENT PROJECT

501 S. Capitol Avenue, Lansing MI
520 S. Washington Avenue, Lansing MI
Tax Parcel Nos.
33-01-01-16-381-002
33-01-01-16-381-004

Brownfield Plan #77

Revised August 27, 2019

Prepared with assistance from:
ADVANCED REDEVELOPMENT SOLUTIONS
PO Box 204
Eagle, Michigan 48822
Contact: Eric P. Helzer, EDFP
Phone: (517) 648-2434

Reviewed by:
LANSING BROWNFIELD REDEVELOPMENT AUTHORITY (LBRA)
1000 S. Washington Avenue, Suite 201
Lansing, Michigan 48910
Contact: Karl Dorshimer
Phone: (517) 483-4153

Approved by the LBRA –
9 / 6 / 2019

Approved by the Lansing City Council –
____ / ____ / 2019

Table of Contents

Project Summary Sheet: Brownfield Plan #77 –

500 Block Redevelopment Project.....	3
Introduction.....	9
1. Description of the Eligible Property (Section 13(2)(h))	10
2. Basis of Eligibility (Section 13(2)(h), Section 2(p)), Section 2(r).....	17
3. Summary of Eligible Activities and Description of Costs (Section 13 (2)(a),(b)).....	17
4. Captured Taxable Value and Tax Increment Revenues (Section 13(2)(c),(f))	21
5. Method of Brownfield Plan Financing (Section 13(2)(d)).....	23
6. Amount of Note or Bonded Indebtedness Incurred (Section 13(2)(e))	24
7. Duration of the Brownfield Plan and Effective Date (Section 13(2)(f)).....	24
8. Estimated Impact on Taxing Jurisdictions (Section 13(2)(g)).....	25
9. Displacement of Persons (Section 13(2)(i-l))	26
10. Local Brownfield Revolving Fund (Section 8).....	26
11. State Brownfield Redevelopment Fund (Section 8a)	26
12. Other Information (Section 13(2)(m))	26

Tables

Table 1 – Eligible Activities.....	20 and 21
Table 1a – Itemized Eligible Activities	
Table 1b – Summary of Eligible Activities	
Table 2 – Estimated Captured Incremental Taxable Values & Tax Increment Revenues Captured.....	23
Table 3 – Impact to Taxing Jurisdictions	25
Table 4 – Tax Increment Financing Estimates	Exhibit C
Table 4a1 – Base Year/Initial Taxable Value (ITV) Information	
Table 4a2 – Total Estimated Taxes Paid to All Taxing Jurisdictions on the Base Year Taxable Value/Initial Taxable Value (ITV)	
Table 4b – Estimated Future Taxable Value (FTV) Information	
Table 4c – Impact of Tax Capture on Taxing Jurisdictions	
Table 4d – Reimbursement of Eligible Activities & Disbursements	

Figures

Figure 1 – Scaled Property Location Map	10
Figure 2 – Eligible Property Map	10
Figure 3 – Zoning Map	11

Exhibits

- A. Eligible Property – Legal Descriptions and Eligible Property Boundary Maps
 - Exhibit A-1: 501 Block LLC Lot Survey
 - Exhibit A-2: 502 Block LLC Lot Survey
- B. Basis of Eligibility –
 - DEQ Acknowledgement of Receipt of a Baseline Environmental Assessment letters dated May 30, 2018
 - Exhibit B-1: 501 Block LLC Letter
 - Exhibit B-2: 502 Block LLC Letter
 - Functional Obsolescence Determination letter dated August 14, 2019
 - Exhibit B-3: 501 Block LLC Letter
- C. Table 4 – Tax Increment Financing Estimates
- D. Projected Infrastructure Improvements Eligible Activity Costs Detail
- E. Estimated Breakdown of Developer Eligible Activity Costs by Entity

PROJECT SUMMARY SHEET: BROWNFIELD PLAN #77 – 500 Block Redevelopment Project

The purpose of this Brownfield Plan (the “Plan”) is to identify eligible activities and cost estimates for redevelopment of the property located at 501 S. Capitol Avenue and 520 S. Washington Avenue, Lansing, Michigan. Brownfield tax increment financing is necessary to support redevelopment of these properties.

Project Name: 500 Block Redevelopment Project

Applicant/Developer: Entity Name: 501 Block, LLC and 502 Block, LLC
(referred to as “Owner(s)” or “Developer(s)”)
Contact: Patrick N. Smith
Mailing Address: 505 Bath Street
Santa Barbara, California 93101
Phone: (805) 965-2100
Email: psmith@westpacinv.com

Eligible Property Location: The Eligible Property (“Property”) consists of two parcels located at:

- 501 S. Capitol Avenue, Lansing MI
- 520 S. Washington Avenue, Lansing MI

Parcel Information: Tax Parcel Nos.:

- 33-01-01-16-381-002
- 33-01-01-16-381-004

Property Size: Approximately 2.867-acres

Type of Eligible Property: Facility (Contaminated) and Functionally Obsolete

Project Description: 501 Block, LLC and 502 Block, LLC are single-purpose company’s formed to develop, construct, finance, and own the 500 Block Redevelopment Project, a mixed-use multi-phase multi-building redevelopment, including office, commercial business spaces containing retail/service providers, and multifamily residential apartments (the “Project”).

The proposed renovation and new construction project will redevelop the substantially vacant, contaminated and functionally obsolete parcels into a mixed-use redevelopment project bringing new residents and employment into the City of Lansing’s core downtown. The proposed Project phasing for the buildings is as follows:

- Phase I –
 - Building 1 – 501 S. Capitol office building renovation into a mixed-use building with approximately 23,461 square feet of finished office/commercial space and four (4) floors of residential with an estimated 44 multifamily residential apartments. Start of construction beginning with asbestos abatement and demolition is anticipated to begin by November 14, 2019 with completion of full renovation by August 1, 2021.

- Building 2 – Newly constructed mixed-use building along South Capitol Avenue and West Hillsdale Street with an estimated 116 multifamily residential apartments and approximately 3,500 square feet commercial. Start of construction beginning with site demolition is anticipated to begin by September 1, 2020 and new construction completion by May 1, 2022.
- Phase II – is not part of this Brownfield Plan currently and will be committed to upon the success of Phase I. Phase II contemplates a newly constructed mixed-use building along South Washington Avenue and Lenawee Street that will bring additional multifamily residential apartments and commercial. Phase II will require an amendment to this Brownfield Plan to address further eligible activity costs which will allow this phase to be completed in the future.

Total Capital Investment and Deployment/Completion

Dates:

This Brownfield Plan (the “Plan”) anticipates approximately \$31.2 million in Total Capital Investments including projected costs of developer eligible activities hard costs at \$7,196,602 but not including acquisition and cost of financing for this Project or its eligible activities.

The proposed Project Capital Investment breakdown with deployment and completion milestones for Phase I are as follows:

- Building 1 - \$8.6 million for 501 S. Capitol building renovation into a mixed-use building:
 - Deployment Start – November 14, 2019
 - Completion – August 1, 2021
- Building 2 - \$22.6 million for a newly constructed mixed-use building along South Capitol Avenue and West Hillsdale Street:
 - Deployment Start – September 1, 2020
 - Completion – May 1, 2022

Estimated Job Creation and Employed-by Dates:

During the term of construction, the Project will create hundreds of direct and indirect spin-off jobs over an estimated 32-month construction period.

Upon Project completion and stabilization, a total of approximately 14 local full-time equivalent (FTE) jobs are projected to be created as are identified by each building with anticipated 100% employed-by milestone dates below:

- Building 1 – approximately 9 FTE jobs upon building stabilization at the 501 S. Capitol Building Renovation. Average wage rate of new estimated jobs created that are new to the City is projected at greater than \$30,000 per year:
 - 100% employed-by – August 1, 2022 to allow for stabilization.

- Building 2 – approximately 5 FTE jobs upon building stabilization in the South Capitol Avenue and West Hillsdale Street building. Average wage rate of new estimated jobs created that are new to the City is projected at greater than \$30,000 per year:
 - 100% employed-by – May 1, 2022 to allow for stabilization.

Estimated and Capped

Duration of Plan Capture: 19 years (2021-2039), total estimated Plan capture duration for reimbursement of Eligible Activities, Brownfield Plan & Act 381 Work Plan (including amendments) Preparation costs, Brownfield Plan & Act 381 Work Plan Implementation Fees, BRA Administration & Application Fees, and LBRF & MBRF capture. However, this Plan's capture of tax increment revenues shall not exceed 23 years (2021-2043), unless amended.

Estimated and Capped

Duration of Plan: 20 years (2020-2039) estimated but capped at 24 years (2020-2043), unless amended.

Base Year of Plan: 2020

First Year of Plan Capture: 2021

Estimated Gain in Taxes:
(after Project completion)

	Estimated Base Year Taxable Value	Future Taxable Value (Estimate)	Increased/ Taxable Value (Increment)
	2020	Starting in 2023	Starting in 2023
	\$2,409,200	\$10,726,857	\$ 8,317,657
Annual Taxes Paid	\$ 183,875	\$634,822	\$ 450,946

Distribution of Total New Taxes Paid Estimate:
(Total Plan Duration)

Total New Taxes Received by Taxing Units	\$ 2,218,482
Total New Taxes Captured	\$ 11,024,756
Total New Taxes	\$ 13,243,238

**Total New (Incremental) Taxes Captured
Breakdown Estimate:**
(Total Plan Duration)

Total Taxes Captured During Brownfield Plan Tax Capture Period	Total/ Cumulative	Annual Average
Brownfield Redevelopment Authority (BRA) Administration	\$ 371,357	\$ 19,545
BRA Brownfield Plan & Work Plan Implementation (to BRA)	\$ 15,000	\$ 789
BRA Local Brownfield Revolving Fund (LBRF)	\$ 371,357	\$ 19,545
State of Michigan Brownfield Redevelopment Fund (MBRF) (Maximum of 25-Year period for tax capture)	\$ 468,497	\$ 24,658
Local Taxes to Developer * (to Reimburse Eligible Activities)	\$ 6,547,551	\$ 344,608
State School Taxes To Developer * (to Reimburse Eligible Activities)	\$ 3,250,993	\$ 171,105
Total New Tax Capture (See Table 1a)	\$ 11,024,756	\$ 580,250
* To meet Developer Reimbursement Obligations.		

Total New (Incremental) Taxes Received (Gain/Not Captured) by Taxing Units
Breakdown Estimate:
(Total Plan Duration)

Estimated New/Incremental Tax Gain (not captured) Breakdown			
Total New/Incremental Tax Revenue Received by each Taxing Unit/ Entity (taxes not captured by the Brownfield Plan)	Percentage of Pass-Through/ Sharing to Taxing Unit	Estimated Tax Capture Period in Number of Years =	19
		New Tax Revenue Received	
		Total/ Cumulative	Annual Average
CITY OF LANSING			
City Operating - Lansing	10%	\$ 389,189	\$ 20,484
City Debt - Lansing	100%	\$ 45,115	\$ 2,374
<i>Subtotal to Above</i>	-	\$ 434,304	\$ 22,858
INGHAM COUNTY			
Ingham County	10%	\$ 218,819	\$ 11,517
Potter Park Zoo & Potter Park	10%	\$ 8,208	\$ 432
<i>Subtotal to Above</i>	-	\$ 227,027	\$ 11,949
Capital Region Airport Authority - CRAA	10%	\$ 13,994	\$ 737
Capital Area Transportation Authority - CATA	10%	\$ 60,200	\$ 3,168
LIBRARY	-	-	
Capital Area District Libraries - CADL	10%	\$ 31,231	\$ 1,644
INTERMEDIATE SCHOOL DISTRICTS (ISD)	-	-	
ISD Operating	10%	\$ 4,004	\$ 211
ISD Special Education	10%	\$ 90,214	\$ 4,748
COMMUNITY COLLEGE	-	-	
Lansing Community College - LCC	10%	\$ 76,220	\$ 4,012
<i>Subtotal to Above</i>	-	\$ 275,864	\$ 14,519
LOCAL SCHOOL MILLAGES: excludes State School millages			
Lansing School District Debt (District #33020)	100%	\$ 798,181	\$ 42,010
Lansing School District Sinking Fund	10%	\$ 60,060	\$ 3,161
<i>Subtotal to Above</i>	-	\$ 858,241	\$ 45,171
<i>Subtotal of All of the Above</i>	-	\$ 1,795,435	\$ -
STATE SCHOOL MILLAGES: excludes Local School millages			
State Education Tax - SET	10%	\$ 106,192	\$ 5,589
Local School Operating - LSO	10%	\$ 316,855	\$ 16,677
<i>Subtotal to Above</i>	-	\$ 423,047	\$ 22,266
GRAND TOTAL OF NEW TAX REVENUE TO THE ABOVE	-	\$ 2,218,482	-

Eligible Activities and Eligible Costs:

Eligible activities are estimated at approximately \$11,024,756 (inclusive of fees associated with BRA Administration, BRA Brownfield Plan & Work Plan Implementation, Local Brownfield Revolving Fund (LBRF) and State of Michigan Brownfield Redevelopment Fund (MBRF)) of which the projected costs of developer eligible activities are \$9,798,544. By way of adoption of this Plan, the Brownfield Plan will cap developer eligible activity costs at \$9,798,544 so long as there are available revenues.

All planned infrastructure improvements are public (see Exhibit D – Projected Infrastructure Improvements Eligible Activity Costs Detail) and make up 4.50% of the developer's total private investment (not including developer eligible activity hard costs).

Eligible Activities	Eligible Costs
DEQ Eligible Activities	
Department-Specific Activities	
Baseline Environmental Assessment (BEA) Activities	\$ 27,785
Due Care Activities	\$ 744,287
Additional Response Activities	\$ 20,000
MSF Non-Environmental Eligible Activities	
Demolition Activities	\$ 1,210,309
Lead and Asbestos Abatement Activities	\$ 2,606,975
Infrastructure Improvements Activities	\$ 698,831
Site Preparation Activities	\$ 949,727
Contingency (15%)	\$ 938,687
Interest (3% Simple Interest)	\$ 2,477,892
<i>Subtotal</i>	\$ 9,674,494
Brownfield Plan & Work Plan Preparation	\$ 104,050
Brownfield Plan & Work Plan Implementation (to Developer)	\$ 15,000
Local Application Fees	\$ 5,000
<i>Subtotal: To Developer *</i>	\$ 9,798,544
Brownfield Redevelopment Authority (BRA) Administration	\$ 371,357
BRA Brownfield Plan & Work Plan Implementation (to BRA)	\$ 15,000
BRA Local Brownfield Revolving Fund (LBRF)	\$ 371,357
State of Michigan Brownfield Redevelopment Fund (MBRF)	\$ 468,497
<i>Subtotal: To BRA & State</i>	\$ 1,226,212
GRAND TOTAL	\$ 11,024,756
* To meet Developer Reimbursement Obligations.	

The estimated breakdown of projected Eligible Activity Costs between the two Developer entities (501 Block, LLC and 502 Block, LLC) is illustrated and subject to change in Exhibit E - Estimated Breakdown of Developer Eligible Activity Costs by Entity.

INTRODUCTION

The City of Lansing, Michigan (the “City”), established the Lansing Brownfield Redevelopment Authority (the “Authority”) on October 1, 1997, pursuant to Michigan Public Act 381 of 1996, as amended (“Act 381”). The primary purpose of Act 381 is to encourage the redevelopment of Eligible Property by providing economic incentives through tax increment financing for certain eligible activities.

The purpose of this Brownfield Plan (the “Plan”) is to promote the redevelopment of and investment in certain “Brownfield” properties within the City. Inclusion of Property within this Plan will facilitate financing of eligible activities at eligible properties and will also provide tax incentives to eligible taxpayers willing to invest in revitalization of eligible sites, commonly referred to as “Brownfields” that are either environmentally contaminated (a “facility”), blighted property, historic resource or deemed functionally obsolete property. By facilitating redevelopment of Brownfield properties, this Plan, is intended to promote economic growth for the benefit of the residents of the City and all taxing units located within and benefited by the Authority. The City of Lansing has determined that this Plan is necessary to reduce unemployment, promote economic growth, and increase capital investment thus creating new taxable value for the City and the State of Michigan.

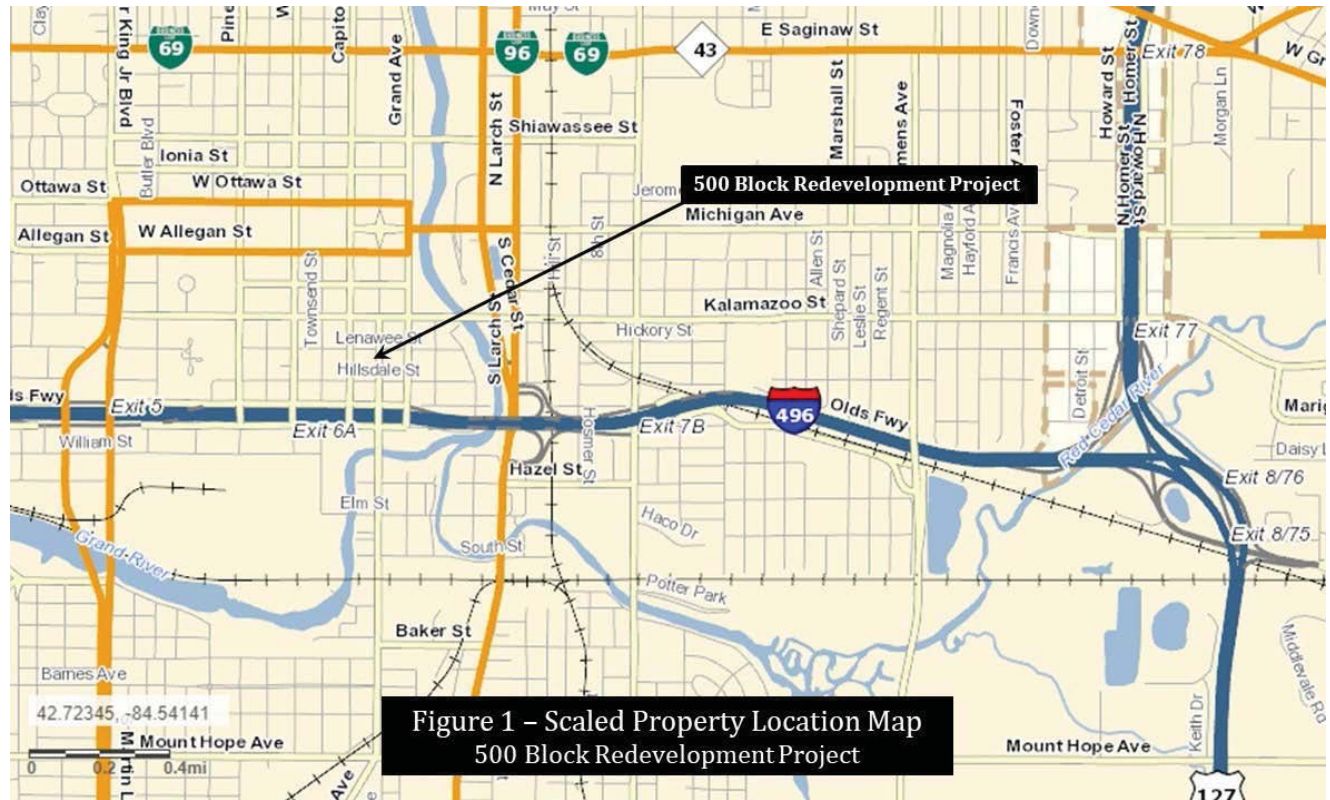
The identification or designation of a developer that is the subject of this Plan, shall not be integral to the effectiveness or validity of this Plan. This Plan is intended to apply to the eligible property identified in this Plan and, if tax increment revenues are proposed to be captured from that eligible property, to identify and authorize the eligible activities to be funded by such tax increment revenues. With the approval of the Authority, any change in the proposed developer of the eligible property shall not necessitate an amendment to the Plan, affect the application of the Plan to the eligible property, or impair the rights available to the Authority under this Plan.

The Plan is intended to be a living document, which may be modified or amended in accordance with the requirements of Act 381, as necessary to achieve the purposes of Act 381. The applicable sections of Act 381 are noted throughout the Plan for reference purposes.

This Plan contains information required by Section 13(2) of Act 381.

1. DESCRIPTION OF THE ELIGIBLE PROPERTY (SECTION 13(2)(H))

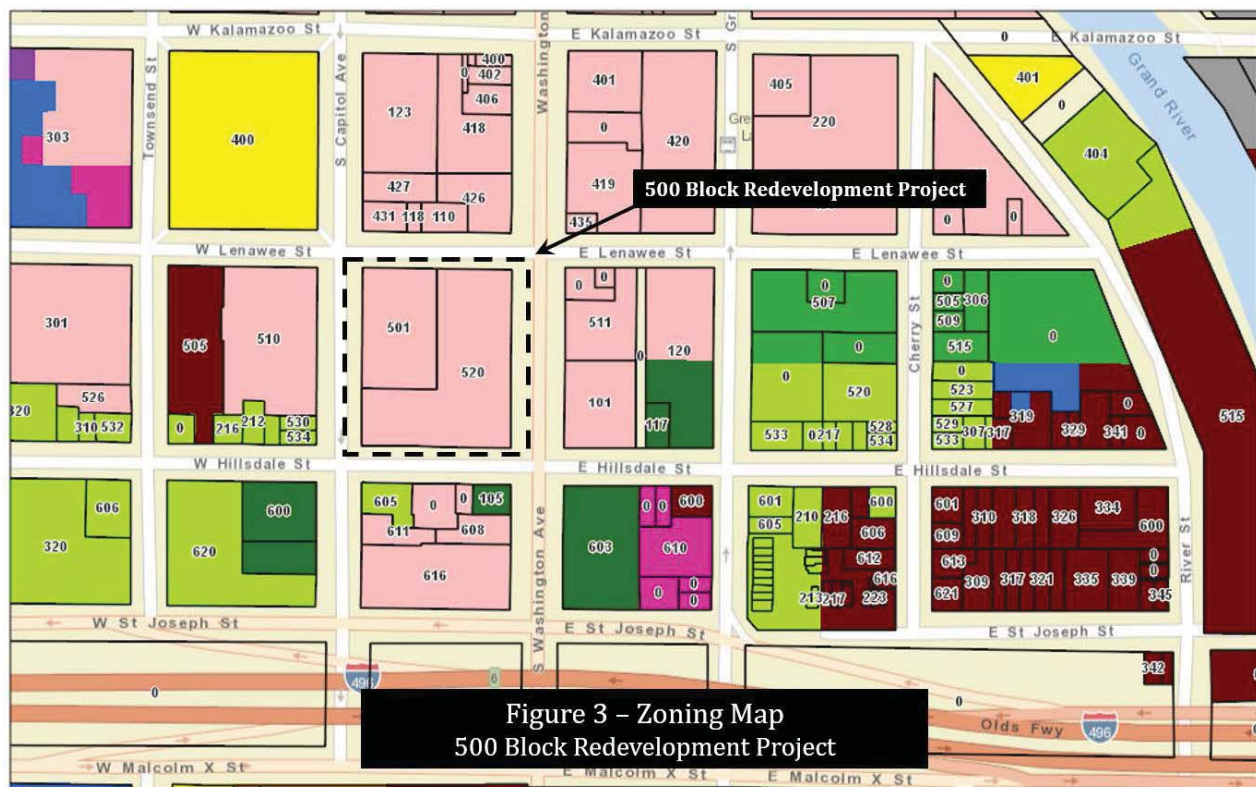
The Eligible Property (“Property”) consists of two parcels and is located at 501 S. Capitol Avenue and 520 S. Washington Avenue, Lansing Michigan. The Property is situated to the north of Hillsdale Street, east of S. Capitol Avenue, south of Lenawee Street, and west of S. Washington Avenue as depicted on Figure 1 – Scaled Property Location Map. The Property contains approximately 2.867-acres in the City of Lansing (“City”) on two parcels as depicted on Figure 2 – Eligible Property Map.



The Eligible Property parcels are summarized in the below table. See Exhibit A, Eligible Property – Legal Descriptions and Eligible Property Boundary Maps.

Eligible Property		
Address	Tax ID	Basis of Eligibility
501 S. Capitol Avenue	33-01-01-16-381-002	Facility and Functionally Obsolete
520 S. Washington Avenue	33-01-01-16-381-004	Facility

The Property is surrounded by similar commercial, professional office, business and residential operations as are proposed by the Developer. The Property is zoned "G-1" Business District and this zoning district allows for the proposed Project development under the use by Special Condition and Special Land Use Permit which is the same as "D-1" Professional Office District, residential uses at "DM-4" density and an off street parking facility by special permit. All other planned uses are permitted uses under the current zoning and the permitted uses are the same as "F" Commercial; however, since this district is only found in the downtown area, there are no parking or setback requirements, or height restrictions. See below Figure 3 – Zoning Map with zoning classifications for the Property and surrounding parcels.



The Property is abutted by surface roadways, municipal water, sanitary and storm sewer services, and electrical and gas utilities.

The 520 S. Washington Avenue parcel and building is currently vacant, and the 510 S. Capitol Avenue parcel contains a large former credit union headquarters office building that is substantially vacant. The large office building currently temporarily retains a branch of the credit union on the first floor.

The Property is in an area close to amenities which are both walkable and bikeable. The Property's Walkscore scores well for both walkability and bikability, earning a score of 78 and 76 out of 100 respectively. A Walkscore shows how walkable any given location is, similarly, a bike score indicates the ease of bike commuting in a particular area. Necessities and amenities such as markets, transit stops, and entertainment venues are all considered when calculating these scores. These scores are good indicators of how desirable the Property will be to the target market demographic. We expect the Walkscore to improve once some of the identified amenities are completed and open for business.

Some of the key assets near the Property are the various restaurants and bars that enliven the Washington Square/Washington Avenue corridor as well as the remodeled CATA Transit hub. The amenities along with their respective distances from the Property are:

- Reutter Park, 0.1 mile
- Restaurants and Shopping, 0.1 mile
- The Grand River, 0.2 mile
- Capitol Area District Library, 0.2 mile
- CATA Transit Hub, 0.3 mile
- New Michigan Avenue Urban Meijer Grocery (under construction), 0.5 mile
- State Historic Museums, 0.5 mile
- Ballpark/Stadium on Michigan Avenue, 0.5 mile
- Sparrow Hospital, 1.0 mile
- Pharmacy, 1.0 mile

510 S. Capitol Avenue parcel has been deemed “functionally obsolete” and is also a “facility” while the 520 S. Washington Avenue parcel has been identified as a “facility” forming each parcel's basis of eligibility in accordance with Act 381. The parcels are located within the boundaries of the City of Lansing, Michigan.

CURRENT PROPERTY CONDITIONS



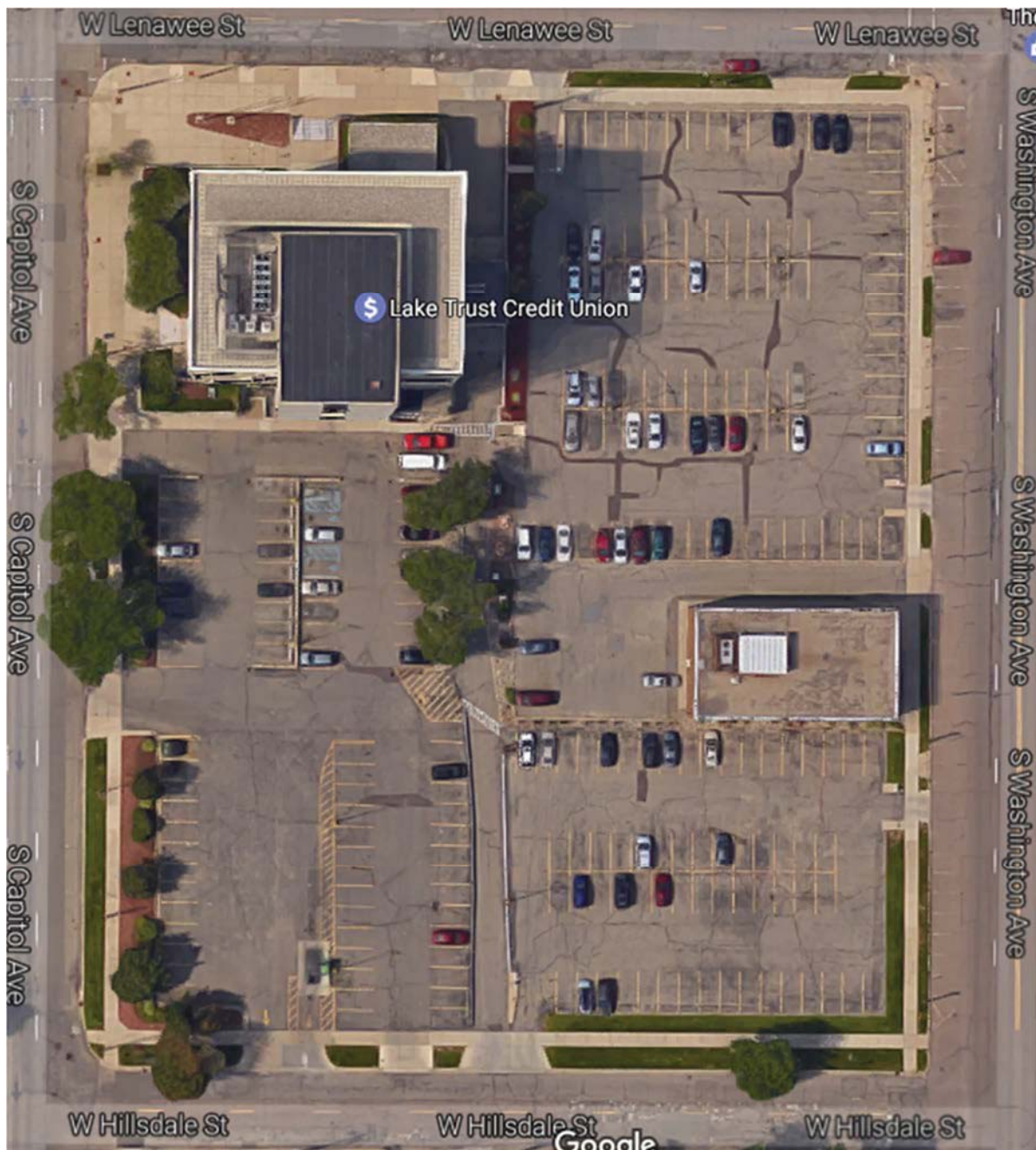
The Project proposes to redevelop an underutilized, substantially abandoned, vacant, functionally obsolete, and contaminated property into a mixed-use redevelopment for the City of Lansing and State of Michigan, both during Project construction and subsequent operations. The redevelopment integrates design elements, environmental activities, and economic development to further goals of the City, the Michigan Department of Environment, Great Lakes, and Energy (“EGLE”) {formerly called the Michigan Department of Environmental Quality (“MDEQ”)} and the Michigan Economic Development Corporation (“MEDC”). It will result in: (1) the community and municipal benefits of increased property taxes on the Property; (2) due care and additional response activities that will address the contamination on the Property, reducing the threat to human health and the environment; (3) interior and exterior demolition and clean-up of the existing structure that will address the functional obsolescence on the Property; and (4) a substantial improvement to the appearance and aesthetics of the Property which will assist in increasing the property values of the neighboring community. The overall redevelopment of this site will include lead, cadmium and asbestos abatement, select demolition of buildings and site, environmental due care and additional response activities, site preparation, infrastructure improvements and redevelopment into an mixed-use development project. The applicant has a strong desire to put this Property back to productive use and drastically improve the aesthetics of the area.

The parcel and all tangible real and personal property located thereon will comprise the Eligible Property and is referred to herein as the “Property.” Incremental tax revenues

resulting from new personal property will be captured. Any such funds will be used to reimburse the Authority and Developer for eligible activities, to the extent authorized by this Plan, and an executed Reimbursement Agreement (“Agreement”) between the Developer and the Authority.

The Project proposes a mixed-use two-phase multi-building redevelopment, including office, commercial business spaces containing retail/service providers, and multifamily residential apartments. Phase II is not part of this Brownfield Plan currently and will be committed to upon the success of Phase I. Phase II will require an amendment to this Brownfield Plan to address further eligible activity costs which will allow this phase to be completed in the future.

CURRENT SITE PLAN

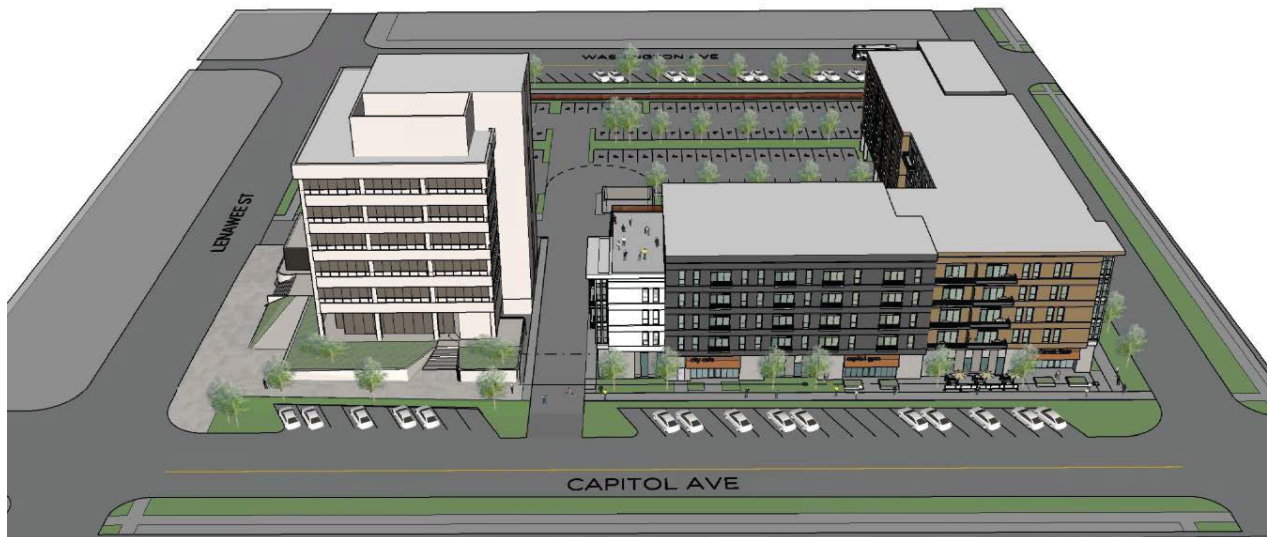


PROJECT PHASE 1 PLAN - BUILDINGS 1 & 2

Birdseye View Looking North



Birdseye View Looking East



PROJECT PHASE 1 RENDERINGS – BUILDINGS 1 & 2

View Looking South along Capitol Avenue



View Looking Northeast from Capitol Avenue & Hillsdale Street



2. BASIS OF ELIGIBILITY (SECTION 13(2)(H), SECTION 2(P)), SECTION 2(R)

The Property is considered “eligible property” as defined by Act 381, Section 2 because (a) the Property was previously utilized or is currently utilized for commercial purpose; (b) each of the two parcels comprised by the Property have been determined to be a “facility”; (c) one of the parcels comprised by the Property has been determined to be functionally obsolete; and, (d) the Property is located within the City of Lansing, a qualified local governmental unit, or “Core Community” under Act 381.

Eligible Property		
Address	Tax ID	Basis of Eligibility
501 S. Capitol Avenue	33-01-01-16-381-002	Facility and Functionally Obsolete
520 S. Washington Avenue	33-01-01-16-381-004	Facility

Exhibit B includes the formal determination of functional obsolescence as made by the City of Lansing Assessor on August 14, 2019 for the 501 S. Capitol Avenue parcel included in the Property as it is related to its basis of eligibility and inclusion in the Plan.

The current Owners, 501 Block, LLC and 502 Block, LLC completed a Baseline Environmental Assessment Report dated January 29, 2018 (“BEA Report”) which was filed with the Michigan Department of Environmental Quality (DEQ) on May 25, 2018. The BEA Report includes a history of the Property and an overview of the environmental conditions on the Property as it is related to its basis of eligibility and inclusion in the Plan. The DEQ transmitted an Acknowledgement of Receipt of a Baseline Environmental Assessment letter dated May 30, 2018 (“DEQ BEA Letter”). Exhibit B includes a copy of each entities DEQ BEA Letter.

As Eligible Property, the Property is eligible for Brownfield redevelopment incentives from the Authority.

3. SUMMARY OF ELIGIBLE ACTIVITIES AND DESCRIPTION OF COSTS (SECTION 13 (2)(A),(B))

The “eligible activities” that are intended to be carried out at the Property are considered “eligible activities” as defined by Sec 2 of Act 381, because they include Baseline Environmental Assessment, due care, additional response, lead and asbestos abatement, demolition, infrastructure improvements, site preparation, preparation of a Brownfield Plan/Act 381 Work Plan, Brownfield Plan implementation, interest, and application fees.

A summary of the eligible activities and the estimated cost of each eligible activity intended to be paid for with Tax Increment Revenues from the Property are shown in the following tables (Tables 1a and 1b).

The Eligible Activities projected in this Plan may switch categories if onsite, offsite or Property conditions change. If conditions change, an eligible activity may fall under a different category so long as the Plan adjustments stay within the Environmental activity category and the Non-Environmental activity category because this Plan contemplates capture of state revenues.

For Environmental Activities, the line item costs for any eligible activity may be adjusted with the approval of the Authority after the date the Plan is approved by the Authority and/or

Governing Body, so long as the costs do not exceed the total combined costs of said activities plus a pro-rata contingency amount, to the extent that the adjustments do not violate the terms of any approved documents, such as a Reimbursement Agreement or Work Plan (if applicable), or Public Act 381 of 1996, as amended.

For Non-Environmental Activities, the line item costs for any eligible activity may be adjusted with the approval of the Authority after the date the Plan is approved by the Authority and/or Governing Body, so long as the costs do not exceed the total Non-Environmental costs plus a pro-rata contingency amount, to the extent that the adjustments do not violate the terms of any approved documents, such as a Reimbursement Agreement or Work Plan (if applicable), or Public Act 381 of 1996, as amended.

The Developer desires to be reimbursed for the costs of eligible activities. Tax increment revenue generated by the Property will be captured by the Authority and used to reimburse the cost of the eligible activities completed. Amendments to Act 381 that were signed in to law on December 28, 2012 to allow local units of government to approve reimbursement of eligible activities with tax increment revenues attributable to local taxes on any eligible activities conducted on eligible property or prospective eligible properties prior to approval of the Plan, if those costs and the eligible property are subsequently included in an approved Plan. If eligible activities are performed prior to Plan approval, approved eligible activity costs will be reimbursable in accordance with Act 381. Furthermore, costs in this Plan are subject to approval by the Michigan Department of Environment, Great Lakes, and Energy (“EGLE”) {formerly called the Michigan Department of Environmental Quality (“MDEQ”)} and Michigan Strategic Fund (“MSF”) Board (through the MEDC) for the use of state tax increment revenues. The MDEQ and MSF/MEDC may adjust specific eligible activities amongst environmental and non-environmental eligible activities in accordance with state policy and guidance. Changes made between environmental and non-environmental eligible activities will be reflected in the Act 381 Work Plan. These adjustments made by the state agencies are allowed and do not change the validity of this Plan, so long as the Grand Total of eligible activity costs identified are not exceed. Any costs not authorized by the MDEQ or MSF/MEDC will become reimbursable costs with captured local-only tax increment revenues from locally levied millages, if available. However, the dollar increases in eligible activity costs reimbursed with local-only tax increment revenues as a result of non-authorization by the state shall not exceed more than 10% of the projected State-School Tax Capture portion identified at \$3,250,933 on Table 1a, page 20, without an amendment to this Plan.

In accordance with this Plan and the associated Reimbursement Agreement (the “Agreement”) with the Authority, the amount advanced by the Developer will be repaid by the Authority solely from the tax increment revenues realized from the Eligible Property.

Tax increment revenues will first be used to pay or reimburse State Brownfield Revolving Fund costs, Authority Administration (5% from local-only tax revenues, see Table 1a page 20) and Authority Local Brownfield Revolving Fund (5% from local-only tax revenues, see Table 1a page 20) as described in the tables. Local and state school tax capture was assumed to reimburse eligible activity costs in this Plan. Further use of tax increment revenues generated by this Project will be governed by the Agreement.

The costs listed in the tables are estimated costs and may increase or decrease depending on the nature and extent of the actual conditions encountered on the Property. The actual cost

of those eligible activities encompassed by this Plan that will qualify for reimbursement from tax increment revenues of the Authority from the Property shall be governed by the terms of the Agreement. No costs of eligible activities will be qualified for reimbursement except to the extent permitted in accordance with the terms and conditions of the Agreement.

Eligible activities are estimated at approximately \$11,024,756 (inclusive of fees associated with BRA Administration, BRA Brownfield Plan & Work Plan Implementation, Local Brownfield Revolving Fund (LBRF) and State of Michigan Brownfield Redevelopment Fund (MBRF)) of which the projected costs of developer eligible activities are \$9,798,544. By way of adoption of this Plan, the Brownfield Plan will cap developer eligible activity costs at \$9,798,544 so long as there are available revenues. If the actual costs of eligible activities are lower than the estimates identified in this Plan capture to Developer may be lower or if the Taxable Value is higher than estimated Developer reimbursement may be satisfied sooner.

The Project is planned to be completed by May 1, 2022. Therefore, the Authority shall not be obligated to reimburse Developer Eligible Activities completed after May 1, 2023.

Table 1a - Itemized Eligible Activities	Notes	Eligible Activity Amount Supported in Brownfield Plan	Local Tax Capture	State School Tax Capture	Local Tax Capture Only	State Tax Capture Only
			66.55%	33.45%	100.00%	100.00%
DEQ Eligible Activities						
Department-Specific Activities						
Baseline Environmental Assessment (BEA) Activities		\$ 27,785	\$ 18,491	\$ 9,294	\$ -	\$ -
Due Care Activities		\$ 744,287	\$ 495,337	\$ 248,951	\$ -	\$ -
Additional Response Activities		\$ 20,000	\$ 13,310	\$ 6,690	\$ -	\$ -
DEQ Environmental Eligible Activities Total		\$ 792,072	\$ 527,139	\$ 264,934	\$ -	\$ -
MSF Eligible Activities						
Demolition Activities		\$ 1,210,309	\$ 805,482	\$ 404,826	\$ -	\$ -
Lead and Asbestos Abatement Activities		\$ 2,606,975	\$ 1,734,990	\$ 871,985	\$ -	\$ -
Infrastructure Improvements Activities		\$ 698,831	\$ 465,085	\$ 233,746	\$ -	\$ -
Site Preparation Activities		\$ 949,727	\$ 632,061	\$ 317,666	\$ -	\$ -
MSF Non-Environmental Eligible Activities Total		\$ 5,465,842	\$ 3,637,618	\$ 1,828,224	\$ -	\$ -
	Percentage/Rate					
Contingency: DEQ Environmental	15.0%	\$ 118,811	\$ 79,071	\$ 39,740	\$ -	\$ -
Contingency: MSF Non-Environmental	15.0%	\$ 819,876	\$ 545,643	\$ 274,234	\$ -	\$ -
<i>Sub Total: Contingencies</i>		\$ 938,687	\$ 624,713	\$ 313,974	\$ -	\$ -
Interest: DEQ Environmental (Simple Interest)	3.0%	\$ 313,630	\$ 208,726	\$ 104,904	\$ -	\$ -
Interest: MSF Non-Environmental (Simple Interest)	3.0%	\$ 2,164,262	\$ 1,440,356	\$ 723,906	\$ -	\$ -
<i>Sub Total: Interest</i>		\$ 2,477,892	\$ 1,649,082	\$ 828,810	\$ -	\$ -
<i>Sub Total: EAs + Contingencies + Interest</i>		\$ 9,674,494	\$ 6,438,552	\$ 3,235,941	\$ -	\$ -
Brownfield Plan & Work Plan Preparation		\$ 104,050	\$ 19,966	\$ 10,034	\$ 74,050	\$ -
Brownfield Plan & Work Plan Implementation (to Developer)		\$ 15,000	\$ 9,983	\$ 5,017	\$ -	\$ -
Local Application Fees		\$ 5,000	-	-	\$ 5,000	\$ -
Total Developer Administration: Brownfield Plan & Work Plan Preparation + Brownfield Plan & Work Plan Implementation (to Developer) + Application Fees		\$ 124,050	\$ 29,948	\$ 15,052	\$ 79,050	\$ -
<i>Sub Total: EAs + Contingencies + Interest + Developer Administration</i>		\$ 9,798,544	\$ 6,468,501	\$ 3,250,993	\$ 79,050	\$ -
Brownfield Redevelopment Authority (BRA) Administration		\$ 371,357	\$ -	\$ -	\$ 371,357	\$ -
BRA Brownfield Plan & Work Plan Implementation (to BRA)		\$ 15,000	\$ 9,983	\$ 5,017	\$ -	\$ -
BRA Local Brownfield Revolving Fund (LBRF)		\$ 371,357	\$ -	\$ -	\$ 371,357	\$ -
Total BRA : BRA Administration + BRA Brownfield Plan & Work Plan Implementation + LBRF		\$ 757,715	\$ 9,983	\$ 5,017	\$ 742,715	\$ -
<i>Sub Total: EAs + Contingencies + Interest + Developer Administration + Total BRA</i>		\$ 10,556,259	\$ 6,478,483	\$ 3,256,010	\$ 821,765	\$ -
State of Michigan Brownfield Redevelopment Fund (MBRF)		\$ 468,497	\$ -	\$ -	\$ -	\$ 468,497
GRAND TOTAL: EAs + Contingencies + Interest + Developer Administration + Total BRA + MBRF		\$ 11,024,756	\$ 6,478,483	\$ 3,256,010	\$ 821,765	\$ 468,497

Table 1b - Summary of Eligible Activities	Eligible Activity Amount Supported in Brownfield Plan
Total Local Taxes to Developer for Eligible Activities, Contingency and Interest	\$ 6,547,551
Total Local Tax Capture for Eligible Activities, Contingency and Interest	\$ 6,547,551
Total Local Taxes to BRA Administration	\$ 371,357
Total Local Taxes to BRA Brownfield Plan & Work Plan Implementation	\$ 9,983
Total Local Taxes to BRA Local Brownfield Revolving Fund (LBRF)	\$ 371,357
Total Local Tax Capture to BRA	\$ 752,698
Total School Taxes to Developer for Eligible Activities, Contingency and Interest	\$ 3,250,993
Total School Tax Capture for Eligible Activities, Contingency and Interest	\$ 3,250,993
Total School Taxes to BRA Administration	\$ -
Total School Taxes to BRA Brownfield Plan & Work Plan Implementation	\$ 5,017
Total School Taxes to BRA Local Brownfield Revolving Fund (LBRF)	\$ -
Total School Tax Capture to BRA	\$ 5,017
Total School Taxes to State of Michigan Brownfield Redevelopment Fund (MBRF)	\$ 468,497
Total School Tax Capture to BRA & MBRF	\$ 473,514
Total Capture by Brownfield Redevelopment Authority (BRA)	\$ 757,715
Total Capture by State of Michigan Brownfield Redevelopment Fund (MBRF)	\$ 468,497
Total Capture for Developer	\$ 9,798,544
GRAND TOTAL	\$ 11,024,756

4. CAPTURED TAXABLE VALUE AND TAX INCREMENT REVENUES (SECTION 13(2)(C),(F))

This Plan anticipates the capture of tax increment revenues to reimburse the Developer for the costs of eligible activities under this Plan in accordance with the Reimbursement Agreement. Initial taxable value/base year of the Eligible Property identified in and subject to this Plan shall be the next assessment roll for which equalization will be completed following the date the resolution adding the Eligible Property in the Plan is adopted. Therefore, the initial taxable value of the Eligible Property shall be determined by the use of tax year 2020 tax values. Tax increment revenue is expected to be available for capture by the redevelopment on the Property in 2021. Estimates project that the Authority is expected to

capture the tax increment revenues from 2021 through 2039 which will be generated by the increase in taxable value. However, this Plan's capture of tax increment revenues shall not exceed 23 years (2021-2043), unless amended. The following table provides a summary of the captured incremental taxable values and tax increment revenues captured which it will provide after completion of the redevelopment Project. In addition, detailed tables of estimated tax increment revenues to be captured is attached to this Plan as Exhibit C, Table 4 - Tax Increment Financing Estimates. Prior to commencement of reimbursement to the Developer, payments to State Brownfield Revolving Fund, Authority Administration and Authority Local Brownfield Revolving Fund will occur.

The captured incremental taxable value and associated tax increment revenue will be based on the actual increased taxable value from all taxable improvements on the Property set through the property assessment process by the local unit of government and equalized by the County(s). The actual increased taxable value of the land and all future taxable improvements on the Property may vary. Furthermore, the amount of tax increment revenue available under this Plan will be based on the actual millage levied annually by each taxing jurisdiction on the increase in tax value resulting from the redevelopment project that is eligible and approved for capture. Developer costs in this Plan are estimated at \$9,798,544 so long as there are available revenues. If the actual costs of eligible activities are lower than the estimates identified in this Plan capture to Developer may be lower or if the Taxable Value is higher than estimated Developer reimbursement may be satisfied sooner.

Table 2 - Estimated Captured Incremental Taxable Values & Tax Increment Revenues Captured		
Tax Year	Captured Incremental Taxable Values	Tax Increment Revenues Captured
2020 - Base Year	\$ -	\$ -
2021 - Start of Tax Capture	\$ 1,695,890	\$ 109,073
2022	\$ 6,128,121	\$ 394,136
2023	\$ 8,317,657	\$ 534,958
2024	\$ 8,482,850	\$ 545,583
2025	\$ 8,650,588	\$ 556,371
2026	\$ 8,820,909	\$ 567,325
2027	\$ 8,993,852	\$ 578,448
2028	\$ 9,169,459	\$ 589,743
2029	\$ 9,347,771	\$ 601,211
2030	\$ 9,528,828	\$ 612,856
2031	\$ 9,712,674	\$ 624,680
2032	\$ 9,899,350	\$ 636,686
2033	\$ 10,088,902	\$ 648,878
2034	\$ 10,281,373	\$ 661,257
2035	\$ 10,476,808	\$ 673,826
2036	\$ 10,675,252	\$ 686,589
2037	\$ 10,876,753	\$ 699,549
2038	\$ 11,081,357	\$ 712,708
2039	\$ 11,289,111	\$ 726,070
Total	-	\$ 11,159,948
<i>Total of "Surplus Revenue/Surplus Incremental Taxes Paid" to be returned to the applicable Taxing Jurisdictions on a pro-rata basis</i>		\$ 135,193
Total Estimated Tax Increment Revenues Captured		\$ 11,024,756

5. METHOD OF BROWNFIELD PLAN FINANCING (SECTION 13(2)(D))

Eligible activities in this Plan are to be financed by the Owner. The Owner will obtain conventional bank financing for a construction loan equal to approximately 75% loan to cost. The owner will fulfill the obligation for the remaining 25% balance of funds needed through a combination of cash, land equity, and other funding sources. The construction lender will require a personal guarantee from the loan sponsor and will likely require that the Owner's fund their 25% of the capital stack prior to drawing on the construction loan. As the Owner is still finalizing the Project costs, they have not yet selected a lender. However, the Owners have had preliminary discussions with several banks that they have existing relationships with, and they are excited about the opportunity to provide construction financing for this Project along the terms they are seeking. Building 1 financial close and the start of construction is expected in November 2019, pending incentive approvals.

The Developer will be reimbursed for eligible costs as listed in Tables 1a and 1b above. The current estimated amount of required capture used to reimburse the Developer for costs in this Plan is \$9,798,544 so long as there are available revenues.

All reimbursements authorized under this Plan shall be governed by the Agreement. The Authority shall not incur any note or bonded indebtedness to finance the purposes of this Plan. The inclusion of eligible activities and estimates of costs to be reimbursed in this Plan is intended to authorize the Authority to fund such reimbursements from tax increment revenues generated by this Project and does not obligate the Authority or City to fund any reimbursement or to enter into the Agreement providing for the reimbursement of any costs for which tax increment revenues may be captured under this Plan, or which are permitted to be reimbursed under this Plan. The amount and source of any tax increment revenues that will be used for purposes authorized by this Plan, and the terms and conditions for such use and upon any reimbursement of the expenses permitted by the Plan, will be provided solely under the Agreement contemplated by this Plan.

Under this Plan, the Authority anticipates collecting:

- \$468,497 for State Brownfield Revolving Fund (State of Michigan Brownfield Redevelopment Fund {MBRF});
- \$371,357 (5% from local-only tax revenues, see Table 1a page 20) for Brownfield Redevelopment Authority Administration, and;
- \$371,357 (5% from local-only tax revenues, see Table 1a page 20) for Authority Local Brownfield Revolving Fund (LBRF).

MBRF, Authority Administration and LBRF capture is reflective of the redevelopment project being completed.

6. AMOUNT OF NOTE OR BONDED INDEBTEDNESS INCURRED (SECTION 13(2)(E))

The Authority will not incur a note or bonded indebtedness for this Brownfield Project under this Plan.

7. DURATION OF THE BROWNFIELD PLAN AND EFFECTIVE DATE (SECTION 13(2)(F))

Subject to Section 13b(16) of Act 381, the date of tax capture shall commence no earlier than 2021 or the immediate following year—as increment revenue becomes available, but the beginning date of tax increment revenues capture shall not exceed five years beyond the date of the governing body resolution approving the Plan. In no event shall this Plan extend beyond the maximum term allowed by Section 13(2)(f) of Act 381 for the duration of this Plan. Total estimated Plan capture duration for reimbursement of Eligible Activities, Brownfield Plan & Act 381 Work Plan (including amendments) Preparation costs, Brownfield Plan & Act 381 Work Plan Implementation Fees, BRA Administration & Application Fees, and LBRF & MBRF capture is estimated at 19 years (2021-2039). However, this Plan's capture of tax increment revenues shall not exceed 23 years (2021-2043), unless amended.

Furthermore, this Plan, or any subsequent amendment thereto, may be abolished or

terminated in accordance with Section 14(8) of Act 381 or as governed by the Reimbursement Agreement.

8. ESTIMATED IMPACT ON TAXING JURISDICTIONS (SECTION 13(2)(G))

The following table presents a summary of the impact to taxing jurisdictions (if the redevelopment Project is completed). The impact to each individual taxing jurisdiction may be as much as their proportionate share of \$11,024,756. Table 1a identifies the total amount required for the Project's eligible activities so long as there are sufficient revenues available to capture. Additional information related to the impact of tax increment financing on the various taxing jurisdictions is presented Exhibit C, Table 4.

Table 3 - Estimated Impact to Taxing Jurisdictions			
Taxing Unit	Incremental Taxes Paid	Taxes Returned to Taxing Unit	Impact to Taxing Jurisdiction
CITY OF LANSING	-	-	-
City Operating - Lansing	\$ 3,373,180	\$ 389,189	\$ 2,983,991
City Debt - Lansing	\$ 45,115	\$ 45,115	\$ -
INGHAM COUNTY	-	-	-
Ingham County	\$ 1,896,546	\$ 218,819	\$ 1,677,728
Potter Park Zoo & Potter Park	\$ 71,142	\$ 8,208	\$ 62,934
Capital Region Airport Authority - CRAA	\$ 121,289	\$ 13,994	\$ 107,295
Capital Area Transportation Authority - CATA	\$ 521,767	\$ 60,200	\$ 461,567
LIBRARY	-	-	-
Capital Area District Libraries - CADL	\$ 270,687	\$ 31,231	\$ 239,456
INTERMEDIATE SCHOOL DISTRICTS (ISD)	-	-	-
ISD Operating	\$ 34,704	\$ 4,004	\$ 30,699
ISD Special Education	\$ 781,905	\$ 90,214	\$ 691,690
COMMUNITY COLLEGE	-	-	-
Lansing Community College - LCC	\$ 660,616	\$ 76,220	\$ 584,396
LOCAL SCHOOL MILLAGES: excludes State School millages	-	-	-
Lansing School District Debt (District #33020)	\$ 798,181	\$ 798,181	\$ -
Lansing School District Sinking Fund	\$ 520,553	\$ 60,060	\$ 460,492
STATE SCHOOL MILLAGES: excludes Local School millages	-	-	-
State Education Tax - SET	\$ 1,041,105	\$ 106,192	\$ 934,913
Local School Operating - LSO	\$ 3,106,449	\$ 316,855	\$ 2,789,594
Totals	\$ 13,243,238	\$ 2,218,482	\$ 11,024,756
Total Tax Increment Revenues Captured			\$ 11,024,756
Note: The millage rates utilized are from 2018 (except for the "Lansing School District Sinking Fund millage" in effect for 2019) and all rates are assumed to continue for the duration of the Plan. Actual rates are subject to change and may be higher or lower, and may include the elimination of existing millages and/or the addition of new millages.			

9. DISPLACEMENT OF PERSONS (SECTION 13(2)(I-L))

The Property is substantially vacant. There are no persons residing on the Property and the one tenant credit union business residing on the Property is a temporary location until their new business location is built. Additionally, there are no residences or businesses that will be acquired to be cleared; therefore, there will be no adverse displacement or adverse relocation of persons or businesses under this Plan.

10. LOCAL BROWNFIELD REVOLVING FUND (SECTION 8)

The Authority has established a Local Brownfield Revolving Fund (LBRF). The Authority will capture incremental tax revenues during the tax capture period of this Plan and deposit those revenues into the LBRF to fund other projects within the City of Lansing. LBRF capture is estimated at \$371,357 (5% from local-only tax revenues, see Table 1a page 20). All funds deposited in the LBRF shall be in accordance with Section 8 of Act 381.

11. STATE BROWNFIELD REDEVELOPMENT FUND (SECTION 8A)

The Authority shall pay to the Department of Treasury at least once annually an amount equal to 3 mills of the taxes levied under the state education tax, 1993 PA 331, MCL 211.901 to 211.906, that are captured under this Plan for up to the first twenty-five (25) years of the duration of capture of tax increment revenues for each eligible property included in this Plan. If the Authority pays an amount equal to 3 mills of the taxes levied under the state education tax, 1993 PA 331, MCL 211.901 to 211.906, on a parcel of eligible property to the Department of Treasury under Section 13B(14) of Act 381, the percentage of local taxes levied on that parcel and used to reimburse eligible activities for the Project under this Plan shall not exceed the percentage of local taxes levied on that parcel that would have been used to reimburse eligible activities for the Project under this Plan if the 3 mills of the taxes levied under the state education tax, 1993 PA 331, MCL 211.901 to 211.906, on that parcel were not paid to the Department of Treasury under Section 13b(14) of Act 381. State of Michigan Brownfield Redevelopment Fund (MBRF) capture is estimated at \$468,497.

12. OTHER INFORMATION (SECTION 13(2)(M))

The Authority and the City, in accordance with the Act, may amend this Plan in the future.

Exhibit A

Eligible Property – Legal Descriptions And Eligible Property Boundary Maps

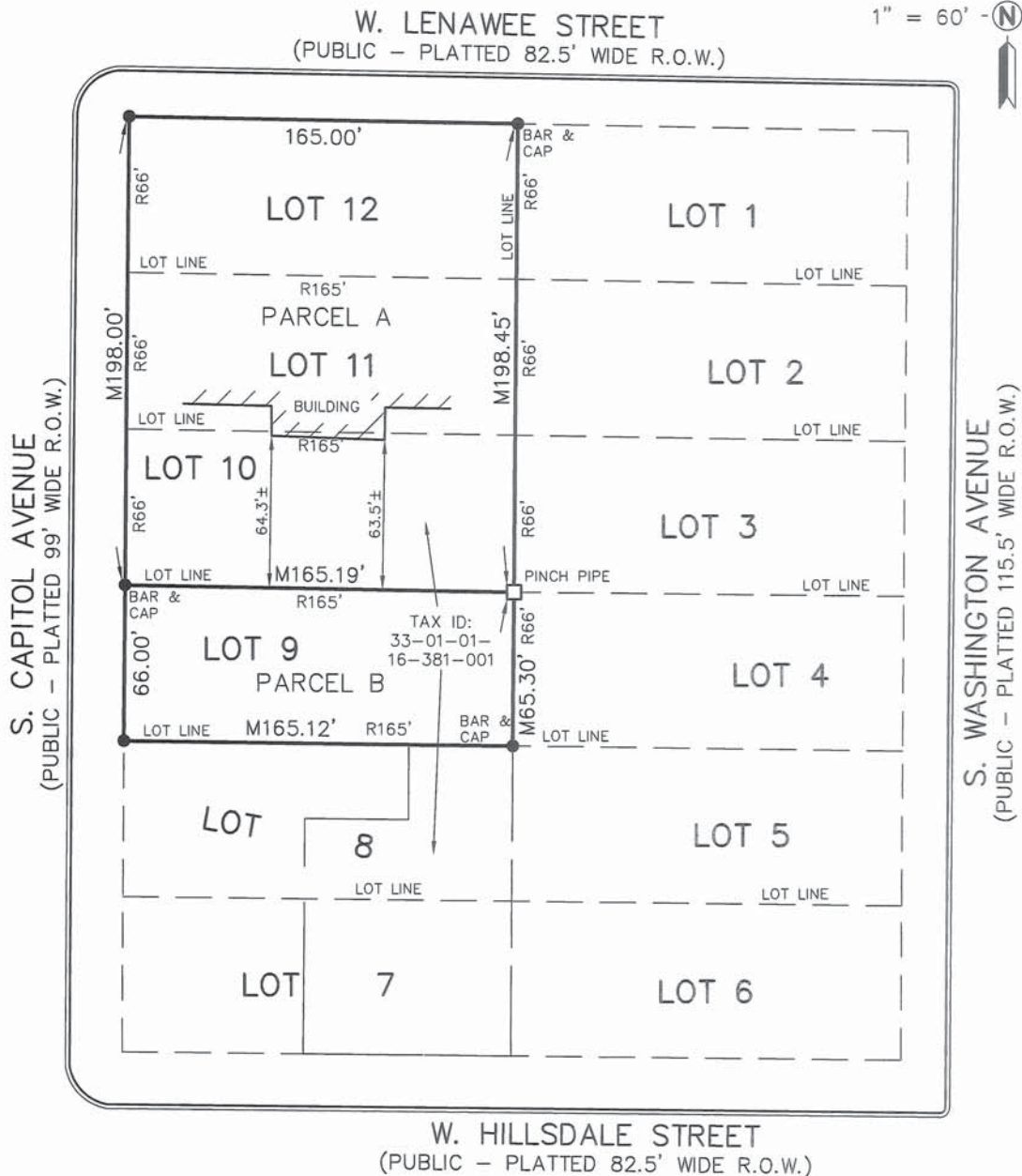
**Exhibit A-1: 501 Block LLC Lot Survey
and
Exhibit A-2: 502 Block LLC Lot Survey**

EXHIBIT A-1: LOT SURVEY

For:

501 Block LLC, a Delaware limited liability company

Survey Address:
501 S. Capitol Avenue
Lansing, MI 48933



NOTES:

1. EASEMENTS, IF ANY, NOT SHOWN
2. ALL IMPROVEMENTS NOT SHOWN

I hereby certify only to the parties hereon that we have surveyed, at the direction of said parties, the above described lot, and that we have found or set, as noted hereon, permanent markers to all corners of said lot and that all visible encroachments of a permanent nature upon said lot are as shown on this survey. Said lot subject to all easements and restrictions of record.

- R = Recorded Distance
M = Measured Distance
--- = Distance Not to Scale
--- = Deed Line
● = Set PK Nail and Tag Unless Noted
□ = Found Iron as Noted
▨ = Concrete, Asphalt, Deck, and Porch
*** = Fence
0.0'± = Denotes Distance to the Survey Line

ERICK R. FRIESTROM
PROFESSIONAL SURVEYOR NO. 53497

01/24/18
DATE



KEBS, INC. KYES ENGINEERING
BRYAN LAND SURVEYS

2116 HASLETT ROAD, HASLETT, MI 48840
PH. 517-339-1014 FAX. 517-339-8047

13432 PRESTON DRIVE, MARSHALL, MI 49068
PH. 269-781-9800 FAX. 269-781-9805

DRAWN BY SSF

SECTION 16, T4N, R2W

FIELD WORK BY NAW

JOB NUMBER:

SHEET 1 OF 2

93093.LOT-1

LOT SURVEY

For:
501 Block LLC, a Delaware limited liability company

Survey Address:
501 S. Capitol Avenue
Lansing, MI 48933

Legal Descriptions:

A portion of Tax ID: 33-01-01-16-381-001 described as:

Parcel A:

Lots 10, 11, & 12, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.

A portion of Tax ID: 33-01-01-16-381-001 described as:

Parcel B:

Lot 9, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.



KEBS, INC. KYES ENGINEERING
BRYAN LAND SURVEYS

2116 HASLETT ROAD, HASLETT, MI 48840
PH. 517-339-1014 FAX. 517-339-8047

13432 PRESTON DRIVE, MARSHALL, MI 49068
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DRAWN BY SSF

SECTION 16, T4N, R2W

FIELD WORK BY NAW

JOB NUMBER:

SHEET 2 OF 2

93093.LOT-1

Erick R. Friestrom

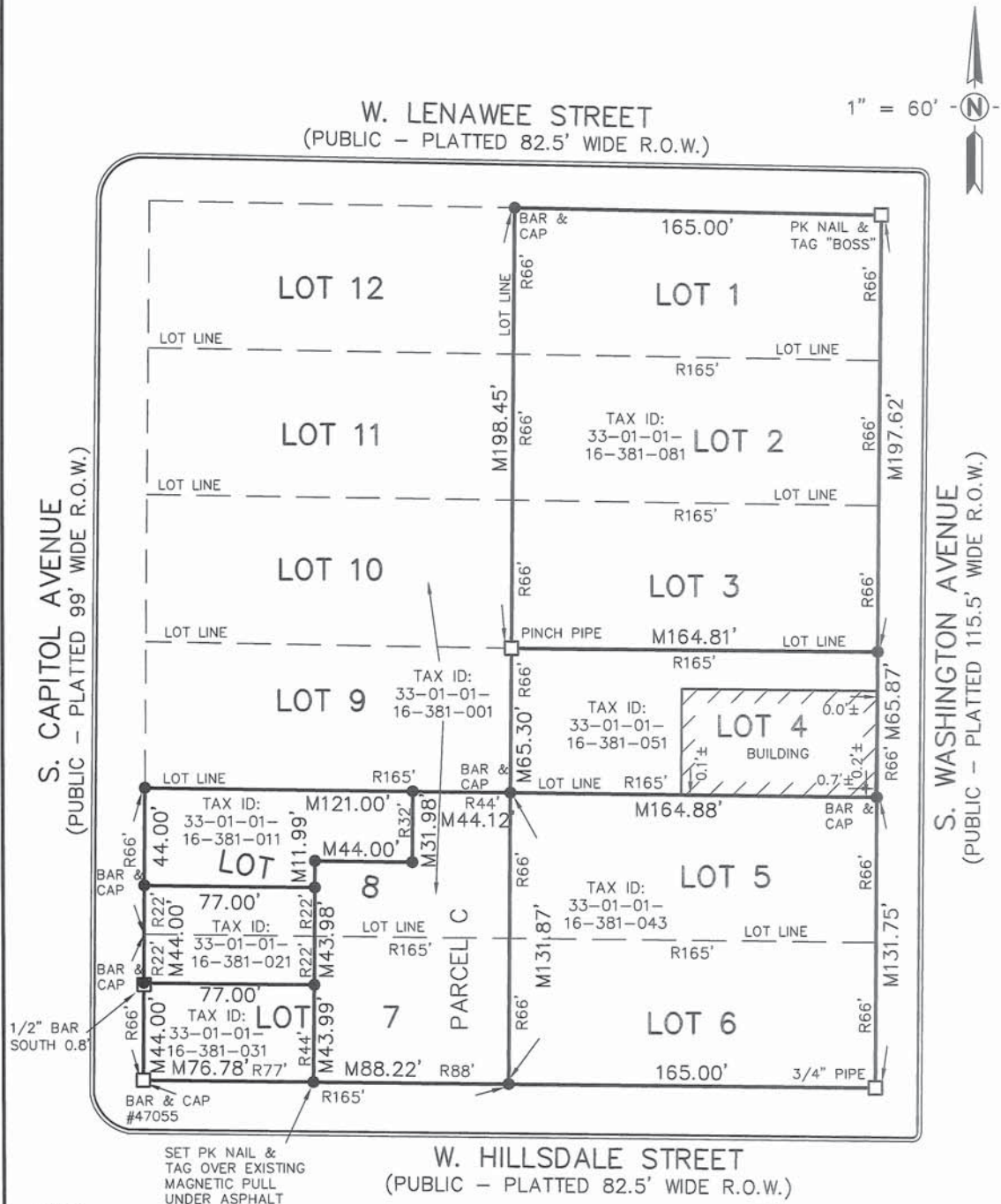
01/24/18

ERICK R. FRIESTROM DATE
PROFESSIONAL SURVEYOR NO. 53497

EXHIBIT A-2: LOT SURVEY

For:
502 Block LLC, a Delaware limited liability company

Survey Address:
 535 & Vacant S. Capitol Avenue
 520 & Vacant S. Washington Avenue
 Lansing, MI 48933



- NOTES:
 1. EASEMENTS, IF ANY, NOT SHOWN
 2. ALL IMPROVEMENTS NOT SHOWN

I hereby certify only to the parties hereon that we have surveyed, at the direction of said parties, the above described lot, and that we have found or set, as noted hereon, permanent markers to all corners of said lot and that all visible encroachments of a permanent nature upon said lot are as shown on this survey. Said lot subject to all easements and restrictions of record.

- R = Recorded Distance
 M = Measured Distance
 — = Distance Not to Scale
 — = Deed Line
 ● = Set PK Nail and Tag Unless Noted
 □ = Found Iron as Noted
 ■ = Concrete, Asphalt, Deck, and Porch
 ** = Fence
 0.0'± = Denotes Distance to the Survey Line

ERICK R. FRIESTROM
 PROFESSIONAL SURVEYOR
 NO. 53497



KEBS, INC. KYES ENGINEERING
 BRYAN LAND SURVEYS

2116 HASLETT ROAD, HASLETT, MI 48840
 PH. 517-339-1014 FAX. 517-339-8047

13432 PRESTON DRIVE, MARSHALL, MI 49068
 PH. 269-781-9800 FAX. 269-781-9805

DRAWN BY	SSF	SECTION	16, T4N, R2W
FIELD WORK BY	NAW	JOB NUMBER:	
SHEET	1 OF 2		93093.LOT-2

LOT SURVEY

For:
502 Block LLC, a Delaware limited liability company

Survey Address:
535 & Vacant S. Capitol Avenue
520 & Vacant S. Washington Avenue
Lansing, MI 48933

Legal Descriptions:

Tax ID: 33-01-01-16-381-011

The North 44 feet of the West 77 feet of Lot 8 and the North 32 feet of the West 44 feet of the East 88 feet of Lot 8, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.

Tax ID: 33-01-01-16-381-021

The North 22 feet of the West 77 feet of Lot 7 and the South 22 feet of the West 77 feet of Lot 8, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.

Tax ID: 33-01-01-16-381-031

The South 44 feet of the West 77 feet of Lot 7, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.

Tax ID: 33-01-01-16-381-043

Lot 5 & 6, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.

Tax ID: 33-01-01-16-381-051

Lot 4, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.

Tax ID: 33-01-01-16-381-081

Lots 1, 2, & 3, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.

A portion of Tax ID: 33-01-01-16-381-001 described as:

Parcel C:

The East 88 feet of Lot 7 and the East 44 feet of Lot 8 and the West 44 feet of the East 88 feet of the South 34 feet of Lot 8, Block 149, Original Plat of the City of Lansing Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records.



KEBS, INC. KYES ENGINEERING
BRYAN LAND SURVEYS

2116 HASLETT ROAD, HASLETT, MI 48840
PH. 517-339-1014 FAX. 517-339-8047

13432 PRESTON DRIVE, MARSHALL, MI 49068
PH. 269-781-9800 FAX. 269-781-9805

DRAWN BY SSF

SECTION 16, T4N, R2W

FIELD WORK BY NAW

JOB NUMBER:

SHEET 2 OF 2

93093.LOT-2

E. R. Friestrom
ERICK R. FRIESTROM
PROFESSIONAL SURVEYOR

2/24/18
DATE
NO. 53497

Exhibit B

Basis of Eligibility

**DEQ Acknowledgement of Receipt of a Baseline Environmental
Assessment letters dated May 30, 2018**

**Exhibit B-1: 501 Block LLC Letter
and
Exhibit B-2: 502 Block LLC Letter**

Functional Obsolescence Determination letter dated August 14, 2019

Exhibit B-3: 501 Block LLC Letter



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN

DEPARTMENT OF ENVIRONMENTAL QUALITY
LANSING DISTRICT OFFICE

EXHIBIT B-1: 501 Block LLC Letter



C. HEIDI GRETHUR
DIRECTOR

May 30, 2018

**ACKNOWLEDGEMENT OF RECEIPT OF A BASELINE ENVIRONMENTAL
ASSESSMENT**

BEA ID: B201802475LA

Legal Entity: 501 Block LLC, 2362 Jolly Road, Okemos, Michigan 48864

Property Address: 501 South Capitol Avenue and 520 South Washington Avenue,
Lansing, Ingham County

On May 25, 2018, the Department of Environmental Quality (DEQ) received a Baseline Environmental Assessment (BEA) dated January 29, 2018, for the above legal entity and property. This letter is your acknowledgement that the DEQ has received and recorded the BEA. The DEQ maintains an administrative record of each BEA as received.

This BEA was submitted pursuant to Section 20126(1)(c) of Part 201, Environmental Remediation, and/or Section 21323a(1)(b) of Part 213, Leaking Underground Storage Tanks, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA). A BEA is submitted for the purpose of establishing an exemption to liability for a new owner or operator of property that has been demonstrated to be a facility or property as defined by Section 20101(1)(s) of Part 201, Environmental Remediation, and/or property as defined by Section 21303(d) of Part 213, Leaking Underground Storage Tanks, of the NREPA. Pursuant to Sections 20126(1)(c) and 21323a(1)(b), the conditions of this exemption require the legal entity to disclose the BEA to a subsequent purchaser or transferee of the property.

The BEA is only for the legal entity and property identified in the BEA and on the BEA Submittal Form. Each new legal entity that becomes the owner or operator of this facility must submit their own BEA.

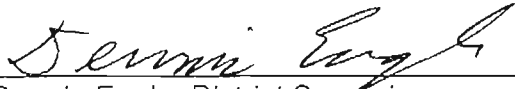
The DEQ is not making any findings about the adequacy of the submittal or whether the submitter is liable or is eligible to submit. The submitted BEA does not alter liability with regard to a subsequent release, threat of release, or exacerbation of existing conditions that is the responsibility of the legal entity submitting the BEA.

The legal entity, as the owner and/or operator of a facility or property, may have Due Care responsibilities under Section 20107a of Part 201, Environmental Remediation, and/or Section 21304c of Part 213, Leaking Underground Storage Tanks, of the NREPA.

The legal entity may also have responsibility under applicable state and federal laws, including, but not limited to, Part 201, Environmental Remediation; Part 111, Hazardous Waste Management; Part 211, Underground Storage Tank Regulations; Part 213, Leaking Underground Storage Tanks; Part 615, Supervisor of Wells, of the NREPA; and the Michigan Fire Prevention Code, 1941 PA 207, as amended.

Pursuant to Section 20112a(6) of Part 201, Environmental Remediation, the property(s) identified in the BEA will be placed on the inventory of facilities, which is updated daily and posted on the DEQ's website: <https://secure1.state.mi.us/FacilitiesInventoryQueries>.

Authorized signature:



Dennis Eagle, District Supervisor
Lansing District Office
Remediation and Redevelopment Division
Department of Environmental Quality
525 West Allegan Street
P.O. Box 30242
Lansing, Michigan 48909
517-614-8544
eagled@michigan.gov

Enclosure

cc: PM Environmental Inc.



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN

DEPARTMENT OF ENVIRONMENTAL QUALITY
LANSING DISTRICT OFFICE

EXHIBIT B-2: 502 Block LLC Letter



C. HEIDI GRETHUR
DIRECTOR

May 30, 2018

**ACKNOWLEDGEMENT OF RECEIPT OF A BASELINE ENVIRONMENTAL
ASSESSMENT**

BEA ID: B201802476LA

Legal Entity: 502 Block LLC, 2362 Jolly Road, Okemos, Michigan 48864

Property Address: 501 South Capitol Avenue and 520 South Washington Avenue,
Lansing, Ingham County

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The BEA is only for the legal entity and property identified in the BEA and on the BEA Submittal Form. Each new legal entity that becomes the owner or operator of this facility must submit their own BEA.

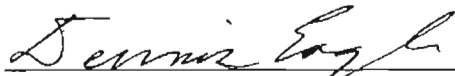
The DEQ is not making any findings about the adequacy of the submittal or whether the submitter is liable or is eligible to submit. The submitted BEA does not alter liability with regard to a subsequent release, threat of release, or exacerbation of existing conditions that is the responsibility of the legal entity submitting the BEA.

The legal entity, as the owner and/or operator of a facility or property, may have Due Care responsibilities under Section 20107a of Part 201, Environmental Remediation, and/or Section 21304c of Part 213, Leaking Underground Storage Tanks, of the NREPA.

The legal entity may also have responsibility under applicable state and federal laws, including, but not limited to, Part 201, Environmental Remediation; Part 111, Hazardous Waste Management; Part 211, Underground Storage Tank Regulations; Part 213, Leaking Underground Storage Tanks; Part 615, Supervisor of Wells, of the NREPA; and the Michigan Fire Prevention Code, 1941 PA 207, as amended.

Pursuant to Section 20112a(6) of Part 201, Environmental Remediation, the property(s) identified in the BEA will be placed on the inventory of facilities, which is updated daily and posted on the DEQ's website: <https://secure1.state.mi.us/FacilitiesInventoryQueries>.

Authorized signature:



Dennis Eagle, District Supervisor
Lansing District Office
Remediation and Redevelopment Division
Department of Environmental Quality
525 West Allegan Street
P.O. Box 30242
Lansing, Michigan 48909
517-614-8544
eagled@michigan.gov

Enclosure

cc: PM Environmental Inc.



Andy Schor, Mayor

CITY ASSESSORS OFFICE

Sharon Frischman, MMAO
City Assessor

3rd Floor City Hall
124 West Michigan Avenue
Lansing, Michigan 48933
(517) 483-7624

FAX: (517) 483-4101

www.lansingmi.gov/City-Assessor

August 14, 2019

Functional Obsolescence Determination
501 S. Capitol St.
33-01-01-16-381-002

This building was originally constructed in 1970 as a six-story, single occupant central bank. There is a mechanical penthouse as well as basement offices. Elevators serve the building.

The original occupant was the State Employee Credit Union; it is now occupied on the first floor only by the Lake Trust Credit Union. The rest of the building has been vacant for some time. The market demand for central bank occupancy has declined over the last several years, therefore the current configuration as a single occupant central bank is obsolete.

The heating and cooling systems are currently obsolete. There is a single system that performs very poorly. The system has to be manually turned on and off daily and serves the entire building even though the only occupant is on the first floor.

PM Environmental performed an inventory of hazardous materials from July 31 through August 2, 2017 to identify, locate, classify, analyze, and estimate quantities of accessible asbestos containing materials for the building owner compliance with the Occupational Safety & Health Administration (OSHA) General Industry Standard for Asbestos.

The results of the asbestos survey identified the following asbestos containing materials:

- Tagged Fire Door and Frame (Assumed ACM) (61 Doors and Frames)
- Mastic Associated with 12" x 12" Floor Tile – Tan Mottled (25 Square Feet)
- Grey Spray-On Fireproofing (55,600 Square Feet)
- Black Sink Undercoating (1 Sink)
- Cementitious Fireproofing (3,940 Square Feet)
- Roofing Materials (Assumed ACM) (8,000 Square Feet)

Asbestos was widely used in building construction until its use was banned in 1978. The presence of asbestos containing materials contributes to the obsolescence of the building because these materials are no longer used and may need to be removed.

For these reasons, I have determined that the building at 501 S. Capital suffers from functional obsolescence.

Sharon Frischman, MMAO
City Assessor

Exhibit C

Table 4 - Tax Increment Financing Estimates

Table 4a1 - Base Year/Initial Taxable Value (ITV) Information

500 BLOCK REDEVELOPMENT PROJECT - LANSING, MICHIGAN

BROWNFIELD PLAN NO. 77

Table 4a1 - Base Year/ Initial Taxable Value (ITV) Information

Notes	Property Identification		Base Year/ Initial Taxable Value (ITV) of All Eligible Property in the Brownfield Plan by Property Classification						Total Taxes Paid on Base Year/ ITV		Notes
	Address	Tax Parcel Number	Land	Land Improvements	Building	Real Property Subtotal	Personal Property	Total	Real Property	Personal Property	BASE YEAR = 2020
	501 S. Capitol Ave	33-01-01-16-381-002 (combined in 2018; formerly 33-01-01-16-381-001)	\$ 228,690	\$ 6,561	\$ 1,665,750	\$ 1,901,000	\$ -	\$ 1,901,000	\$ 145,089	\$ -	Estimated Values for 2020 based on Actual Values for 2019 (as of 12/31/2018)
	520 S Washington Ave	33-01-01-16-381-004	\$ 508,200	\$ -	\$ -	\$ 508,200	\$ -	\$ 508,200	\$ 38,787	\$ -	Includes estimated Land Value for 2020 based on Actual Value for 2019; <u>Excludes</u> Land Improvements of \$36,056, and Building Value of \$404,844 for 2019 (totaling \$440,900), to be demolished by end of 2019, and therefore, removed from Base Year.
Totals			\$ 736,890	\$ 6,561	\$ 1,665,750	\$ 2,409,200	\$ -	\$ 2,409,200	\$ 183,875	\$ -	-
									Real & Personal Combined =	\$ 183,875	

**Table 4a2 – Total Estimated Taxes Paid to All Taxing Jurisdictions on
the Base Year Taxable Value/ Initial Taxable Value (ITV)**

**500 BLOCK REDEVELOPMENT PROJECT - LANSING, MICHIGAN
BROWNFIELD PLAN NO. 77**

Table 4a2 - Total Estimated Taxes Paid to All Taxing Jurisdictions on the Base Year Taxable Value/ Initial Taxable Value (ITV)

	AD VALOREM TAXING AUTHORITIES/ TAXING JURISDICTIONS	Millage Rate Paid on Real Property	Millage Rate Paid on Commercial Personal Property	Base Year	2020
				BP Year Number	0
-	CITY OF LANSING	-	-	-	-
-	City Operating - Lansing	19.4400	19.4400		\$ 46,835
-	City Debt - Lansing	0.2600	0.2600		\$ 626
-	<i>Subtotal of Local Government Unit (LGU): Annual</i>	<i>19.7000</i>	<i>19.7000</i>		<i>\$ 47,461</i>
-	INGHAM COUNTY	-	-	-	-
-	Ingham County	10.9300	10.9300		\$ 26,333
-	Potter Park Zoo & Potter Park	0.4100	0.4100		\$ 988
-	Capital Region Airport Authority - CRAA	0.6990	0.6990		\$ 1,684
-	Capital Area Transportation Authority - CATA	3.0070	3.0070		\$ 7,244
-	LIBRARY	-	-	-	-
-	Capital Area District Libraries - CADL	1.5600	1.5600		\$ 3,758
-	INTERMEDIATE SCHOOL DISTRICTS (ISD)	-	-	-	-
-	ISD Operating	0.2000	0.2000		\$ 482
-	ISD Special Education	4.5062	4.5062		\$ 10,856
-	COMMUNITY COLLEGE	-	-	-	-
-	Lansing Community College - LCC	3.8072	3.8072		\$ 9,172
-	LOCAL SCHOOL MILLAGES: excludes State School millages	-	-	-	-
-	Lansing School District Debt (District #33020)	4.6000	4.6000		\$ 11,082
-	Lansing School District Sinking Fund	3.0000	3.0000		\$ 7,228
-	<i>Subtotal of Non-Local Government Unit (LGU) Local: Annual</i>	<i>32.7194</i>	<i>32.7194</i>		<i>\$ 78,828</i>
-	Total Local: Annual	52.4194	52.4194		\$ 126,289
-	STATE SCHOOL MILLAGES: excludes Local School millages	-	-	-	-
-	State Education Tax - SET	6.0000	6.0000		\$ 14,455
-	Local School Operating - LSO	17.9028	5.9028		\$ 43,131
-	Total State & Local School: Annual	23.9028	11.9028		\$ 57,587
-	TOTAL LOCAL AND STATE & LOCAL SCHOOL: ANNUAL	76.3222	64.3222		\$ 183,875

Table 4b - Estimated Future Taxable Value (FTV) Information

500 BLOCK REDEVELOPMENT PROJECT - LANSING, MICHIGAN

BROWNFIELD PLAN NO. 77

Table 4b - Estimated Future Taxable Value (FTV) Information

Tax Year =

Estimated Percentage (%) Change In Future Taxable Values (TV) of Building(s), Land Improvements & Land shown below (excluding Personal Property) - after 100% Completion									
Estimated Percentage (%) Change In Future Taxable Values (TV) of Land shown below					Tax Year	2020	2021	2022	2023
	Future Taxable Value (FTV) of Building(s), Land Improvements & Land Upon Completion ^{1,2}	Estimated FTV Upon Completion	Estimated True Cash Value (TCV) Upon Completion	FTV Assumptions	Notes	% Completed by 12/31/19	% Completed by 12/31/20	% Completed by 12/31/21	% Completed by 12/31/22
	Building 1 (501): Office	\$ 1,282,000	\$ 2,564,000	Based on Income Approach		0%	90%	100%	100%
	Subtotal	\$ 1,282,000	\$ 2,564,000	-	-	-	-	-	-
	Building 1 (501): Multi-Family Residential Apartments	\$ 2,239,700	\$ 4,479,400	"		0%	100%	100%	100%
	Subtotal	\$ 2,239,700	\$ 4,479,400	-	-	-	-	-	-
	Building 2 (502): Commercial	\$ 151,300	\$ 302,600	"		0%	10%	70%	100%
	Subtotal	\$ 151,300	\$ 302,600	-	-	-	-	-	-
	Building 2 (502): Multi-Family Residential Apartments	\$ 6,964,600	\$ 13,929,200	"		0%	10%	70%	100%
	Subtotal	\$ 6,964,600	\$ 13,929,200	-	-	-	-	-	-
	Subtotal	\$ 10,637,600	\$ 21,275,200						
	Subtotal Future Taxable Value (FTV) of Building(s), Land Improvements, and Land								
	Future Taxable Value (FTV) of Land	Estimated FTV	Notes						
	Address	-		-					
	501 S. Capitol Ave	\$ 228,690	All FTV for Land is removed upon completion of construction because the FTV is already included above in the FTV for each type of development. There may actually be a small FTV on the Land Value up to the point of completion of construction, but this table assumes that there is no FTV during the term of construction for conservative estimation purposes only.						
	520 S Washington Ave	\$ 508,200							
	Subtotal Future Taxable Value (FTV) of Land	\$ 736,890							
-	Total Future Taxable Value (FTV) of Building(s) and Land Improvements, Land & Personal Property ^{1,2}								
-	Total Captured Taxable Value (= to Total FTV of Building(s) and Land Improvements, Land & Personal Property minus Base Year/ ITV)								

Notes:

All Future Taxable Values (FTV)/Future Assessed Values (FAV) are estimates only; the actual FTV/FAV may be higher or lower than estimated, and must be determined upon project completion by the governing body's Assessing personnel. FTV/FAV per square foot and/or per room/unit for both new construction and renovations may vary widely depending on the quality, quantity, type of improvements, and the property's location. Additionally, for any renovations (if applicable), the FTV/FAV depends on whether improvements are assessed as "new improvements" or just "replacement/repair," as determined by Assessing personnel. Until improvements are completed and assessed, it is only possible to estimate the FTV/FAV based on various assumptions.

The Brownfield Plan will also capture all Personal Property taxes allowed for tax capture. The estimates of the Future Assessed Value (FAV) of Personal Property, if any are provided, and any associated Tax Increment Revenues, are estimates only, and the actual values of Personal Property and any associated property taxes generated are difficult to estimate due to the following: (a) uncertainty regarding the amount, value and type of Personal Property to be included in the project; (b) different depreciation rates applying to the various categories of Personal Property, such as Furniture and Fixtures, Office and Electronic Equipment, Machinery and Equipment, and Computer Equipment; and (c) Personal Property being exempt from taxes if its True Cash Value (after depreciation) is less than \$80,000 and the proper forms are submitted to the local unit of government (pursuant to Michigan Public Act 153 of 2013, as amended). The estimated Assessed/Taxable Value of any existing Personal Property is included in the Plan's Base Year/Initial Taxable Value.

		BASE YEAR BP	FIRST YEAR OF BP TAX CAPTURE							
Calendar/ Tax Year	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
FYE	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
BP Year Number	0	0	1	2	3	4	5	6	7	8
	0.00%	0.00%	0.00%	1.54%	1.54%	1.54%	1.54%	1.54%	1.54%	1.54%
	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	-	-	-	-	-	-	-	-	-	-
	\$ -	\$ -	\$ 1,153,800	\$ 1,282,000	1,301,743	1,321,790	1,342,145	1,362,814	1,383,802	1,405,112
	\$ -	\$ -	\$ 1,153,800	\$ 1,282,000	\$ 1,301,743	\$ 1,321,790	\$ 1,342,145	\$ 1,362,814	\$ 1,383,802	\$ 1,405,112
	\$ -	\$ -	\$ 2,239,700	2,274,191	2,309,214	2,344,776	2,380,885	2,417,551	2,454,781	2,492,585
	\$ -	\$ -	\$ 2,239,700	\$ 2,274,191	\$ 2,309,214	\$ 2,344,776	\$ 2,380,885	\$ 2,417,551	\$ 2,454,781	\$ 2,492,585
	\$ -	\$ -	\$ 15,130	\$ 105,910	\$ 151,300	153,630	155,996	158,398	160,838	163,314
	\$ -	\$ -	\$ 15,130	\$ 105,910	\$ 151,300	\$ 153,630	\$ 155,996	\$ 158,398	\$ 160,838	\$ 163,314
	\$ -	\$ -	\$ 696,460	\$ 4,875,220	\$ 6,964,600	7,071,855	7,180,761	7,291,345	7,403,632	7,517,648
	\$ -	\$ -	\$ 696,460	\$ 4,875,220	\$ 6,964,600	\$ 7,071,855	\$ 7,180,761	\$ 7,291,345	\$ 7,403,632	\$ 7,517,648
	\$ -	\$ -	\$ 4,105,090	\$ 8,537,321	\$ 10,726,857	\$ 10,892,050	\$ 11,059,788	\$ 11,230,109	\$ 11,403,052	\$ 11,578,659
	-	-	\$ 4,105,090	\$ 8,537,321	\$ 10,726,857	\$ 10,892,050	\$ 11,059,788	\$ 11,230,109	\$ 11,403,052	\$ 11,578,659
	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-
	\$ 228,690	\$ 228,690	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 508,200	\$ 508,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 736,890	\$ 736,890	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 736,890	\$ 736,890	\$ 4,105,090	\$ 8,537,321	\$ 10,726,857	\$ 10,892,050	\$ 11,059,788	\$ 11,230,109	\$ 11,403,052	\$ 11,578,659
	\$ -	\$ -	\$ 1,695,890	\$ 6,128,121	\$ 8,317,657	\$ 8,482,850	\$ 8,650,588	\$ 8,820,909	\$ 8,993,852	\$ 9,169,459

2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
9	10	11	12	13	14	15	16	17	18	19
1.54%	1.54%	1.54%	1.54%	1.54%	1.54%	1.54%	1.54%	1.54%	1.54%	1.54%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
-	-	-	-	-	-	-	-	-	-	-
1,426,751	1,448,723	1,471,033	1,493,687	1,516,690	1,540,047	1,563,764	1,587,846	1,612,298	1,637,128	1,662,340
\$ 1,426,751	\$ 1,448,723	\$ 1,471,033	\$ 1,493,687	\$ 1,516,690	\$ 1,540,047	\$ 1,563,764	\$ 1,587,846	\$ 1,612,298	\$ 1,637,128	\$ 1,662,340
2,530,971	2,569,948	2,609,525	2,649,712	2,690,517	2,731,951	2,774,023	2,816,743	2,860,121	2,904,167	2,948,891
\$ 2,530,971	\$ 2,569,948	\$ 2,609,525	\$ 2,649,712	\$ 2,690,517	\$ 2,731,951	\$ 2,774,023	\$ 2,816,743	\$ 2,860,121	\$ 2,904,167	\$ 2,948,891
165,830	168,383	170,976	173,609	176,283	178,998	181,754	184,553	187,395	190,281	193,212
\$ 165,830	\$ 168,383	\$ 170,976	\$ 173,609	\$ 176,283	\$ 178,998	\$ 181,754	\$ 184,553	\$ 187,395	\$ 190,281	\$ 193,212
7,633,420	7,750,974	7,870,339	7,991,542	8,114,612	8,239,577	8,366,467	8,495,310	8,626,138	8,758,981	8,893,869
\$ 7,633,420	\$ 7,750,974	\$ 7,870,339	\$ 7,991,542	\$ 8,114,612	\$ 8,239,577	\$ 8,366,467	\$ 8,495,310	\$ 8,626,138	\$ 8,758,981	\$ 8,893,869
\$ 11,756,971	\$ 11,938,028	\$ 12,121,874	\$ 12,308,550	\$ 12,498,102	\$ 12,690,573	\$ 12,886,008	\$ 13,084,452	\$ 13,285,953	\$ 13,490,557	\$ 13,698,311
\$ 11,756,971	\$ 11,938,028	\$ 12,121,874	\$ 12,308,550	\$ 12,498,102	\$ 12,690,573	\$ 12,886,008	\$ 13,084,452	\$ 13,285,953	\$ 13,490,557	\$ 13,698,311
-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 11,756,971	\$ 11,938,028	\$ 12,121,874	\$ 12,308,550	\$ 12,498,102	\$ 12,690,573	\$ 12,886,008	\$ 13,084,452	\$ 13,285,953	\$ 13,490,557	\$ 13,698,311
\$ 9,347,771	\$ 9,528,828	\$ 9,712,674	\$ 9,899,350	\$ 10,088,902	\$ 10,281,373	\$ 10,476,808	\$ 10,675,252	\$ 10,876,753	\$ 11,081,357	\$ 11,289,111

Table 4c - Impact of Tax Capture on Taxing Jurisdictions

**500 BLOCK REDEVELOPMENT PROJECT - LANSING, MICHIGAN
BROWNFIELD PLAN NO. 77**

Table 4c - Estimated Impact of Tax Capture on Taxing Jurisdictions

	AD VALOREM TAXING AUTHORITIES/ TAXING JURISDICTIONS ¹	Real Property					Commercial Personal Property				
		Buildings, Improvements to Land & Land					Furniture & Fixtures, Machinery & Equipment; Other				
		Millage Rate Paid	Millages Not Allowed for Capture	Millage Rate Captured	% of Local/ Regional Millages Captured	% of All Millages Captured	Millage Rate Paid	Millages Not Allowed for Capture	Millage Rate Captured	% of Local/ Regional Millages Captured	% of All Millages Captured
		BP Years 1-End					BP Years 1-End				
-	CITY OF LANSING	-	-	-	-	-	-	-	-	-	-
-	City Operating - Lansing	19.4400	0.0000	19.4400	40.88%	27.20%	19.4400	0.0000	19.4400	40.88%	32.69%
-	City Debt - Lansing	0.2600	0.2600	0.0000	0.00%	0.00%	0.2600	0.2600	0.0000	0.00%	0.00%
-	<i>Subtotal of Local Government Unit (LGU): Annual</i>	19.7000	0.2600	19.4400	40.88%	27.20%	19.7000	0.2600	19.4400	40.88%	32.69%
-	<i>Local Government Unit (LGU): Cumulative</i>										
-	INGHAM COUNTY	-	-	-	-	-	-	-	-	-	-
-	Ingham County	10.9300	0.0000	10.9300	22.98%	15.29%	10.9300	0.0000	10.9300	22.98%	18.38%
-	Potter Park Zoo & Potter Park	0.4100	0.0000	0.4100	0.86%	0.57%	0.4100	0.0000	0.4100	0.86%	0.69%
-	Capital Region Airport Authority - CRAA	0.6990	0.0000	0.6990	1.47%	0.98%	0.6990	0.0000	0.6990	1.47%	1.18%
-	Capital Area Transportation Authority - CATA	3.0070	0.0000	3.0070	6.32%	4.21%	3.0070	0.0000	3.0070	6.32%	5.06%
-	LIBRARY	-	-	-	-	-	-	-	-	-	-
-	Capital Area District Libraries - CADL	1.5600	0.0000	1.5600	3.28%	2.18%	1.5600	0.0000	1.5600	3.28%	2.62%
-	INTERMEDIATE SCHOOL DISTRICTS (ISD)	-	-	-	-	-	-	-	-	-	-
-	ISD Operating	0.2000	0.0000	0.2000	0.42%	0.28%	0.2000	0.0000	0.2000	0.42%	0.34%
-	ISD Special Education	4.5062	0.0000	4.5062	9.47%	6.31%	4.5062	0.0000	4.5062	9.47%	7.58%
-	COMMUNITY COLLEGE	-	-	-	-	-	-	-	-	-	-
-	Lansing Community College - LCC	3.8072	0.0000	3.8072	8.01%	5.33%	3.8072	0.0000	3.8072	8.01%	6.40%
-	LOCAL SCHOOL MILLAGES: excludes State School millages	-	-	-	-	-	-	-	-	-	-
-	Lansing School District Debt (District #33020)	4.6000	4.6000	0.0000	0.00%	0.00%	4.6000	4.6000	0.0000	0.00%	0.00%
-	Lansing School District Sinking Fund	3.0000	0.0000	3.0000	6.31%	4.20%	3.0000	0.0000	3.0000	6.31%	5.05%
-	<i>Subtotal of Non-LGU Local: Annual</i>	32.7194	4.6000	28.1194	59.12%	39.35%	32.7194	4.6000	28.1194	59.12%	47.29%
-	<i>Non-LGU Local: Cumulative</i>										
-	Total Local Tax Capture: Annual	52.4194	4.8600	47.5594	100.00%	66.55%	52.4194	4.8600	47.5594	100.00%	79.98%
-	Total Local Tax Capture: Cumulative										
-	STATE SCHOOL MILLAGES: excludes Local School millages	-	-	-	% of State School Millages Captured	% of All Millages Captured	-	-	-	% of State School Millages Captured	% of All Millages Captured
-	State Education Tax - SET	6.0000	0.0000	6.0000	25.10%	8.40%	6.0000	0.0000	6.0000	50.41%	10.09%
-	Local School Operating - LSO	17.9028	0.0000	17.9028	74.90%	25.05%	5.9028	0.0000	5.9028	49.59%	9.93%
-	Total State & Local School: Annual	23.9028	0.0000	23.9028	100.00%	33.45%	11.9028	0.0000	11.9028	100.00%	20.02%
-	Total State & Local School: Cumulative										
-	TOTAL LOCAL and STATE & LOCAL SCHOOL TAX CAPTURE: ANNUAL	76.3222	4.8600	71.4622	-	100.00%	64.3222	4.8600	59.4622	-	100.00%
-	TOTAL LOCAL and STATE & LOCAL SCHOOL TAX CAPTURE: CUMULATIVE										
-	Percentage of Local Millages/ Taxes Available & Captured	68.68%	-	66.55%	-	-					
-	Percentage of State & Local School Millages/ Taxes Available & Captured	31.32%	-	33.45%	-	-					

Notes:

The millage rates utilized are from 2018 (except for the "Lansing School District Sinking Fund millage" in effect for 2019) and all rates are assumed to continue for the duration of the Plan. Actual rates are subject to change and may be higher or lower, and may include the elimination of existing millages and/or the addition of new millages.

Percent (%) of Millage Rate Captured	Calendar/ Tax Year	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
	BP Year Number	0	0	1	2	3	4	5	6	7	8	9
BP Years: All Years												
-	-	-	-	-	-	-	-	-	-	-	-	-
90.00%		\$ 0	\$ 0	\$ 29,671	\$ 107,218	\$ 145,526	\$ 148,416	\$ 151,351	\$ 154,331	\$ 157,356	\$ 160,429	\$ 163,549
0.00%		\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 0	\$ 0	\$ 29,671	\$ 107,218	\$ 145,526	\$ 148,416	\$ 151,351	\$ 154,331	\$ 157,356	\$ 160,429	\$ 163,549
		\$ 0	\$ 0	\$ 29,671	\$ 136,889	\$ 282,415	\$ 430,831	\$ 582,181	\$ 736,512	\$ 893,868	\$ 1,054,297	\$ 1,217,846
-	-	-	-	-	-	-	-	-	-	-	-	-
90.00%		\$ 0	\$ 0	\$ 16,682	\$ 60,282	\$ 81,821	\$ 83,446	\$ 85,096	\$ 86,771	\$ 88,473	\$ 90,200	\$ 91,954
90.00%		\$ 0	\$ 0	\$ 626	\$ 2,261	\$ 3,069	\$ 3,130	\$ 3,192	\$ 3,255	\$ 3,319	\$ 3,384	\$ 3,449
90.00%		\$ 0	\$ 0	\$ 1,067	\$ 3,855	\$ 5,233	\$ 5,337	\$ 5,442	\$ 5,549	\$ 5,658	\$ 5,769	\$ 5,881
90.00%		\$ 0	\$ 0	\$ 4,590	\$ 16,585	\$ 22,510	\$ 22,957	\$ 23,411	\$ 23,872	\$ 24,340	\$ 24,815	\$ 25,298
-	-	-	-	-	-	-	-	-	-	-	-	-
90.00%		\$ 0	\$ 0	\$ 2,381	\$ 8,604	\$ 11,678	\$ 11,910	\$ 12,145	\$ 12,385	\$ 12,627	\$ 12,874	\$ 13,124
-	-	-	-	-	-	-	-	-	-	-	-	-
90.00%		\$ 0	\$ 0	\$ 305	\$ 1,103	\$ 1,497	\$ 1,527	\$ 1,557	\$ 1,588	\$ 1,619	\$ 1,651	\$ 1,683
90.00%		\$ 0	\$ 0	\$ 6,878	\$ 24,853	\$ 33,733	\$ 34,403	\$ 35,083	\$ 35,774	\$ 36,475	\$ 37,187	\$ 37,911
-	-	-	-	-	-	-	-	-	-	-	-	-
90.00%		\$ 0	\$ 0	\$ 5,811	\$ 20,998	\$ 28,500	\$ 29,066	\$ 29,641	\$ 30,225	\$ 30,817	\$ 31,419	\$ 32,030
-	-	-	-	-	-	-	-	-	-	-	-	-
0.00%		\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
90.00%		\$ 0	\$ 0	\$ 4,579	\$ 16,546	\$ 22,458	\$ 22,904	\$ 23,357	\$ 23,816	\$ 24,283	\$ 24,758	\$ 25,239
		\$ 0	\$ 0	\$ 42,919	\$ 155,087	\$ 210,499	\$ 214,679	\$ 218,924	\$ 223,235	\$ 227,612	\$ 232,056	\$ 236,568
		\$ 0	\$ 0	\$ 42,919	\$ 198,006	\$ 408,505	\$ 623,184	\$ 842,108	\$ 1,065,343	\$ 1,292,955	\$ 1,525,010	\$ 1,761,579
		\$ 0	\$ 0	\$ 72,590	\$ 262,305	\$ 356,024	\$ 363,095	\$ 370,275	\$ 377,565	\$ 384,968	\$ 392,485	\$ 400,117
		\$ 0	\$ 0	\$ 72,590	\$ 334,895	\$ 690,919	\$ 1,054,015	\$ 1,424,290	\$ 1,801,855	\$ 2,186,823	\$ 2,579,308	\$ 2,979,425
-	-	-	-	-	-	-	-	-	-	-	-	-
90.00%		\$ 0	\$ 0	\$ 9,158	\$ 33,092	\$ 44,915	\$ 45,807	\$ 46,713	\$ 47,633	\$ 48,567	\$ 49,515	\$ 50,478
90.00%		\$ 0	\$ 0	\$ 27,325	\$ 98,739	\$ 134,018	\$ 136,680	\$ 139,383	\$ 142,127	\$ 144,914	\$ 147,743	\$ 150,616
		\$ 0	\$ 0	\$ 36,483	\$ 131,831	\$ 178,934	\$ 182,487	\$ 186,096	\$ 189,760	\$ 193,480	\$ 197,258	\$ 201,094
		\$ 0	\$ 0	\$ 36,483	\$ 168,314	\$ 347,248	\$ 529,735	\$ 715,831	\$ 905,591	\$ 1,099,072	\$ 1,296,330	\$ 1,497,424
		\$ 0	\$ 0	\$ 109,073	\$ 394,136	\$ 534,958	\$ 545,583	\$ 556,371	\$ 567,325	\$ 578,448	\$ 589,743	\$ 601,211
		\$ 0	\$ 0	\$ 109,073	\$ 503,209	\$ 1,038,167	\$ 1,583,750	\$ 2,140,121	\$ 2,707,446	\$ 3,285,895	\$ 3,875,638	\$ 4,476,849

2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	Total Tax Capture During Brownfield Plan Tax Capture Period
10	11	12	13	14	15	16	17	18	19	
-	-	-	-	-	-	-	-	-	-	-
\$ 166,716	\$ 169,933	\$ 173,199	\$ 176,515	\$ 179,883	\$ 183,302	\$ 186,774	\$ 190,300	\$ 193,879	\$ 197,514	\$ 3,035,862
\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
\$ 166,716	\$ 169,933	\$ 173,199	\$ 176,515	\$ 179,883	\$ 183,302	\$ 186,774	\$ 190,300	\$ 193,879	\$ 197,514	\$ 3,035,862
\$ 1,384,562	\$ 1,554,495	\$ 1,727,694	\$ 1,904,210	\$ 2,084,092	\$ 2,267,395	\$ 2,454,169	\$ 2,644,469	\$ 2,838,348	\$ 3,035,862	-
-	-	-	-	-	-	-	-	-	-	-
\$ 93,735	\$ 95,544	\$ 97,380	\$ 99,245	\$ 101,138	\$ 103,060	\$ 105,012	\$ 106,995	\$ 109,007	\$ 111,051	\$ 1,706,892
\$ 3,516	\$ 3,584	\$ 3,653	\$ 3,723	\$ 3,794	\$ 3,866	\$ 3,939	\$ 4,014	\$ 4,089	\$ 4,166	\$ 64,028
\$ 5,995	\$ 6,110	\$ 6,228	\$ 6,347	\$ 6,468	\$ 6,591	\$ 6,716	\$ 6,843	\$ 6,971	\$ 7,102	\$ 109,160
\$ 25,788	\$ 26,285	\$ 26,791	\$ 27,304	\$ 27,824	\$ 28,353	\$ 28,890	\$ 29,436	\$ 29,989	\$ 30,552	\$ 469,590
-	-	-	-	-	-	-	-	-	-	-
\$ 13,378	\$ 13,637	\$ 13,899	\$ 14,165	\$ 14,435	\$ 14,709	\$ 14,988	\$ 15,271	\$ 15,558	\$ 15,850	\$ 243,619
-	-	-	-	-	-	-	-	-	-	-
\$ 1,715	\$ 1,748	\$ 1,782	\$ 1,816	\$ 1,851	\$ 1,886	\$ 1,922	\$ 1,958	\$ 1,995	\$ 2,032	\$ 31,233
\$ 38,645	\$ 39,391	\$ 40,148	\$ 40,916	\$ 41,697	\$ 42,490	\$ 43,294	\$ 44,112	\$ 44,941	\$ 45,784	\$ 703,714
-	-	-	-	-	-	-	-	-	-	-
\$ 32,650	\$ 33,280	\$ 33,920	\$ 34,569	\$ 35,229	\$ 35,899	\$ 36,579	\$ 37,269	\$ 37,970	\$ 38,682	\$ 594,554
-	-	-	-	-	-	-	-	-	-	-
\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
\$ 25,728	\$ 26,224	\$ 26,728	\$ 27,240	\$ 27,760	\$ 28,287	\$ 28,823	\$ 29,367	\$ 29,920	\$ 30,481	\$ 468,497
\$ 241,150	\$ 245,803	\$ 250,527	\$ 255,324	\$ 260,195	\$ 265,141	\$ 270,164	\$ 275,263	\$ 280,441	\$ 285,699	\$ 4,391,287
\$ 2,002,729	\$ 2,248,532	\$ 2,499,060	\$ 2,754,384	\$ 3,014,580	\$ 3,279,721	\$ 3,549,885	\$ 3,825,148	\$ 4,105,589	\$ 4,391,287	-
\$ 407,867	\$ 415,736	\$ 423,726	\$ 431,840	\$ 440,078	\$ 448,444	\$ 456,938	\$ 465,563	\$ 474,320	\$ 483,213	\$ 7,427,150
\$ 3,387,291	\$ 3,803,027	\$ 4,226,754	\$ 4,658,594	\$ 5,098,672	\$ 5,547,116	\$ 6,004,054	\$ 6,469,616	\$ 6,943,937	\$ 7,427,150	-
-	-	-	-	-	-	-	-	-	-	-
\$ 51,456	\$ 52,448	\$ 53,456	\$ 54,480	\$ 55,519	\$ 56,575	\$ 57,646	\$ 58,734	\$ 59,839	\$ 60,961	\$ 936,995
\$ 153,533	\$ 156,496	\$ 159,503	\$ 162,558	\$ 165,659	\$ 168,808	\$ 172,005	\$ 175,252	\$ 178,549	\$ 181,896	\$ 2,795,804
\$ 204,989	\$ 208,944	\$ 212,960	\$ 217,038	\$ 221,178	\$ 225,383	\$ 229,652	\$ 233,986	\$ 238,388	\$ 242,857	\$ 3,732,799
\$ 1,702,413	\$ 1,911,357	\$ 2,124,317	\$ 2,341,355	\$ 2,562,533	\$ 2,787,916	\$ 3,017,567	\$ 3,251,554	\$ 3,489,942	\$ 3,732,799	-
\$ 612,856	\$ 624,680	\$ 636,686	\$ 648,878	\$ 661,257	\$ 673,826	\$ 686,589	\$ 699,549	\$ 712,708	\$ 726,070	\$ 11,159,948
\$ 5,089,705	\$ 5,714,385	\$ 6,351,071	\$ 6,999,949	\$ 7,661,205	\$ 8,335,032	\$ 9,021,621	\$ 9,721,170	\$ 10,433,878	\$ 11,159,948	-

Table 4d - Reimbursement of Eligible Activities & Disbursements

**500 BLOCK REDEVELOPMENT PROJECT - LANSING, MICHIGAN
BROWNFIELD PLAN NO. 77**

Table 4d - Reimbursement of Eligible Activities & Disbursements ¹

DISBURSEMENTS TO BROWNFIELD REDEVELOPMENT AUTHORITY & MBRF				Totals		Calendar/ Tax Year BP Year Number	2019	2020	2021	2022		
-	State of Michigan Brownfield Redevelopment Fund (MBRF): Funded from the capture of the State Education Tax (SET) millages (if applicable) - Estimated State Education Tax (SET) Captured	50.00%	Percentage of available SET capture that must be paid to the MBRF/ Michigan Dept. of Treasury per Act 381 of 1996, Section 13b(14)		\$ 468,497		\$ -	\$ -	\$ 4,579	\$ 16,546		
-	Lansing/Local Brownfield Redevelopment Authority (LBRA): Reimbursement of Administration Expenses	5.00%	of Local Tax Capture available per year during Brownfield Plan.		\$ 371,357	Annual:	\$ -	\$ -	\$ 3,629	\$ 13,115		
-		0.00%	of Local Tax Capture thereafter.			Cumulative:	\$ -	\$ 0	\$ 3,629	\$ 16,745		
-	Lansing/Local Brownfield Redevelopment Authority (LBRA): Brownfield Plan & Work Plan Implementation (including Tracking, Recording and Compliance)	Local Tax Capture Amount \$ 9,983			\$ 9,983	Annual - Local	\$ -	\$ -	\$ 9,983	\$ 0		
-		State School Tax Capture Amount \$ 5,017			\$ 5,017	Annual-State School	\$ -	\$ -	\$ 5,017	\$ 0		
-	Breakdown of State School Tax Capture (SET)	State Education Tax (SET)	25.10% \$1,259		\$ 1,259	Annual - SET	\$ -	\$ -	\$ 1,259	\$ 0		
-	Breakdown of State School Tax Capture (LSO)	Local School Operating (LSO)	74.90% \$3,758		\$ 3,758	Annual - LSO	\$ -	\$ -	\$ 3,758	\$ 0		
-		Total Tax Capture Amount \$15,000			\$ 15,000	Annual - Total	\$ -	\$ -	\$ 15,000	\$ -		
-	Lansing/Local Brownfield Revolving Fund (LBRF): Local Tax Capture ²	5.00%	of Local Tax Capture during Brownfield Plan.		\$ 371,357	Annual:	\$ -	\$ -	\$ 3,629	\$ 13,115		
-		0.00%	of Local Tax Capture thereafter.			Cumulative:	\$ -	\$ 0	\$ 3,629	\$ 16,745		
-	Local Tax Increment: Annual Remaining Revenue Available for Reimbursement						\$ 0	\$ 0	\$ 55,348	\$ 236,074		
-	Local Tax Increment: Cumulative Remaining Revenue Available for Reimbursement						\$ 0	\$ 0	\$ 55,348	\$ 291,423		
-	State Education Tax (SET) Increment: Annual Remaining Revenue Available for Reimbursement						\$ 0	\$ 0	\$ 3,319	\$ 16,546		
-	State Local School Operating (LSO) Increment: Annual Remaining Revenue Available for Reimbursement						\$ 0	\$ 0	\$ 23,567	\$ 98,739		
-	Total State & Local School Tax Increment: Annual Remaining Revenue Available for Reimbursement						\$ 0	\$ 0	\$ 26,887	\$ 115,285		
-	Total State & Local School Tax Increment: Cumulative Remaining Revenue Available for Reimbursement						\$ 0	\$ 0	\$ 26,887	\$ 142,172		
-	Total of Local Tax Increment and State & Local School Tax Increment: Annual Remaining Revenue Available to Reimburse Developer						\$ 0	\$ 0	\$ 82,235	\$ 351,360		
-	Total of Local Tax Increment and State & Local School Tax Increment: Cumulative Remaining Revenue Available for Reimbursement						\$ 0	\$ 0	\$ 82,235	\$ 433,595		
				Year that Expenses Identified in the Eligible Activities Table Will Be Recognized								
REIMBURSEMENT OF ELIGIBLE ACTIVITIES				2018	2019	2020	Totals	Year of Tax Capture ¹	2019	2020	2021	2022
-	Environmental Activities: Michigan Dept. of Environmental Quality (DEQ)											
-	Local Tax Increment Reimbursement			\$ 13,612	\$ 69,787	\$ 786,036	\$ 869,435		\$ 0	\$ 0	\$ 55,348	\$ 236,074
-	State & Local School Tax Increment Reimbursement (LSO & SET)			\$ 6,841	\$ 15,209	\$ 395,053	\$ 417,103		\$ 0	\$ 0	\$ 26,887	\$ 115,285
-	TOTAL MDEQ REIMBURSEMENT (Eligible Costs)			\$ 20,453	\$ 84,996	\$ 1,181,089	\$ 1,286,538		\$ 0	\$ 0	\$ 82,235	\$ 351,360
-	Cumulative Reimbursement: MDEQ								\$ 0	\$ 0	\$ 82,235	\$ 433,595
-	Remaining Environmental Activities to be Reimbursed: with Local Taxes									\$ 69,787	\$ 800,475	\$ 564,401
-	Remaining Environmental Activities to be Reimbursed: with Non Local Taxes, e.g., LSO & SET									\$ 15,209	\$ 383,375	\$ 268,090
-	Non-Environmental Activities: Michigan Strategic Fund (MSF)											
-	Local Tax Increment Reimbursement			\$ -	\$ 2,976,042	\$ 2,702,074	\$ 5,678,116		\$ 0	\$ 0	\$ 0	\$ 0
-	State & Local School Tax Increment Reimbursement (LSO & SET)			\$ -	\$ 1,475,859	\$ 1,358,031	\$ 2,833,890		\$ 0	\$ 0	\$ 0	\$ 0
-	TOTAL MSF REIMBURSEMENT (Eligible Costs)			\$ 0	\$ 4,451,901	\$ 4,060,104	\$ 8,512,005		\$ 0	\$ 0	\$ 0	\$ 0
-	Cumulative Reimbursement: MSF								\$ 0	\$ 0	\$ 0	\$ 0
-	Remaining Non-Environmental Activities to be Reimbursed: with Local Taxes									\$ 2,976,042	\$ 5,678,116	\$ 5,678,116
-	Remaining Non-Environmental Activities to be Reimbursed: with Non-Local Taxes, e.g., LSO & SET									\$ 1,475,859	\$ 2,833,890	\$ 2,833,890
-	TOTAL ANNUAL REIMBURSEMENT: MDEQ & MSF			\$ 20,453	\$ 4,536,897	\$ 5,241,194	\$ 9,798,544		\$ 0	\$ 0	\$ 82,235	\$ 351,360
-	TOTAL CUMULATIVE REIMBURSEMENT: MDEQ & MSF								\$ 0	\$ 0	\$ 82,235	\$ 433,595
-	Remaining Unreimbursed Balance								\$ 0	\$ 4,536,897	\$ 9,695,856	\$ 9,344,496
-	Surplus Revenue from Local Tax Increment =								\$ 0	\$ 0	\$ 0	\$ 0
-	Surplus Revenue from State & Local School Tax Increment =								\$ 0	\$ 0	\$ 0	\$ 0

Notes:

¹ Unless amended by the local unit of government, the Plan is anticipated to remain in effect until all approved activities in the Plan are reimbursed, or the 30-year tax capture period ends.

Under the Brownfield Redevelopment Financing Act, the combined maximum total allocation to the LBRFs is the lesser of: 1. The total amount of tax increment capture to be generated over a five (5) year period at the end of the Brownfield Plan (BP) after all Eligible Activities (EAs) have been reimbursed; 2. The excess local tax increment capture shall not exceed the total cost of EAs approved in the BP. Allocations may also be made during BP tax capture, subject to the above.

The "Year of Tax Capture" indicates the year that any allowed tax increment will be captured by the Brownfield Plan, but not necessarily distributed as Reimbursement Payments;

³ generally, Reimbursement Payments for Eligible Activities, Bonds, etc., will be distributed in the following year, but the specific terms and conditions of reimbursement will be subject to a Development Reimbursement Agreement with the local unit of government.

2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	Totals
3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	-
\$ 22,458	\$ 22,904	\$ 23,357	\$ 23,816	\$ 24,283	\$ 24,758	\$ 25,239	\$ 25,728	\$ 26,224	\$ 26,728	\$ 27,240	\$ 27,760	\$ 28,287	\$ 28,823	\$ 29,367	\$ 29,920	\$ 30,481	\$ 468,497
\$ 17,801	\$ 18,155	\$ 18,514	\$ 18,878	\$ 19,248	\$ 19,624	\$ 20,006	\$ 20,393	\$ 20,787	\$ 21,186	\$ 21,592	\$ 22,004	\$ 22,422	\$ 22,847	\$ 23,278	\$ 23,716	\$ 24,161	\$ 371,357
\$ 34,546	\$ 52,701	\$ 71,214	\$ 90,093	\$ 109,341	\$ 128,965	\$ 148,971	\$ 169,365	\$ 190,151	\$ 211,338	\$ 232,930	\$ 254,934	\$ 277,356	\$ 300,203	\$ 323,481	\$ 347,197	\$ 371,357	-
\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 9,983
\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,017
\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,259
\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,758
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000
\$ 17,801	\$ 18,155	\$ 18,514	\$ 18,878	\$ 19,248	\$ 19,624	\$ 20,006	\$ 20,393	\$ 20,787	\$ 21,186	\$ 21,592	\$ 22,004	\$ 22,422	\$ 22,847	\$ 23,278	\$ 23,716	\$ 24,161	\$ 371,357
\$ 34,546	\$ 52,701	\$ 71,214	\$ 90,093	\$ 109,341	\$ 128,965	\$ 148,971	\$ 169,365	\$ 190,151	\$ 211,338	\$ 232,930	\$ 254,934	\$ 277,356	\$ 300,203	\$ 323,481	\$ 347,197	\$ 371,357	-
\$ 320,422	\$ 326,786	\$ 333,248	\$ 339,809	\$ 346,471	\$ 353,236	\$ 360,105	\$ 367,080	\$ 374,162	\$ 381,354	\$ 388,656	\$ 396,071	\$ 403,599	\$ 411,244	\$ 419,006	\$ 426,888	\$ 434,892	\$ 6,674,452
\$ 611,845	\$ 938,630	\$ 1,271,878	\$ 1,611,687	\$ 1,958,158	\$ 2,311,394	\$ 2,671,499	\$ 3,038,579	\$ 3,412,742	\$ 3,794,096	\$ 4,182,752	\$ 4,578,822	\$ 4,982,421	\$ 5,393,665	\$ 5,812,672	\$ 6,239,560	\$ 6,674,452	-
\$ 22,458	\$ 22,904	\$ 23,357	\$ 23,816	\$ 24,283	\$ 24,758	\$ 25,239	\$ 25,728	\$ 26,224	\$ 26,728	\$ 27,240	\$ 27,760	\$ 28,287	\$ 28,823	\$ 29,367	\$ 29,920	\$ 30,481	\$ 467,238
\$ 134,018	\$ 136,680	\$ 139,383	\$ 142,127	\$ 144,914	\$ 147,743	\$ 150,616	\$ 153,533	\$ 156,496	\$ 159,503	\$ 162,558	\$ 165,659	\$ 168,808	\$ 172,005	\$ 175,252	\$ 178,549	\$ 181,896	\$ 2,792,046
\$ 156,476	\$ 159,584	\$ 162,739	\$ 165,944	\$ 169,197	\$ 172,501	\$ 175,855	\$ 179,261	\$ 182,720	\$ 186,232	\$ 189,798	\$ 193,419	\$ 197,095	\$ 200,828	\$ 204,619	\$ 208,468	\$ 212,377	\$ 3,259,284
\$ 298,648	\$ 458,232	\$ 620,971	\$ 786,915	\$ 956,112	\$ 1,128,613	\$ 1,304,468	\$ 1,483,729	\$ 1,666,449	\$ 1,852,681	\$ 2,042,478	\$ 2,235,897	\$ 2,432,992	\$ 2,633,820	\$ 2,838,439	\$ 3,046,908	\$ 3,259,284	-
\$ 476,898	\$ 486,370	\$ 495,987	\$ 505,752	\$ 515,668	\$ 525,737	\$ 535,960	\$ 546,341	\$ 556,882	\$ 567,586	\$ 578,454	\$ 589,489	\$ 600,694	\$ 612,072	\$ 623,626	\$ 635,357	\$ 647,268	\$ 9,933,736
\$ 910,493	\$ 1,396,862	\$ 1,892,849	\$ 2,398,602	\$ 2,914,270	\$ 3,440,007	\$ 3,975,967	\$ 4,522,308	\$ 5,079,191	\$ 5,646,776	\$ 6,225,230	\$ 6,814,719	\$ 7,415,413	\$ 8,027,486	\$ 8,651,111	\$ 9,286,468	\$ 9,933,736	-
2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	Totals
\$ 320,422	\$ 257,591	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 869,435
\$ 156,476	\$ 118,455	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 417,103
\$ 476,898	\$ 376,045	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,286,538
\$ 910,493	\$ 1,286,538	\$ 1,286,538	\$ 1,286,538	\$ 1,286,538	\$ 1,286,538	\$ 1,286,538	\$ 1,286,538	\$ 1,286,538	\$ 1,286,538	\$ 1,286,538	\$ 1,286,538	\$ 1,286,538	\$ 1,286,538	\$ 1,286,538	\$ 1,286,538	\$ 1,286,538	-
\$ 243,979	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	-
\$ 111,614	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	-
\$ 0	\$ 69,195	\$ 333,248	\$ 339,809	\$ 346,471	\$ 353,236	\$ 360,105	\$ 367,080	\$ 374,162	\$ 381,354	\$ 388,656	\$ 396,071	\$ 403,599	\$ 411,244	\$ 419,006	\$ 426,888	\$ 307,990	\$ 5,678,116
\$ 0	\$ 41,129	\$ 162,739	\$ 165,944	\$ 169,197	\$ 172,501	\$ 175,855	\$ 179,261	\$ 182,720	\$ 186,232	\$ 189,798	\$ 193,419	\$ 197,095	\$ 200,828	\$ 204,619	\$ 208,468	\$ 204,085	\$ 2,833,890
\$ 0	\$ 110,324	\$ 495,987	\$ 505,752	\$ 515,668	\$ 525,737	\$ 535,960	\$ 546,341	\$ 556,882	\$ 567,586	\$ 578,454	\$ 589,489	\$ 600,694	\$ 612,072	\$ 623,626	\$ 635,357	\$ 512,076	\$ 8,512,005
\$ 0	\$ 110,324	\$ 606,311	\$ 1,112,063	\$ 1,627,732	\$ 2,153,468	\$ 2,689,429	\$ 3,235,770	\$ 3,792,652	\$ 4,360,238	\$ 4,938,692	\$ 5,528,181	\$ 6,128,875	\$ 6,740,947	\$ 7,364,573	\$ 7,999,930	\$ 8,512,005	-
\$ 5,678,116	\$ 5,608,920	\$ 5,275,673	\$ 4,935,864	\$ 4,589,393	\$ 4,236,157	\$ 3,876,051	\$ 3,508,971	\$ 3,134,809	\$ 2,753,455	\$ 2,364,799	\$ 1,968,728	\$ 1,565,129	\$ 1,153,885	\$ 734,879	\$ 307,990	\$ 0	-
\$ 2,833,890	\$ 2,792,761	\$ 2,630,022	\$ 2,464,078	\$ 2,294,881	\$ 2,122,380	\$ 1,946,525	\$ 1,767,264	\$ 1,584,544	\$ 1,398,312	\$ 1,208,515	\$ 1,015,096	\$ 818,001	\$ 617,173	\$ 412,554	\$ 204,085	\$ 0	-
\$ 476,898	\$ 486,370	\$ 495,987	\$ 505,752	\$ 515,668	\$ 525,737	\$ 535,960	\$ 546,341	\$ 556,882	\$ 567,586	\$ 578,454	\$ 589,489	\$ 600,694	\$ 612,072	\$ 623,626	\$ 635,357	\$ 512,076	\$ 9,798,544
\$ 910,493	\$ 1,396,862	\$ 1,892,849	\$ 2,398,602	\$ 2,914,270	\$ 3,440,007	\$ 3,975,967	\$ 4,522,308	\$ 5,079,191	\$ 5,646,776	\$ 6,225,230	\$ 6,814,719	\$ 7,415,413	\$ 8,027,486	\$ 8,651,111	\$ 9,286,468	\$ 9,798,544	-
\$ 8,867,598	\$ 8,401,681	\$ 7,905,694	\$ 7,399,942	\$ 6,884,274	\$ 6,358,537	\$ 5,822,577	\$ 5,276,235	\$ 4,719,353	\$ 4,151,767	\$ 3,573,314	\$ 2,983,825	\$ 2,383,130	\$ 1,771,058	\$ 1,147,432	\$ 512,076	\$ 0	-
\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 126,901
\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 8,291

Exhibit D. Projected Infrastructure Improvements Eligible Activity Costs Detail
Brownfield Plan #77 – 500 Block Redevelopment Project, Lansing MI
Revised August 22, 2019

Project Costs	No. of Units	Type of Unit (YD, LS, LF, CY, ST, SF, TN, DY, MO, GAL, EA, AC)	Unit Cost	Developer(s)- 501 Block, LLC	Developer(s)- 502 Block, LLC	Total for Brownfield Plan
Infrastructure Improvements Activities (Public) - In Public ROW/Easements						
Construction Costs						
Site Demolition						
W Lenawee Street ROW	1	LS	\$4,955		\$4,955	\$4,955
S Washington Ave ROW	1	LS	\$29,003		\$29,003	\$29,003
W Hillsdale Street ROW	1	LS	\$7,658		\$7,658	\$7,658
S Capitol Ave ROW	1	LS	\$2,779		\$2,779	\$2,779
Sub-Bases & Exterior Improvements						
W Lenawee Street ROW	1	LS	\$60,557		\$60,557	\$60,557
S Washington Ave ROW	1	LS	\$219,384		\$219,384	\$219,384
W Hillsdale Street ROW	1	LS	\$53,641		\$53,641	\$53,641
S Capitol Ave ROW	1	LS	\$17,889		\$17,889	\$17,889
Fire Protection & Domestic Water Main System (All within LBWL Easement-All Public)	1	LS	\$38,400		\$38,400	\$38,400
Sanitary Sewer Services & Grease Interceptor (System within S Washington Ave ROW-All Public)	1	LS	\$24,000		\$24,000	\$24,000
Storm Sewer System-Three Catch Basins within S Washington Ave ROW-All Public	1	LS	\$58,500		\$58,500	\$58,500
Gas (Available in Street ROW)	1	LS	\$0		\$0	\$0
Electric (Available in Street ROW)	1	LS	\$0		\$0	\$0
E, T, D to Landfill & Imp/CIP Class II Sand						
S Washington Ave ROW	1	LS	\$1,893		\$1,893	\$1,893
W Hillsdale Street ROW	1	LS	\$1,373		\$1,373	\$1,373
S Capitol Ave ROW	1	LS	\$2,225		\$2,225	\$2,225
Fire Protection & Domestic Wate Main System (All within LBWL Easement-All Public)	1	LS	\$16,918		\$16,918	\$16,918
Sanitary Sewer Services & Grease Interceptor (System within S Washington Ave ROW-All Public)	1	LS	\$17,293		\$17,293	\$17,293
Storm Sewer System-Three Catch Basins within S Washington Ave ROW-All Public	1	LS	\$9,693		\$9,693	\$9,693
Engineering						
Inspection Fees (Utility)	1	LS	\$5,000		\$5,000	\$5,000
Site Civil Engineering	1	LS	\$5,000		\$5,000	\$5,000
Bid Specifications and Lansing Bid Procurement Process	1	LS	\$10,000		\$10,000	\$10,000
Project Approval Fees						
Application & Permit Fee - Road Right-of-Way	1	LS	\$750		\$750	\$750
Due Diligence Reports						
Surveying (Utility As-Built)	1	LS	\$2,000		\$2,000	\$2,000
Professional Service / Consulting					\$0	\$0
Project Management - Preliminary Site Construction	1	LS	\$7,500		\$7,500	\$7,500
Project Management - Site Construction	1	LS	\$84,924		\$84,924	\$84,924
Soft Costs for Infrastructure Improvements	1	LS	\$10,000		\$10,000	\$10,000
Eligible Activity Compliance for Infrastructure Improvements	1	LS	\$7,500		\$7,500	\$7,500
Infrastructure Improvements Activities (Public) Subtotal				\$0	\$698,831	\$698,831
<i>Contingency (15%)</i>				\$0	\$104,825	\$104,825
<i>Interest portion to Infrastructure Improvements Activities (3% Simple Interest)</i>				\$0	\$276,710	\$276,710
Infrastructure Improvements Activities (Public) TOTAL				\$0	\$1,080,366	\$1,080,366

NOTE: Eligible Activity cost presented are as projected from 30% engineering drawings and are subject to change. Costs are for Brownfield Plan projection purposes only and may vary and change prior to the completion of the Act 381 Work Plan.

Exhibit E. Estimated Breakdown of Developer Eligible Activity Costs by Entity

Brownfield Plan #77 – 500 Block Redevelopment Project, Lansing MI

Revised August 22, 2019

Eligible Activities	Eligible Costs	501 Block, LLC	502 Block, LLC
DEQ Eligible Activities			
Department-Specific Activities			
Baseline Environmental Assessment (BEA) Activities	\$ 27,785	\$ 6,779	\$ 21,006
Due Care Activities	\$ 744,287	\$ 36,980	\$ 707,307
Additional Response Activities	\$ 20,000	\$ 2,000	\$ 18,000
MSF Non-Environmental Eligible Activities			
Demolition Activities	\$ 1,210,309	\$ 848,893	\$ 361,416
Lead and Asbestos Abatement Activities	\$ 2,606,975	\$ 2,547,845	\$ 59,130
Infrastructure Improvements Activities	\$ 698,831	\$ -	\$ 698,831
Site Preparation Activities	\$ 949,727	\$ 78,001	\$ 871,726
Contingency (15%)	\$ 938,687	\$ 528,075	\$ 410,612
Interest (3% Simple Interest)	\$ 2,477,892	\$ 1,393,981	\$ 1,083,911
<i>Subtotal</i>	\$ 9,674,494	\$ 5,442,554	\$ 4,231,939
Brownfield Plan & Work Plan Preparation	\$ 104,050	\$ 58,535	\$ 45,515
Brownfield Plan & Work Plan Implementation (to Developer)	\$ 15,000	\$ 8,439	\$ 6,561
Local Application Fees	\$ 5,000	\$ 2,813	\$ 2,187
<i>Subtotal: To Developer *</i>	\$ 9,798,544	\$ 5,512,341	\$ 4,286,203

* To meet Developer Reimbursement Obligations.